

North Humberside Motor Club Ltd



Magazine

SEPTEMBER 2000

I can't believe that its now nearly October,(it probably will be by the time you get this mag) . We did manage to get July's magazine out as A5 size, I hope you liked it.

I have been on my holidays and feel rejuvenated, but this week Russell my eldest has passed his driving test, doesn't that make you feel old!. Anyway the instructor has taught him most things, but there seems to be a little difficulty in learning one important item. Filling the car with fuel, he manages the practical side of this operation, but has difficulty in completing the manoeuvre, i.e paying for it!!. Our Annual PCT was held on September 3rd at our usual venue at Sledmere. We had 6 entries from the ANCC championship but only one entry from our club!, thanks to Dennis Webster for flying the flag. We did however have a good turn out from the club for marshals. Thanks to Malc Mumby for stepping into the Clerk of Course job at the last minute.

This months cover is John Dixon / Rob Pattison in Belgium, see John's article later in this mag

AUTOTESTS

I hope to hold the next autotest at Readers Yard at Brandsburton on Sunday 5th November, any help would be appreciated.

IMPORTANT NOTE **New Years Autotest**

I am having to break with Tradition and move the New Years day Autotest, to the first Sunday in January, the 7th. This because I am involved with another engagement on New Years Day, and I cannot get anyone else to run it.

Dave Cogan bumped into (Not literally) Collin Wright the other day, Colin is one of the original Green men(older members will know who they are!). Colin is not in the best of health and is waiting for yet another operation on his legs. We wish him well and home he will be mobile again soon.

I am finishing this magazine off after coming home from the Yorkshire 2000 Rally. Steve Varey and Dave Cogan would like to thank everyone who helped with the stage, everything went well.

Alan Gilbert is always looking for news to put on the clubs website, perhaps you have a rally car to sell.

WWW.northhumbersidemotorclub.co.uk

FORTHCOMING ATTRACTIONS

THURSDAY 26TH OCTOBER

Lloyd Walker has kindly agreed to come to our club night at Ferguson Fawsitt and demonstrate the new timing equipment, including the Special Stage Start lights, which have been used on the British Rally Championship. This is of interest to both marshals and competitors, so come and have a look.



THURSDAY 2ND NOVEMBER

Ian North is giving a us a little talk and video of his and Derek Parlin's exploits on this years London to Sydney Marathon, in their trusty Volvo. This should prove very interesting, so please try and come a little earlier, we hope to start at 9.0 pm.

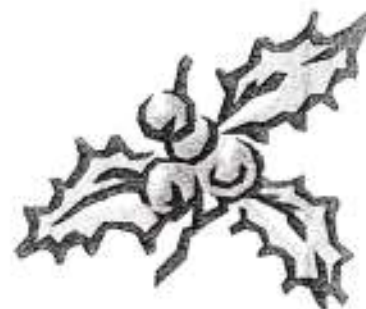


SUNDAY 5TH NOVEMBER

Autotest at Readers Yard , Brandsburton

XMAS PARTY AND QUIZ

At the Fergy Fawcitt, starting about 8.30 pm, we invite one or two local clubs to take part in a little quiz, there will be a bit of a buffet, a raffle etc.



Please try and support our Thursday nights, numbers are dwindling a little If you have any interesting video's (Motorsport preferably!) please bring them along.

MARSHAL'S NEWS



Harold Palin Memorial Stages Rally Saturday 14 th October

This event is usually known as the October Stages rally, organised by Eastwood and CSMA, Harold who died recently was a stalwart of the CSMA.

The Rally is on Manby Showground, signing On between 07.30 and 08.30, the event is planned to end at 17.30. Dave Cogan is acting as Club Steward on this rally, so we need to fly the flag a little.

THE ICON LABELS PREMIER RALLY 2000

**Organised by Dukeries Motor Club
SUNDAY 29TH OCTOBER**

Marshals and Radios required at 5 Venues.

Clipstone South
Portland
Blooms Gorse
Thieves Wood
Blidworth

Contact Avril Clarke 01724 342821 superavril@aol.com



We still have nothing definite for this tour of Wales, Dennis Webster has registered the club with the event, but nothing seems to have happened. Dennis is away at the time of writing, but I gather marshals are required on Friday 24th November on Stage 5 Crychan, and Stage 8 Myherin. There are also some vacancies for Saturday and Sunday, please contact Dennis, as soon as possible if you are interested, he will have the details very shortly. Tel. 01482 812755

PAINT YOUR WAGON

SOME enthusiasts in our sport keep photographs as mementoes. If you're one of them then do caption them properly – memories fade as the years roll by (as clubs are finding when they put on photographic displays to celebrate anniversaries).

Others keep models of all the cars with which they've been linked. But there's an alternative to photographs or models... why not have paintings done of your favourite cars? And why not have a go at doing them yourself?

What sparked this thought was seeing a copy of *Drawing and Painting Racing Cars* by Michael Turner (despite the title the book also covers rally cars and is worth buying for the glorious illustrations alone). Michael is recognised as one of the 'greats' and you'll find his paintings on many top drivers' walls, so who better to visit for advice for the budding motoring artist?

He reckons if you've never tried your hand at painting, you should start with watercolours, allowing around £40 or so for basic equipment – although a kid's painting kit from Smiths would probably be enough to find if you've got any real aptitude.

The key according to Michael is to spend time *planning* a painting, working out what will go where. Do this on a sketch pad – if you start hurling paint at a canvas without planning, the whole thing may be flawed from the start and you'll be put off. And don't start on too big a painting because that too could become offputting.

Don't expect to get hung at the Tate with your first attempt (well, other than by the neck, that is). You wouldn't expect to play a piano the first time you sat down, the same goes for painting. If you're not prepared to learn the basics, such as that blue mixed with yellow makes (I think) green then you won't get very far.

An experienced artist will take several hours to produce a painting so you need to devote time to the task. If the *Wheels* Production Schedule has worked (Production schedule! How magazine editors like to kid themselves.) there should be one of Michael's works reproduced in black and white on the back page in the Motorsport Safety Fund ad. This painting was done many years ago against a very tight schedule and, as he pointed out, there's not a lot of detail in the drivers' faces for instance. Maybe not, but the painting has a great sense of spontaneity and urgency about it (and, as an aside, because it shows snow it makes an excellent Christmas card, which motorsport scenes rarely do).

