

Editorial

April 2008

Last month's we nattered and watched videos/dvds, and this month we're doing the same, although there will also be a lot of discussion etc. about the forthcoming Silverstone meeting, at which we hope to see most of you.

May is going to be a 'Great Egg Race' at Ellindon, it was great fun last year, building little rubber-band-powered carts to carry crème eggs, and even more fun eating the eggs later ... We hope to see you all there.

The June meeting will be the annual Treasure Hunt, organised this year by Richard Elms as a penalty for winning. Don't worry, it doesn't always work this way, sometime we just nominate someone to do next year's - it isn't always the winner.

July sees the annual Barbecue at the Red Lion in West Deeping, which is booked for eating at about 20:00 and is free (as usual). If you haven't been before, it is normally an excellent evening.

The next committee meeting will be on 2nd June. Please note: there is NO committee meeting in May because of the Bank Holiday.

Jan

Calendar of Events

Date	Event/Organiser	Location	Type
Apr			
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
27	PMC Silverstone Meeting	Silverstone	Race
May			
4	Herts County	Debden	Sprint
11	North Humberside John Overend Memorial*	Melbourne	SV
12	PMC Club Night	Ellindon	Great Egg Race
17/18	Lindholme MSC Danum Rally	111/112/113	RR
18	Borough 19	Bentwaters Park	Sprint
25	Harrow CC	North Weald	Sprint
June			
7	Sutton & Cheam Abingdon CAR-nival	Dalton Barracks	Sprint
8	Sutton & Cheam Abingdon CAR-nival	Dalton Barracks	SV
9	PMC Club Night	Ellindon	Treasure Hunt
14	Dukeries Rally*	Nottingham Forests	MV
14	Borough 19	Lydden	Sprint
22	Bury & Border MC Torque Bac Rally	Tba	SV
28	Tunbridge Wells MC	Goodwood	Sprint

*Includes Historics

57th SILVERSTONE

The club will be holding its 57th Annual Race Meeting at the Silverstone on Sunday 27th April 2006 and we still need as many members and friends to help and marshal please or even just spectate. Supplementary Regulations and Entry forms are now available on our web site. Once again we have a varied and interesting programme of eight races as follows:

Two ALLCOMERS RACES for Saloons, GTs, Sports, Sports Racing and Clubman's cars.

Two scratch races for the BARC South East Centre Tintops, Sports Cars and the Tiger Challenges.

Two scratch races for the 2006 Monoposto Racing Championship in six classes including two for motorcycle engined cars.

Two scratch races for the Red Dragon Race and Track Club MR2 Challenge.

Two scratch races for the Red Dragon Race and Track Club Nippon Challenge.

Indications from some of the championship organisers are that we should get good support with grids for several races in excess of 25 and hopefully some fully subscribed at 40. As always we try to provide a fun day out, and interesting and varied field with good racing and even overtaking! This year we are continuing with the new format. Instead of a set number of laps for each race we are substituting a specific number of minutes plus one lap eg 14 minutes plus one lap for most races. This should give us more control over the timing of the programme and also allows us to run slightly longer races to give drivers more value for their money. Also we try to provide most drivers

with the opportunity to enter more than one race. We are also trying a new format of one practice / qualifying session and two races for each of the races except for the Monos. This will mean less practice and more racing and better value for money for competitors.

We do need all the help we can get so please ring Phil Johnson (01733 263786, Peter Richards (01354 67748) for further information and to offer general / admin help or Andrew Turner (01733 840816) to volunteer to marshal. For entries ring Alan Kemp (01733 551094). But do please get involved! It's your club's major event of the year. See you there!

Phil Johnson

Marshals Wanted!

We have received pleas for marshals from the following:

SILVERSTONE – CONTACT ANDREW TURNER

If you can only make the afternoon, please still contact Andrew, marshals are still required!

