

Letters

Modena Cento Ore

Dear Carol.

Your report on the Modena Cento Ore makes for a very good read. There are some not so subtle hints as to the identity of the author, such as the five separate references to "Jonathan Procter's gorgeous sand beige Porsche 911" - could it possibly be Jonathan's co-driver?

Bill Bridges and I were competing in my Morgan and found ourselves next to said Porsche in the running order. Due to the hectic pace of dinners and lunches interrupted by the occasional special stage and race, we never quite found the time to say over the intercom: "oh look, there are Jonathan and Ben in Jonathan's gorgeous and beautiful sand beige brown 1967 Historic Swiss Racing Team 911 Porsche 2.2", and so instead used a shorter and more descriptive four letter word for the Porsche, (rhyming with the name of a recently disinterred English monarch), - not meaning any offence whatsoever of course, we just thought it was more professional.

The report exactly conveys the atmosphere of the event. There were many more tales to tell such as the one concerning Peter Colling/Andreas Kaimer's Porsche 911, which suffered total gearbox failure on Day 2 after a stage in the hills, deep in the countryside. A man from a nearby village was passing on his moped and stopped by the car. Conversing using sign language and writing numbers in the dust, it turned out that he had a Porsche gearbox in his garage 2kms from where the car was stranded. Some Euros changed hands, mechanics got to work, and they were back in the event.

Although my car suffered in the extreme heat, as quite evidently did the occupants brains, (viz navigation shortcomings), we were always cheered by the banter and antics of our fellow competitors. I now look at a Reading based engineering (clue) firm in a totally different light.

I would like to take this opportunity to add a further "mentioned in despatches" for Richard Walbyoff, who stayed late one very hot evening to kindly help us change fuel pumps when he could have been enjoying a cold beer at the hotel.

Thank you, anonymous author, for a great report. I only wish that you could have kept it a secret.

Yours Sincerely, Roddie Feilden



Tongue in cheek event report as the proud drivers of the "the beautiful sand beige 911" pose by their car

TECH NOTES

Dunlop Dramas

Most having scraped through the Silverstone Classic meeting by using part worn or others' castoffs, the Dunlop tyre supply drama seems not to be improving and though most end up with the tyres they need (more or less), supply is still very patchy.

James Bailey, Public Relations and Communications Director of Goodyear Dunlop Motorsport, was amongst the visitors at Silverstone and he systematically visited the various grid organisers to try and reassure them of Dunlop's continuing commitment to the historic racing tyre programme. Sadly, when *Historic Motor Racing News* spoke to him, he was unable to say exactly when the problem would be solved and was only able to confirm their expectation that by next season the situation would be back to normal.

In an official statement he gave to the Formula Junior Association, he said, "We were forced to relocate our historic tyre production facility (in Birmingham UK) in 2014 after our landlord took the decision to sell the site for redevelopment. After making a long term offer to stay on the site, this news meant we had to review our motorsport strategy. We very quickly chose to commit to the historic race market by transferring production to an alternative facility within the EU where we could use the same moulds, materials and compound.

Moving tyre production is a very lengthy process, and therefore we knew we would have a period of nearly 12 months from May 2014 where we would not make any CR65 tyres. Therefore, we had to rely on doing an accurate forecast, and build a significant

inventory to this forecast before moving. Forecasting historic racing grid sizes a year ahead is not easy, and we forecast some championships better than others....

We are very conscious of our obligations and grateful for the loyalty - and we are acutely aware that our customers don't have a choice of supplier due to regulations. We do not take this for granted and understand the frustrations and inconvenience caused by having to source or reuse tyres from other teams and drivers.

However, we have invested heavily in this relocation because we are committed to servicing the historic racing market for the long term and we do appreciate your patience. This year, we have made several thousand CR65 tyres and supply is improving daily. However, the 'pent-up' demand is such that we are working flat out to get to a normal situation. Our expectation is that we will return to a normal supply situation in late 2015 and expect to build inventory during the off-season.

HTPs for Goodwood Revival

Drivers of cars in the Freddie March memorial Trophy race at the Goodwood Revival have received a letter from Goodwood Motorsport Competitions Secretary, Jack Tetley, asking them to supply their cars' HTP Form Number and FIA Identity Number in advance of the race meeting. "Although the Revival is not an FIA event, possession of an HTP has always been in the regulations, and henceforth it is a condition of entry that evidence of up to date paperwork is provided in advance," said the letter. •