



## NEWSLETTER – MAY 2005

### EDITORIAL

After the relatively sparse April issue you will note that this month's newsletter has a bit more content to it! Many thanks to those who have sent in information and articles, Mike East and Steve Sims in particular.

I've only really been involved in one motoring event this month, the Miglia Quadrato. I was in a team with recent members Nick Preston and Gary Blackwell. We also had my brother along for a laugh and it was certainly that! I believe Gary is going to write an article introducing himself and telling the story of the event so I'll leave any further details to him next month!

One other event I was involved in was the arrival of our new baby girl. Due to some complications she came out via the sun roof, four days OTL. That meant the first of May and an 05 registration (R05E in fact!). I'm pleased to say Rose Florence is running well and appears to have been fitted with a very efficient silencer as she'd even pass the noise test at Goodwood.

On a similar note congratulations to Tim and Karen Warburton on the arrival of Lucy Abigail, born on the 19<sup>th</sup> of April. Luckily this fell after the April Fool allowing Tim an opportunity for a relaxing bimbly round the lanes to calm him for the event!

Now that's commitment from your committee. Doing all they can to ensure future members for the club!

Quite a few events coming up through the summer so have a look through this newsletter and see if there's anything that takes your fancy. In particular note the Hart Grass Autotest that is planned for September. Gwyn Jones organises a cracking event, as any previous competitor, marshal or spectator will tell you. I'm already lining up a few vehicles and competitors from some of the newer members so it would be great to make a club social of the whole thing. Some other events have suffered from poor entry levels this year so Gwyn, quite rightly, would like some idea of the interest in the club prior to finalising arrangements. If this appeals please drop Gwyn a line to let him know. It's always good to hear from enthusiastic members.

**Grenville Williamson**

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## CHAIRMAN'S CHAT

Welcome to this month's newsletter. You will notice a summary of the club's accounts for 2004 has been sent out with this newsletter. The accounts are usually available at the AGM for any member who wishes to see them. Unfortunately hard copies were not available at the last AGM due to a miscommunication and our Treasurer being away at the time. Luckily Katie had a copy on her laptop so the accounts could be viewed by those present, but this was a less than ideal compromise. The summary is quite comprehensive and should give most people a good understanding of the club's financial position (remaining healthy again as we go into 2005). If anyone would like further clarification of the accounts contact Dr John Swinney, Treasurer.

I'm pleased to announce that the Mini Tempest was a financial success for the club once again this year. Unfortunately the total profit was down on last year due to reduced entries, but another few hundred pounds will be arriving in the coffers soon to keep us topped up. Since we started co-promoting this event it has been warmly received by our members and this is reflected in our continued involvement. Many thanks to all who participated in making this year's event a success.

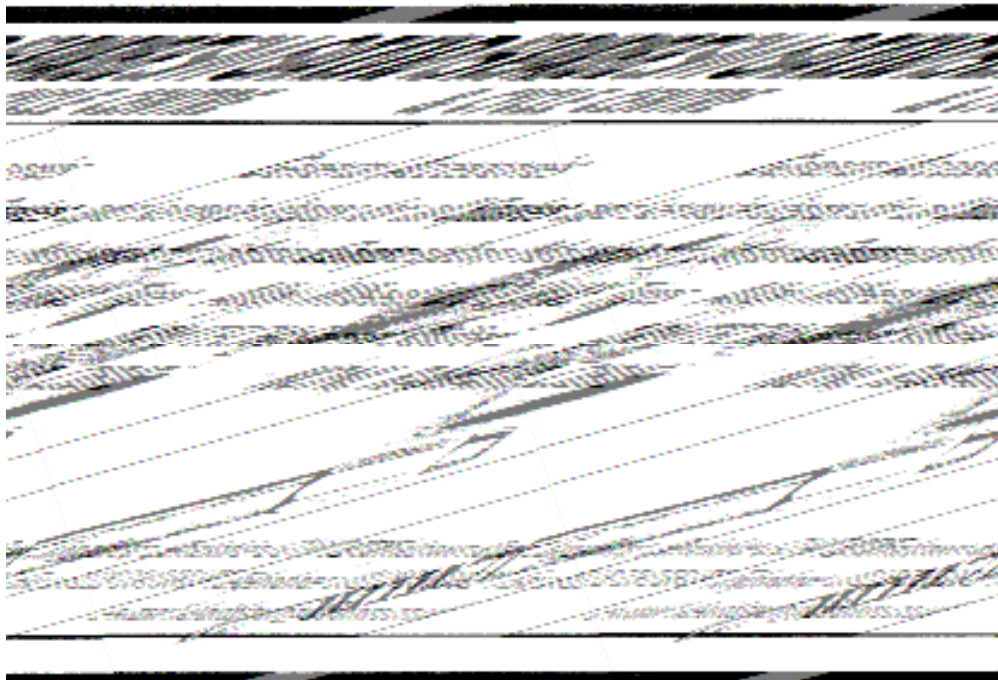
As mentioned last month, The South of England Tempest Rally will be on Fri / Sat : 4 / 5<sup>th</sup> November. Please make a note of the dates now. As well as your assistance on the Yateley Stage again, this year we also need a replacement for John Peckham as 'Assistant Clerk of the Works'. John is going to enter this year's event and, although he will be available to assist up to the day, and indeed, the clear up following the event, we need someone who is willing to take on this role.

Responsibilities will include :

- Reporting to Les Sansom as Assistant Clerk of the Course
- Attending periodic meetings as and when required
- Taking charge of the allocated van when it arrives
- Helping to set up 3 x stages under Les's control
- Collection and distribution of equipment from the WEDS onwards including clear up on the MON after.

The above is a brief summary of that required, Les and JP will be able to give a fuller idea on the job in hand. If you feel you would like to offer your help in both time and effort then please let me know ASAP. We need to get this role filled quickly as the meetings are already happening. I can be contacted on my mobile (07836 339000).