Style? Well, you'll probably start by modelling your painting on someone whose work you admire, while Michael reckons that joining an art club is a good stepping stone because you'll be mixing with other artists. I'd just add a personal word of caution to that – some clubs may be a bit pretentious and precious. I went to one, left a half eaten ham sandwich on top of a telephone directory alongside a book on painting by numbers... and was

told what a fine example of modern conceptual ironic art it was. Perhaps I'm just bitter because I got thrown out the following week due to a silly misunderstanding – it thought I was supposed to trace round the nude model, not sketch her.

If you eventually manage to produce a worthwhile painting of your car – and why not? – then give some thought to how you have it framed. The frame shouldn't be so powerful that it vies for importance with the painting but nor should your masterpiece be 'under' framed.

Anyway, don't take my word for it. Read the book and have a go. I did and found it very relaxing. My wife must have been impressed because she told me recently that I should do more painting. I hope it was just a coincidence that we were by the Dulux display in B & Q when she said it.

Stuart Turner

COD FILLET QUIZ



1. In 1963 the Rover-BRM raced at Le Mans... Name the two drivers?
2. Who lived at 'The Hermitage', Brooklands?
3. Name the three London Taxi drivers on the 1961 Monte Carlo rally?
4. To whom is the book 'A passion for motorsport' dedicated?

ANSWERS ON PAGE iv

MSA NEWS

British Rally Championship

The dates for next year's British Rally Championship have been agreed. The seven-round series kicks off with the Rally of Wales in March, and ends on mainland UK in September. Several organisers have agreed to move from traditional dates to permit a better spread of events and to avoid clashes with the FIA World Rally Championship.

MSA Chief Executive John Quenby commented: "I am delighted that we have been able to publish our calendar so early. This also makes it possible for all the other UK-based national and regional championships to establish their own schedules and avoid date clashes.

"It was particularly important for us to avoid next year's World Championship dates, because the British series is, of course, open to World Rally Cars for the first time in many years and we want to do everything we can to help all manufacturers wishing to support our UK events."

The main changes in 2001 are the return of the Pirelli Rally to April (creating a five-week break before the Scottish); a much earlier date for the Manx International; the MSA Rally moving to September; and the brand new final round, taking British Championship competitors into the North Yorkshire forests for the first time since 1991.

Provisional calendar:

- Rally of Wales on 10/11 March (Wrexham);
- Pirelli International on 28/29 April (Kielder);
- RSAC Scottish Rally on 9/10 June (Dumfries);

- SEAT Jim Clark Memorial Rally on 29 June/1 July (Duns);
- Manx International Rally on 2/4 August (Douglas, IoM);
- MSA Rally on 31 August/1 September (Grantham);
- Trackrod Rally Yorkshire on 29/30 September (York).
- Reserve event: Ulster Rally (Belfast).

Channel 4 Television has confirmed that it will broadcast half-hour reports from every round of next year's Championship.

The news was welcomed by MSA Director of Major Events Jonathan Ashman: "This is certainly the earliest we have ever had confirmation of our television coverage. It's a great vote of confidence in the British Rally Championship and our host TV production company, BHP Sport."

The British Rally Championship is a regular part of a prestige roster of Channel 4 sport, which includes test cricket, football from Italy, major horse racing and British Formula 3 and GT car racing.

David Kerr, Channel 4's Editor for Sport, said: "Channel 4 has been delighted with our involvement with the British Rally Championship. It's been attracting good audience figures and has become an important part of our commitment to UK motor sport."

£50,000 rally bonus

An amateur driver and a Network Q dealer could walk away from this year's Network Q Rally of Great Britain with £50,000 under a new bonus scheme.

Network Q and Imscher UK (official supplier of parts and accessories for Vauxhall and Opel) will hand the cash to the highest-placed amateur driver of a current-model Vauxhall or Opel.

The driver must finish in the top 20 overall and a minimum of ten eligible competitors must start the event, which takes place on 23-26 November.

The money will be shared equally by the driver and the Network Q dealer with whom they form an alliance for the Cardiff-based rally.

Although this is the biggest-ever cash prize exclusively for amateurs on the Rally of Great Britain, a larger prize went unclaimed seven years ago: £100,000 was offered to any British driver who won the event outright in 1993, but Juha Kankkunen of Finland took victory.

Prospective entrants for the Challenge should contact John Horton (tel 0121 378 2828, fax 0121 378 0500, email nqic@hmm.co.uk). Drivers must apply before the end of October 2000.

New websites

<http://www.bugatti.co.uk> is the official website of the Bugatti Owners' Club and the Bugatti Trust (including the marque archive).

<http://www.prescott-hillclimb-school.co.uk> is the official site of the Prescott Hillclimb Drivers School.

<http://www.diarydates.com> offers free events listings for organisers. The sports section is headed by Tristram Heald, tel 0207 769 7016.

<http://www.legaladvicefree.co.uk> offers free legal advice over the internet.

<http://www.barbaraarmstrong.com> is the official site of double British Ladies Rally Champion Barbara Armstrong, with biography, list of achievements and a diary to keep track of her driving engagements and after-dinner speaking.

Rescue & recovery

The Royal Air Force Motor Sports Association hold their 11th annual rescue & recovery training weekend at RAF Wittering (near Peterborough) on 4/5 November 2000. At least 25 adult 'casualties' are needed for the practical exercises. Contact Rupert Hine (tel 0122 867 0692).

Facts about...

