

Editorial

February 2008

Last month's quiz turned into a natter, as there weren't many members present, so the quiz has been held over for a later date. This month we are having a natter, as well as the Annual Dinner and a Sporting Trial later this month. Next month is scheduled to be a video evening as Phil Johnson 'old' racing videos (or dvds) we can watch.

The next committee meeting will be on 3rd March.

Jan

Calendar of Events

| Date | Event/Organiser | Location | Type |
|-------|--|-------------------|-----------------------|
| Feb | | | |
| 11 | PMC Club Night | Ellindon | Video/Natter |
| 16 | PMC Annual Dinner | Ellindon | |
| 23 | Mablethorpe & DMC Rally | Manby | SV |
| 24 | Pollard Trophy | Tilton | Sporting Trial |
| Mar | | | |
| 9 | Lindholme MC Robin Hood Forest Stages* | Notts Forest | MV |
| 10 | PMC Club Night | Ellindon | Video/Natter |
| 15/16 | Malton MC Ryemoor | OS 99/100/105/106 | RR |
| 16 | Borough 19 MC Sprint | North Weald | Sprint |
| 23 | Eastwood & DMC Phoenix Stages | Fulbeck | SV |
| 24 | Sutton & Cheam Sprint | Longcross | Sprint |
| 29 | North Humberside MC Forest Stages* | Yorks Forest | MV |
| Apr | | | |
| 5/6 | Matlock MC VK Derbyshire | OS 119 | RR |
| 6 | Trackrod MC Lookout Stages | Melbourne | SV |
| 6 | Sevenoaks & DMC Sprint | North Weald | Sprint |
| 12 | BARC SE Sprint (morning only) | Lydden | Sprint |
| 14 | PMC Club Night | Ellindon | |
| 19/20 | Sheffield & Hallamshire Jackson Trophy | OS 110/119 | RR |
| 20 | Mid-Derbyshire MC Twyford Stages | Twyford Wood | SV |
| 27 | Green Belt MC Sprint | North Weald | Sprint |

* Includes Historics

Pollard Sporting Trial

The Pollard Sporting Trial will be held on 24th February at the Tilton site.

This is at Nethercourt Farm near Billesdon, on the A47 towards Leicester. The map ref is SK710045. At the junction of A 47 with B6047 about 10 miles west of Uppingham, turn North on B6047. After 3/4 mile turn left (opposite a layby) onto unclassified road. After a further 3/4 mile left again at crossroads (close to a radio transmitter) and the entrance to the farm is 20 yards on the left.

Marshals are required for this event. Please contact Lynn Jones (or someone else connected with Trials) if you can help. Also, if you can help set out the course on Saturday 23rd from around 10:30, your assistance will be most welcome!

Contacts: lynnjones2009@tiscali.co.uk Phone 01733252886 or Brian Stapleton phone 01733202450.

Annual Dinner

Just a reminder to those attending the Annual Dinner. It will be held at the Ellindon Masonic Lodge, Bretton on Saturday 16th February, 7pm for 7.30pm.

We hope to have a display of members cars in the new entrance hall of the lodge.

The Guest of Honour is Graham Robson.

David Catling

SILVERSTONE 2008

The Club's 57th Annual Silverstone Race Meeting will be on Sunday 27th April 2008. There will be the usual mixture of races - more details next month. This will be an all hands on deck experience again so will all everyone volunteering to marshal contact Andrew Turner and those volunteering for admin contact Phil Johnson or Pete Richards please.

PHIL JOHNSON

MARSHALS WANTED

EASTWOOD MC - JANE COWLING MEMORIAL PHOENIX STAGES RALLY will take place on 23rd MARCH 2008 at Fulbeck Airfield (between Newark and Sleaford)

This year it is a Clubmans rally + Round 1 of Peugeot Championship

Radio Crews, Start/Finish Crews, Marshals etc. all required on the day
Contact John Minns 0115 9890673 (evenings)
or email djminnsrally@tiscali.co.uk

The Johnson Trial - courtesy of BTRDA's Clear Round Magazine

A solid entry of 30 cars arrived at the Eaton site north of Melton Mowbray on a clear dry day. The ground was pleasantly dry and firm for the end of November, particularly on the banks exposed to the sun and the breeze. The regs stated 5 psi unless conditions dictated otherwise, but on the day, despite the obviously dry condition, the decision was made to start the day on 3 psi. We were switched to 5 psi for the final round.

