



HART

MOTOR
CLUB

NEWSLETTER – DECEMBER 2005



EDITORIAL

I know it only seems like two minutes ago you got the November newsletter but that was a little late. This issue sees the end of 2005 and our 30th Anniversary Year! Congratulations Hart MC!!!

In all it has been another busy but entertaining year. There has been lots to organise, compete in, help at and generally enjoy. Many thanks to all those who have participated in one way or another this year. Quite a few success stories to take us into 2006 in a positive frame of mind.

This month there is an article from Nick Preston relating to a Jap car meet he attended in London, some bits and pieces from me, various press releases and messages as well as our monthly message from our Chairman. I hope you find it entertaining after the excesses and festivities.

National 'A' licences through for James and me. A few things to resolve before any major events are considered but The Regency Stages at the end of January looks like the start of the season once again. We all found it very entertaining last year and hopefully it will prove as much fun this time.

All the best out there!

Grenville Williamson

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CHAIRMAN'S CHAT

So, I guess you'll be reading this after having gone through another very expensive Christmas where you end up getting and buying lots of items that you and they probably never needed in the first place! Seems to me that it gets more expensive every year and the older you get the more people seem to be added to the list? Can't quite work that one out unless of course I'm getting much more popular as I get on a bit!??

We have a few events coming up over the festive period and I hope to see many of you out and about this holiday. The FDMC 'Nearly Boxing Day' driving test is always great fun and the Longmoor Loco will no doubt, be excellent once again.

As we head in 2006 I think it would be a golden opportunity to take stock for 'Hart Motor Club'. We enter another year of trying to keep the club stable and successful and will try and give you the members, a varied and alternative choice of events that we hope will entice you out a bit more onto social and competitive days and evenings. This club (like any other) is dependent on the input it receives from the membership, please support your club organisers wherever and whenever you can. As always, before we finalise our calendar for the next twelve months, please let us know of any interest or event you would like us to arrange.

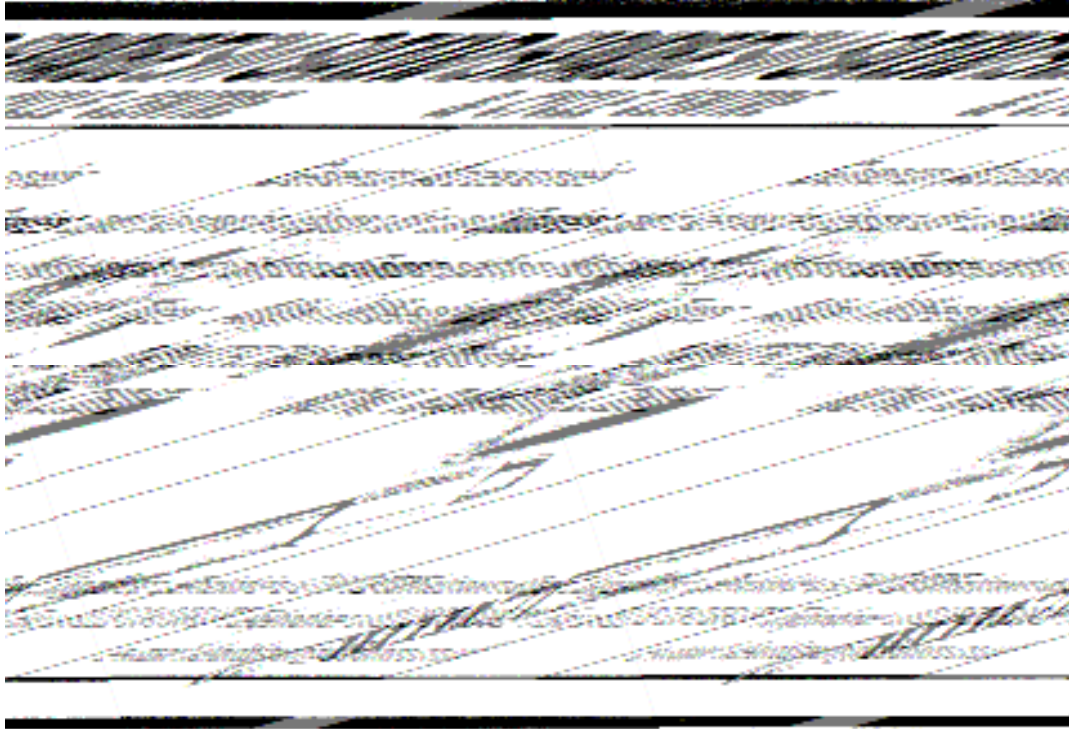
Many thanks to everyone who contributed during 2005, without the time, effort and, sometimes money that some members have put in we would not be where we are today, you are the un-sung heroes!

