



## **NEWSLETTER – NOVEMBER 2005**

### **EDITORIAL**

The year may be coming to an end but another hectic month. We had the Tempest to organise, the 30<sup>th</sup> Anniversary Dinner to eat and at the time of writing I've just posted Bill Mexson my 12 car entry for this Friday. After a chat with Bill at the dinner I've entered as an Expert so I'm looking forward to a bit of a challenge!

Many thanks to all who helped to make the Tempest a success once again this year. Katie and I had a holiday planned at the end of the event so a four hour journey awaited us after helping tidy up the stage but we wouldn't have missed the opportunity to be part of this event.

Sorry that this newsletter is a bit late. I planned to get it to you a week earlier but unfortunately I had a minor car accident and this rather threw things. I will aim to get the December newsletter out in time for Christmas so if anyone has some material they would like published (round up of the year, plans for next year, etc) then please let me have it and I will ensure it goes in.

James Lumley and I have been discussing next year. It looks like we'll be doing a few National 'A' events and concentrating our efforts on the more entertaining ones. There is even talk of trips to the Isle of Man and Ireland so hopefully this will come off. At the moment George is ensuring the new shell gets kitted out properly and that we can keep the performance of last year but without some of the reliability issues. The only problem after that will be the driver!

All the best out there!

**Grenville Williamson**

### **CLUB CONTACTS**

|                          |   |
|--------------------------|---|
| Chairman:                | Peter Trenter, 01252 838217, <a href="mailto:chairman@hartmotorclub.org.uk">chairman@hartmotorclub.org.uk</a>   |
| V.Chairman:              | Katie Williamson 077688 31718, <a href="mailto:membership@hartmotorclub.org.uk">membership@hartmotorclub.org.uk</a>   |
| Secretary:               | Tom Davies, 07764 570750, <a href="mailto:secretary@hartmotorclub.org.uk">secretary@hartmotorclub.org.uk</a>  |
| Treasurer:               | Dr John Swinney, 07733 020372, <a href="mailto:treasurer@hartmotorclub.org.uk">treasurer@hartmotorclub.org.uk</a>   |
| Membership:              | Katie Williamson 077688 31718, <a href="mailto:membership@hartmotorclub.org.uk">membership@hartmotorclub.org.uk</a>   |
| Comp Sec/Marshal Co-ord: | Les Sansom, <a href="mailto:Les@hartmotorclub.org.uk">Les@hartmotorclub.org.uk</a>  |
| Equipment Officer:       | Derek Coates, 07773 287881  |
| Newsletter Editor:       | Grenville Williamson, <a href="mailto:editor@hartmotorclub.org.uk">editor@hartmotorclub.org.uk</a>  |
| General:                 | Gwyn Jones, <a href="mailto:gwyn@hartmotorclub.org.uk">gwyn@hartmotorclub.org.uk</a><br>Tony Perrett, <a href="mailto:Tony@hartmotorclub.org.uk">Tony@hartmotorclub.org.uk</a><br>James Lumley, <a href="mailto:James@hartmotorclub.org.uk">James@hartmotorclub.org.uk</a><br>Piers Evershed, <a href="mailto:Piers@hartmotorclub.org.uk">Piers@hartmotorclub.org.uk</a><br>Tim Warburton, <a href="mailto:Tim@hartmotorclub.org.uk">Tim@hartmotorclub.org.uk</a> |

## CHAIRMAN'S CHAT

Welcome to this month's newsletter.

The Tempest and been and gone (full report elsewhere) and I would like to thank each and everyone of you who was out over the days of the event, whether you were organising, marshaling, entering or even spectating (heaven forbid!!) then I trust you had a great tim. I'm sure Gren will be only too pleased to hear of your exploits and put something into the next Newsletter.

The 30<sup>th</sup> Dinner is nearly upon us as I write this! (poss been and gone depending on when this is published, if so, YOUR TOO LATE!!) many thanks to Sam for putting this together. Gwyn and Bill are organising the next 12 car (again the regs are enclosed). This will be the last one this year, so please support their hard work. I'm sure they will make it a good social event all round with a sensible start and finish in a local pub.

Just remains for me to wish everyone a Very Merry Christmas and if 2006 is a profitable as 2005.....I'm gonna find another job!..... DON'T drink and drive!.....you will only spill it all over your trousers!!

