

# Editorial

# November 2008

The October Club Night discussed the report from Blue Dolphin, as did the November Club Night, which I was unable to attend, due to a nasty cold (I didn't want to spread the germs!).

The December Club night is the Christmas Buffet and is on the THIRD Monday of the month at Ellindon. Details for the Dinner are on the last page of the magazine.

Once again, if anyone has further suggestions as to what the Club can do to recruit new members/get more publicity/have more interesting Club nights/etc., please contact Alan.

Jan

## Calendar of Events

Date	Event/Organiser	Location	Type
November			
14/17	Roger Albert Clark Rally/Kall Kwik	Yorkshire	MV
<b>23</b>	<b>PMC Johnson Trial</b>	<b>Eaton</b>	<b>Sporting Trial</b>
23	Commercial Transfer Carfax Stages – Oxford Motor Club	Longcross	SV
29/30	Beverley & DMC Beaver Rally	100/101/106/107	RR
December			
4-7	Wales Rally GB	Wales	MV
<b>15</b>	<b>PMC Club Night</b>	<b>Ellindon</b>	<b>Buffet</b>

## Club meeting 10<sup>th</sup> November.

Only nine members turned up for a look at the DVD's from Saturdays Barkston Heath prizegiving, and a discussion about the way forward. We looked at a potential new Club logo, and decided on a little more refinement. We also talked about alternative venues, and agreed to have a pint at the Windmill in Orton village on Monday 24<sup>th</sup> November at 8:00 pm to have a look-see! Anyone else want to come along?

We have sorted out a new look for our Christmas buffet at Ellindon on the 15<sup>th</sup> December, courtesy of our 'Catering Manager' Rosalind Brierley (she say's she's fed up with not getting what women want), so please come along and enjoy yourselves – it's still free! Whilst she was at it, Rosalind has also had a look at our menu for the Annual Dinner, which is going to be held at the Ramada on 31<sup>st</sup> January. So please contact David Catling for tickets, see later for details.

Don't forget to come along and help out at our Johnson Trial at Eaton on the 23<sup>rd</sup> of this month.

See you next month.

Alan Kemp

## **Marshals required**

**PMC** will be holding **The Johnson Trial** on Sunday, 23<sup>rd</sup> November at Eaton. This is just north of Waltham on the Wolds on the A607 between Grantham and Melton Mowbray. Marshals will be required for this and also for setting out on the Saturday. The map reference for it is SK 790292 and it is a short distance west of the village on the unclassified road leading to Stathern and Eastwell. Please follow the signed route leaving the A 607 at Waltham and then via Eastwell, if you intend to go. Do not use the road through the village of Easton which is very narrow and twisty. Please contact either Lynn Jones or Brian Stapleton to offer your assistance. Lynn can be reached on 01733 252886.

Jon Binns (jon.binns1@googlemail.com) is stage commander for the Temple Newsam (Leeds) stage of the **Roger Albert Clark Rally/Kall Kwik Stages** on 14<sup>th</sup>/15<sup>th</sup> November (a week later). Signing on for these is 1700 to 1750 on the Friday with the first car due on SS1 at 1935 and on SS2 at 1958 (2119 for the Kall Kwik) and 0530 to 0620 on the Saturday with the first car due on SS3 at 0804 and on SS4 at 0827 (0949 for the Kall Kwik). It is expected that the stages will be clear by 2200 on the Friday and 1130 on the Saturday. The entry map reference for these is 104 / 359327. Contact Jon as above.

Clashing with the Johnson Trial is Oxford Motor Club's Commercial Transfer Carfax Stages at the Longcross testing facility in Surrey. They are running an event of 55 stage miles (10 stages), some of which will be run in the dark and (as always) need marshals. If you are interested (and we'd prefer you to marshal at the Johnson Trial – but some people may be in the area), please contact the Chief Marshal, Robert Bowsher, on 07787 103405 or via his email address [marshalling@oxfordmotorclub.co.uk](mailto:marshalling@oxfordmotorclub.co.uk).

## **Christmas Buffet.**

Monday 15 December is our Christmas Party night. Come along at 19h30 for a festive drink and enjoy the tasty new finger buffet to be served at 20h00. See what some of our competing members have been up to during the year and gear up for our fun quiz (not exclusively motorsport!).

Bring your family and friends along for a really good evening.

There will also be a Christmas raffle (in aid of St Raphael Club) with some great prizes. If you have anything you would like to donate for this raffle please contact Rosalind on 01733 380758 – it would be very much appreciated.

