



**Clubmans**  
*Prototype Front-Engined Sports Racing Cars*

**Announcing the search for a**

# Deserving Young Driver

We are pleased to announce that a Mallock Mk28 EBX sports racing car (yellow No.10 in the picture) is going to be made available by a friendly sponsor to a deserving young driver. This is partly altruistic, i.e. to enable someone to get started in motor racing who otherwise might not have been able to afford to, and partly to benefit the sponsoring company Meiji Techno UK Ltd. Part of Meiji Techno's sales of microscopes are to high-tech companies in the motor-racing and engineering sector and the car will be painted in their livery.



This note is to ask for your cooperation. Please give some thought to anyone you might know who fits the following criteria;

- 1) 25 years old or younger,
- 2) Some experience in karts or motor racing, enough to show some talent, and
- 3) Unable to buy a race car, but
- 4) Able to pay the rest of the season's expenses in Clubmans

Initial contact and application should be made to Richard Mallock of Mallock Sports (01604 863504 - [mallock@mallocksports.freeserve.co.uk](mailto:mallock@mallocksports.freeserve.co.uk) ) who will help the sponsor select the driver and who will provide support before and during race weekends as required. It is anticipated that all rounds of the BARC Dunlop Clubmans Cup will be contested. Expenses include race licence, membership of BARC and Clubmans Register, consumables (like fuel, oil, brake pads, tyres), accident and running repairs, race entry fees and transport.

**Meiji Techno Co., Ltd.** is the third-largest manufacturer of optical microscopes in Japan. In 1964, Azuma Optics Co., Ltd. was founded as a contract manufacturer of microscopes and quickly established a reputation for high quality and fast delivery. In 1975, the company reformed into Meiji Techno Co., Ltd. and began selling microscopes directly to the public under the name Meiji Techno. Originally a manufacturer of educational microscopes, Meiji Techno has since extended product lines into the industrial, laboratory, and higher education markets. Their products are sold throughout Europe, Asia, Africa and the Americas.



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*Clubmans*  
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**DUNLOP**

The BARC / Dunlop Clubmans Cup is the current manifestation of a race championship that one way and another is in its 43rd year....The racing is close and clean and very fast, with the average lap record speed at 91.66mph. Some circuits see the top 10 runners at average lap speeds in excess of 100 mph. Grids presently average a typical 24+. The minimum race distance is 20 miles. On the longer circuits we get 10 laps.

The Clubmans Register is the Driver's Club which owns the Regulations and the Championship is organised and administered for the Register by BARC. The 2 Clubs have a very close working relationship. To compete you have to be a racing member of both Clubs.

Essentially the cars should be considered as prototypes, because innovation within the regulations is welcomed, and there is considerable freedom in key areas. That said, the essence of the series is fast but cost effective racing, hence certain materials are banned and others are limited as to use. There are at least 3 cars racing that were designed and built by the driver. The cars have been and sometimes are described as front engined sports racing cars; but in reality the technical regulations are unique and they can only be described as what they are: Clubmans cars. The chassis must be of steel or alloy space frame construction and the bodywork can be of virtually any material; most use either glassfibre or Kevlar and which must either run all enveloping bodywork or cycle type front mudguards with covered but not enclosed rear wheels. All cars run rear aerofoils and aerodynamics play a key part in performance as the engines are only 130bhp.

The cars must be front-engined and rear wheel drive. You have to use the MG K series 1600 engine and you can only get that from the Register or from a member selling an engine supplied by the Register to a Member. Only 2 people are authorised to work on the engines, which are sealed; this includes the electronics. Support is provided at races for engine matters. You have to use a 4 speed gearbox derived from a Ford, BMC or Vauxhall item. Most use a Ford single or 3 rail box and a number have Quaiffe internals or other dog-engaged gears. The silencer also has to be obtained through the Register You must run tyres authorised by the Register which for 2008 are Dunlop Clubmans specification Slicks and Wets of a prescribed compound and which must be obtained from Dunlop Tyres or HP Tyres at Silverstone or other (intermediate) suppliers authorised by Dunlop. 2.5 sets of slicks will see a season through, some use only one set, others more. BMTR attend all races.

The Championship is a very happy place to race, with a good social atmosphere in the paddock at all races, with family and friends providing most of the support to drivers who also help each other. For details of cars available for sale etc, please contact the Championship representative. There are currently 4 commercial manufacturers of chassis/cars: Phantom (now made in Sweden); Mallock which are numerically the greatest and who essentially enabled the Championship to come into being; Xero manufactured by Xero Racing who have run cars in the British GT and Touring Car Championship and the GEM of Glenn and Daniel Eagling. Prices for new cars vary, from about £35000 for the latest Mallock 35B with Synergy bodywork through about £28-30,000 for a GEM, £21-23000 for a new Phantom to about £17000 for a Xero. All have very different approaches and designs. All prices referred to are without engine and gearbox and with a single set of wheels.

Note issued by Marcus Bicknell for the BARC Dunlop Clubmans Cup, 13<sup>th</sup> August 2008

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