Marlboro

Mitsubishi Ralliart

- The team was established in 1981 and has 75 staff based in Rugby.
- Designs, builds and tests rally cars (engines are built in Japan) and enters 2 cars on each world rally – Mitsubishi Lancer Evolution and Carisma GT – the cars are identical but different names are used to promote local brands in Europe and Asia.
- Approx 300bhp – 3 times the power of a 1.6 litre Carisma with 0–100 km/h in less than 4 seconds and 100–0 km/h in under 3 seconds.
- With two cars for 14 rallies plus test and recce cars the team builds over 30 cars every year. It takes eight men four weeks to build a pair of rally cars.
- Cars cost around £¼ million each.
- Forty sets of suspension are made for the Safari rally at £30,000 each set; twelve sets are made for European rounds.
- 320 wheels are used on each rally and over 3,000 Michelin tyres are used by the team over a full season.
- Michelin takes 7 choices of rubber to most rallies and 15 to specialist events like Monte Carlo.
- The team ships five containers of equipment to some rallies (12 in total around the world).
- Five rally cars are used on each event – two for the event and three recce cars.
- Fifty meals are cooked three times a day, the team drinks up to 750 litres of water and consumes 3200 grams of tuna per rally.
- Seven tons of parts are shipped. Freight costs £2 million per year.
- After every rally they strip down each car to its shell, test every component then rebuild it in time for the next rally.
- For more information call the website: www.ralliart.com

AUTOSCENE

**Motoring
News**

REVIEWS FROM



HOT ROD MODEL KITS, by Terry Jessee, MBI Publishing Company, ISBN 0 7603 0731 8. £9.99.

Plastic model kits boomed in America during the '60s and '70s when the likes of AMT, Monogram and Revell produced a fantastic range of subjects from TV monsters to the human body. Hot rodding and customising inspired the coolest kits and the most creative box art of this colourful era, with well-known figures such as George Barris, Ed Roth and Tom Daniel signed up to design the wildest models.

Jessee's superb paperback covers these now highly collectable kits, packing in a wealth of photos of finished items with vivid marketing artwork.

AUSTIN-HEALEY 100/100-6/3000 Restoration guide, by Gary Anderson and Roger Moment, MBI (via Haynes), ISBN 0 7603 0673 7. £19.99.

This incredibly comprehensive guide to getting your Healey absolutely right is a worthy effort, but has one flaw: it's all in black and white, making checking exact trim colours impossible, and the colour gaffe appears at least once. This is a fantastically detailed effort, though, and certain sections of the community will find joy in the table of British fasteners, and deciphering the paint and parts codes. Charts and tables cover production figures and paint codes.

THOUSAND MILE TRIAL, Elizabeth Bennett, ISBN 0 9537930 0 1, £35 +p&p.

The Veteran Car Club's official editor and photographer's book tells of the conception and execution of a bold plan to run 1000 miles in 1900, from London to Edinburgh and back, at a time when few people had seen a motor car. It's the first time that a full report on the event has been collated, from contemporary newspaper reports

and participants' own accounts.

Aside from the wealth of period shots, the best bits are Montague Grahame-White's account of mapping the run in 1899, in a 4½hp belt-drive Critchley-Daimler fitted with a 6hp engine. And when you realise that this run set the format for long-distance rallies, including road schedules, special tests and the organisational assistance of local clubs, that is little changed today. The hardback is a mixed bag, but comprehensive.

MOTORING MEMORIES CD3

Available from CK Bowers & Sons, Crawley, West Sussex, £19.50

The latest CD from the photographic archives of CK Bowers & Sons is a goldmine of high-quality images of British coachbuilding. The third issue comprehensively covers the work of Freestone and Webb and Carlton, as well as less-known coachbuilders Oxbottom & Fuller, Ranalagh and Ollington. An added bonus is some fascinating images of land speed record cars Golden Arrow and Thunderbolt under construction together with shots of Malcolm Campbell's mansion and road cars in the '20s. Packed with photographs, these impressive CD archives offer great value.

FERRARI The road cars, by Keith Bluemel, Sutton Publishing, ISBN 0 7509 2483 7. £12.99.

The now-familiar Sutton format of half-page pictures with fact-packed captions beneath is enhanced with a larger scale and full-colour in this comprehensive spotter's guide to the road cars of the *cavallino rampante* (Prancing Horse). Reproduction quality is not great, giving the book a bit of an auction catalogue look, but the captions are packed with information and the chapters are neatly separated by major design changes.

Lightening acceleration

LIGHTEN and balance is a phrase we use a lot here in CCC, perhaps without stopping to explain exactly what we mean, and why its important. We've had a query about lightened flywheels and why they allow the engine to generate more power. Well for starters they do not affect the power from the engine one way or another. Let's begin with why we have a flywheel in the first place; it's more than just somewhere to put the clutch and the starter ring gear.

The flywheel effectively stores the energy acting on the crankshaft. It smoothes out the pulses from the firing cylinders and reduces the tendency of the engine to rock on idle. It allows lazy gear

shifting by keeping up engine rpm when the clutch is depressed and the throttle is closed during gear changes.

This is fine on a family car, but we look for something different. The down side of the heavy flywheel is that it takes energy to accelerate it, energy that could be better employed in accelerating the car.

The way to think of it is that every gram taken off the flywheel is like one gram (multiplied by the overall gear ratio) taken off the car.

For example: reduce the flywheel weight by 1kg and with an overall gear ratio of 10:1 your car is effectively 10kg lighter. Note that 1kg off the centre of the flywheel is not as effective as 1kg off the outside – but I'm sure you are getting the picture.

The lighter flywheel also allows the engine to slow down quicker, so gear changes can be made in a hurry.

MSA NEWS *Contd from page ii*

Christiano Da Matta won his maiden ChampCar race at Chicago.

Jeremy Lord of the Formula Three Association (FOTA) said: "This is why Formula 3 is recognised as the best training ground for young drivers.

To have 13 of 22 starters as former F3 racers is exceptional, but a top six lock-out was amazing."

QUIZ ANSWERS

1. Graham Hill and Richie Ginther
2. Parry Thomas
3. Tony Brooks, Peter Dimmock and Willy Cave
4. Dennis Jenkinson

CHRISTMAS CARDS

from motorsport's own charity.

The Motorsport Safety Fund has produced Christmas Cards from a glorious painting by Michael Turner of Paddy Hopkirk and Henry Liddon on their way to winning the Monte Carlo Rally.

Measuring 150 x 200mm and in full colour, the cards are £5.50 for a pack of 10 including envelopes, postage and packing. Available from:

MOTORSPORT SAFETY FUND
PO Box 239, West Malling, Kent ME19 4BL



2000

The penultimate round of this years competition was a PCT at Bolton Abbey, NHMC where in third place going into this event but only 4 points clear of Sporting Escort Owners Club.