## Peter Trenter



**ON THE PASSING OF MG ROVER**

Having had many of these fine cars in the family at various times, here's a variation on a Roger McGough poem that articulates the way some of us MG Rover stalwarts feel.

Stop all the cars, cut off the ignition  
Those who decide have made the decision  
Muffle the exhaust, put flowers in the boot  
Wear a black dress or a morning suit.

Let the traffic lights remain on red  
Jam the horns out of respect for the dead  
Sound the last post and summon the guard  
For MG Rover has gone to the knacker's yard.

She was my rustbucket, my tin lizzie  
She kept my garage mechanic busy  
A tarnished icon of forgotten years  
She ground to a halt as I ground the gears.

Traffic wardens openly break down and weep  
Sleeping policemen stir in their sleep  
Car thieves consider an easier trade  
Ram-raiders can't be bothered to raid.

Close the motorways with black-ribboned cones  
Riddle the ashes and rattle the bones  
Sound the last post and summon the guard  
For MG Rover has gone to the knacker's yard.



## RALLY CAR FOR SALE

Dear all

I would just like to say that I have decided to sell my Fiesta MK2 rally car as I am moving on to new things. The car has been used several times at Longcross over the past couple of years.

Some general spec: 2000cc stage 3 engine  
Turbo gear box  
competition exhaust  
Twin 40's  
Facet fuel pump and filter king regulator  
AVO adjustable suspension all round  
Plumbed in and hand held extinguisher  
Twin OMP buckets with Luke harnesses 4 point.  
OMP intercom system  
1 set of Colway F2 tyres on pepperpot rims  
1 set of road tyres on rims  
MSA logbook



Many more things that I've forgotten to mention. Call **07970593218** for full spec.

Looking for about **£2500 ono** , but the price can be discussed.

**Andy O'Brien**

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## MSA TACKLES DEFRA THREAT TO UK MOTOR SPORT

The Motor Sports Association has vowed to fight all the way to Brussels to safeguard the future of nearly 50 percent of its sanctioned motor sport events after the government decided to stop subsidies to farmers who allow part of their land to be used, even temporarily, for any form of motor sport.

The MSA has joined forces with the governing body of motorcycle racing (ACU) and other affected parties to challenge the Government's decision, channelling its efforts through the Land Access & Recreation Association (LARA) of which the MSA is a founding member and major funder.

The Single Payment Scheme (SPS) replaces the Common Agricultural Policy and now pays farmers for the land they own, not what they produce. The European Directive on agricultural subsidies does not prohibit motor sports on land eligible for SPS. However, the Department for the Environment, Food

and Rural Affairs (DEFRA) has taken the decision, without consultation, to stop these payments to UK landowners if agricultural land is used, even temporarily, for motor sport.

Activities that will be particularly impacted are autograss, autocross, sporting trials, production car trials, 4x4 events and some rallies.

"We believe the current guidance from DEFRA to landowners is incorrect, is inconsistent with EU policy and fundamentally threatens the future of motor sport in this country. The MSA is a founding member and substantial funder of LARA and it is entirely appropriate that the concerted response of all interested parties to this threat is channelled through LARA. We hope to have a successful conclusion to our urgent dialogue with DEFRA, but should the need arise we are prepared to pursue this issue further," said Colin Hilton, Chief Executive of the Motor Sports Association.

Release MSA05-025: 20 April 2005

## **THE 2005 ESSEX CHARITY STAGES RALLY**

**(IN AID OF ESSEX AIR AMBULANCE) - SUNDAY 3RD JULY**

**REGS ARE NOW AVAILABLE FROM: [www.wickfordautoclub.co.uk](http://www.wickfordautoclub.co.uk)**

As usual it's time again for the begging, so once again can you please come to help our rally succeed?

I am the new Chief Marshal @ Wickford Auto Club. My name is Mark Grady. Many of you will also know me as radio "Wickford10". Any help would be appreciated, if bringing others along please send numbers & usual locations.

Preparations for the 2005 event are going well. The organising team has a lot of momentum behind it and we've had a great response from the landowners, potential marshals and competitors.

We've made some really exciting changes to the stages - we've added in tracks that have not been used for years and have had a lot of assistance from two local companies to re-grade the worst sections of the tracks from previous years.

2005 looks set to be a vintage year!!

Anyway, signing -on will be at GR 168 803/000 (turn right at the aircraft memorial onto bottom of runway) between 07.30 & 08.30 on 3 July. Hope to see you there.

Thanks.

**Mark**

### **INTERESTING ALTERNATIVE FOR A BIMBLE ROUNDTOWN OR OFFROAD!**

Katie and I went for a look around Chichester Marina recently and came across an interesting little vehicle, the Moto-Roma Urban Buggy.

Apparently the French have become quite taken with the whole Quad bike mobility trend and over 20,000 road legal quads were sold there last year.

For those that would prefer a steering wheel to the usual handlebars there are now four road legal Buggies ranging from the single seater Urban Buggy 125 and Urban Buggy 150 to the single and twin seater Urban Buggy 250. All models are powered by a 4-stroke scooter based engine, and feature front

dual A-Arm suspension with adjustable shocks, rear disk brake and fully automatic transmission with reverse.



All models are homologated to EEC Directive 2002/24/EC, the Urban Quad 300 and Urban Utility Quad 300 are both type approved for 2 people and all models require a B1 or full car licence (or full motorcycle Licence taken before Feb 2001).

## **Gren**

### **MIKE EAST – CONFESSIONS OF A ROAD RALLY ADDICT**

#### **The Kent Road Rally - 19/20 Feb**

Not being a fan of Road Rallying in the South, this was my first event in the region for three years. The main reason for doing the event was to get a good result to help improve my seeding in Wales and the North West. My usual partner in crime, Roger Davidson wasn't available, so I drafted in the very capable, if a little rusty, Prar. Seeded at car 4 out of 30 cars was about right and in theory we were one of the likely winners. It was Prar's first rally in 3 years. The last time he was out was with me when I ended our rally against a concrete post on the Carpet Bagger in 2002.

