



Radiator Express

Email newsletter for Harrow Car Club

Issue No 1—August 2015

Welcome to the first , and experimental issue of this newsletter. I say experimental because its success depends on you the club members. I need you to send me the information that I can put in here. We have already received some very good article information which will appear in either these newsletters or in the Radiator. Please let me have your memories / thoughts / photos—Nick Cook

American Race Trip

—Chas Mallard

My Camaro is currently on a ship to Baltimore and will then be picked up and taken to a warehouse at Virginia and stored there until I arrive on 15th September. I will then be taking the car to Road Atlanta to do four days racing from 17th-20th with Richard Mallinson and Richard Collins. We then pack up and I will take the car to Virginia International Raceway to race from 24th-27th September with Simon Lane.

If the car performs, doesn't break down and no-one crashes, then it will stay in America



to hopefully do Daytona in November and Sebring in February. The emphasis being on if!

I have been to Daytona before with this car which was an absolutely fabulous trip with 200 other English racing enthusiasts and their 29 racing cars. The Americans can't believe an invasion in such numbers!

Chas also sent me some photos demonstrating how to get a Shelby Mustang onto a trailer! Tyre warming is essential!!



Chas has agreed to let us know how he is getting on with some photos. Good luck and thank you Chas.

GO Motorsport—Mark Goslow

It wasn't exactly local but I couldn't resist the invitation to do another Autosolo demonstration for Go Motorsport, this time at Donington Park during their Historic Festival. The demo meant taking passengers around a mini circuit in the car park just outside the main entrance. It was the perfect place to coax people to have a go as they came and went from the event.

Each 'victim' was treated to 2 laps of mostly tyre shredding fun, all for FREE! And I can't think of one person who left without a smile on their face. Even the girl that asked for a "slow run" because she was scared got out of the car giggling away, and I remember seeing her in another car not long after.

Towards the end of the day a group celebrating their friends 12th Birthday (pictured) took advantage of a quiet spot to systematically try each and every car going around the track. I'd be lying if I said I didn't apply a little more opposite lock than normal. Hopefully a birthday to remember and I apologise to their parents for telling them they can start competing in 'Solos from the age of 14...better get saving for a car.

Aside from pure entertainment value the point of the event was to introduce people to entry level motorsport and to teach them

about their local car clubs. There was no bias towards any particular club, nor to Autosolos in particular, just that it's easier and more affordable than people think to have a go themselves.

For me it was good seat time and a chance to try new things with the car. That and to finish off some tyres I've been eager to replace with better rubber.



For Sale / Wanted / Clearing Out!

If you are looking for something, want to sell or give away anything, let me know and I will put in in the Newsletter

Universal Tyres TT Sprint—Nick Cook

September 20th is the date for the HCC/Green Belt Universal Tyres TT Sprint at North Weald. Come and join us there either as a competitor or helping? If you want a copy of the regs they can either be downloaded from our website or I can send you a copy by post or email.



HistoricRacingHD

How Circuit Spa-Francorchamps looked almost 50 years ago.

Belgian GP 1966, Jochen Rindt in a Cooper T81.

For those of you who are not on Facebook, here are a couple of photos which I have transferred onto our FB Group Page

Have any of you got similar shots hidden away that you would like to share with us? If you can scan them and email them to me, if not I can do it for you and make sure you get your originals back.

—Nick



HistoricRacingHD

Porsche 917L followed by a Porsche 917K, both of which are chased down by a Ferrari 512M from the NART racing team during the Le Mans 24 hours in 1971.

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