Hills 1 and 2 were the usual two in the gully just inside the site entrance. Despite the greasy climb, they were cleared by most people on each round. Hitting markers by over-exuberance presented the greatest chance of being penalised. Hill 3 in the next field across the bridge was the same as last year but the drier conditions meant that penalties greater than three were very rare. Hill 4 was a new hill in the same field using a steep bank which had 3 ups and 2 downs each time. It was moved slightly each round and the grass deteriorated each time as the sun and breeze never quite

got to it. Five, 6 and 7 were on the long bank across the back of the first field, facing the sun and wind. They all required subtle trickle techniques, particularly on the third round. Hill 8 was on the steep bank in the trees of the next field, and again the sun had a drying effect. Hills 9 and 10 were in the far field. Nine, in the bottom of the field, was damp and greasy all day, and fairly tight. It needed a controlled but spirited attempt, particularly in the third round. Hill 10 on the drier bank featured a tight turn before the first ascent. This caught out most drivers on rounds 1 and 2.

All in all it was a most enjoyable day, with no major dramas, and fine weather with some pleasant sunshine. Thanks and congratulations to all the PMC stalwarts.

The results are as follows:

Red Class:

| | | |
|---|---------------------------|-----------|
| 1 | John Fack (Crossle) | 3 points |
| 2 | Duncan Stephens (Crossle) | 11 points |
| 3 | Julian Fack (X-Factor) | 14 points |

Blue Class:

| | | |
|---|------------------------|-----------|
| 1 | Andy Wilks (Concord) | 27 points |
| 2 | Roland Uglow (Crossle) | 28 points |
| 3 | Ian Rodman (Apex) | 28 points |

Green Class:

| | | |
|---|----------------------------|-----------|
| 1 | Thomas Bricknell (Crossle) | 27 points |
| 2 | David Rance (Crossle) | 35 points |
| 3 | Antony Lane (Concord) | 48 points |

Miglia Quadrato

This event is being run for the 49th time this year by United Hospitals and University of London Motor Clubs. For those of you who may not have heard of it, this is a competitive motoring event held entirely within the City of London, with the full co-operation of the City of London Police. As a treasure hunt it is an exempt event - for which a certificate of exemption (number 44917) has been issued by the MSA.

It is open to all members of motor clubs and to the general public. It will be run on the night of 17/18 May and is unique in that it takes place entirely within the City of London. The challenge is to navigate on a 1:10000 map and to locate points to within a ten metre square - where the answer to a question should be sought. There are no cryptic or catch questions - but that is not to say the task is easy. Indeed, many seasoned crews return each year and competitors with full rally experience will be as challenged as those with no such experience. It truly is an event for all. A history of nearly fifty years attests to that. There are categories for crews of up to 6 but also for crews of just two.

If anyone is interested in this, I have a copy of the regs.

Jan (nagivatorjan@tiscali.co.uk)

RALLYING'S BIG GUNS TO THRILL CROWDS AT RACE RETRO

Top names from the world of rallying are visiting this year's Race Retro, the international historic motorsport show held at Stoneleigh Park from 14th to 16th March, to reminisce about the golden days of motorsport's most gruelling discipline.

Markku Alen, Bjorn Waldegard and Russell Brookes will be showing they've still got what it takes, with a series of demonstration runs during the event on the Live Classic Rally Stage. All three drivers have links with this year's featured marque, Ford.

Finnish hero Markku Alen is one of the most successful rally drivers of all time. His rallying career started in 1969, driving a Renault 8 Gordini. His first professional drive was with Ford in a Mk1 Escort, after which he joined Fiat in 1975, driving for them and Lancia until 1989. Alen piloted the first Group B Lancia, the 037, and won 20 rounds of the World Rally Championship (WRC), including six victories on Finland's Rally of 1000 Lakes, his home event. He also won the 1988 Lombard RAC Rally.

Bjorn Waldegard posted many international wins at the wheel of a Mk2 Escort RS1800. He began his rallying career in 1962; in 1967 and 1968, he won the Swedish Championship, and in 1969, at the wheel of a Porsche 911, he won the Monte Carlo Rally. After a stint with Lancia, Waldegard moved to Ford at the end of 1976, and between then and 1980 notched up wins on the Safari, Acropolis, RAC, Swedish and Ivory Coast rallies, driving RS1800s. His successful career continued with Toyota. Last year, aged 64, he won the car-breaking East African Safari Classic, with his son Mathias as co-driver.