The first time card was all pre plot to give the novices a helping hand. Ironically it was this bit we screwed up! We dropped 4 minutes on this section alone, attempting a long way around a grass triangle from every direction, before getting it right. Prar then came into his element as soon as the navigation became plot and bash cryptic stuff. We arrived at petrol, back on our minute having caught and passed everyone who went the right way around our grass triangle. We were about 5th or 6th by this point and it wasn't quite what I had in mind.

We headed off into the second half with some ground to make up, or at least hoping some would drop by the way side. An ambiguous piece of navigation had the masters and experts heading off in all directions mid way through the second half. This stirred up the field somewhat, as the novices had complete pre plot. We ended up catching up a few of the novices after our 10 mile off route excursion and followed them until we could make the navigation work!

We arrived at the finish, with no new damage, no problems with the car and having a bit of fun on some of the less densely populated lanes of Kent. I wasn't expecting a decent result, but was glad to have the car back in one piece for a change. We were both surprised with 4th o/a after our 10 mile howl around looking for the right route!

So we achieved a half decent result, which will hopefully get my Welsh seeding back up to a decent level. I might even be tempted back to the South again! A big thank you to Dave Gough of TI Motorsport for getting the reliability sorted on the little Pug!

### **The Border 100 Road Rally - 2/3 April**

First event in Wales this year and what a belter! The event, put on by Welsh Border Car Club, was a full 75 car entry plus reserves. I've done this event a couple of times as a navigator, but never as a driver. The lanes on 125 are just brilliant. Very tight and twisty with lots of difficult slots to find and loads of NAM triangles. Roger couldn't make this event either so I drafted in the very capable Ben Greenfield. Ben has had lots of success in the South, but had never ventured into Wales before. This was to be a baptism of fire!

Seeded at 19 out of 75, we were happy with the level of competition around us. My only concern was that car 20 had a reputation to be very quick in Wales. The first competitive section took us through a disused quarry for a mile or so. This was great fun, a bit like doing the Revival! Lots of big open fast bends and slots around cones, with a hairy decent into the base. Great fun! Car 20 was soon bearing down us and another 30 seconds, would have been on my tail. We had a relatively trouble free run all through the first half. I drove the door handles off the car and we still dropped a minute or two here and there. A couple of wrong slots cost us dearly as did a couple of poorly executed slots around NAM triangles. The clocks and mileage was spot on. Lots of manned PC's and a difficult terrain took the time out of you. I never quite got into my stride, as I had over pressured the tyres and didn't feel at one with handling on the greasy/leafy lanes. We arrived at Petrol with no real dramas to report apart from a wall of death run down a white. More by luck than judgement we didn't go over and made it to half way in one piece. I was quite pleased with our performance, despite being caught a couple of times by the very quick Baz Green in car 20.

The second half was significantly shorter, but was pretty much like the first half. Again, lots of tight and twisty lanes with lots of manned PC's. We didn't really put a foot wrong on the second half and thought we might even be in with a shout of a top ten place. It became clear by the time we sat down for breakfast, that most crews had finished and we had only just scraped into the top 20!!! Even if we took out the time we dropped due to mistakes, we would only scrape into the top 10. It was such a competitive field and so on one hand we felt it was a good result, to be among the top 20 of the quickest crews in the UK. On the other hand it was a bit depressing to see that we couldn't have been any quicker and that is as good as we are ever going to be in Wales. Which ever way you look at it, it was a brilliant event and we both thoroughly enjoyed it. Bring on the Eagle in May!

Once again, a big thanks to Dave Gough of TI Motorsport for keeping the Pug running and getting her to be reliable as she is!

### **The Funky Elephant Rally - 23/24th April**



Despite not liking events in the south, we decided to do this one as it had 25 miles of whites! With the whites to slow you down, the organisers didn't need to resort to such cryptic navigation. My old partner in crime, Roger Davidson, was sat in the hot seat for his first event since January and his first navigational rally in 3 years. Seeded at car 4, we had the advantage of being able to see where everyone else was going or had been! Last years winner was seeded at car 4, so that was a good omen! I'm convinced that the 106 gets pre event nerves. Whilst queuing up for Scrutineering on the Border 100 it developed a strange problem with the indicator that cured itself mysteriously just before our turn. The same happened on this rally. We drove from my house to the start in Eastleigh without a problem. I turned into Scrutineering and the indicator stopped working again...weird! A broken wire proved to be cause which was rectified in a few minutes.

We started the first section and immediately had to stop and try and fathom the navigation. Thankfully as I looked over I spotted the sequence straight away, which was pure luck, not because I can do the MENSA stuff. After that Roger got into his stride and worked the old magic. I was driving onsite pretty much all night and wasn't really on the pace, so we dropped a minute or two on quite a few sections. The extensive use of the whites took a lot of time out of people. I really liked the new format and was quite enjoying blasting our way through the mud. We had an advantage over a lot of crews due to the fully guarded protection we had. I made the most of this, dropping only a minute or two compared to the average 3 or 4 minutes a lot were dropping. Our only problem unfolded on the way into a time recovery section. We had picked up a puncture on one of the many whites and limped into the control, with the tyre just about on the rim. Good old Colway Road Plus's. By time we had arrived into petrol, we had a 4 minute lead over car 2, Roger Hunt/Ben Greenfield.

The second half was much shorter, but still had many miles of whites to get down in one piece. Our mission was to not make any silly mistakes and maintain the lead. We nearly came unstuck at one of Andy Manston's many photo points. It was a 90 right in trees down a very slippery white. I turned in and went for the handbrake to ease it round. We hit a bump on the inside of the corner which threw us out of the corner and off into the trees on the opposite of the track (see photo). Thankfully we could reverse out, with only minor bumper damage. So after a talking to from Roger we calmed down and got on with the business of driving steadily. With a slightly less exuberant approach to the remainder of the rally we came into the final control having extended our lead to 11 minutes.