Also an indication of numbers attending would be helpful - please ring Rosalind by 10 December or email [rosalindbrierley@btinternet.com](mailto:rosalindbrierley@btinternet.com)

## **Barkston Heath Speed Challenge**

Last Saturday the RAFMSA ran it's end-of-season 'fun' event and prizegiving at Barkston Heath. There were around 60 competitors and hangers on there to have a final fling enjoying themselves on the sprint track, and to partake of the excellent lunch laid on for the prizegiving. The morning was a little damp and blowy, but steadily improved, as did times on the track as it dried out. I was pleased that it was damp as the old DS does not really like the stresses imposed by dry tarmac, but the damp surface and front-wheel drive went well together. There were a number of excursions by the rear wheel drive brigade, but no casualties other than pride! The DS was a bit big to fit through the chicanes, but I don't think I actually hit any of the poles, although I had to go and look for signs of paint afterwards. It was great fun, and I'm looking forward to doing the whole of next years events in the

BX16v, as that's much more suitable. One of the RAF boys described the DS on the track as 'elegant'. I'm not sure whether that was a synonym for 'slow', but I had fun! Lunch was either a chicken curry with all the trimmings or lasagne, followed by cherry flan or chocolate cake with cream, lovely. The prizes were handed out following a short review of both the sprint and race challenges, and went right back to 12<sup>th</sup> place. Our own Ian Toon picking up a trophy for eleventh in the speed challenge, although he says it would have been better if only his clutch hadn't blown up!!

After lunch the track was dry and the sun was out so we all had another go or two. I quickly found that the outer tread on the front tyres was disappearing, so didn't do too many runs. It's something to do with soft suspension and lots of body roll in the bends!

It was nice to see five PMC members there having a go, and they all said they enjoyed themselves. I also handed out a number of membership forms, so who knows? As soon as we get the dates for next year we'll publish them, and hopefully we'll have enough entries to start our own PMC challenge. As with the RAFMSA we'll use a formula based on the performance improvement to work out the points scored, so anyone in any car will have an equal chance.

Alan Kemp

## **Rockingham Stages**

Rockingham Stages Rally will take place over the weekend of 13<sup>th</sup>/14<sup>th</sup> December at Rockingham Raceway. This will be the 5<sup>th</sup> time this event has been run and it is expected that there will be about 10 stages of 8-11 miles each which are fast, flowing and non-damaging (providing you miss the concrete walls). Food and drink will be available and there will be a party on the Saturday night with admission included in the entry fee of £295. Scrutineering etc. will be on Saturday morning and some of the stages will be in the dark on Saturday.

Further details can be found on the website [www.rockinghamstages.co.uk](http://www.rockinghamstages.co.uk).

Rockingham are also offering a track day on Sunday, October 26<sup>th</sup> for the sum of £199, or £175 each if club members book as a group

## **END OF TERM REPORT: Phil's 2008 Sprinting Season**

After last season's trials and tribulations with the engine mangling itself this year has been rather more calm and collected, at least as far as the car is concerned. I did a few tidying up jobs over the winter but the main work centred on trying to keep the new Hayabusa engine cool especially after the blow up. On advice from several PMC members, Peter Whitmore of the Mono Racing Club who raced an OMS, and various suppliers the first step was to fit the largest radiator and oil cooler I could cram in the side tunnels and to try to force the air through and not round them. This seems to have worked well as temperatures have kept within bounds although I might try a fan next season so that I can stop watching the temperature gauge whilst queuing for the start and concentrate on how I am going to get off the line quicker.

The first event, at the beginning of March, was the Shakedown at North Weald, not a venue I like and even less so now as it was so bumpy it would better be described as shake the winglets off. It was also very cold and very windy and some of the cones became almost a mobile chicane in places. We retired home to make some extra brackets for the winglets and to replace the throttle cable which had begun to fray and seize. I think Barkston will be a better bet for a test day next year.

Fortunately we had not planned to do the second event at North Weald and consequently had a lucky escape because the weather was atrocious and some competitors did not set foot outside their tow cars all day.

So the season effectively got underway at Lydden at the end of March, fortunately in dryer and milder weather but the driver was still somewhat rusty and finished a rather distant third in class. It was back to Lydden a fortnight later to go a little faster but so also did the others.