And finally, my special thanks go to your committee who once again have worked tirelessly over the year for the benefit of the members. I look forward to everyone's continued support again this coming year.

It just remains for me to wish you all a Happy New Year, let's hope it brings health and happiness to those that deserve it.

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

Peter Trenter



ACE CAFÉ REVIVAL SPARKS JAPANESE INVASION



ACE CAFÉ, Park Royal, London

6 Months ago I said a sad goodbye to the 'Shiny Red SEAT Arouser' and a big hello to an even shinier Racing Bronze Mazda Eunos Roadster. Being of a fairly young age I am torn between the 'MAX POWER' modders and the true sport of HART Motor Club. I've been to a few HART events during my first year as a member and recently helped out at the Tempest Stages, I felt it was only fair to attend some sort of 'Max Power' show. Figuring that I would be unable to stomach all the lights and noise of the cruising louts I searched for ideas.

The answer came from Banzai, a magazine for Japanese Performance Cars which listed an event at the newly revived Ace Café in Park Royal, London. The event takes place once a month and this was to be the last meet of 2005. I had previously been to the Café with Gren and knew of its motor vehicle heritage so was confident it would be a good night. A few calls to some mates who also have Jap cars and the date was set. The 6th of December saw My Eunos Roadster along with a neighbour in his RX7, my friend in a Celica and a new comer to the area with a heavily juiced Evo 3 head up towards The Smoke. Not a bad line up for a first attempt and we anticipated good turn out due to it being cold but dry and of course the last event of 2005.

Upon arrival we were all shocked at the amount of people who had turned up. Not only was the Ace Café car park full but the surrounding industrial estate was covered with Civic's, Skylines and Supra's not to mention more rare beasts such as Silvia's which are used as drift cars these days. We parked up and walked into the main area to find that Nissan had chosen this meet to launch the new 350Z coupe and Roadster. In fact TopGear were there reviewing both cars for the magazine. Honda also showed off the all new Civic. This car attracted lots of attention and I could see why. Sharp lines and triangular exhaust tips not to mention the cockpit layout left me thinking I was looking at a concept car not a production car. Very impressive!

350Z Roadster looks fab in this gunmetal grey




Wondering around the café with beer in hand I was surprised to find that the only Eunos Roadster was mine. To be honest I expected some competition bearing in mind it's the best selling roadster of all time. Nevertheless my car had begun to attract some attention, all of it good I should add with a few people offering advice on how to make it faster using super chargers or turbo's. With a smile on my face and all of the BHP improvements taken on board I went to watch the cars parading up and down the front of the café. Turbos and NOS prevailed and the smell of burning rubber began to fill the cold winter air. Some of the cars had genuine power, one Nissan Skyline was apparently pushing 550 bhp!

It was clear that some of the guys put a lot of time, effort and too much money into the cars. One Supra was fully kitted out with carbon fibre including bonnet, mirrors, seats, steering wheel, pedals and boot lid. The bonnet was a Carbon Kevlar matrix which helped it resist stone chips and apparently made it bullet proof! I took great pride in pointing out that only the outer skin of the bonnet was actually made from this matrix and that the skeleton looked more like fibre glass. This probably made it almost as heavy as the aluminium bonnet that Mazda use on all Eunos Roadsters. Happy with my victory I decided that a demonstration of true driving ability was required. A roundabout directly outside the front of the café was the target and some decent rear end sliding was the objective. Flooring it towards the roundabout the induction kit produced its roar attracting the desired attention from the crowd, then came the roundabout, perfect execution and I was off into the distance.

All in all a good night was had and it was certainly more relaxing than sitting next to Piers on a 12 car, that said if I had the choice the 12 car wins hands down. The Ace Café would be willing to organise something one evening for HART if people are interested. Beer, cars and one of the original meeting places for motor vehicle enthusiasts has to be worth a look.