So we got what we came for, a great result. More importantly we both thoroughly enjoyed the rally and can't praise the organisers enough for having courage to try something new in the South of England.

So that's three events in a row that I've had with without any problems with the little Pug. Having handed over the running of the car to Dave Gough of TI Motorsport back in October we have slowly got the reliability sorted. I can now concentrate on the driving rather than worrying about what's going to break next. Thanks Dave!

My next outing is the Eagle Rally in North Wales on the 14/15 the May. Car 12 out of 75...eek!

**Mike East**

**INTERESTING MESSAGE FROM JOHN UPHAM**

Need to up the ante slightly on your next whites 12-car?

Then use the STI-ATV from down under

<http://www.members.optusnet.com.au/~aedennis/Forester/ATV.htm>

**SPECIFICATIONS:**

**ENGINE:** 2.0 LITRE SUBARU WRX

**TRANSMISSION:** 5 SPEED 4WD

**SUSPENSION:** BLISTEN

**POWER:** 230BHP

**WEIGHT:** 550KG

Respect is deserved!

(After receiving JU's e-mail I had to get in contact with the part time ~~maniac~~ mechanic who not only thought of this outrageous beast but actually built it! Here's some more thought in his own words!- Ed)

*Thanks for the contact and very much for the encouraging comments. I am just a young mechanic (well 50 yr. old) carrying out some wide day dream and it is fantastic maddening) to be receiving such a response from around the world. I only really got it going a few weeks ago then straight away I ran it past all the WRC teams on the New Zealand event, blew them all away, along with myself, but sometimes I can sit on my work bench and look at it and all I see is that f\*#@! quad bike I built.*



*I think this could become like Frankenstein, the monster that they created and then it got up off of the bed and ran rampant.*

*Any way if you keep an eye on the web site you should soon see a full story of it and how it came to be.*

*Also happy 30th anniversary to your club, I belong to a small club here and we just had our 50th so I well know the work involved in keeping a small club going.*

*See:*

[www.kihikihispeedway.cjb.net](http://www.kihikihispeedway.cjb.net)

*I will send you my most favourite photo ever (left), see if you can work out who the Norwegian guy is that I'm talking to, he was also blown away.*

***Ken Brough***

## **Wanted - Real-Time Lessons in 12-Car Rally Navigation**

As a relatively new member of Hart and having competed in the last three 12-car rallies I was "approached" by Gren to write a little something of my (motoring) experiences thus far. So when a message dropped in my in-box entitled; "You owe me!!!" how could I refuse - not least because he is my boss at Smiths Aerospace in Southampton. His training at the business charm and diplomacy school has obviously been money well spent!

I first enjoyed a modest foray into grass-roots motorsport some years ago with Southampton M.C., with a couple of seasons of production car trialling with an Imp (mainly in the Woolbridge M.C. part of the world), and with a few pre-plot all night road-races, I mean road rallies, driving a (real) Mk1 Escort Mexico (yeah, I'm that old!) before four children put a drain on my time, not to mention family resources. But with the children that much older now and with changes to "other personal circumstances", I was keen to accept Gren's invitation to have a bash at navigating for him on last December's Seletar 12-Car rally. Frankly, I think he was calling my bluff having listened long enough to my office bull-sh\*t, sorry, bravado about my motoring exploits in a former life.

So, suitably revved-up, and me not wanting to lose face, we entered the event in the "Up to 1400cc Class for Classic Cars" in Gren's heater-less Lancia Fulvia, on what seemed the coldest night of the year. Just on the drive up from Hayling Island to the Bramshill start, with an icy blast from the screen

vents essential for any forward visibility, we were already on the verge of hypothermia. It would probably have been warmer with the windows down. Combine these conditions with a serious dose of pre-event nerves (yep, even for a 12-car. Reputations at stake here) and one can generate some serious bladder pressure. Thankfully, the start venue was suitably dark and remote. (Now come on, be honest, we've all been there, & I don't mean Bramshill).

Now, although the navigation of this current 12-car series is billed as simple and straight forward, given that my last attempt at getting to grips with a 1:50000 map was more than twenty years ago I can say that I was more than relieved to get round the route and arrive at the finish pub without too many problems - bearing in mind that with each new piece of route information from the road-book I had to ask Gren to pull the car over so that he could (patiently) read-out the instructions whilst I hastily scribbled on the map. How you Experts out there manage to navigate from one part of the map whilst simultaneously plotting on a different area, and without the potti or vital bits of paper etc. falling on the floor is beyond me, and this is something you cannot learn from a table-top exercise in the pub. In fact, to me it seems the whole thing is shrouded in mystery, a kind of taboo where no-one openly discusses or actually lets-on how they really do it. A bit like the Magic Circle. But still, our route had all seemed to fit together nicely, we'd collected a string of code-boards, and to be honest, I allowed myself a little inward smile (or was it a whince at the frost-bite in my toes) as we made our way to the welcome warmth of the bar to meet the assembled gang of other crews and marshalls. Perhaps, after all these years, I hadn't "lost it" after all. And more importantly, I had risen to the challenge and not let Gren down.

So, after a couple of well-earned shandies, the moment of truth. The results - announced in reverse order in the time-honoured fashion.

"In last place, with 3 fails and 15 minutes, Gren and Steve".

Eh? I couldn't believe it. A polite round of applause followed from the smug aficionados. I took this as " thanks for turning-up guys, better luck next time". Such news weighed very heavily indeed, and I could immediately sense Gren's disappointment, especially since we thought we had done so much better. But where, just where I had I got it so wrong? Close scrutiny of the 'correct' route laid out on a map on a pub table and I still couldn't resolve my error(s). So, very crest-fallen, and any previously talked-up reputation in tatters, we made the long (and silent) journey home in the freezing Fulvia. Monday in the office was gonna be fun.