At Debden in early May I got lost in the chicane in practice but managed a little better in the timed runs. Bentwaters was next up and consists largely of zooming up the main runway round a coned double apex hairpin and back down a taxi way with a couple of chicanes thrown in on the long straights. No dramas unlike the hare and the bird droppings on my visor a couple of years ago. Finished third in class.

Down to Lydden again at the end of May for a second place. And then to the Abingdon Carnival in June. Here, after the scrum at scrutineering and signing on, we run one course in the morning and a different course in the afternoon and add the times together. I usually do better on the afternoon course but unfortunately the times are aggregated resulting in third in class for me.

Mid June was the Neil Benfield Memorial Sprint at Lydden where some 16 National Championship competitors came to join us Regional Championship types. It's long day because of the National run offs but interesting to see how it should be done.

I managed to put a quick lap together at Debden in July and grabbed a reasonably comfortable first in class.

Hethel ( the Lotus test track) in August was something of a disaster. We only got one timed run because of a misunderstanding over the track licence. I normally like to put in a banker before going for the "banzai" run but cast caution to the winds and spun under braking for the first chicane. Nil Points.

I managed to redeem matters somewhat At Brands Hatch in September. It was wet for practice but drying for the first timed run and very wet again for the second timed run. However because the paddock is outside the track it was not possible to get back to change tyres in the time available between runs. Consequently I was on wets for the drying track but luckily acquired first in class.

Cadwell Park which incorporated another round of the National Championship was quite slippery in the morning but drier and I came away with third.

At Debden in October I don't think it stopped raining all day. At times I couldn't see whither goest I and navigated, in the nautical sense, mainly from memory. Oh for a closed car; although Stephen Laing's windscreen was steaming up but at least he was dry(er). Gerry Cannon lent his Mallock to Sarah Munns the mini racer. I would have said it was something of a baptism of fire for her but no fire would have stood a chance in those conditions. He lent it to me last year – same weather – I wonder what he has got against us! So we pootered round, I spun on the straight and finished a relieved second.

And so to Lydden again at the end of October where it was dry but windy and cool. Roy Millbank, on one of his rare outings this season made FTD but I didn't manage to match my earlier times and finished second in class.

To sum up. I think the above adds up to 14 events which has been quite hard work (the travelling more than the racing). The icing on the cake is that I managed to win my class in the AEMC Sprint Championship as did Stephen Laing in his Elise. I think I am now more confident with the new car (Tony Beasley said it takes a year) so hopefully next year I can be a bit quicker.

Finally my grateful thanks to all the organisers, officials and marshals who have braved some very trying conditions this year so that some of us can just keep on going round in circles. And of course to Vera for her unfailing support and encouragement.

Phil Johnson

## **Adventures of Kitty**

On Wednesday 5<sup>th</sup> November, Tony and I set out before dawn to take Kitty, as my Stratos is affectionally known, up to the frozen wastes of Scotland – BBC Glasgow at Dumbarton actually, a journey of some 340 miles.

It was chilly, wet and miserable when we set out and we initially had great difficulty in getting the windscreen to clear – it took us until Stamford before it was completely see-thru – so we took it steadily, negotiating all the roadworks with great care. Day started to break. Suddenly we were aware of a strange noise coming from the engine bay and the voltmeter in the car began to do alarming things (or so I'm told – I can't see it properly from the co-driver's seat). We pulled off – it was time for a cup of coffee anyway. The car settled down again, we investigated but could find nothing amiss. We set off again, full of coffee. Next stop would be for fuel and once more the car started misbehaving, but we could find nothing obvious. By this time we were up near Scotch Corner and a late breakfast. Yes, you've guessed, Kitty was playing up again. We left her to get some food and went back about 30 minutes later. She had disgraced herself and thrown a bit of water out – we found an airlock – and then we noticed a strange smell...

Going across the A66 the smell started getting stronger and the needle on the voltmeter went up and up again. We reached Carlisle and dived into an industrial estate where we were pointed at an AutoElectric place – diagnosis (Tony's) was that the regulator on the alternator had packed up and was cooking the battery. They concurred with that and said they'd look at it when it had cooled down. I rang the BBC lady who was waiting for us and said we'd be a bit late. When it had all been mended and they'd checked the lights for any blown bulbs and the fuses etc. and replaced everything that didn't work, we set off again.

We hit Glasgow at rush-hour! NOT the best time as there are lots of traffic jams and I now know what (and where) they mean on the traffic news when they talk about problems on the M8! Our original ETA had been 1400, revised to 1600 (ish). We actually arrived there at 1655!