Take care out there and hope to see you all very soon.

.....Fond memories!!.....  
(YEAR AND EVENT?).....[peter.trenter@tiscali.co.uk](mailto:peter.trenter@tiscali.co.uk).....1<sup>st</sup> correct gets a prize!!.....  
I know, I know....but it is Christmas!....quality eh!



## Peter Trenter

### A DAY OUT IN A FIELD

It was with nervous anticipation I drove my Suzuki swift 1.3 4 door shopping car into a field somewhere near Reading, full of lots of police cones, one Sunday last month. Having been convinced by my boyfriend that it would be fun (honest!) I had arrived at my first grass autotest with the Hart Motor Club.

Upon arriving I was handed a sheet of paper with 12 courses marked on it. I had been pre-warned that part of the tasks was remembering the routes around the cones, but even for a multitasking woman 12 seemed a bit much! Having come to terms with the fact that, yes, I would be driving 12 courses, I looked a little closer at the maps... the word REVERSE sprung off the page... panic rose again – I was calmly told to ‘worry about that at lunch time.’

First task was to learn the first 3 routes. I watched as people began walking round cones carefully consulting their maps. I followed suit and tried the first route. It pleased me somewhat that my boyfriend was looking equally as puzzled as me! Having walked all 3 and feeling none the wiser, it was time to get behind the wheel of the car. Fortunately my boyfriend was being navigator for me so I had less pressure to memorise the route. However I knew it would take a lot for me not to hit the cones, I am not renowned for my spatial awareness, frequently hitting curbs when driving normally!! Somehow it was a lot easier than it appeared at first, the cones seemed to make more sense when actually in the car. I successfully completed all 3 courses without hitting any cones and beat my own times on every second attempt! It was with confidence and enthusiasm I tackled the next 3 routes again and completed every course beating my own time.

Lunchtime arrived and it was with pride I looked at the results table. I was last, but impressed with myself all the same!

Now to tackle reversing... I can safely say my natural ability for reversing (like all women) leaves a lot to be desired. Yes, I have been known to go backwards repeatedly at Sainsbury's and I use parallel parking on the rarest of occasions! So the idea of reversing, in slalom round cones or 360deg round a cone was never going to happen (or so I thought)! Chris took me for a quick practise on the basics of driving backwards (but only demonstrated how to hit cones!) I still had little idea which mirrors I should be using or which cones I should be looking at.

Once again we walked the routes – I cannot imagine what passers by thought seeing a group of adults walking backwards round cones! By this point, thankfully the majority of people looked more confused than confident, which made me feel happier!

Amazingly I proved that women really are great drivers and completed every course! I only received one penalty point which I blame entirely on my navigator (his punishment was to wash my car afterwards!) by the end of the afternoon I was wheel spinning and hand brake turning as well as any of the men!

At the end of the day I was exhausted (even with power steering) but exhilarated. It was a highly enjoyable day and I left with a sense of achievement. I was awarded “top lady” and look forward to more competition next time to maintain this position.

## Julie Jenner

(Julie is Chris Dear's girlfriend, Chris being the “roundy roundy” 2004 Metro Cup champion)

## TEMPEST 2005

|        |   |                 |
|--------|---|-----------------|
| Status | : | Event Report    |
| Venue  | : | Yateley Wood    |
| From   | : | Stage Commander |

So, after nearly 10 months in the planning, the second INTERNATIONAL EVENT to be held entirely over our area was upon us. If it wasn't done by now then it never would be!

After doing three years as ‘taxi’ driver for the event steward, I was volunteered into the Stage Commander position in 2004. The preparation that Susie and John had done over the years before, and my involvement last year would prove to be invaluable, and so it turned out to be. Prior to the set up on Friday I merely had to confirm the numbers JP had put together last year to enable us to set up Yateley with the correct level of equipment. This year's event ran along a very similar format so a lot of last years preparation proved to help make things a lot easier for this.

And so, Friday arrived, helpers turned up from all directions and were all allocated jobs to be done and all carried out to our usual professional way, leaving Saturday morning to simply finalise the stage set up. In fact it went too smoothly and everyone was away and on to Arena to help there by mid afternoon leaving a relaxed evening watching the rally action from Junction 5 (as we were positioned due to lack of bodies). What a change to be able to actually ‘see’ some action albeit on a very cold night!