A month or so later, following a touch of the Williamson bravado publicly goading me with something like, "We will do much better in the next 12-car, won't we?" statement plastered on the cover-sheet of January's Newsletter (I think Gren came away with a First from that diplomacy school), Gren and I reserved an entry for the Feb Fox 12-Car, again with the Lancia. This time I was not only hoping to improve on last place (when you're at the bottom there's only one way you can go), but I was also praying for a heat wave! Well, it was only when I set about retrieving my map board for this second event that, 'eureka!', I realised my error from the first. There, scribbled on the right-hand margin of the board, were three pairs of capital letters - code-board letters. In the confusion and fumbling for my clip board on arrival at one of the controls I must have failed to enter these on the timecard before taking the marshall's signature to close-out that section. B\*ll\*cks!!!

So with that mystery unravelled I was really up for the Feb Fox. This event, centred roughly on Alton, we managed to 'clean' with respect to route checks (experience you see), but we still dropped 15 minutes - despite Gren's sterling efforts to minimise our deficit (well he is my boss, remember). This, I must say, wasn't without its moments, like, how much notification of a 90-right does a driver need?

"1/4 of a mile, 90-right. It's coming up, 90-right, Here it is Gren, 90-right.....Bl\*\*dy 'ell!!"

"Did you enjoy that?" He grins. "When you've run-out of brakes you just take your foot off and wind-on the steering. Then it just comes round. You OK?"

Phew!

Anyway, all this still wasn't really good enough. We were placed 5th out of 6 starters, only beating the 6th placed crew by a few minutes. And this crew was made up of Glyn Hayward and his 11-year old navigator Imogen!! Bright kid, obviously.

For the next 12-car, the April Fool (no pun intended by the organisers, I'm sure) Gren had plans to navigate for a new member to the club, to introduce him to the quirkiness of 12-Car rallies and show him the ropes. That's what he told me, anyway. Umm? Consequently, he kindly fixed me up to navigate for Tim Warburton (probably told Tim I was an ace navigator). For me this would be an ideal

opportunity to glean from Tim as much as possible in the way of much needed hints and tips on rally navigation and in-car organisation. Tim also very kindly agreed for me to bring along my 14-year old son, Dan, as a back seat passenger for the evening - to continue the brain-washing that there really is an alternative to football or rugby. Maybe not instead of, but at least as well as.

To start with, Dan and I were very impressed with Tim's car to say the least. Tim had said he would be coming straight from work so we were more than surprised and a little excited at the ex-Richard Burns 3.0 litre, all the bells and whistles Subaru Legacy estate, complete with its mega-watt coast-to-coast lighting system. It also had a heater!! Fantastic, I thought. But would it fit down the lanes? And more significantly, what if Tim has to turn the beast round?

Well, following a few much appreciated tips from Tim prior to the start (he'll probably be expelled from the Magic Circle for divulging such secrets), we caught and passed one or two of the cars which started ahead of us and completed the first snow-bound section (yes, it can snow around Petworth in April) a full two minutes ahead of schedule (benefits of 4-wheel drive!) and had to wait at the control. Wow! We're really gonna' show 'em tonight, I was thinking. I've really cracked it. Dan must be well impressed. I could feel the big time beckoning. But, as usual, this euphoria was short-lived. We made a cock-up on the next section where a right-slot we should have taken we mistook to be a white, since it appeared too narrow (well it would for the Legacy, wouldn't it) to be a yellow. Once we'd realised the error Tim had to perform an umpteen-point turn in a very narrow lane and retrace to the junction. But this proved worthwhile since otherwise we'd have missed a code-board and collected a fail. None-the-less, this excursion cost us about four minutes, which was thereafter pretty much impossible to make-up. By the end we had dropped a total of 7 minutes on the crew who had properly 'cleaned' the route without any time penalties at all, giving us joint 3rd place. But, and wait for it, we had finished an all important 4 minutes ahead of Gren and Co in the shiny red Seat Arouser (Arosa). Result!!

I have to say that our modest success (well it was a success for me) was largely attributed to Tim who more than once helped me out when I had hit panic mode - I'm b\*gg\*red if I could find that 41m spot-height. So thanks go to him for his patient help and advice and for being our chauffeur for the evening. Dan was thrilled to be involved at first-hand, and really enjoyed being tossed about in the back (he was on his own, thank-you!). Trouble is, his footballing and rugby-playing pals at school have absolutely no idea what he's talking about!

And special thanks must go to the numerous organisers and marshalls who have turned-out and given their time on bitterly cold evenings during the recent winter months to allow others like me to participate in what I find as a really enjoyable and sociable branch of club motorsport. It is a shame that these events are not better supported to make all the time and effort given by these volunteers that much more worthwhile. Personally, I think the current Hart 12-Car "formula" is just about right, and long may it continue. I am very much looking forward to the next one. But organisers; please avoid the temptation to make the navigation any more difficult - at least until I qualify for the Magic Circle. Thanks.

**Steve Sims** - Novice 12-Car Navigator (Still).

## **2005 AZIMGHUR STAGES RALLY – BATH MOTOR CLUB – SATURDAY 16<sup>TH</sup> JULY**

**Colerne Airfield, Near Bath**

### **Competitors Wanted**

**100 Entry limit - £165 Entry Fee – 60 miles Sealed Tarmac**  
**Entries Sec: Cathy Dyer – [CathyDyer1@hotmail.com](mailto:CathyDyer1@hotmail.com) 01225 867475**

### **Marshals Wanted**

**Chief Marshal: Keith Wilson - [keith@volvopv.freemove.co.uk](mailto:keith@volvopv.freemove.co.uk) 01225 445084**



23-26 June 2005

Goodwood Festival of Speed

## The Rally Stage returns!

This year Goodwood Festival of Speed sees the return of the rally stage. Forget the old 'autotest' stage defined by straw bales that was run in 97 & 98. This is a brand new forestry stage cut through the woods near the top of the hill – about 2400metres in length.