We found the studios with great difficulty but they were expecting us. The gateman directed us to some portacabins (which we didn't find). I got out and rang Sue to say we'd arrived and where we were. Before she got to us, the producer of the programme appeared with two others saying they'd heard us arrive and peering all over the car in the dark (using flashlights). A man came out of one of the buildings and asked us not to switch the engine on as they were filming ... Everyone asked lots of questions like 'How do you start it?' and 'What does it run on?' – they were very pleased with the answers 'Turn the key' and 'Petrol – either ordinary or posh green'. Then came questions like 'Can we take the windows out?' and 'Can we take the back off?' to which we replied we'd rather they didn't as they were quite fiddly but if they had to, they were to put them back correctly so they didn't fall off. And no, they COULDN'T take the front section off, it wasn't at all easy to put back and they'd regret it if they did!

We showed them how it worked, let them drive it and put it away in a big building along with a lot of other cars. Kitty has gone up there to become a 'TV star' – there was a pilot shown earlier this year on BBC3 of a 'live action cartoon' (or something) called Phoo Action and they used someone else's Stratos replica, now they are doing 6 episodes and they needed another one. They didn't was the one they had before because a) it has fixed windows (making filming difficult at times); b) it doesn't run on normal fuel; and c) there is a peculiar start procedure - hence the strange questions. The car will return to normal life (if it's head hasn't been turned by being filmed) next year.

## **London Motorsport Show incorporating Race Car Live**

This will take place at Brands Hatch on 22/23 November. There is a vast array of motorsport series on display, from pickup truck racing and Mini Challenge to Formula Ford and Radical sports cars.

Various manufacturers will also be making announcements and unveiling new products there. There will also be many exhibitors and also passenger rides and things.

Tickets are available when you visit [www.londonmotorport.co.uk](http://www.londonmotorport.co.uk) priced at £12 per person or £8 for Concessions when purchased in advance. It will be open from 0900 to 1700 each day.

## **CASTLE COMBE CIRCUIT ANNOUNCE CLASSIC WEEK**

**Saturday 6 June - Sunday 14 June 2009**

After the success of Castle Combe Circuit's first-ever two-day Classic Car Meeting last August, plans are in place to build on the event in 2009, with a week of Classic track events, testing and racing in preparation for a showcase event celebrating the Circuit's 60th Anniversary in 2010.

Classic Week will open on Saturday 6 June with the retitled Classic, Retro & Sportscar Action Day. Action Days probably represent the cheapest way of getting your car onto a racing circuit in the UK and - with the Paddock area turned into a huge display area featuring around 100 sports, retro and classic clubs - there will be lots to see for everyone. The theme of the day will be the 40th Anniversary of the Ford Capri, one of the 60's iconic cars. Clubs from throughout Europe as well as the UK are already making arrangements to attend. Vince Woodman will be guest of honour and will perform demonstration laps in the famous "Cologne Capri".

Further planned events include Sunday 7 June, with another of the circuit's popular Classic Drive Ins. The pilot - run earlier this year - attracted hundreds of classic car owners and - on the basis of there being nothing wrong with copying a good idea - the circuit are repeating the theme for 2009.

Monday and Tuesday will see visits from various clubs, with a classic road rally planned.

Wednesday 10 June will see a Classic Track Day, for both classic cars and "classic drivers!" Classic car owners will be able to take to the Circuit, knowing they are with fellow enthusiasts. Classic drivers (over 50s) will have separate sessions for any type of car, safe in the knowledge that they need not worry about youngsters in beat-up GTIs.

Thursday 11 June, is reserved for classic race testing.

The format for Friday is yet to be announced, but the circuit are in discussion with various interested parties.

However, the principal attraction of the Classic Week will be the second running of the Castle Combe Classic Carnival Race Meeting. Featuring the Masters Series for various sports and saloon car championships on Saturday and several HSCC Championships on Sunday, this two-day meeting will present a grand finale to a new and innovative chapter in the Circuit's history.

The Circuit will be offering some great deals to classic clubs who would like to attend. Further details will be announced at the Castle Combe Racing Club stand in the National Motorsports area in Hall 7 at the Autosport International Show on 8-11 January 2009.

## **ELECTRIC RACING CAR TO ENTER THE SPEED HILL CLIMB CHAMPIONSHIP IN 2009**

The Bee Four electric racing vehicle (ERV) is being developed in conjunction with Martin Ogilvie, the former Lotus F1 designer, with the intention of winning the British Speed Hill Climb Championship in 2009. The ERV - code-named the "Watt 4" - is an all-electric 4WD vehicle, capable of producing 700hp or 520kW.