Ecurie Royal Oak for the Oak Leaf Stages, which will be held on 20th April at Desborough Airfield, Wilbarston in Northamptonshire – the only contact I have is the Entries Secretary – Rachel Gibson on 01260 289424 or see their website www.eromc.co.uk;

North Humberside Motor Club for the John Overend Memorial Stages, which will be held on 11th May at Melbourne Airfield near York. Marshal signing on is 07:00 till 07:30 and there will be lots of goodies for marshals and a good marshals draw. Please contact the chief marshal John Newlove, either by email: jomsr.marshals@northhumbersidemotorclub.co.uk or telephone 01904608524.

2008 from the start (or the pits)

2008 starts for me during December when numerous forms arrive from clubs and circuits (about 8) giving their dates for the forthcoming season and asking for assistance. When these have all arrived I list all weekends in the year and match what is when to try to avoid a too congested season. When the dates are selected (approx 23 days) forms are then filled in and sent off.

January is the start of the training days, we opted for a day at Mallory Park provided by BARC, incidentally the funds for training are partly provided for by fines that are paid by misbehaving drivers. I chose not to have the famous Mallory Park breakfast as a hot lunch was available for £3.00, we do get some benefits. The first session was on radio and communications, much discussion was given to the pros and cons of systems available at circuits and problems encountered. The next session was report writing and the paper trail. After lunch a mock stewards meeting was held to show the procedures and situation encountered. At this training I was approached to be Chief Startline for the Masters Racing Series at Donington and Mallory Park.

In February we attended another training day, this time run by BMMC the 2008 venue of a village hall was not as good as the 2007 venue, which was held at the Honda F1 headquarters. I used it as an opportunity to slot more people in my plans for the Silverstone Race Meeting. At this training day we heard about a new MSA scheme to make it easier for new marshals. The 'Buddy Scheme' is about putting into place a structure where new marshals are linked to a 'Buddy' at a race meeting for their first few meetings, this can be 1 person or a different person at different meetings. A training programme is being put into place for the buddies to ensure consistency of practice. Buddies will meet up with the new marshals at a meeting and work with them throughout

the day and several meetings if possible. As this is a role I have carried out in an unofficial basis over several seasons, I put my name forward for the scheme. The first training session is on the Friday of the Grand Prix, giving a few months for the necessary arrangements to be put in to place.

March 9th Mallory Park, the start of the season for many.

This is one meeting that is not short of Marshals. There have been some changes to the circuit for this season, the run off for Esses has been greatly increased and several trees have had to be taken down. One week before the meeting there were 159 marshals on the list. The meeting consisted of 7 practices and 9 races.

The weather was sunny and several showers passed us by. One of the stock hatches lasted 4 minutes into the season before being severely damaged and in need of a rebuild, 1st red flag of the day. There were further red flags during the day, another for the stock hatches in race 1, 2 for the MR2's 1 in practice and 1 in the race, at the Esses and 1 for the Formula Vees. Fortunately there were no serious injuries. We had one incident on the startline, in the Formula Vee where a slow starting car was caught by a quicker and slightly creeping car from behind. This resulted in a damaged nosecone and an oil slick from the startline down to Gerrards; luckily it was off the racing line.

Unfortunately the journey home was not so successful, as on the A47 a fox tried to play chicken and a new bumper is now required. As for the fox, all I can say is that I had more success than the local hunts have had recently.

March 22nd Britcar at Silverstone, a meeting that is part of the build up to the 24 hours later in the season.

An eventful day and that is only the weather, sun and snow, due to the number of marshals we both Pits and Startline. 4 x 30 minute practices, followed by 1 x 50 minute race for the Britsports in the morning, 1 x 50 minute race for production saloons, 1 x 25 minute race for Alfas and 1 x 120 minute race for the Britcars. The morning passed without a major incident, as there were only 8 Britsports, I was not needed on startline. An extended lunchtime was given due to the weather and the time taken by Aspire (Silverstone Catering) to produce some hot soup for marshals; even though they were given 1 hours notice. Anyone coming on the 27th April are best advised to take sandwiches with them, as more than a few people queuing causes Aspire to perspire.