Entry will be by invitation only by the Festival Organisers, but will include WRC, JWRC, Group N, Group B, Historic of all types and maybe some specials.

The stage is being organised by Southern Car Club and we are looking for marshals including start & finish crews.

If you can help then please contact the Chief Marshal –

*Michael Weeks 01483 721760(h), [goodwood@coxhill-group.demon.co.uk](mailto:goodwood@coxhill-group.demon.co.uk)*

There are camping facilities on site and a packed lunch is provided each day, what are you waiting for?

The intention is that if we get enough people for the tasks then there will be time each day to have a wander round the Festival to see all the exhibits, cars and drivers at probably the biggest celebration of motorsport on earth!

## **GOODWOOD FESTIVAL OF SPEED - 23 to 26 June 2005** **HART MOTOR CLUB MARSHALLING TEAM**

This year a special stage is being re introduced to the Festival which naturally requires marshalling.

Hart is proposing to assemble a team of volunteers to marshal on the stage. I have provisionally indicated to the organisers that we could over the 3 day period run either the stage start or finish(after all we have a number of expert marshals familiar with the duties at either).

If we can assemble at least 6 marshals for each day it would mean that those attending would get free entry to the Festival and have time to visit the show when "off shift" on the stage. The additional benefit is that those from Hart MC would work together and not end up with strangers standing around somewhere in the stage.

So far I have 4 volunteers and I need many more. If you are interested please e mail me on: [Secretary@hartmotorclub.org.uk](mailto:Secretary@hartmotorclub.org.uk) indicating which days you would be available to help.

Remember you don't have to commit to all the days, pick to suit your commitments.

Thanks

**Tom Davies**

## Tarmac Spec Subaru Impreza 2.0 Turbo



### ***Fantastic Specification Including :***

34 mm Restrictor, latest Gems Brain with Anti-Lag and Water Spray, Swirl Pot Fed Fuel Pump, Ram Air filter and Cool Airflow Ducting. TEG Grp A Manifold / Exhaust. STI Intercooler

New Dog Box with ECD and Gems (£6K!), New Helix 6 Paddle Clutch, New Quaife Torque Bias Front Diff, Prodrive Plated Rear Diff. 1995 Shell with Ally Bonnet and Roof Vent, Big Boot Spoiler, Sump and Diff Guards.

*Only 3 Events since completion (100%)  
'555' number plate*

Multipoint Padded Cage with Helmet Net.

5 Slot Recaro's with new TRS Belts.

Monster 4 Pot ally front Callipers with massive rotors and Ally bells.

Bilstien Coil-Over Suspension, Front with Adjustable top mounts.

Plumbed In Fire Extinguisher and Hand Held, Elec Cut Off, Etc, Etc.

Lots of Spares included (20 Tyres / Wheels Etc)

A well sorted car with all the right bits to be a winner.

**Tony on : 07799 717800**

**or**

**Peter on : 07836 339000**



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Or e-mail

**[ptrenter@camberleycarcentre.co.uk](mailto:ptrenter@camberleycarcentre.co.uk)**

#### SANDHURST MOTOR SPARES – SEPTEMBER GRASS AUTOTEST

### TAKE NOTE!

Gwyn Jones has volunteered to run a Grass Autotest in September, in a similar vein to the last two events he successfully ran in 2002 and 2003. All those present at those two events will remember what fantastic value for money motorsport this provides and it's certainly high on the "smiles for cash" stakes.

As mentioned in the editorial, we'd like to get some idea of the interest in this event from the club members prior to finalising preparations. If you think you'd be interested in this as either a competitor or a marshal please contact Gwyn either by e-mail, [gwyn@hartmotorclub.org.uk](mailto:gwyn@hartmotorclub.org.uk), or by phone at Sandhurst Motor Spares 01252 860612.

Remember that this is one of the few events Hart promotes in its own right so please help us to gauge the interest level so we can ensure the best event for our members.

Thank You

## THE KOENIGSEGG CCR BREAKS THE WORLD RECORD

### Technical Data CCR



Engine: Supercharged V8 | Power: 806 hp | Torque: 920 Nm Acceleration: 0-100 km/h: 3,2 s | Top speed: 395+ km/h | Chassis: Carbon fibre semi-monocoque | Body: Carbon fibre, Kevlar  
Aerodynamics: 0,297 Cd | Weight: 1180 kg |

On February the 28<sup>th</sup> 2005, at 12.08 local time, the Koenigsegg CCR broke the production road car speed record, achieving a new official top speed of 388 (387.87) km/h at Italy's Nardo Prototipo proving ground.

A team of five Koenigsegg engineers and mechanics together with founder Christian von Koenigsegg ran, a technically standard Koenigsegg CCR in order to take the top speed record for productions road cars. The famous supercar test driver, Loris Bicochi who is a veteran recorder breaker, drove the CCR.



The Koenigsegg CCR raised McLaren's previously unofficial mark of 372 km/h set at Nardo/Prototipo in 1993 by over 15 km/h. On top of this the CCR broke the official McLaren F1 record of 386.7 km/h, which was set on the 9 km straight line VW Ehra facility in Wolfsburg Germany.

A team of Nardo Prototipo technicians independently verified the speed of the CCR. The car was clocked using Tag Heuer's Splitmaster 650 with photocells stationary at the track, recording the average speed during 1 km.

Nardo Prototipo is a circular track with a circumference of 12.5 km. This means that the car is driven in a constant turning motion, which makes the exercise and speed even more impressive. The steering wheel at this speed is kept at around 30 degrees of constant angle, which equates to a sharp corner for the speed.

The constant turning motion of the car creates extra friction on the tyres. This extra friction overcomes the extra horsepower that was needed for further acceleration. The maximum speed was reached at around 6790 rpm, which is not equivalent to the maximum hp level, which is at a higher rpm. With this verification of speed, Christian von Koenigsegg is even more confident that the Koenigsegg CCR is capable of reaching its projected top speed of 395 km/h, or more, in a straight line.