Merry Christmas to everyone


Nick Preston



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Or e-mail
ptrenter@camberleycarcentre.co.uk

MESSAGE FROM RICHARD FIELD – FARNBOROUGH DISTRICT MOTOR CLUB

In addition to Nat B level events, where all ACSMC clubs are automatically invited, FDMC is also planning some Clubsport events, where the invited clubs are limited to six. We'd therefore like to check if invitations to any of these, would clash with events of your own. They are:

- March 19th: Spring Solo AutoSolo; club team format (based on the total times of the 3 best finishers from each club), plus usual individual awards.
- May 7th: Challenge Shield grass autotest
- May 21st: Judgement Day tarmac autotest
- July 9th: Summer Solo AutoSolo (with a similar format to the Spring event)
- Sept 10th: Summer Sort-Out grass autotest

As we mentioned, if you can let me know regarding these in the New Year, this will help.

Regards,

Richard

MESSAGE FROM TIM STEVENS LARA (Land Access and Recreation Association)

NEW REGULATIONS THREATEN MOTOR SPORT

New proposals governing rights of way could have a major impact on motor sport enthusiasts who need access to sites with cars or vans - and it may be too late to do anything about it.

Provisions in a Government Bill going through Parliament seek to remove rights of way for motor vehicles and restrict the recording of new ones. Despite previously proposing a timescale for users of minor highways to check the records and confirm their right of way, the Government is now proposing to backdate the new rules to May this year.

According to LARA, the Land Access and Recreation Association, the result will bear on many motor sport organisers and competitors and others using the countryside for sport and recreation may find that minor roads - including some tarmac roads - which they have been using for years for access to sites for practice days and events are closed to motors. Continuing to use them could result in prosecution.

Tim Stevens from LARA says: "The Government had originally allowed 25 years to sort out the rights of way maps, which are currently in a real mess.

At

the beginning of this year, the Minister was under pressure to reduce this for motorists, but promised 'a reasonable period of notice', and the Government now threatens to go back on its word by making the regulations retrospective, closing the door even to existing claims. The result will be that recreational users of the countryside who need to use motors for access will now find their rights arbitrarily extinguished and there will be nothing they can do about it."

The move by the Government is an attempt to crack down on so-called scramblers and others who illegally drive or ride where they should not.

LARA supports this objective of the legislation, as long as legitimate users are first given the chance to verify their own existing rights.

LARA is calling on the Government to keep its promise to allow a period of time for the records to be checked and rights of way verified. As Tim Stevens says: "In not allowing records to be corrected, the Government will only penalise responsible users of country lanes who want to keep within the law. The proposal will have no impact on those who flout rights of way and churn up country lanes."

LARA calls on all who may be affected by these regulations to lobby the Government and their local MP by pointing out how they could lose their established access for legitimate motor sport

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not merely on the lanes themselves, but on access roads including some which are tarmac.

For further information, please contact:

Tim Stevens at LARA on 01630 657627, or
email: larahq@aol.com

Geoffrey Lawler on 0113 278 0211 or
email: pac@publicaffairsco.com

STOP!!!!!!

Having asked about bedding in performance brakes I recently received this message from Mintex and thought it would be good to share it with the membership. Hopefully some of you will find it useful.

"New discs require a slow break in cycle to properly cure them. This minimises the risk of cracking or warping from thermal shocks. You should follow the disc manufacturers recommendations on this. New pads also need bedding to finalise their curing so that's why we recommend using old (ie cured) pads for the bedding of new discs. Bedding new pads against new slotted or grooved discs will also lead to premature wear of the pads.

Bedding performance pads against a bedded disc does not require any special preparation.

The disc surface must not be badly grooved or scored and you should clean any deposits with a light emery cloth or brake cleaner solvent.

Do 3 or 4 light stops from 30 mph to 0 mph. This is to ensure 80% or more of the pad surface is now in contact with the disc surface.

Follow this by 9 or 10 steady brake applications from 90 mph to 30 mph. Take as many laps as necessary with this. Do not left foot brake. Do not lock up the wheels. Then allow your brakes to cool off fully.

You are now ready to race but take a little time in your first race to understand the feel and characteristics of your braking in race conditions.”

CAN'T STOP!!!

Katie and I recently went to Goodwood to see a couple of friends who were enjoying a track day there. After lunch I went for a spin in a 911 turbo and Katie had a blast around in a Scooby. Unfortunately Katie's entertainment was cut short as the car suddenly lost the ability to slow down and a tremendous grating noise seemed to be coming from one corner. The reason can be seen below!