Nick Stephenson and myself were our clubs only entries, where as Sporting Escort had five entries, three of them were girls.

Although we finished higher in the class than the girls, they had 3 scores to count, we only had two, in consequence they beat us by 10 points, relegating our club to fourth overall in the league.

The final round was an Autotest organised by York Motor Club at Acaster Malbis Airfield in Lieu of the Sprint which they had originally planned. Our usually strong Autotest team did not have a good day, and we were unable to win back our third place. Thanks to Rob White 6th out of 20 in the class, John Taylor a excellent 2nd in class, and Steve Young in his first outing in his mini special, 11th in class.

Final Round Results

Ilkley	298.6
Sheffield & Hallamshire	239.6
YSCC	189.5
Sporting Escort	180
York	177
Huddersfield	168.9
North Humberside	168.1
Alwoodley	157.8

FINAL POSITIONS 2000 LEAGUE

ILKLEY	2115.6
SHEFFIELD & HALLAM	1945.7
SPORTING ESCORTS	1663.1
NORTH HUMBERSIDE	1641.8
YSCC	1079.5
AIREDALE & PENNINE	1030.8
ALWOODLEY	864
BEVERLEY	853.1
KEIGHLEY	752.4
YORK	748.2

A very good result for our club, we are quite capable of winning the league, if only I could a bit more interest from our members

Don't forget the annual awards presentation , Saturday 21st October The Parkside Hotel, Pontefract, details from Robert Newlove



4 GO WILD (ISH) IN BELGIUM

One reason for bringing my MK1 Escort back to life was to compete in events further afield. Having heard only good reports of the Tour of Ypres, and it being a round of the British Historic Rally Championship, Gav 'The Nav' Heseltine put an entry in.

As my travels had previously only extended to the exotic climes of Wick, Wales and Withernsea (once!), a passport was applied for and returned in six days. Service crew was to consist of Rob (Pat) Pattison, and A.N.Other, reprepairing the car after the North Humberside Forest Rally was put off due to work commitments and waiting for confirmation of the entry from Belgium. Weeks passed and no correspondence, so Gav, E-mailed the Rally but still no reply. Speaking to previous competitors in the event, they all said paperwork was not the Ypres strongpoint, but to assume we had a run. So I started to sort out the car, various literature stated contrary to previous years that F.I.A. seats and belts would be required, so seats were purchased and belts borrowed (Thanks to Dave Watkins). If it takes a man and a half, a day and a half to dig a hole and a half, how long does it take three people to fit two new seats? Answer, most of Sunday for myself, Pat and Gavin. The seats were fitted to suit Pat and myself, YES the service crew were now riding in the car!. Due to continental regulations Gavin was unable to compete and in a semi drunken stupor, Pat volunteered, Ken Hailstone volunteered to service, so he was enlisted along with Gavin.

The week prior to the Rally they came to load up the van, they also cleaned out the cab and polished the dashboard, (Fabulous). Finally a letter arrived stating in broken English that confirmation of entry and start Number would be dispatched on the 12th of June, it has still not arrived! However a contact made via Dave Watkins, Gordon Howie had seeded the British Entries and confirmed we had a run.

So the Wednesday before the event was the day of departure by North Sea Ferries at 6.00 pm, during the day I did some work on the car, then drove around the block before loading it on the trailer. On the way back the car suddenly gave the impression of having an anti-lag device fitted, popping and banging, before coming to a halt. Fearing a blown engine I was relieved to find that the distributor had jumped out of the clamp (a weak point on this type of distributor). The time taken retiming the engine meant that I was running late, but Pat arrived and finished loading and we set off to pick up Gav and Ken at Gav's offices with a little time to spare.

Driving up to the ferry terminal Ken issued instructions and directions saying he had done this crossing many times, (an old hand), Gav said to get our passports ready, and immediately old hand Ken hung his head saying "Passport!, my Fxxxxing Passport is at home!", don't mess about Ken," I'm not its at home"! So off he shot

across town at rush hour to collect it, whilst we boarded the ferry, with the walkway about to be raised, Ken strolled on board complete with passport. Several beers, a meal, a goodnight's sleep and breakfast we were in Belgium.

I took quite some time to get the hang of driving on the wrong side of the road, but there were plenty of reminders being shouted from within the van. We soon arrived in Ypres/Ieper, the central square was already taken over by the rally with Portacabins, trade stands and the start ramp etc. We found the rally office and enquired as to whether they had received our fax informing them of change of co-driver, a blank expression, a line through Gav's name on the entry list and Pat's name pencilled in, got us the road book. Next off to the accommodation, dump the car and trailer and out to check the pace notes. Pat and myself were very new to pace notes, so Gav's assistance was much appreciated, we managed to check two stages, one 10 miles long, the other 21, the stages were checked twice, alterations made and then off to have a meal in Ieper and take in the relaxed Belgium lifestyle. The following morning we checked the remaining stages once, having to go back for scrutineering at 2.0pm. Whilst we were away checking notes, Ken had fitted the spotlights and washed and polished the car (Fabulous). At scrutineering we found a queue of around 100 cars moving very slowly, then shortly afterwards it came to a stop, true to the Belgian way of doing things, the officials had taken a one and a half hour refreshment break!. Eventually we got to signing on, changed the paperwork again to Pat's name and then moved along the scrutineering line, no checking of the F.I.A seats and belts, but lots of amusement at Pat's "Potti" and the cars 24volt starting system., both appearing alien in Belgium.

Now back to base, have a meal and head off to the historic rally Start in the neighbouring town of Popperinge, this town centre was also given over to the rally. We were required to be there 1 hour before the start to park up around the market place with spectators and crews sat outside the cafes and bars soaking up the atmosphere.

Jimmy McRea was first away in a Porsche, the second Porsche away grounded on the start ramp, as did the next few low cars, but after an Opel ripped off its' exhaust, the ramp was abandoned, we started at 10.45 pm and made our way through the crowds and out to the first stage. There was a long queue due to the modern runners having several accidents. Closer to the line and the drizzle began, the stage starts were using electronic beams and big display clocks, the first couple of miles were very slippery and my confidence got less with each car we passed lying in the deep ditches at either side of the road. However the road started to dry out and the tyres began to work and Pat was reading the notes very well, and the rest of the stage felt good.