Saturday morning, 6:50 am I went to unlock the finish and, spectator gate, only to arrive at the start with the postman letting everyone in (could have had a lie in!). So, this was it, and then the panic set in!.....

- Have I got enough people coming??
- Will anything go pear shaped and make me look a right donka??
- Never done this before, what happens if it goes wrong??
- Have we had any equipment nicked overnight??
- Will Derek ever have a brain??...(will he ever forgive me and ever finish my bathroom!?)
- Why is it now I need the loo??
- Will I be 'Two Second Trenter' again!?

Marshal's arrive in one main group and a few stragglers! Needed to move some crews around in order to cover each junction but this done everyone did their bit to help finalise the stage set up and we were ready to go at 9am as requested. First car due in an hour or so I set off to double check all is ready. I need not have been concerned, everything looked as professional as last year, if we don't win the best stage of the rally again it will be a travesty. (to be honest, I really like Yateley, probably stems back to my days of competing when the 5 minute stage time barrier was the quest for us all..... {different lay out in those days!}).....



.....(Next year? ...Hmmmmm!!).....

Back to the start to find out I had missed the Chief Marshals Trevor and Phil Smith who apparently had been playing on each stage all day pretending to be busy! (little joke there guys!!)

Every junction received a 'Tempest Rally Pirelli T-Shirt' as a memento of the event (in addition to numerous other t-shirts kindly donated by Flair Events). It would be fantastic to name everyone who came out but there are far too many to list. You know who you are so many, many, many thanks for all your help and assistance over the weekend and we hope the lunchtime pizza's went down well, (thanks Katie and James for these)

So, Car '1' arrives, this is it then, can't hide in the bushes any longer, time to get on with it, and what happens, I book the first car out two minutes early.....**JOKE!!** No, I actually got it right this year, however, the breaks between the FOUR different classes did give a few headaches, especially when one got lost and we had to 'hold' whilst awaiting his arrival. All 80 + cars go through, no problems, great comments from the crews (see Chairman's Chat) and time for a couple of hours rest before the second run.

Second run as smooth as the first, in fact even better than the morning as this time they all knew where we were!! Again, no problems on stage and all went remarkably well. Course closer arrives, takes the check sheets and drives off into the dark.....well, that's it then! Second time as Stage Commander and only one 'off' all day which James went in and extricated within minutes, can't imagine what all the fuss was about!!

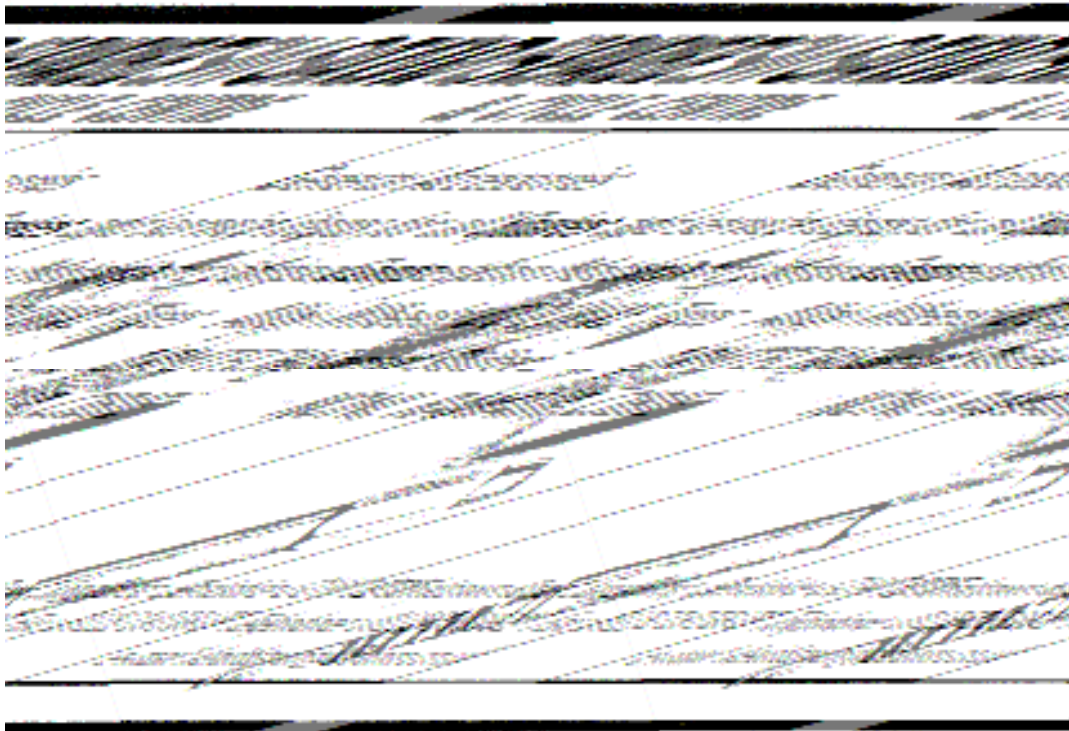
A great experience, and I know I shouldn't mention individuals but special praise must go to:

- John Peckham for calming me down and generally dealing with everything
- Gill for feeding the troops on Friday evening and coming out to 'muck in' where a lot of guys wouldn't go!
- James Hasler for coming up from Exeter to run as Second in Command
- Les Sansom for bossing me around but not too much!
- Katie and Gren (and little Rose in her 'Gti convertible push chair') for there support all day and coming up from Hayling Island (and getting the lunch!)
- Mark Higgings (No! Not that one!) and Alan King who were out Friday and Sat and aren't even members.....YET!!...(I think I said that LAST YEAR!)
- Tim Cooper and his 7 colleagues who came up from the Bournemouth area and 'sorted' out the spectators
- Tom for his help over the days of the event and much more.
- Peter Hoare for dealing with the spectators and there vehicles (110 parked up throughout the day at Yateley alone!).....(and I promised to mention his Very Slim wife Tina!...hope I'm forgiven now?)
- And of the others not mentioned.....Derek, Mark, Sam and Mark '2', James Lumley, Helen, Steve and the Howe clan, Rob, Piers, Dave and son James, Martin, Glynn, Arun and Steve and ANYONE that I've missed you it's only cause I'm trying to finish this quickly to get it in the next magazine and I apologise to you for that, you were all stars and did the club proud.

And then it was over, apart of course from the clearing up which went really well on Sat evening with everyone doing their own corners (really helpful) and on into Sunday by JP, Les and Tom (thanks to JP for getting the equipment back). I really enjoyed the experience and I hope you did as well. I look forward to next year if I'm asked back and hope to see all of you again for the 'Tempest 2006' where we can make it even more memorable as we see the event revert back to it's more familiar 'One Day' format under the new rules for the 2006 season. (further details on the event status for next year will be available shortly)

Regards and best wishes.

**Pete Trenter**



## HART MOTOR CLUB PHOTO QUIZ 2005

Many thanks to all those who participated in the Photo Quiz at the last Club Night. I'm sure all who participated learned something new they can impress their friends with.

Congratulations to Piers Evershed, Dave Buttle, Tony Perrett and Helen who all shared first place. Luckily the prizes up for grabs lent themselves to being divided up! Hope all who participated enjoyed it and I look forward to seeing many of you again at the next social event!

## Gren

### HOLDEN'S WILD HOT ROD BRINGS FJ BACK TO LIFE

Sydney showcar delivers retro, mumbo and gizmos

*EFFIGY (EF-ij-GEE) n. Stylistic representation of someone or something famous*  
*FJ (EF-JAY) n. Iconic Australian motor vehicle released by Holden in 1953*

Australian International Motor Show, 13 October 2005: A wild 21st Century hot rod reincarnating Australia's most famous car, the FJ Holden, was unveiled today at the Australian International Motor Show in Sydney.

EFIJY is a radical pillarless custom coupe boasting V8 Supercar power under the bonnet, Chevrolet Corvette underbody and state-of-the-art automotive technology throughout. The 'Soprano Purple' paintwork highlights its curvaceous 5.2-metre body, reinterpreting the classic design cues of the iconic 1953 FJ Holden. It delivers retro, mumbo and gizmos in one glorious package.

