

Ferrari news

www.ferrariownersclub.co.uk

FOC dates 2005

I thought I was struggling for confirmation of dates last year, as a result of the 'flexibility' of the British Grand Prix, but that was nothing compared to this year and the "do we have a BGP or not?" debate! No circuits will confirm dates until this matter is settled, so we have only an outline calendar to offer for Ferrari Driving Days (formally called track days). *PJE*

Diary dates so far:

- 19 February 05
Area Group Karting Challenge
- 18/19/20 March 05
Classic Car Show Alexandra Palace - Club stand
- 16/17 April 05
Spring Ball/AGM, Whittlebury Hall Hotel.
- 18 April 05
Silverstone GP, Ferrari Driving Day (provisional)
- Late April
Ferrari Factory tours
- 12 May 05
Oulton Park, Ferrari Driving Day (provisional)
- 19 May 05
Bedford Motor Sports Sensation Day (for max 40 Members)
- 02 June 05
Brands Hatch, Ferrari Driving Day (provisional)
- 12 June 05
Stanford Hall Italian Car Day (Club marquee)
- 25/26 June 05
Concours (26 June) Rousham House, Oxfordshire
- 7 July 05
Bedford, Ferrari Driving Day

Pirelli Maranello Ferrari Challenge and Ferrari formula classic race dates (provisional, subject to change):

PMFC are all 'double headers'

- 27/28 March
Oulton Park Easter race meeting
- 1/2 May
Donington, Top Hat meeting
- 4/5 June
Brands Hatch GP Ferrari meeting
- 18/19 June
Zandvoort Italia a Zandvoort - Ferrari formula classic only
- 28/29 August
Castle Combe
- 17/18 or 24/25 September
Snetterton
- TBC Spa and Monza - PMFC only

Many other invitation or supported dates are in the pipeline so keep your eye on the web site or the full listings in *Ferrari News*.

Club's Classic Show stand a credit to the marque



The FOC stand at this year's NEC Classic Car Show was set up the day before the event by Derek Seymour, Daryl Seymour of Showtrax, from whom we hired the stand, and Terry O'Neil. Sandra Childs and Richard Dent were also there delivering magazines and paperwork and helping Terry to put the finishing touches to the display (including 'chammying' Ted Reddick's car!).

The display Ferraris were also delivered on the Thursday and were manoeuvred into position to create a superb display. We would like to thank the following owners and custodians for supplying

the cars: Nigel Chiltern-Hunt (F40 Michelotto); Terry Hoyle of TDH Classics Ltd with a 275 GTB, a racing 250 GT Lusso and a 550; Andy Hill (Testarossa); John Gould (330 GTC); and Ted Reddick for the 2004 PMFC championship winning

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Final fling at Brands Hatch

Once again, an abysmal previous day weather-wise was succeeded by a dry and sunny drivers' day as Brands hosted our final circuit event of the 2004 season.

We had 63 cars participating on the day, including three F40s (two on the track), a 400 GT, numerous Challenge cars, three Stradales, one 512 BB, whose owner came from Germany, and John Stevens with a

by Jonathan Palmer's company. In these days of inflationary circuit hire fees, however, this may be our last event at Brands Hatch for a while, as rising prices unfortunately make it a very expensive venue (although we do have a provisional date for 2005).

Our thanks to all our helpers for their efforts at Brands and throughout this season and many thanks to our sponsors for this track day, Kent High Performance, Roger and Clare Collingwood and their staff, who looked after us so well, as usual.

Many thanks also to Jim Gaisford, our intrepid track



Mitsubishi Evo giving lifts around the circuit. There were a small number of stoppages but the action generally flowed on this track, which seems to have benefited from the take-over



day snapper, who has provided us with numerous high-quality images over the course of another season (see the man behind the lens on page 4).

Mick Marriott

Subscriptions

With some regret, the Board has decided to raise the subscription rates for both the FOC and PHR, with another small rise for *Ferrari* magazine. This is the first subs rise for eight or so years (when we dropped the 'joining fee') and is as a result of the constant postal increases and the fact that we have lost our Club sponsorship from Inchcape (Ferrari UK), as a result of their sale of the company to Ferrari Maserati UK.

The £5 rise for FOC members will not, we hope, put anyone off from renewing. *PJE*

Registrar's appeal

Membership renewal forms are being sent out with this issue of *Ferrari News* and the Registrar would like to make a special appeal to members to take care in completing details of current and previously owned Ferraris.

We are hard at work checking data for the new register and there are a large number of obvious errors in information submitted in the past by members - wrong tips, serial number errors or inconsistencies, and so on. Your help in supplying accurate information would be much appreciated.

John Gould



I have been struggling with the 2005 programme to get the best spread of activity possible, whilst at the same time trying to avoid other major motoring events that are also an attraction.

Our Concours next year returns to a more rural format since we will be visiting the delightful Rousham House and having our Club marquee in the grounds, with a barbecue on the Saturday evening and a chance to wander around the gardens and the surrounds of the house, followed on Sunday by the National Meet and Concours. Local hotels are the Holt

Editorial

Hotel, about two miles away, where we have 70 rooms on hold (call 01869 340259, mention the FOC) or the Deddington Arms & Holcombe Hotel (in Deddington village around five miles away) where we have additional reserve rooms on hold. More details in February issue.