From the stage finish we ran past the service crew, everything OK so on to stage 2, Kemmel, 21 miles of narrow country lanes joined by short sections of A and B roads running through towns and villages. It appeared everyone was out watching the rally pass by their door, we were soon in the groove with the notes giving me confidence until about halfway through the stage. The road narrowed and had banks on either side, a series of 2 and 3 bends, (our notes system had 1 as a slight bend and 7 as a 90) then right 6 came too quickly and tighter than the notes, (should have been a

7), unable to make it I went for a gap in the hedge up the bank into the field, handbraked round, out and back onto the road., but soon realised we had a rear puncture., with 10 miles of stage left we opted to change it. Whilst concentrating on changing the wheel, spectators pointed out that we had barbed wire and several stakes wrapped around the rear axle, removing this dropped us 12 minutes. The rest of the stage was OK, a quick word with the service crew and back to Ieper and over the ramp to the control in the busy town square.(2.30 am), back out to Popperinge service and Parc Ferme.

We then went to Rally HQ for a free drink courtesy of the rally, we were adopted by one of the organisers who had had a few beers but also held a stock of free beer vouchers which he shared with us, bedtime was 5.0 am.

The next day restart was just after 2.00 pm based on starting 73rd., Chris and Hilary Green from Hull had their Cortina on the trailer, after discovering that one of their new strut top mounts had collapsed, they had no spare. Our strategy for the rest of the rally was just to go for a finish, but once back on the stages enjoyment took over and we were trying again. Several cars had fallen foul of the ditches again, but the event was running on time and we returned to the longest stage. We treated the section where we went off on previously with respect, but then the rear of the car became less stable and felt something was wrong, we made the end of the stage after an overshoot which allowed a MG Midget! to overtake us. Into service we found the rear axle U bolts to be slack. Large lowering blocks fitted before the event, may have been the problem, however Ken and I tightened them and fixed a few other problems, whilst Pat signed a few autographs for the local kids (I hate to think what he wrote!).

Off to the next stage which ran through the town of our accommodation "Westouter". The stage consisted of single track roads of good tarmac, cobbled streets and the only loosish surface on the event a farm track topped with ashfelt skimmings. The car felt great on the loose but I pushed too hard and lost it on a 90 right and dropped the front wheel into one of the infamous ditches. Although only partially in the ditch no amount of forward and reverse would pull us out, no spectators came to help, but eventually two marshals and Pat pushed it out. Back on the stage the axle sounded awful, after stopping we found the diff nose pointing downwards because the axle had moved., this time due to damaged spring saddles with resultant loss of axle location.. Out of the stage to the waiting service crew, but nothing could be done, so we retired and headed back to watch the stage near our accommodation, then back to the rally finish for our free meal and a few drinks.

Sunday morning its back to the ferry via Ieper to hand in our damage declaration, no one is interested in paperwork so it's off to Zebrugge back home Monday morning, drop Gavin at work and its back to the grind.

The whole experience was superb, some of the highlights include friendly enthusiastic people, relaxed atmosphere, good cheap food, good cheap beer, cheap petrol, excellent stages, excellent organisation (paper work excepted) and not forgetting Pat falling through his bunk bed. Roll on next year, to sum it up in the words of Ken Hailstone "Absolutely Fabulous!

John Dixon

SEEING JUSTICE DONE

FOOTBALL, tennis, golf, rugby, cricket... what do they have in common? More boring than motorsport? Well, sometimes, I agree. But not the answer I was looking for.

In fact they all share one significant advantage over our sport and that is that when an event finishes everyone leaves knowing exactly who won. When Pete Sampras has taken his last wicket (or whatever it is they do at Wimbledon) or Tiger Woods has scored his last try, that's it. There's a result.

We on the other hand all too often have to wait while appeals grind their way up the judicial system as drivers, who perhaps lack the talent to win at the wheel, look for ways of winning in the courtroom. What sponsors must make of it all I shudder to think – I sometimes wonder if we deserve to have any.

Anyway, what it means is that like it or not, our sport has to have proper channels of appeal in place. I've never been a great lover of the legal system... I find it difficult to take judges seriously when they dress as if they're ready for the walkdown at the end of a pantomime... but I can see why people who genuinely feel they have a motorsport grievance must have a way of getting satisfaction.

All of which makes it unfortunate that just as a few issues ago I was writing about the need to find more timekeepers, now I find myself penning a similar plea for **Stewards**.

With around 100 events run every week by recognised clubs, a shortage of

Stewards in certain areas has become evident – Scotland, Cumbria, South West England and the Home Counties in particular seem to be suffering, although volunteers from any area of the UK would be welcomed.

So if you live within reach of those areas and would like to be considered as a Steward, how do you go about it? Well, first recognise that you don't have to be an old fogie or wear a blazer. The ideal age is probably late 30s to early 40s, with a ceiling of 60 (there goes 95% of Ecurie Cod Fillet members). You have to be a fairly sober individual (there goes the other 5%) and you can be of either sex – there are already one or two successful lady stewards and more would be welcome.

You don't have to come from a specific discipline, in fact a mix of previous motorsport experience is preferred, ideally including stewarding at club level or experience of other decision making roles involving judicial processes.

Trainee Stewards 'shadow' various experienced ones for around twelve months as part of their training – watching and learning – all designed to give the trainee experience of as many disciplines as possible. Not unlike being a trainee magistrate I suppose. The maximum the process is likely to take is a couple of years after which people will be appointed to events according to demand and availability. Few Stewards cover less than six events a year, many do considerably more and travel costs and other approved expenses can be claimed. And no, despite

what are seen as declining standards, Stewards do not get physically assaulted, in fact the last time that happened was ten or twelve years ago when an irate mother went on the attack with her handbag. No, no, not that handbag.

Once you're a fully trained Steward you become in effect the 'conscience' for an event to ensure it's run properly and, not least, safely. You'll need to be 'aware' but not in the way; something of a diplomat. You'll probably have a busy hour at the start of the event checking that everything's in order and then not so much a Happy Hour in the early evening but maybe an Unhappy Half Hour hearing any appeals.