Russell Brookes is one of the UK's most popular rally drivers and is forever associated with his Andrews Heat for Hire-sponsored cars. Brookes began competing in 1968, twice winning the British Rally Championship - in 1977 driving an Escort RS1800, and in 1985 at the wheel of an Opel Manta 400. In 1973, he signed with Ford and drove for the blue oval until the end of the 1979 season. He switched to Talbot for two years, then moved to Vauxhall/Opel, and in 1989 went back to Ford for the British Rally Championship. At the wheel of a Cosworth Sierra, he won the Manx Rally in 1989 and 1990.

These legendary drivers will be joined by some of Ford's rallying elite, the people who have and continue to guide the Ford Rally Team to victory: Malcolm Wilson, Mark Dean and Tony Mason.

Malcolm Wilson, a former WRC driver and British Rally Champion, is the principal of M-Sport who build and prepare the current Ford WRC cars, as well as running the works Ford Rally Team. He will be joined by Mark Dean, the newly-appointed Director of Ford TeamRS, Ford's motorsport division in Europe.

Ex-Ford Rally Manager Tony Mason, the winning navigator of the 1972 RAC Rally with legendary British driver Roger Clark in a Ford Escort Mk1, will complete the Ford line-up, which will come together for an informal interview and to share their rally experiences on the Race Retro show stage.

AUTO ITALIA magazine

Leading Italian car magazine, 'Auto Italia', has moved and is now published by CHPublications Ltd.

The change of ownership occurred earlier this month and CHP will be publishing issue 142, on sale 28 February.

CHP already publishes '911 & Porsche World', 'Japanese Performance', 'Ultra VW', 'Performance Tuner' and 'American Car World'.

"We think this magazine fits perfectly in the CHP portfolio", says publisher, Nigel Fryatt.

"It's a magazine that we have admired and we think there is a lot we can add to the product to expand its readership, both in the UK and abroad. While it's certainly tough on the newsstands at the moment, we think 'Auto Italia' brings additional strengths to CHP and we are looking forward to a busy 2008."

CHPublications Ltd was started back in 1990, when Clive Househam published the first issue of '911 & Porsche World'. The company is based in Coulsdon, Surrey.

NIGEL ROEBUCK'S NEW 'MOTOR SPORT' COLUMN - OUT NOW

Nigel Roebuck starts his new monthly column for 'Motor Sport' in the March issue, out now.

Nigel has been reporting on Formula 1 since 1971 and is considered one of the sport's most influential writers. He started his career as a freelance journalist and for the past 30 years has written for 'Autosport' as their Formula 1 correspondent, his "Fifth Column" becoming essential reading for his fascinating insights into drivers, teams and managers.

From the March issue, Nigel will be unleashed and exclusive, only in 'Motor Sport' every month.

His first column looks at three key aspects of modern F1:

- The importance of the edge of risk in Formula 1.
"Racing has to be unsafe - otherwise you're lessening the challenge".
- Why losing traction control is symbolically vital.
"When they go to Melbourne, only five drivers will have previously raced an F1 car without traction control, but I don't doubt that all 22 will do just fine".
- Life after Alonso and the spy scandal at McLaren.
"Alonso's behaviour didn't work. McLaren had begun to look like two teams operating out of the same pit".

Nigel says: "My aim is to produce a magazine that celebrates everything good about the sport, yet speaks its mind when the need arises. 'Motor Sport' is the only magazine that an enthusiast really needs to buy."

CHATSWORTH HOSTS THE TESCO 99 BRITISH RALLY CHAMPIONSHIP

To celebrate the 50th anniversary of the British Rally Championship, the Rally Show at Chatsworth - together with the organisers of the Tesco 99 British Rally Championship - have arranged for four of the nine stage events which will form part of the Show to qualify for BRC points.

The Tesco 99 British Rally Championship kicks off in April with the Pirelli International in Cumbria; the second round in May is the Jim Clark International, held in the Scottish Borders. The BRC will next visit the Rally Show at Chatsworth in June, where all registered BRC contenders who start the event will score five class bonus points towards their end-of-year total.

To make this a very special occasion, the Show is contacting all past winners of the BRC to try and get them to Chatsworth for the weekend of 7/8 June and is organising a birthday party for the championship, to be held on the Show site on the Saturday evening.