"EFIJY is all about fun, emotion and imagination. It shows what a bunch of clever and talented design people can do when they are let loose to create something really wild," Mr Denny Mooney (Managing Director GM Holden) said. "This year was a fantastic opportunity for us to create something which highlights our designers' ability and versatility. "EFIJY is sure to evoke different memories for everyone who sees it. People might focus on the FJ links, the glorious custom coupes of the 1930s or the great design flair of the 1950s."

Holden Chief Designer and EFIJY project leader Richard Ferlazzo, who sketched the first EFIJY designs in 1989 and is a long-time custom car fanatic, said the car existed purely for automotive entertainment. "Invariably, people smile when they see it for the first time. EFIJY is our accolade to the talented designers who cut loose with some fantastically flamboyant styling in the post-war 1940s and 1950s," Ferlazzo said.

"Ask the question, 'what would these people have created using all the skill sets and technology we have now', and EFIJY might be the all-Australian answer to that question. "EFIJY is also aimed at the legions of custom car and hot rod enthusiasts out there whose appetites aren't generally met in the concept car arena. "Most importantly, it sends the message that the same people who have sensible day jobs designing entirely practical cars have the passion and inspiration to create something as outrageous as EFIJY.

All brightwork on the vehicle is hand-made billet aluminium to maximise its authentic look, nowhere more evident than the stunning grill salute to FJ's distinctive front. A proximity sensor opens the door automatically as the driver approaches, revealing deep cream leather twin tombstone-shaped seats equipped with integral belts.

The drop-down, touch control LCD screen and an instrument cluster glowing with the number '53'—another FJ gesture — are set in the body-coloured metal dash and pulsate with a radiogram retro orange glow.

The 6.0-litre LS2 V8 engine has been supercharged and modified by Ron Harrop, well known throughout the Australian automotive and motorsport industry and an ex-FJ Holden racer. Driven by a

Roots-type supercharger, the engine delivers peak power of 480kW (645 horsepower) at 6400rpm and peak torque of 775Nm (560 foot-pound) at 4200rpm. Such performance figures are equal to the stated output from 2005 Series V8 Supercars, and almost 11 times greater than the 45kW (60 horsepower) offered in the 1953 FJ Holden.

The power output is transferred to massive 22-inch by 10-inch billet aluminium wheels with fluting which echoes the FJ's more modest original 15-inch by 4-inch wheels. Reflecting its street sled heritage, the front wheels are 20-inch by 9-inch.

#### **SPECIFICATIONS AND FEATURES**

Length: 5162mm Width: 1999mm

Wheelbase: 2946mm

Engine: GM 6.0-litre, LS2 aluminium V8 with Roots-type supercharger

Power: 480kW (645 bhp) @ 6400 rpm

Torque: 775Nm (560 ft/lb) @ 4200 rpm

Transaxle: GM four-speed electronic automatic transmission, push button electronic control, limited slip differential

Chassis: Modified Chevrolet Corvette. Front mounted engine, torque tube driveline, rear mounted transaxle

Suspension: Modified Chevrolet Corvette. Forged upper and lower control arms; height adjustable airbag suspension units with electronic control



**Conceptual design sketches**



**Full size model created  
in clay**



The body being finished and the huge aluminium billet front bumper being machined.