All vital work if this sport of ours is to run smoothly. If you think you've got the makings of a Steward, why not write to David Donnelly-Emms at the MSA with a brief note detailing your motorsport background and take it further?

Stuart Turner

COD FILLET QUIZ



1. The innovative Chapparral 2F won just one race in 1967. Where and who drove?
2. The 4.5 litre Bentley driven by Clement and Barclay won which 1929 race?
3. What model of Ferrari won the F2 Grands Prix in 52-53?
4. In the Drivers World Championship from 1950, which race had the longest distance required to win?

ANSWERS ON PAGE iv

This edition of *Wheels* completes the 7th year of publication – time to warmly thank John Hopwood of Ecurie Cod Fillet, our advertisers and our friends at *Autosport*, *Motoring News*, *Classic and Sports Car*, and *Cars and Car Conversions* for all their invaluable help over the years.

Rockingham gets CART

Rockingham Motor Speedway, Britain's newest motor sports venue, will host a round of the FedEx ChampCar World Series as part of the US championship's calendar in 2001.

The race will take place on 22 September 2001, highlight of the opening season at the track, now being built at Corby in Northamptonshire.

Rockingham will be the first time that the 200mph single-seaters have raced on a banked oval track in the United Kingdom.

"We are delighted to include Rockingham as a part of our newly expanded calendar" said Bobby Rahal, newly appointed President of Championship Auto Racing Teams Inc.

"We are well aware of the huge following our sport has, particularly in the United Kingdom, both on TV and with British fans visiting the USA. We're looking forward to bringing the world's fastest circuit racing to Rockingham."

Said Peter Davies, Managing Director of Rockingham: "As a premier motor sports venue with a unique level of spectator facilities, we always stated that our aim was to host a major international race within two or three years of opening.

"To host an event the magnitude of the FedEx World Series in our debut year is a real boost, not just to our investors and management team, but to Corby and to Great Britain. It reflects the hard work by everyone on our team, support from the UK industry, and the leading position which Britain holds in the motor sports world."

British Rally Championship

The Ulster Rally returns to the British Rally Championship in 2001, subject to the satisfactory running of this year's event (on 28 October).

Northern Ireland Motor Club will run a two-day event on 31 August/1 September 2001, replacing the MSA Rally previously scheduled for that weekend.

MSA Chief Executive John Quenby applauded the news: "I am delighted that we can welcome Northern Ireland back to the British Rally Championship and I am sure that the Ulster Rally's new, user-friendly format will find favour with amateur and professional teams alike."

Revised calendar: Rally of Wales on March 10/11; Pirelli International on April 28/29; RSAC Scottish Rally on June 9/10; SEAT Jim Clark Memorial Rally on June 29/July 1; Manx International Rally on August 2/4; Ulster Rally on August 31/September 1; Trackrod Rally Yorkshire on September 29/30; the MSA Rally becomes the reserve event.

Amateur drivers in four-wheel drive, turbocharged Group N cars will be eligible for the overall drivers' title in next year's British Rally Championship.

They will also qualify for points in the 'National Group N Champion' category, introduced last year, exclusively for independent drivers in FIA-homologated production cars.

One-hour programmes on Sky Television (in addition to the Channel 4

coverage) will feature these drivers and cars, which currently provide over 20% of entries on championship events.

Commenting on the attraction of the National Group N Champion category, Beechdale Subaru driver David Wood said: "Competition in Group N has been very close and the category is going from strength to strength."

Further endorsement came from Co-ordSport boss Peter Collinson (tel 0138 421 6102): "We will be increasing our involvement in the British Rally Championship with a success-related bonus scheme funded by Ralliart UK for drivers of Mitsubishi Lancers."

Requests for 2001 British Rally Championship regulations should be sent to: John Horton Motorsport Management, PO Box 200, Sutton Coldfield, West Midlands B75 7TR (tel 0121 378 2828, fax 0121 378 0500, email brc2001@jhmm.co.uk).

British F3 leads the way

The Green Flag British F3 Championship underlined its ability to find the best drivers in the world when the top six finishers in the German Grand Prix were all graduates of the UK's premier single-seater series.

Race winner Rubens Barrichello celebrated his first victory since winning in F3 at Donington Park in 1991 (a season in which he defeated David Coulthard).

Also in the top six were 1990 champion Mika Hakkinen and his season-long rival Mika Salo, plus Pedro de la Rosa and last year's F3 revelation Jenson Button.

To complete a successful day for the British F3 Championship, current series front-runner Tomas Scheckter took second place in the FIA Formula 3000 race and

continued on page iv

Facts about...

RSAC (Motor Sport) Ltd

- The Royal Scottish Automobile Club (Motor Sport) Limited was formed in 1982.
- It is the body that authorises all events that use public roads in Scotland.
- It is the promoter of the International Scottish Rally, and also runs the Scottish Hill rally and the Scottish Thousand Mile Trial.
- The organisation was appointed as the MSA's Development Officer for motor sport in Scotland.
- RSAC (Motor Sport) Ltd represents the sport to the Scottish Sport Council and National Lottery. In 1999 it was successful in securing funding for current Scottish hopefuls including Craig Murray (Formula Ford), Andrew Kirkaldy (Formula 3), Gordon Shedden (Ford Fiesta championship) and Peter MacLaren (International Group N – long distance racing).
- The organisation facilitates the Motorsport Development Group. Many different organisations are represented including regional associations, motorsport venues, championships and Sport Scotland.
- They produce a comprehensive yearbook that is distributed to newcomers to the sport and competition licence holders in Scotland.
- On behalf of Colin McRae, the RSAC (Motor Sport) Ltd manages a rally scholarship. McRae, with Barclaycard and the Daily Telegraph, created the scholarship to benefit the three most promising rally drivers competing in Scotland each year, who are under 25.
- Despite its wide remit, the RSAC (Motor Sport) Ltd has only two full time employees – familiar names to many – Jonathan Lord and Catherine Higgins.
- The organisation's web-site is at www.motorsport.co.uk.