Two inserts in this magazine cover the intended Factory tours and the much applauded Motorsport Sensation Day at Bedford Autodrome. The Ferrari Factory market-

ing department has now taken over running visits to the Factory, including hotel, meals and coach bookings, plus the general itinerary, so we are more in their hands than before.

Time at the Factory will be extended with the possibility of visiting Fiorano and there will be an evening 'drive by' of the Factory, after dinner in the Ristorante Montana. Inevitably the cost has risen.

The Motorsport Sensation is a day not to be missed, so apply without delay. Have a Happy Christmas and Joyous New Year.

Peter Everingham

FOC discount for new Road Angel

With a claim of 50% fewer accidents and 74% fewer speeding endorsements - one of the most popular road blackspot and camera alert devices has been improved.

FOC instructor Calum Lockie can offer the new Road Angel to FOC members at the discounted price of £349 including VAT (usual price of £399).

With new fully integrated GPS and laser technology, Road Angel provides an alert to accident blackspots, safety cameras (including Gatso, Truvelo, SPECS, Watchman, Speed curb, DS2) and mobile laser guns; with audible, visual and voice alerts.

Everyday use of Road Angel acts as an extra pair of eyes to help drivers keep alert to approaching danger, improving the safety of every journey. It is simple to install and update.

The device uses the global positioning satellite (GPS) and laser detection technology, to provide a constant, accurate speed reading, and an audible and visible alert when approaching hazardous sections of road.

For cars which have broken down, Road Angel has a Rescue-Loc function which provides a location reading to help direct rescue services.

Totally easy to use, it works straight out of the box and can be transferred between cars in seconds. To order call Calum on 01327 361361 or email calum@goldtrack.co.uk

News and info

Log on to the Club's website to find out what's going on in the Ferrari world and keep pace with our own Club activity.

Exchange views and ideas on the 'Forum', it's available 24-hours a day and is updated on a regular basis - www.ferrariownersclub.co.uk

Getting to grips with enjoyable Prestwold circuit

Prestwold Hall circuit is a new venue for a FOC drivers' day; the 1.8 mile circuit being based on the former Wymeswold airfield. This has a wartime history, with Wellington bombers flying from there at one time; then fighters to protect industry in the north. It

both the inexperienced newcomer to track days and the aficionado alike.

With no pit lane or garages, cars were formed up in session order to the side of the paddock buildings and as each session started they were shepherd onto

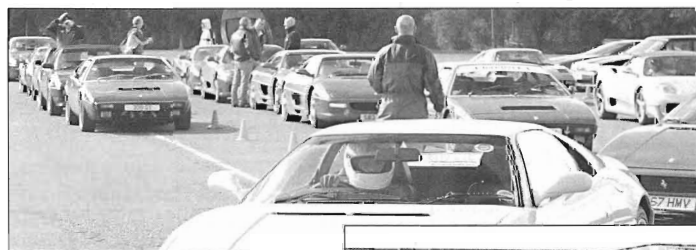
and younger, with the White session for inexperienced circuit drivers. The paddock buildings were made up of two groups, both in the 'American Diner' style with bright metal exteriors and period diner-style furnishings inside. One group housed the signing-on and driver briefing facilities with changing rooms and toilets, while the other group of buildings provided restaurant and toilet facilities; the restaurant providing basic food and drink all day long.

It was great to welcome Lesley Doherty back to action, helping to organise the event after her recent operation. As the track action got underway our Club instructors were in great demand as drivers sought to get to grips with this unfamiliar

layout. As the sessions progressed smoothly, passengers were allowed and car numbers in each session were adjusted to balance track usage.

As always, it was good to see Geoff and June Willoughby visiting us to support the event (Geoff went out in Nigel Chiltern-Hunt's 355) and Chris Hellier paid a flying visit to say 'hello'.

Mick Marriott



Top: The 'paddock' assembly and (below right) 250 GTE on track. Photos: Jim Gaisford.

Right and below: American-style diner housing signing-on facilities. Photos: Mick Marriott.



ceased to be operational around 1970. To try and tempt out some older cars, the race cars running on slick tyres were refused entry to this event with the aim of cutting down the speed differential between cars.

The early morning of September 23 was very windy with masses of cloud and some fine rain which meant a wet track surface for the first sessions.

As the morning progressed the wind remained strong but the clouds broke up, the sun shone and the tarmac dried out nicely.

Nearly 40 cars turned up to enjoy this fast circuit which is generally blessed with large run-off areas rather like Bedford - great for

the track at the start of the Runway Straight.

The Red session cars were pre-348, Blue session cars were 348

Ferrari Maserati in the UK

The new Ferrari import company, Ferrari Maserati UK Ltd, has now been established in an architect designed office complex at Slough. The site incorporates the main functions of sales, marketing, communications, logistics, customer and dealer services plus a dedicated training academy. Managing Director is Massimo Fedeli, Communications Director is Al Clarke and Media Relations Manager is Silvia Pini. The offices are located at 275 Leigh Road, Slough, Berkshire SL1 4HF, tel: number is 01753 878700, fax: 01753 878770.