Partners in the project include Oxford University and MIRA Ltd (the Motor Industry Research Association).

The Bee Four electric racing car will be driven in the 2009 season by Graeme Wight, a two-times former British Speed Hill Climb Champion, who has held outright records at Doune, Loton Park, Prescott and Shelsley Walsh.

The Bee Four is part of a business plan by Bee Automobiles to produce a range of electric production cars. The business will be further funded by private equity.

## **CHAMPIONS' CARS TO CHATSWORTH**

In 2009, the FIA World Rally Championship for Drivers will be 30 years old. Since Bjorn Waldegard became the first World Rally Champion in 1979, 15 other drivers have worn that crown and the VK Sponsored Rally Show at Chatsworth intends to honour them all, by having on display examples of all the cars used over the 30 years to secure the title. This is being organised in conjunction with Britain's leading rally newspaper, "Motorsport News".

Now in its third year, Chatsworth has welcomed many World, European and British Rally Champions at previous shows, but the coming year promises to be a bit special even by those standards. It is hoped to have as many of the past World Champions there alongside their cars and, where possible, to have them demonstrating their skills on the special stages during the two-day event. Sadly, fate has deprived us of the possibility of having either of the two British World Rally Champions, but the display and its presentation will reflect their unique contributions to the sport.

The collaboration with "Motorsport News", part of the Haymarket Group, is particularly pleasing since, in the 1960s, this newspaper was at the forefront of a lobby for the creation of a World Rally Championship for Manufacturers and then, during the 1970s, for a Drivers' title as well. Both campaigns were successful and the FIA World Rally Championship has grown and prospered as a result.

Matt Burt, the current Editor of "MN" commented: "Motorsport News has reported on the World Rally Championship since its inception and continues to do so to this day. The VK Sponsored Rally Show at Chatsworth is a must-see event on the national calendar and the fact that the organisers are dedicating a major display area to celebrate the 30<sup>th</sup> anniversary of the first drivers' championship demonstrates the significance of this milestone. We're delighted to be able to help the organisers mark this special occasion."

The Rally Show at Chatsworth 2009 will contain all the features which have played such a part in its growing popularity - a number of actual rallies, the History of Rallying demonstration, and Stage Sessions - as well as new ones, of which the World Champions' Cars will be one. The layout of the event site and the doubling-up of the stages are among changes being instituted to provide better access, improved viewing and more peripheral activities and services.

Tickets can be bought at 2008 prices until 31 December and information about the next event on 6/7 June 2009 may be downloaded from the Rally Show website at <http://www.therallyshow.org>.

### **The World Rally Champions and their cars**

1979 - Bjorn Waldegard (S) - Ford Escort RS1800 & Mercedes 450 SLC 5.0.  
1980 - Walter Röhrl (D) - Fiat 131 Abarth.  
1981 - Ari Vatanen (FIN) - Ford Escort RS1800.  
1982 - Walter Rohrl (D) - Opel Ascona 400.  
1983 - Hannu Mikkola (FIN) - Audi quattro A1 & Audi quattro A2.  
1984 - Stig Blomqvist (S) - Audi quattro A2 & Audi Sport quattro S1.  
1985 - Timo Salonen (FIN) - Peugeot 205 Turbo 16 & Peugeot 205 Turbo 16 E2.  
1986 - Juha Kankkunen (FIN) - Peugeot 205 Turbo 16 E2.  
1987 - Juha Kankkunen (FIN) - Lancia Delta HF 4WD.  
1988 - Miki Biasion (I) - Lancia Delta Integrale.  
1989 - Miki Biasion (I) - Lancia Delta Integrale & Lancia Delta Integrale 16v.  
1990 - Carlos Sainz (E) - Toyota Celica GT-Four.  
1991 - Juha Kankkunen (FIN) - Lancia Delta Integrale 16v.  
1992 - Carlos Sainz (E) - Toyota Celica Turbo 4WD.  
1993 - Juha Kankkunen (FIN) Toyota Celica Turbo 4WD.  
1994 - Didier Auriol (F) - Toyota Celica Turbo 4WD.  
1995 - Colin McRae (GB) - Subaru Impreza 555.  
1996 - Tommi Makinen (FIN) - Mitsubishi Lancer Evo 3.  
1997 - Tommi Makinen (FIN) - Mitsubishi Lancer Evo 4.  
1998 - Tommi Makinen (FIN) - Mitsubishi Lancer Evo 5 & Mitsubishi Lancer Evo 4.  
1999 - Tommi Makinen (FIN) - Mitsubishi Lancer Evo 5 & Mitsubishi Lancer Evo 6.  
2000 - Marcus Gronholm (FIN) - Peugeot 206 WRC.  
2001 - Richard Burns (GB) - Subaru Impreza WRC.  
2002 - Marcus Gronholm (FIN) - Peugeot 206 WRC.  
2003 - Petter Solberg (N) - Subaru Impreza WRC.  
2004 - Sebastien Loeb (F) - Citroen Xsara WRC.  
2005 - Sebastien Loeb (F) - Citroen Xsara WRC.  
2006 - Sebastien Loeb (F) - Citroen Xsara WRC.  
2007 - Sebastien Loeb (F) - Citroen C4 WRC.  
2008 - Sebastien Loeb (F) - Citroen C4 WRC.