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REVIEWS FROM



THE ROAD TO BEIJING, by David Brayshaw, The Book Guild, ISBN 1 85776 403 X. £8.95.

With the prospect of being 'de-emphasised' from a job in the city, most people would go on holiday and take stock. Not David Brayshaw, who, with fellow big Healey fan Nawal Saighal, decided it was the ideal opportunity to embark on an 8000-mile odyssey from London to Beijing via the Trans-Siberian Highway while raising money for Children in Crisis.

The book is full of anecdotes and facts – Lake Baikal, in Siberia, contains a fifth of the world's fresh water and if the terrain wasn't a problem, the bureaucracy was: 'There is a law in China stating that no foreigner is permitted to drive a car.' But they made it, in what became the first vehicle to have completed the route. Highly entertaining and cheap, too.

FIRST AMONG CHAMPIONS, The Alfa Romeo Grand Prix Cars, by David Venables, Haynes Publishing, ISBN 1 85960 631 8. £30.

Despite its fabled status, Alfa Romeo's grand prix history has never been the subject of a comprehensive book. Respected historian and VSCC stalwart David Venables has taken on this daunting task and produced an impressive work.

The book is packed with rich insight, complemented by a wealth of historic photographs, many from the Guy Griffiths collection, including precious colour from the 1950 International Trophy. If this fine book lacks anything it is an incisive technical insight (but maybe that's another book) and first-hand impressions of what these great cars were like to drive.

Not only does England produce the best restorers, but also the most dedicated

historians; the Italians should be ashamed it took an Englishman to write this important history. Great value and highly recommended.

FAST CARS, by Brian Laban, Harper Collins ISBN 0 00 472475 5, £4.99.

This pocket guide is ideal for tantalising the kids and squeezes into its 192 pages a wealth of classic and performance car indoctrination. The cars covered range from Shelby Cobra to Bentley W16 Hunaudières with more esoteric inclusions along the way such as Allard J2, Mercer Raceabout and Frazer Nash Le Mans Replica. There's two pages plus a lean factfile on each entry and the choices are far more interesting than the usual *Top Trumps* fodder. A gem.

LAND SPEED RECORD 1898–1919; 1920–1929; 1930–1939; 1940–1962 and 1963–1999, Brooklands Books £11.95 each. ISBN 185520 5130; 5149; 5157; 5165; 5173. Also available as a limited edition single volume of 700 pages for £59.95.

Packed with fascinating features both contemporary and historical, this exhaustive five-volume set is a must for fans of Campbell, Segrave, Cobb, Noble and Green. There's a wealth of cutaway artwork and the added bonus of David Tremayne's introductions. As well as featuring successful subjects, the books include such stillborn challengers as Mercedes Benz's 3000hp six-wheeler which Pomeroy was the first person outside D-B to examine. Other gems include both Brock Yates and Henry Manney III on rocketman Stan Barrett. Highly recommended.

Idle remarks!

Not quite, but with all the playing around with electronic injection some readers are beginning to wonder if we have completely forgotten about Weber carbs. Not so! The question was: how do you know when you have the right size idle jet? Different sizes can be compensated for by screwing in the mixture adjusting screw. On a larger jet the screw will be a fair way in: on a smaller one the adjusting screw will be several turns out from closed but the overall idle mixture will be the same for both jets.

Very true, but the idle jet controls more than just the idle mixture. It also controls the fuel flow to the progression drillings. As you open the throttle the mixture on the progression holes wants to be in the right order to avoid spitting back or flat spots.

You can check this by setting the idle mixture screw and then stopping the engine. Remove the bung above the progression drillings and check the position of the butterfly. It should not be so open that the progression drillings are uncovered. If they are, then you need a by-pass and the simplest way to achieve this is drill a small hole in the butterfly.

If this does not solve the problem you can always solder the hole over again.


Having placed the butterfly in the correct idle position, restart the engine and wind in the throttle stop to increase idle speed. A CO meter should show a sensible mixture ratio (somewhere around 2-6% CO). Now you juggle the idle jet to correct the mixture on progression and re-balance the idle mixture each time with the adjusting screw. Obviously real racers never bother with any of this — they're flat out all the time, right?

QUIZ ANSWERS

1. BOAC 500 miles at Brands. Phil Hill/Mike Spence
2. 500 mile race Brooklands
3. 500F2 (2 litre) (Ascari champion)
4. Indianapolis 500 (miles)



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Castrol Publicity Distribution Centre, Unit 2,
3 Sheldon Way, Larkfield, Aylesford, Kent ME20 6SF
Tel: 01622 882473 Fax: 01622 882498



Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Cobbrook, Slough SL3 0WG

Ken Sturdy sent me this little snippet , it may be of interest.

At a recent computer exhibition, Bill Gates reportedly compared the computer industry with the car Industry, and stated if GM had kept up with technology like the computer industry, we would all be driving 25 dollar cars that did a 1000 miles to the gallon. In response to this GM issued a press release something like this.

If GM had had developed technology like Microsoft , we would all be driving vehicles with the following characteristics

1. For no reason whatsoever you car would crash twice a day.
2. Every time they repainted the lines on the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason and you would just accept this and drive on.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall a new engine.
5. Only one person at a time could use the car unless you bought Car 95 or CAR NT, but then you would have to buy more seats.
6. Macintosh would make a car that was powered by the sun, reliable, five times as fast, and twice as easy to drive, but would only run on 5% of the roads.
7. The oil, water and alternator warning lights, would be replaced by a single "General Car Default" warning light.
8. The airbag would say "are you sure" before going off.
9. Occasionally for no reason whatsoever your car would lock you out and refuse to let you in, until you simultaneously lifted the door handle, turn the key and grab the radio Ariel.
10. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM Subsidiary), even though they neither need them or wanted them. Attempting to delete this option would immediately cause the cars performance to diminish by 50% or more, Moreover GM would become a target for investigation by the justice department.
- 11.
12. Every time GM introduced a new model, car buyers would have to learn how to drive all over again, because none of the controls would operate in the same manner as the old car.
13. You'd press the start button to stop the engine.