The Championship Manager of the Tesco 99 BRC, Mark Taylor said: "We are simply delighted to be able to accept this invitation and bring the spectacle of the premier British championship to the crowds at Chatsworth. It means that all of us associated with it - competitors, rally organisers, teams and sponsors - can have a mid-summer party to celebrate 50 years of glorious British rallying."

There was excitement, too, from the Rally Show Director, Malcolm Neill, who added: "To have such an influx of top-quality modern rally cars and their drivers is a real boost for us in the second year that we have staged this unique event. And it will be a personal pleasure to have many of the people with us who have given so much to British rallying over the last 50 years.

"We are also trying to have examples of the cars which have succeeded in the BRC to demonstrate, in order to complete the picture. It should make for a very impressive party!"

All this is in addition to the regular Rally Show at Chatsworth attractions, which include competitive events for both modern and historic rally cars, demonstrations of both historic cars and exotic modern ones, stage sessions for owners of rally cars, star rally drivers from past and present, motor club and commercial displays, shops and other entertaining distractions. The whole object of the weekend is to provide a wide range of interests centred on rallying, while at the same time providing other things which will please the entire family.

Tickets for spectators are already on sale at the Show website and it is worth knowing that they can be bought at the 2007 price up to 31 January 2008. In February, entries will open officially for the various rallies and stage sessions, although anyone considering entering any of these is advised to register their name and interest on the website at the earliest opportunity to avoid disappointment.

RACE RETRO ASKS HOW CAN HISTORIC MOTORSPORT GO 'GREEN'?

How can historic motorsport go 'green', will be just one of the questions asked by Race Retro 2008, the International Historic Motorsport Show.

Held from 14th to 16th March at Stoneleigh Park, Coventry, Race Retro will bring together bio-fuel suppliers, experienced users and specialist equipment manufacturers, who provide tanks, seals, fuel hoses, fire extinguishers, etc, to present an opportunity for race organisers, competitors and

car preparers to discuss the merits of using bio-fuels in historic.

This feature area will be situated in the engineering area of Hall 2 and manned by experienced users of bio-fuels. Competition cars set up to use E85 fuels and E5 (95 percent gasoline), will also be on display.

"The object is to highlight conversion problems for historic and classic race and rally cars and to improve understanding of the fuel and technical issues, so as to pave the way for event organisers, competitors and motorsport to move forward", says Race Retro director Ian Williamson.

"Some UK fuel suppliers are already blending high-octane fuel using ethanol, which is available at pumps and so meets the MSA criteria that pump fuel for competition should not exceed 100 octane (RON) and 2.7 percent oxygen. The FIA specification allows 102 octane (RON) and a higher oxygen content (3.7 percent), which allows 10 percent ethanol to be added. So far as is known, this fuel can be purchased directly for racing, but is not yet available at the pump.

"The debate is therefore about the effect of higher concentrations of bio-fuels in gasoline, both on weakening mixtures beyond the carburettor (caused by more oxygen) and the potentially corrosive effect on seals, rubbers and fuel hoses, as well as some metals.

"While 2008 sees the introduction of Junior WRC Ford Fiestas running on E85, A1GP running on E30 and the British Touring Car Championship permitting bio-fuel blends, these are all modern vehicles. Cars made before the early 1990s may only run efficiently on E5 or E10 blends, because they don't have knock sensors. To use E30 or E85, cars may need to have tanks replaced, all the rubber seals changed, etc."

With the first UK bio-ethanol plant, which uses sugar beet, already in operation, plus five bio-diesel plants, the government has already sanctioned that all pump fuel should contain 2.5 percent bio-fuel in 2008. However, the European Union has proposed that pump fuel should contain 5.7 percent bio-fuel by 2012, a blend which Formula 1 has already decided to adopt in 2009.

Ian added: "Historic motorsport needs to be seen to be making an environmental effort. Who knows what innovations the future will bring, but as public pressure and perception are growing, doing nothing is no longer an option. By bringing all the various parties together at Race Retro, we hope to inform the historic sector on the solutions available."

Race Retro is an official Campaign Partner of EEM, the Energy Efficient Motorsport Programme supported by Motorsport Development UK. For more information on Europe's premier historic motorsport show and the latest updates, please visit <http://www.racetro.com>