Driver Loris Biccocchi was very impressed by the performance of the car. He feels happy to finally prove the performance of the Koenigsegg. "This test was very important for the customers and owners of Koenigsegg cars. It proves that their belief and faith in the small Koenigsegg Company was well founded".

The official Test Report is issued by Prototipo, acting as a third party verifier and is forwarded to the Guinness Book of Records for processing.

Comparison chart results at Nardo/Prototipo for Production cars:

1. Koenigsegg CCR	388 km/h
2. McLaren F1	372 km/h
3. Ferrari Enzo	355 km/h
4. Porsche Carrera GT	334 km/h
4. McLaren Mercedes SLR	334 km/h
5. Lamborghini Murcielago	330 km/h

Data was collected from Auto Motor & Sport, The official McLaren web page and from Prototipo for the Koenigsegg data. This press release can also be downloaded from: [www.koenigsegg.com](http://www.koenigsegg.com) On the webpage there is also a scorching hot video clip from the test.

## Koenigsegg Automotive AB

### FARNBOROUGH DMC - ABINGDON MOTORSPORT CAR-NIVAL

It's that time of year again when we turn our attention to some serious fun, some serious motor sport and raising some serious money for charity. The 9<sup>th</sup> Abingdon Motorsport CAR-nival will be taking place at Dalton Barracks and Abingdon Airfield over the weekend of 11<sup>th</sup> & 12<sup>th</sup> June 2005 and as usual, we desperately need your valuable help.

On Saturday we are holding the unique 2-Course / 150 car CAR-nival Sprint which features every type of vehicle from *Mum's Shopping Car* to Steve Jewell's ex-CART Chevron B48. Steve will be locking horns with 3-time Winner Adrian Dessouter who will be powering his Reynard SF89 to speeds in excess of 140 mph! In amongst all of the Speed Freaks we will also be seeing one of the largest collections of Lancia Stratos Replicas (plus the odd real one), some of which will be '*having a go as well!*' TVR's, Subaru's, Mitsubishi's.... They're all on show at one of the most popular Sprints in the country. Each Marshals post will be issued with a radio in order to keep you informed so even if you are on your own you won't be lonely.

Free camping and caravanning at the venue is complimented by the Stowford House Bar B Que (free to Saturday Marshals) which this year also boasts a Hog Roast - Although most probably aren't interested, there's also a large Beer Tent with real ale!

Come Sunday morning CAR-nival turns it's attention to the spectacular 100-car / 90-mile stage rally and the prospective winners are already lining up to take the title. Will Nichols and Peter Lloyd will do battle in their Subaru WRC's whilst 3 Metro 6R4's might steal the limelight (including Rodger Binyon's superb DAM4100 version). Escort WRC's will mix it with well-sorted Mk2's to come out on top at this fantastic venue.

One lucky marshal will be the one with the biggest smile however as during the day a PRIZE draw will give them the opportunity of THE RIDE OF THEIR LIFE alongside the Event Winner as he, or she does the traditional CAR-nival closing LAP OF HONOUR. Free gifts, free food and free fun - Abingdon is the place to be in June so please contact Chief Marshal Dave Whyman as soon as possible for priority information. Volunteers for Saturday, Sunday or both days are needed and individuals are as welcome as large groups so please don't be shy. Contact me on any of the above so that I can send you more details as they become available and I look forward to welcoming you to Dalton Barracks.

#### Please reply to:

Dave Whyman, Chief Marshal, Hendford, Leatherhead Road, Great Bookham, Surrey KT23 4RR  
Tel: 07831 671308 (M) e-mail: [davewhyman@hotmail.com](mailto:davewhyman@hotmail.com)

**NEWS FLASH! – LATEST MOTORING NEWS**

- Opel has launched a new 1.8 litre, 140bhp petrol engine that it claims increases power by 14% and decreases fuel consumption by 4%. The engine will be in the new Opel Zafira due out this summer.
- 40% of taxi and bus drivers in Lima, Peru, show psychopathic tendencies, according to a report by a local university. “Drivers showed they would not feel guilt in injuring or running over a pedestrian” the report concluded!
- Land Rover faces a problem as the petrol engines for its Freelander model were made by Powertrain, the drive train subsidiary of MG Rover. Land Rover has enough engines to meet the needs for 2005 production but the new Ford engines are not due to come to market until the middle of 2006. Alternative options are being considered.
- Zytek, the automotive engineering specialist, is looking for a different partner for its German touring car team following the collapse of MG Rover. The car has been fully developed but luckily the championship is a silhouette format which will allow Zytek to run the same car with a relatively minor body change.
- Spare parts supplier XPart has written to MG Rover’s former suppliers to remind them they are not allowed to sell or dispose of tooling without XPart’s permission. This was part of the company’s deal with MG Rover so that XPart could honour its spares supply agreements.
- The collapse of MG Rover appears to have had little effect on voting in Birmingham Northfield (home to the Longbridge plant). Labour MP Richard Burden kept his seat with nearly twice as many votes as his nearest rival.
- Toyota has increased spending in the UK automotive supply chain from 820 million euros in 2000 to 4 billion euros in 2005. This increase is connected to the company’s Burnaston plant in Derby doubling its 2003 profits last year. The plant employs a similar number of people as Longbridge did yet produces nearly twice as many cars per year!
- A GPS device secreted in a money bag helped locate the robber who had taken it. He was at a local car dealership where he was returning the car he “test-drove” as his getaway vehicle!
- The University of Queensland have developed the UltraCommuter, a solar powered vehicle. They are hoping to have the car on the road within a year and are expecting a range of 500km and a top speed of 150km/h. The car weighs around 600kg and is made from aluminium and carbon fibre. Aerodynamic aids, including wheel covers, add to this to ensure high efficiency.
- Oak Ridge National Laboratory (ORNL) in Tennessee has compiled a report showing that biomass, such as corncobs, could displace 30% of the US petrol consumption for transportation.
- Nissan has announced record profits. Much of this has come about as they have increased sales in the US at the expense of American manufacturers. Toyota and Honda have also seen increased sales in North America leaving GM and Ford in difficulties. Nissan Chief Executive Carlos Ghosn is responsible for much of Nissan’s recent improvements and will add the top job at Renault (which has a 44% stake in Nissan) to his current role. He said co-operation between the companies would be strengthened!