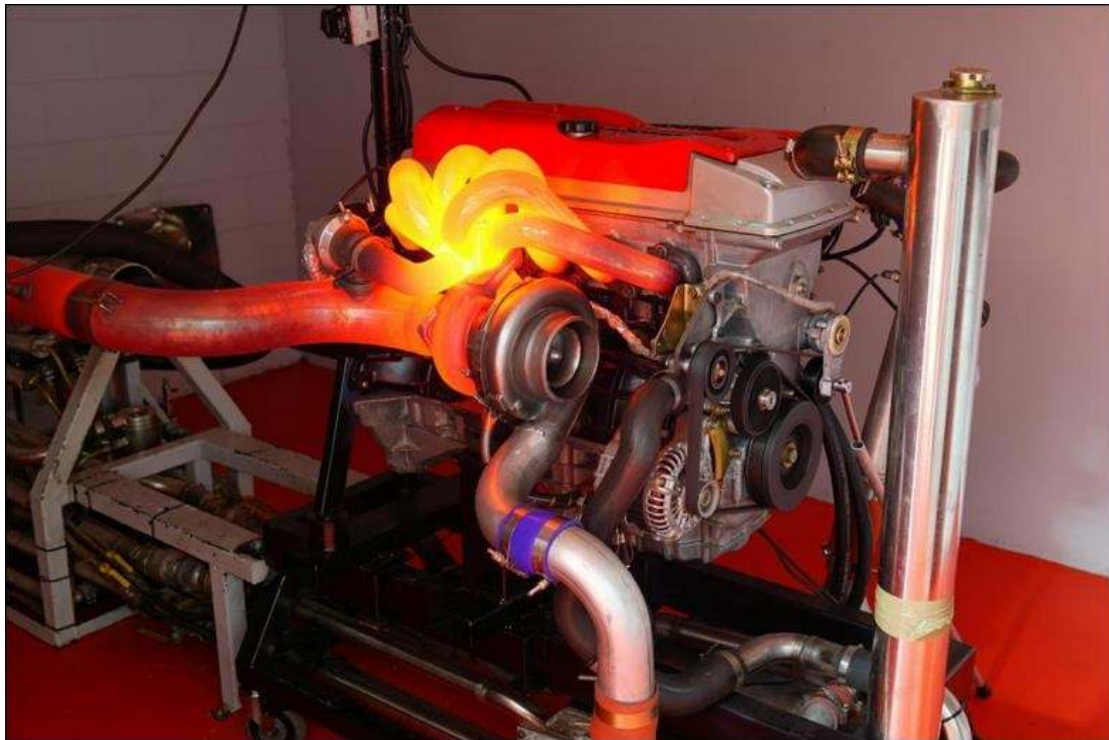


Corvette power ensures performance to match the looks.



The finished article. Beautiful!

## VIOLENCE IS GOLDEN



**A turbocharger on test. You can almost feel the heat coming off the page!**

### **Turbochargers**

A turbo charger is driven by hot, expanding exhaust gas which drives a turbine connected to a cold air centrifugal compressor which forces air into the engine. Effectively the exhaust gas is a waste product so there is no loss from the engine to power the turbo unit. The down side is that there is often a finite time for the exhaust pressure to build up and power the turbine which in turn powers the compressor which then builds up the pressure of the air into the engine. This delay in power delivery is often referred to as turbo lag and manifests itself as a pause between stepping on the accelerator and feeling the additional power.

Furthermore turbos run at high temperatures and often require cool down time after use. This can mean leaving the engine on idle for a few minutes prior to switching the engine off or severely impacting the life of the component, which often has a short service time already.

Many turbo charged cars use intercoolers, wastegates and compressor bypass valves to help get more useable power. The intercooler acts as a heat exchanger to cool the intake air prior to it reaching the turbo chargers compressor. This increases the density of the air going into the engine and also takes some of the cooling strain away from the engine. A wastegate regulates boost pressure. It is a simple valve that allows some of the exhaust gas to bypass the turbo when not needed. A bypass valve sits between the throttle and the turbo and acts as a vent for excess boost pressure. When this valve vents to the outside air it is sometimes referred to as a blow off valve and when it vents back to the inlet of the turbo it is called a bypass valve.

### **Superchargers**

A supercharger is a compressor driven by the engine's crankshaft. As a result they use power from the engine to compress the intake air. The advantage here is that there is a direct drive and so no lag in the power delivery. There are two basic types of superchargers, positive displacement and centrifugal.

Positive displacement superchargers fill a chamber with a fixed volume of air at atmospheric pressure then move that air to the high pressure side. These superchargers generally provide flat torque curves

throughout the rev range but tend to be less efficient and therefore of lower peak power. The most common Positive displacement supercharger is the Roots unit. This has two rotating, intermeshing lobes that pump air by trapping it on one side between the lobes and the casing then forcing it under pressure to the other side of the unit. These units give an immediate and proportional response to the throttle because the blower is always spinning and its pumping ability increases proportionally and linearly with engine speed.

A centrifugal supercharger is basically the compressor section of a turbocharger driven off the crank with a step up gearbox. They tend to work over a smaller range of engine speed but provide higher peak power. The power delivery of the boost increases non-linearly with engine speed which can make them peak at very high engine speeds. It is important to match the right unit with the engine to ensure usable power.