The 1st race of the afternoon was held up due to the weather, whilst we were waiting to grid the cars, the pit straight turned white. After a short delay, racing restarted. The Alfa race had 32 entries, so it was quite a long grid. The 2 hour Britcar race had 40 entries and included pit stops for fuel. We had to monitor the refuelling procedure of the teams. The race started in sunshine, then it snowed and cleared up, another snow shower then came down before the race finished in sunshine. There were 2 safety car interventions due to the weather, some cars were even spinning off behind the safety car and 1 for an incident. There were 3 stop / go penalties and 1 team decided to change tyres without rejoining the track, as I spotted it I had to escort the team manager to see the clerk of the course, the 2nd time within 20 minutes he had to see the clerk of the course, he gave me the reason for the infringement without me telling him why he had to go to race control. The other reason he had to go to see the clerk was that one of the drivers had overtaken under yellows resulting in the stop / go penalty.

Friday 28th March - Visit to Honda F1 at Brackley.

This was an invitation to members of the BMMC from Nick Fry. Each year we are given 4 dates when 10 of us can visit. It's done on a first come first served basis. Even though I had done the visit in 2007, it happened due school time and Matt could not come, when the 2008 dates were issued the March date was in school holidays, so we soon put our name on the list.

We met in reception, where one of last year's cars was on display. The colour scheme for 2007 was on a film that was put onto the car rather than painted on. First we visited the machine shop where we were able to compare the differing weights of pistons made in stainless steel, aluminium and titanium. Then we saw how the carbon fibre bodywork was made, the material and component testing facilities in the R & D department, which was off limits last year. We then visited the inspection department where inspect the parts that are taken off both the race cars and the testing cars. Parts are logged to ensure a complete record of every part. We finished back at reception where we saw one of last years steering wheel, if you can call it that. Honda F1 has increased in size every season and there are now 750 people employed at Brackley. Since I visited last year they have opened a full size wind tunnel. The visit took approx 2 hours.

By the time this appears in the club magazine, I will have attended my first big meeting of the season – BTCC at the Rock. A meeting that will be looked forward to by many, especially with the increase in the size of the grid of the Touring Cars, it will also be my first 2 day meeting of the season.

April will be a busy period with 2 days at Rockingham (BTCC), 2 days at Donington (Masters) before our meeting at Silverstone. May starts with the masters at Donington on bank holiday Monday which will mean 6 days in 4 weeks, before we have a couple weekends off. At the end of May it's back to Rockingham for 2 days of F3/GT.

Andrew Turner

Talking of Rockingham – they are apparently holding a Kit Car Show at the beginning of November in conjunction with Totalkitcar. However, there is a Kit Car Show to be held at the East of England Showground in August (9th/10th) and we hope to see you all there. We are hoping to have a stand and to run a slalom with Tiger Racing. There will be more about this in later editions of Exhaust Notes.

FINNISH THRILLS AT CHATSWORTH

Thrilling news for all British rally fans is that double World Rally Champion, Marcus Gronholm, will be one of the famous names attending – and participating in - the Rally Show at Chatsworth.

Mark Deans (Ford's Motorsport Director) and Malcolm Wilson (Managing Director of M-Sport) were both at Race Retro earlier this month to confirm to Malcolm Neill that the Finnish superstar will be coming to Chatsworth on 7/8 June and will be driving a Ford Focus WRC.

"I am delighted that we have been able to arrange this," said Wilson. "I had planned to go to the show, as I had an invitation as a past winner of the British Rally Championship, but to be able to take Marcus there and let him drive one of our latest cars is just terrific. In the two years that he drove for us, he won 12 World Championship rallies, a performance that helped Ford and M-Sport to win two consecutive Manufacturer titles."

Certainly, all those fans who have supported him since his first appearance here, driving a Toyota Corolla WRC on the 1997 RAC Rally, will welcome Gronholm's presence back in the UK. Gronholm was always one of the most spectacular drivers in the World Championship and he was equally entertaining out of the car, as he described his own triumphs or disasters to TV interviewers.

With The Rally Show's "access-all-areas" policy, which enables the paying public to mingle with the cars and drivers in Chatsworth's open paddocks, enthusiasts get far better access to their heroes than at any other venue.