**NEWS FLASH! – Continued**

- Cadillac's 2005 production STS will trial many new GM technologies. These include real time satellite feed to show objects surrounding the vehicle (and get the satellites view from above), a sensor that shows the level of the oil and how long it will last, a system that causes the drivers seat to shake when the car inadvertently crosses a lane marking at more than 35mph, adaptive cruise control that slows the car down when it gets too close to the car in front and a couple of Xbox/DVD players for the passengers!
- Lotus have been developing a new Exige race car for an anonymous South East Asian customer. The car has been considerably developed and is 200mm longer and 100mm wider than the original. This improves handling, aerodynamics and of course allows extra space for the larger engine and gearbox! The car has been delivered to its new owner for local development prior to the new racing season in September!
- DaimlerChrysler has developed a system that will enable speech communication to operate certain vehicle functions. A patent for the system has just been logged.
- Five fuel-cell cars powered by hydrogen have been delivered to the Vancouver Fuel Cell Vehicle Program by Ford. The Focus FCV is a hybrid electric vehicle and the performance of each vehicle will be measured over the next three years to provide data for further development.
- Jaguar interrupted work at its Halewood plant recently to "reduce stockpiles and focus on vehicles in demand". Production stopped for about a week and a half!
- Ford's pre-tax profit for the first quarter of 2005 fell 68% to \$579 million compared to the first quarter of 2004. The combined profit of Ford of Europe and its Premier Automotive Group fell by 90% over the same period, to \$4 million.
- Chinese statistics show carmaker's profit margins down to 6.8% in 2004 from 28% in 2002.
- Automotive Technik, the Surrey based maker of armoured vehicles, has been sold to the US firm Stewart and Stevenson for £25 million. Automotive Technik employs 164 people in the UK, mainly at its Guildford production and Engineering plant. It is hoped the acquisition will provide the investment required to expand the business into the US and Australasia.
- A partnership to use recycled aggregates in road surfacing has played a major role in helping Hampshire County Council meet targets for diverting waste from land-fill. A new process is used that recycles aggregates in surfacing, often by planning off the road's top layer. Cement, water and pulverised fuel ash are added to the aggregate before it is mixed with foamed bitumen. The product is then laid using regular surfacing machinery.
- Candles have been lit and flowers left near an image of the Virgin Mary created by water and road salt on a support of the Kennedy Expressway in Chicago!
- A Maryland woman has survived driving her car off the second floor of a multi-storey car park. Teeranjanie Persaud said "My mind was completely cleared. It was like I was meditating"!

**HMC ACCOUNTS FOR 2004**

With this newsletter there is a summary of the accounts for Hart Motor Club, as presented at the AGM. Should anyone wish to see a copy of the full accounts they are available from the Treasurer: Dr John Swinney, 07733 020372, [treasurer@hartmotorclub.org.uk](mailto:treasurer@hartmotorclub.org.uk)

## Extended Membership Option

Hart Motor Club Limited are now offering the option of purchasing extended memberships, for any number of years, as a multiple of the annual membership cost (e.g. an individual membership for 5 years will cost  $5 \times \text{£}15 = \text{£}75$ ). You may well ask 'Why would I want to do that?'

The main benefits are that you will be exempt from any increases in membership cost during the period for which you have purchased membership, and you won't have to worry about keeping your subscription up to date when your membership comes up for renewal! It also provides a means of investing in the future of YOUR club by making assets available which may be used to allow funding of events.

If you wish to purchase an extended membership, please speak to our membership secretary, Katie Williamson. *Please Note: All monies paid as extended membership are non-refundable.*

## TRADE DISCOUNTS

### SANDHURST MOTOR SPARES, 12 YORKTOWN ROAD, SANDHURST

Phone: 01252 860612 Fax: 01252 873687 E-mail: [ktaylor@zoom.co.uk](mailto:ktaylor@zoom.co.uk)  
 Opening hours: Monday to Saturday: 08:30 – 18:00 Sunday: 09:30 – 13:00  
 SMS stock a large range of motor spares, accessories and tools (which are also available for hire). Additionally new and second hand cycles, accessories and repairs are available. Number plates and brake pipes can be made up and a range of motorsport components are kept. Contact club members Keith or Gwyn to discuss your requirements and discount.

### CAMBERLEY AUTO FACTORS, HAWLEY LANE, CAMBERLEY

Phone: 01252 518222  
 Opening hours: Monday to Friday: 08:00 – 19:00 Saturday: 08:00 – 18:00 Sunday: 09:00 – 18:00  
 Club members can take advantage of a Hart MC trade cash account which has been set up at the Hawley Lane branch, one of the largest in the group. To use the account you must quote the account details at the time of purchase. The code is H0590, account name ID Hart Motor Club

### YATELEY MOTOR SPARES, READING ROAD, YATELEY

Phone: 01252 874565  
 Opening hours: Monday to Saturday: 08:00 – 20:30 Sunday: 09:00 – 20:30  
 Wide range of motor spares, accessories and tools. Produce club membership at start of purchase to benefit from this discount scheme.

## REGALIA

- Sew on Badges (as sent out to all members recently) **£1**
- 30<sup>th</sup> Anniversary Pin Badges (as sent out to all members recently) **£2**
- Hart Window Sticker  
 (as below – sticks on inside of window – measures approximately 12in x 3in) **£2.50**



To place an order contact Katie Williamson 077688 31718, [membership@hartmotorclub.org.uk](mailto:membership@hartmotorclub.org.uk)