### **AUTOMOBILE MANUFACTURER'S ACRONYMS**

**CADILLAC** – Crazy Aunt Drives It Like A Lunatic Across Country

**CHEVROLET** – Can Hear Every Valve Rattle Over Loud Engine Tapping

**FIAT** – Failure In Automotive Technology

**FORD** – Fix Or Repair Daily

**HYUNDAI** – Hope You Understand Nothing's Driveable And Inexpensive

**JEEP** – Just Everyone Else's Parts

**LOTUS** – Lots Of Trouble, Usually Serious

**MITSUBISHI** – May Involve Turbos, Suck Unless Boost Is Seriously High Inside

**PORSCHE** – Proof Of Rich Spoiled Children Having Everything

**SAAB** – Sad Attempt At Beauty

**SUBARU** – Screwed Up Beyond All Repair Usually

**TOYOTA** – Transportation Of Young Or Tasteless Airheads

**VOLVO** – Very Odd Looking Vehicular Object

### **BRITISH RALLYING SET FOR STRONG FUTURE**

Having now finalised all of the Championships within its new structure for Stage Rallies, the Motor Sports Association is confident that there now exists a clear and unambiguous package of championships that offers an easy-to-understand path from the grassroots through to the pinnacle of the sport at national level.

The newly reformulated British Rally Championship, whose championship permit was recently approved, takes its place at the head of the pyramid.

"As the revised BRC is no longer open to World Rally Cars, it should provide the sternest test of Britain's leading rally drivers and co-drivers," says Colin Hilton, MSA Chief Executive. "We also believe that the BRC will offer the ideal training ground for young drivers to prove their skills in anticipation of moving up to the world stage."

The strength of the flagship series, however, will be determined by the quality and support of the lower tier championships. There are only three MSA Championships at National A level: the MSA Gravel (ANCRO), the MSA Asphalt (BTRDA) and the MSA Historic (HRCR) rally championships. At National B level, the MSA English, Welsh, Scottish and Northern Ireland championships will provide the best possible step up from club championships.

"We are as committed as ever to all of the Championships," confirms Colin Hilton. "In fact, by clearing the decks and setting up the new structure, we are trying to make the progression through British rallying even more clear-cut.

"There have been changes for 2006 and beyond, designed to make the sport stronger. We recognise the hard work put in by the huge numbers of people involved in running championships and events and applaud their efforts – we depend on them!"

Only the championships that make up the rally 'pyramid' as listed above will carry the MSA titles.

"It's really important to stress this," explains Hilton. "Other events and series will always exist and are vital, particularly at Club and Regional level, but the official structure is exactly that. We cannot dictate to people where they can and cannot spend their money; likewise we cannot restrict freedom of trade for a commercial entity or the organic development of the sport.

"It is a very fine line, but I can say confidently that, at all times, decisions are taken – usually by peer groups – in the best interests of the sport."

Release MSA05-045: 14 October 2005



### CAR FOR SALE!

Hill Climb Car  
55 bhp  
Front disk brakes  
Low ratio gearbox

### NOTE FROM THE MSA

Since the MSA Training Seminars started over 6,319 marshals have registered, which means British Rallying has one of the best trained backbones in the world.

Whatever level of help you give to the sport there is a Training module to support and provide the confidence you need to do the job delivered by experience MSA Instructors. The topics include: New to Motorsport, In Stage Marshal, Timing, Radio, Senior Stage Officials and for the World Rally scene Rally GB Marshals.

Venues and dates in your area are listed on the website along with application forms and details of how to register.

For more information use the link below to access the British Rally Marshals Club which has a section dedicated to the MSA Training and will provide up to the minute details and arrangements for Training events in your area.

[www.brmc.org.uk/training\\_events\\_2006](http://www.brmc.org.uk/training_events_2006)

**RICHARD BURNS LOSES HIS LONG BATTLE AGAINST A BRAIN DISEASE**

2001 World Rally Champion Richard Burns died peacefully on the 25<sup>th</sup> of November after long term illness. Richard was just 35 and one of the most gifted drivers of his generation. His crowning glory came at the Rally of Great Britain when he became World Champion on home turf at an event he had followed as a child.

On his way to the British round of the World Championship in 2002 he passed out at the wheel of his car and was saved by Markko Martin, a rival in the Ford team but also a friend of Richards who was in the car at the time. Burns was later diagnosed with a brain disease that did not respond to treatment. His family released this statement.