With the added attractions of the Tesco 99 Octane British Rally Championship contenders; a range of historic cars celebrating the 50th anniversary of the BRC; four additional events - one of which features Ford Escort Mk1s in honour of that model's 40th anniversary; and several stage sessions all showing their speed on the two asphalt stages - there are different routes for Saturday and Sunday - the action should be almost continuous. And with the date now in June rather than September, daylight hours are longer, so the spectators will get more rallying for their money.

For any serious rally fan, being at Chatsworth in June is going to be an unforgettable experience, while the variety and visual appeal of the attractions should also suit those who are coming to the sport for the first time.

Tickets can be bought now by booking via the show website at <http://www.therallyshow.org>. For each ticket bought before 31 March, the buyer's name goes into a draw to win one of six rally car rides on the stages during the event.

For further information, please contact:
The Rally Show Ltd
PO Box 6168
Reading RG19 9DS
Tel: 01189 710424
Fax: 01189 710331
Email: office@therallyshow.org

Full details of the 2007 event and our plans and news for 2008 are now on our new website at <http://www.therallyshow.org>, including photos and videos of the action.

WET WEATHER ONLY ADDS TO THE GROUP B FUN AT RACE RETRO

Heavy rain and strong winds failed to stop die-hard historic motorsport fans enjoying the live action of the Slowly Sideways Group B rally cars at this year's Race Retro at Stoneleigh Park. Only adding to the fun, rally legends Markku Alen, Bjorn Waldegard and Russell Brookes thrilled the crowds as they slid around the stage.

Following a busy first day, the inclement weather on Saturday and Sunday did impact visitor numbers. Overall, the show was ten percent down on previous years, which the organisers feel is a good result in the current economic climate.

The feature area dedicated to the use of biofuels and greener motorsport received a positive response from event organisers and clubs, with a number of leading organisers planning to allow or use low-level gasoline and ethanol blends in the 08/09 seasons.

Another highlight was the bringing together of Junior Rallying, BTRDA Juniors, Autograss, Minicross, Saxmax and T Cars, to highlight the opportunities for juniors aged from 12 to 16 years old to compete, a first for the motorsport industry.

This year's chosen marque, Ford, was celebrated with an exciting display of cars, including Colin McRae's Focus, Maurice Gatsonides' Zephyr and the first Escort ever to win an international rally - Roger Clark's from the 1968 Circuit of Ireland.

Another feature display - covering 40 years of the Ford Escort - was sponsored by "Retro Ford" Magazine and included a number of iconic cars: there were two ex-Hannu Mikkola cars, Jari-Matti Latvala's 2008 car was displayed by M-Sport, and an Alan Mann racing Escort was also on display.

Bonhams' auction proved to be one of the best so far this year, with sales exceeding £500,000 and 70 percent of the available lots being sold, including the Ford Escort which Bjorn Waldegard drove to victory on the East African Safari Rally in December 2007, sold for £80,000.

The display of competition sidecars at the entrance to Hall 3 was a unique sight, with the current World and British Sidecar Champion Tim Reeves in attendance, along with ten-times champion Steve Webster MBE; and Stan Dibben, who raced with Eric Oliver in the 1950s. Outfits from over 50 years were on display. Another motorcycle feature was the Wall of Death, which first appeared in the UK in 1929 and is one of only two left in existence in the UK; this proved immensely popular with visitors of all ages.

The Ace Cafe area was again re-created and expanded, after its success in 2007, and now included a Concours of Cafe Racers, which was won by Gary Lawrence with a Norvin (Norton/Vincent). The Ace Cafe was sponsored by Footman James and the Concours Awards by Autoglym.

Alongside the Ace Cafe was a new stage for interviews and celebrity autographs. There were 28 celebrities this year. Malcolm Wilson and Mark Deans, Head of Ford Motorsport, opened the Show on Friday; the British World Sidecar Champions opened proceedings on Saturday; Markku Alen, Bjorn Waldegard and Russell Brookes did so for the rally fraternity on Sunday.

Event and series organisers and sporting motor clubs were out in force and reported strong interest from competitors. The Historic Sports Car Club showcased Historic Formula 2, which they took over in 2007, while a new series for 1000cc Formula 3 cars from the 1960s was launched by Keith Messer. Formula Junior was back from Australia and New Zealand, where it launched a global FJ Series for 2008, in celebration of its Golden Jubilee.