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](mailto:office@therallyshow.org)

**PETERBOROUGH MOTOR CLUB**

ANNUAL DINNER

to be held at the

**Ramada Hotel Thorpe Meadows Peterborough PE3 6GA**

on

**Saturday 31 January 2009**

19h00 for 19h30

**Cost £10.00 per person**

Please see attached menu  
and  
choose 1 starter, 1 main course and 1 dessert per person

Please send your menu choices and payment (cheques payable to Peterborough Motor Club Limited) to David Catling to arrive by 15 January 2009

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Menu choice reminder - please bring with you to the dinner

Name	Starter	Main Course	Dessert

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Please detach and return to David Catling with your payment by 15 January 2009  
David Catling, 21 Stokesay Court, Longthorpe, Peterborough, PE3 6SL

Name	Starter	Main Course	Dessert

## M E N U

Please choose 1 starter, 1 main course and 1 dessert

<p><b>STARTERS</b></p> <p><b>SOUP</b></p> <ul style="list-style-type: none"><li>◆ Cream of mushroom</li></ul> <p><b>COLD</b></p> <ul style="list-style-type: none"><li>◆ Chicken &amp; liver pate with toasted brioche accompanied by sage &amp; apple jelly</li><li>◆ Smoked duck with cherry tomatoes &amp; a sun dried tomato dressing</li><li>◆ Smoked salmon &amp; prawns with a cucumber salsa</li><li>◆ Duo of melon &amp; paw paw with a wild berry compote (V)</li><li>◆ Rocket &amp; dolcelatte salad with a balsamic &amp; olive oil dressing (V)</li></ul> <p><b>WARM</b></p> <ul style="list-style-type: none"><li>◆ Grilled mushrooms with bacon &amp; Stilton served with a pesto dressing</li><li>◆ Goats cheese &amp; basil filo wrap (V)</li><li>◆ Chicken yokataki with minted yoghurt</li></ul>	<p><b>MAIN COURSE</b></p> <ul style="list-style-type: none"><li>◆ Roast Sirloin of beef &amp; Yorkshire pudding with a rich red wine sauce</li><li>◆ Supreme of chicken with a Chasseur sauce</li><li>◆ Roast turkey with all the trimmings, drizzled with a red currant jus</li><li>◆ Poached salmon fillet with a herb crust</li><li>◆ Grilled tuna steak served with tomato salsa</li></ul> <p><b>VEGETARIAN</b></p> <ul style="list-style-type: none"><li>◆ Roasted red pepper, cherry tomato and goats cheese tart (V)</li><li>◆ Wild woodland mushroom risotto with asparagus finished with parmesan cheese (V)</li><li>◆ Ratatouille vegetables baked in a tortilla basket with a spinach &amp; tomato sauce (V)</li><li>◆ Roasted baby vegetables, spinach &amp; mascarpone lasagne with garlic bread (V)</li><li>◆ Baked Mediterranean cous cous with rocket &amp; black olive cream sauce (V)</li></ul>
	<p><b>DESSERTS</b></p> <ul style="list-style-type: none"><li>◆ Truffle au chocolate</li><li>◆ New York style deep baked cheesecake</li><li>◆ Trio of chocolate</li><li>◆ Raspberry pavlova</li><li>◆ Mango &amp; passion fruit delice</li><li>◆ Fresh fruit salad in a brandy snap basket</li><li>◆ Peach Schnapps cheesecake</li></ul>