"From the outset Richard knew that the odds were heavily against him and yet he fought his illness with bravery and good humour."

"Having undergone both chemotherapy and radiotherapy he was able to leave hospital in summer 2004.

"For a while his health showed signs of improvement but then after six months it once again began to decline.


"Determined not to give up, he opted for surgery earlier this year. This alleviated some of the symptoms of his illness and enabled him to remain active.

"At Castle Combe in August he attended a parade of the rally cars that he drove throughout his career and was touched by the warmth of the reception he received.

"However there was to be no miracle and in recent days he lapsed into a coma.

"The date of a memorial service will be announced shortly."






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#### MESSAGE FROM A PREVIOUS MEMBER OF HART MOTOR CLUB

Hi Pete,

I bet you fell of your chair. I am alive and well and still around! From Navigating in a rally car I moved to Driving --- Racing Lawn mowers! Was British and World champion there! And whilst doing that did some navigating in Landrover in AWDC events (now that is a rough ride!)

Having now got 2 girls growing up (and old age!) curtails activities it 4X4 green laneing! Mostly self driving and using Memory Map on a laptop or PDA as a navigator!

Have done some local Randonee (Ebble valley and moon rakers) I like these, easy going and in the day time! And in my series one with the roof down nothing better (in nice weather!) and the wife and kids love it to!

I must put in some effort and come and have a look at some rallying again! And it could not be closer! Thanks for the info [about the Tempest Stages].

Is there a stage at Rushmore? Do you have to pay to get in to see stages these days?

Regards

**Gordon Baron**

**NEWS FLASH! – LATEST MOTORING NEWS**

- The BMW group is to run a free take-back scheme in line with the European End of Life Vehicle directive. From next January it will accept BMWs, Rolls-Royces and Minis made during BMWs ownership, and recycle 85% of the materials used in them.
- Suzuki has put in place an agreement with Autogreen to meet its vehicle disposal requirements.
- Ford and PSA Peugeot Citroen have announced that Dagenham will build the commercial-vehicle version of a 2.2 litre diesel engine for both companies' vehicles.
- The number of filling stations selling liquefied petroleum gas has topped 1,300 in the UK, up from 1,000 in February 2002.
- An English couple have used banners hung from road bridges over the A27 to argue over divorce. "They must be very angry. We would urge them to seek counselling", said the relationship service Relate.
- AC Cars is to start production in Connecticut. The company, based in Guildford, has said that it intends to build 50 cars in the first year increasing to between 700 and 800 annually, based on the famous Cobra shape.
- Northern Ireland bus builder Wrightbus is about to deliver the first of its Streetcars to be used in the city of York from next February. The bus aims to deliver the comfort and convenience of a tram without the expense by using new technologies developed in the automotive industry. These processes allow the design of a stiffer body than previous buses have managed improving overall performance.
- London Taxi manufacturer LTI have redesigned the suspension on the famous vehicle in response to customer comments. Passengers were finding that the increase in traffic calming measures was causing discomfort! A suite of improvements were assessed and developed that work together to give the cab a more saloon car feel.
- George W Bush has given the Japanese Prime Minister a Segway Human Transporter. Bush's ability to fall off one of the self-balancing scooters is infamous.
- A Turkish man is being threatened with losing his driving licence after setting off a Swiss speed camera four times in less than two minutes. He kept driving past the camera to work out who was flashing lights at him!
- Last weekend (November 19/20), 62 female motor racers attempted to create a new world record when they competed in the four Formula Woman Novice Races at Pembrey, South Wales - never before have so many women raced in the same motorsports event.
- One of the most famous and desirable of all AC Cobras has been secured for H&H's February 2006 sale. Known the world over by its registration number (39 PH), it was entered by the factory for the 1963 Le Mans 24 Hour race, where it duly won the GT III category and finished 7th overall in the hands of Ninian Sanderson and Peter Bolton. It was then procured by John Willment for 'Gentleman Jack' Sears to drive, at which time its pale metallic green paint was replaced with the distinctive red body and white stripes of the Willment team - the livery it has retained to this day. Sears achieved many notable successes with the car and it remains one of the most original of all competition Cobras. Estimate: £700,000-800,000.

## 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)