A whole range of classic car tours and less competitive rallies had stands in Hall 1. Of the more well-known public events, Classic Silverstone reported strong interest, as did The Rally Show at Chatsworth. Additionally, in the rally area, Historic Endurance Rallying Organisation and The Lombard Rally (for standard cars up to 1400cc) reported themselves very pleased with entry enquiries.

Retro car sales and enquiries were strong, with Proteus, GT40 Supercars, Nostalgia Cars and Tygan very pleased with the level of interest at the show. Lola Cars, celebrating 50 years as the World's most prolific racing car producer, showcased a T70 Mk III Continuation Car and announced a new series build of the T70 Spyder and Coupe cars, both eligible for vintage and historic racing. Morgan brought the Aeromax from the Geneva show to sit alongside their competition ready Roadster 3.0 V6.

The private car sales area also expanded in 2008 and Barry Walker, who only booked space at the last minute, sold an MG J2 and a replica MG K3, which together fetched over £75,000.

The 2009 Race Retro will be held from Friday 13th to Sunday 15th March. To book tickets and for the latest updates, visit <http://www.raceretro.com>.

THE ACTUAL CARS OF 22 RACING LEGENDS DO BATTLE AGAIN AT DONINGTON PARK ON 19/20 APRIL

Entries are in for the Grande Passione classic meeting. On the grids are 22 cars once driven to success by the most famous drivers in period.

See them challenge one another again at Donington Park on the 19th & 20th April. The Paddock and Assembly areas at Donington have been set up so that spectators will get the maximum close-up views of these great cars.

The great news is that there are a total of 260 fabulous cars which raced during the 60 golden years up to 1990, covering Grands Prix, Le Mans, Sportscars, Prototypes and the Ferrari Owners Club.

Where else can you see such a collection of truly successful and historic cars still being driven in anger?

GRAND PRIX CARS AND MORE. . .

The four Lotus 18s entered include Jim Clark's first World Championship car, with others originally driven by Wolfgang Von Trips, Innes Ireland, Olivier Gendebien, Jo Bonnier, Dan Gurney and Tim Parnell.

Beyond the two Rob Walker Team cars, driven by Moss and Trintignant, are the works Cooper T51s driven by Jack Brabham to victory at Aintree (British GP 1959), second at Zandvoort and third at Reims; and by John Surtees, finishing second at Oulton Park in 1960 and fourth at Aintree.

From the GP Masters field, cars of note are the JPS Lotus 72 driven to victory by Emerson Fittipaldi in Brazil 1973; the Brabham BT42 of Carlos Reutemann; the BRM P160 of Peter Gethin, which won the Italian GP in 1971; the Matra MS120 in which Chris Amon so nearly won France 1971; plus all the Marches and Heskeths campaigned by James Hunt, the Surtees which did not win in period, but was driven by Mike Hailwood, and some real rarities like the Amon and the Trojan.

The World Sportscar Masters field has the Lola T70 MkIIb which won everything in the UK, driven by Denny Hulme for Sidney Taylor; the ex-Brian Redman Chevron B16; the ex-Jo Bonnier Lola T70 MkIIIb; and Chevron B8s from the factory and privateers.

The GT field - Gentleman Drivers - has the ex-works Le Mans full factory Morgan SLR; the Aston Martin DB4GT 212 Project car; hordes of E Types and AC Cobras; plus original ex-Lotus factory Elites.

In Sports Racing Masters, the unique US-built Hamill SR3 makes its European debut; also competing are the Cooper Chevrolet Monaco; the ex-Roy Salvadori Cooper Maserati Monaco; and several GT40s.

In Proto70s are the unique Gulf Mirage DFV from the 1975 Le Mans and the Matra MS670C which came third at Le Mans in 1974, driven by Jabouille and Migault.

This meeting offers a complete classic racing feast of totally authentic cars.

Entry is £19 per day for adults; children up to 15 years enter free (with an adult). Tickets are available from the circuit box office at <http://www.donington-park.co.uk> or tel 01332 810048.