As you can see the disc had cracked right across from the outer edge to the central hub. More importantly the right of the picture shows the area where the disc mounts to the hub through the wheel bolts has completely sheared around the circumference allowing the hub to spin while the disc remains stationary. The grating noise was the hub turning inside the disc and the sheared area rubbing together. Nice!

Once home our friend decided to get the car ready to accept a new pair of front discs and guess what he found on the opposite side!



That's right! An identical crack that had made its way across the disc but hadn't quite reached the hub.

I would suggest he got his moneys worth out of this pair! Lucky he didn't find the problem at the end of the main straight as he was clocking 130mph there!



ABOVE: The Porsche 911 Turbo that blasted me round Goodwood.



LEFT: Difficult to read but the speedo is just over a hundred at 4,500rpm as we are powering up the straight.

Gren

FERRARI PRESS RELEASE

Ferrari has developed a truly innovative technical collaboration programme around the FXX prototype aimed at its most dedicated and passionate Clients.

The FXX is the most advanced GT ever created at Maranello and its mission is to involve Ferrari's most valued Clients as genuine Prancing Horse Test Drivers in their own right. The wealth of data and experience gathered in the course of this very special programme will be exceptionally important.

In fact, the feedback from these highly skilled, non-professional Client Test Drivers will be compared and supplemented with suggestions from Michael Schumacher, Rubens Barrichello and Ferrari's professional in-house Test Drivers.

Every Client who signs up for the FXX project by purchasing one of the estimated 20 or so cars being built, will actually be joining Team Ferrari, and will have his driving experiences at the wheel of this new car monitored directly by the Prancing Horse's technicians and specialists.

The FXX is the fruit of Ferrari's know-how in building special limited-series sports cars combined with, of course, its racing experience. It will provide the basic framework on which the specifics of future extreme models will be worked out. The exceptionally powerful FXX delivers absolutely blistering performance on all fronts.

The FXX has not been homologated for road use and thus will not be a competition model. It will be used exclusively on the track as part of a specific ongoing research and development programme featuring this first ever group of Client Test Drivers.

The FXX is powered by an imposing 6,262 cc V12 engine that can punch out over 800 hp at 8,500 rpm. Its gearbox is the result of the transfer of F1 strategies, delivering gear change times of under 100 ms. This is almost as fast as the F1 single-seaters, themselves the absolute pinnacle of current technological achievement.

The FXX's aerodynamic design is particularly innovative too as it has resulted in a shape that produces 40% higher downforce than ever achieved before. It is also possible to adjust the FXX's mobile spoiler configuration to suit the specific circuit.



Ferrari's partnership with Bridgestone has resulted in the development of a specific 19" slick tyre for this particular model. Likewise Brembo has created a special brake cooling and pad system for the FXX's extra large Composite Ceramic Material disc brakes.

The Client Test Drivers will also be able to share their unique track experience with a passenger – in fact a second seat is available.



What really sets the FXX apart, however, is the sophisticated telemetry system which will monitor and give feedback on 39 different vehicle dynamics parameters in real time. The system is also able to record other data as demanded by specific circumstances.

The information gathered will then be analysed by the Ferrari technicians working on the programme and discussed with the individual Client Drivers to ensure that the car is kept constantly updated.

The FXX package also includes participation in a series of track events to be organised by Ferrari on various international-level circuits over the coming two years. On these occasions, an official team of technicians will be on hand to provide any assistance and support required by the Client Test Driver.

In addition to these truly unique official events, Clients will also be able to take their cars out on the track independently during private sessions. Clients wishing to leave their car at Maranello will be glad to know that the vehicles will be transported directly by Ferrari to the various European circuits for the scheduled events.



Given the car's exceptional performance and the unique nature of the package, delivery of each FXX will also include an ad hoc driving course. The instructors will, of course, be professional drivers and the courses will take place at the Fiorano Circuit where Ferrari does its most important F1 single-seaters testing.

After the seat and the pedals have been individually tailored to each driver, there will be a traditional "shakedown" followed by a training session dedicated to test driving methodologies.

After a careful client order selection process, the first FXXs will be delivered by the end of this year. The initial testing of the definitive car is currently taking place at Fiorano. The FXX and the relative package cost a total of 1.5 million euro (excluding taxes) and applications to join the programme are being evaluated by a special in-house committee.

PICTURE QUIZ



It does 0-60 in under 3.2 seconds, over 185 mph, costs around £60,000 and looks like this.

BUT

WHAT IS IT?

Answer next month

SOUTH DOWNS STAGES – GOODWOOD – 4th FEB 2006

Southsea Motor Club and Bognor Regis Motor Club are promoting the 2006 South Downs Stages at Goodwood Motor Circuit in Sussex on 4th Feb 2006.

Regs are now available from myself by e-mailing info@southdownsstages.co.uk or can be downloaded from the event website at <http://www.southdownsstages.co.uk>.

Spectators are warmly welcomed and can get in for free.

Marshals will be required please e-mail chiefmarshal@southseamotorclub.co.uk

Many thanks

Mark Collings

Organising Committee

NEW LOTUS EUROPA

A civilised Exige! What's the point of that?

Lotus has been looking to build a car that will sit between the Elise/Exige and an Esprit supercar replacement due out soon. These are the latest pictures of the car expected to be released during the 2006 Geneva Motor Show.

The car shares a lot with the current Elise but is smoother and less aggressive. The chassis uses the same technology of extruded and bonded aluminium sections combined with composite body panels but this is now developed further with some composite energy absorbing crash structures.

Inside is much more refined with easier access, better equipment levels and even a nod toward relative luxury with airbags, carpets and leather trim. It's even got a real boot space!

Previous rumours of V6 and V8 engines seem to have been wishful thinking. Lotus are initially fitting a 2 litre 4 cylinder turbo charged unit providing 200bhp and 194lbft of torque. This isn't particularly stunning but combined with a weight of only 995kg it will get you to 60mph in 5.5 seconds and on to 140mph.

It looks like the asking price will be £33,000 which should see it cheaper and more exclusive than its rivals.



The new Europa is more up-market than the Elise . It has a real luggage storage area (below), better access and improved equipment levels (left).



NEWS FLASH! – LATEST MOTORING NEWS

- General Motors has launched a system that can help drivers to see hazards in their blind spot. The system uses a transponder coupled to the cars GPS to send and receive information about its position and the position of vehicles around it. If a hazard is found the system generates audible and visual signals for the driver. It is claimed to be accurate to 3cm! The system is under trial on Cadillacs in Michigan.
- The Home Office Scientific Development Branch (HOSDB), which has opened its doors to the media for the first time, is developing a handheld driver-impairment device and a roadside screening system to detect drug use in drivers. Alan Pratt, Director of HOSDB said ‘Crime constantly innovates. We have to innovate in the same way to stay ahead.’
- A system for dealing with dangerous gases inside a vehicle is the subject of a patent. The device comprises a sensor, which monitors levels of gases that may have leaked into the car. If gas is detected, the sensor activates a switch that opens the car’s electric windows.
- Lewis Booth, the head of Ford Europe, has dismissed as speculation reports that the company may sell Jaguar. Jaguar is yet to make a profit under Ford ownership although plans are being implemented to resolve this.
- The number of women convicted of speeding has increased by 24% in five years. Over the same period the number of men convicted of speeding has gone down 14%. It has been suggested that this is due to the increase in speed cameras. The theory goes that women are more likely to be let off with a caution when stopped by police officers but the cameras do not discriminate!
- Heathrow may run out of parking spaces this Christmas if the current increases in demand continue. Motorists are being advised to book early or make other arrangements for getting to the airport!
- An experimental car parking scheme in Guernsey has been hailed a success. Short-length car parking spaces were introduced on the Crown pier in St Peter Port last month in a bid to increase small car usage. The car park, with its 3.5m spaces, had to put up signs warning motorists they faced fines if cars exceeded the space. But Deputy Ivan Rihoy said, despite a few hiccups, the scheme has been successful and could be introduced in other areas of the island.
- Jamie Oliver is hoping to sell his vintage VW camper for £55,000! It is a 1956 Samba model fitted with a Porsche engine and a custom trailer that converts into a kitchen.
- Asanti, a specialist wheel maker, has manufactured the most expensive wheels ever! The set has more than 12,000 diamonds and 800 sapphires and retails at £579,000. Anyone wishing to buy them will receive a ‘free’ gift of a £115,000 Bentley Continental GT!
- New York company Global Composites has developed a vehicle that moves on square wheels! The wheels are arranged at an offset angle to one another. A weight that rotates around the vehicle’s vertical axis causes the vehicle to “fall” on to each wheel in order, driving it forward.
- To acknowledge the Pope’s role as “the driver of Christianity” Ferrari has presented him with the steering wheel from Michael Schumacher’s 2004 championship winning car!

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
 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**
- 30th 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