Some (possibly) amusing snippets from the Forest Rallies over the years:

- 1989 The late Andrew Mortimore MSA scrutineer to Jim Kilmartin event chief scrutineer by telephone before the rally, the pair having never met: "I'm the Fiat series scrutineer but if you like I can help with some of the others ..." Jim ... "Listen son there's 120 of the buggers doing this event and three scrutineers including you and the BTRDA series scrutineer, that means you're doing 40 like the rest of us Fiats or not ... Andrew, of similar age to Jim, later recounting "its a long time since anyone has called me son..."
- 1990 BTRDA series scrutineer, Scot, Ken Laidlaw when looking at Ken Sturdy's (chief marshal) hired V8 fuel injection long wheel base 110 LandRover .. "you'll no be going fast will you Ken?" .. Ken S "No Ken" .. Ken L as Ken S backs out of the scrutineering bay "What's the 110 stand for Ken?" .. Ken S "that's how fast it goes down the straights in Dalby.."
- Next morning young competitor to Ken Laidlaw in start area "I've never been to Yorkshire before, what speed do I need for the Dalby straights? .. Ken L "... what'll it do flat in top?" Competitor "110" .. Ken L "Och thats 30 mile an hour too slow son!"
- 1990 At BTRDA organisers meeting when BTRDA rallies committee berating organisers' representatives for having too many championships on their events thus meaning some BTRDA competitors failed to have runs in some events. Replying from the floor, Peter Griffiths Clerk of the Course J C Van Hire "Listen if you guys can fill our events we will run what you provide and nothing else, we will run a class for pink Reliant Robin three wheelers, if that's what you want, but until you can find enough competitors to fill our events we're carrying all the risks and we'll fill our events as we see fit..."
- 1991 At BTRDA organisers meeting Lyn Jenkins making his inaugural address to the event organisers as newly elected chairman of the BTRDA rallies committee "... you have all got to learn to work closer together, take a leaf out of the ANCRO event organisers. Help each other staff passage checks, results collects, steward for one another, get to know one another intimately well, you have to have a more coherent championship to compete .." Peter Griffiths "Excuse me chairman did you say intimately well? ...Lyn "Yes Peter because only..." Peter "My mother warned me about men like you ..." meeting collapses laughing. (Sounds better with the Welsh accents)
- 1992 At BTRDA organisers meeting Lyn Jenkins discussing how the award for the highest placed competitor using unleaded petrol could be policed " Andrew Mortimore (then BTRDA series scrutineer) has explained to you all how the equipment to analyse the petrol costs £15000, which the BTRDA can't afford, so for next year we shall just have to suck it and see..." Ian James "unleaded tastes different then does it Lyn?" Meeting collapses laughing, as Lyn Jenkins points his finger at Ian James (normally reserved for Peter Griffiths...).

At same meeting complaints about top crews being given a two minute gap at the start of a stage, deemed to be unfair to the other crews, Howard Wilcock BTRDA

coordinator says "...and I'm told one Clerk of Course even agreed to give all crews in the top 10 a two minute gap..." Peter Griffiths "alright it's a fair cop it was I, at least I told the crews I would because they were whingeing about dusty conditions, I forgot to tell the stage commanders though see, and I'd already told them at their earlier briefing meeting only a two minute gap if in their judgement one minute dangerous. Therefore they didn't all (the top ten) actually get two minutes..." Howard looks confused. Peter grins everyone else laughs.

- 1992 Timekeepers incident report form received at rally HQ " A red Peugeot 205 entered the control area at speed, stopped and then backed up, there were three people in it a short fair haired man with glasses was driving, he was navigated by a much larger man also with glasses and an older man sat in the back smoking a pipe. When I accosted the occupants they claimed to be the stewards." The stewards that year were Edgar Allen, who drove a red Peugeot wears glasses and is fair haired, Rod Parkin, who wears glasses and is larger than Ed, and Bill Troughear, who is a director of the MSA, is older than the other two and does smoke a pipe .. the stewards admitted they had arrived at the Bickley stage rather quickly .. "we were talking" added Edgar.

Martin Liddle's fiery reputation proceeds him. At Coachman Inn Results Room Martin Liddle looking at a computer screen "oh no what the f*** has happened now?" Andrew Kellit, (then 2nd BTRDA coordinator) Bill Troughear & Howard Wilcock sat in results room all look at one another nobody speaks, all three get up and tiptoe quietly out.

- 1995 The understatement to end all, only funny with the passage of time. After Jim Kilmartin had found crews with illegal turbo restrictors, which led to exclusions for more than one crew and a MSA Tribunal, Andrew Mortimore BTRDA series scrutineer to Ian James... "Would you just step out of the car for a moment and come inside, Jim has something to tell you that we need to talk about in private..."

- 1996 Rod Parkin senior event steward to Ian James at Rally HQ before results went provisional "Are you expecting anything I should know about?" Ian "There may be a complaint from a member of the general public about driving standards on the Beverley by pass. It seems that whilst the clerk of the course's driver was doing a highly illegal 90mph to overtake another vehicle, he was then immediately cut up by a Jaguar V12 (Peter Griffiths at that time had a V12) and a Subaru Legacy (Rod has a Legacy), that in turn went on to cut up the Jaguar. I'm told the rally plates on the cars involved were Clerk of Course, Steward, Steward respectively..." Rod "sorry mate my driver got carried away and Griffiths and Troughear were trying to make the finish on time for Griffiths to commentate..." (Griffiths & Troughear were the other two stewards)

At dinner after the event Peter Griffiths recounts story of being in another Friendly Hotel, where the waitress asked him "have you enjoyed your dinner?" Peter " Tell me what does your chef do for a living?" Waitress " I'll fetch the restaurant manager sir"

At the bar after the event Peter Griffiths to Ian James "this is the first time I've seen the Yorkshire Forests so extensively in one visit, what are they like when they aren't

wet? Rod Parkin, from behind "Dry usually".

- 2000 Andrew Kellit (now Competition Manager for the Rally of Great Britain and an MSA employee) the night before the event "my bedroom is in Beverley".. Ian James "Eh I booked you in here.." Andrew "Well it seems like Beverley, when you follow the directions for the room numbers on the wall, they run first downwards, then upwards but there is a gap in the middle. My room is one in the gap and when I finally found it the room is actually at the far end of the hotel, - like I said in Beverley..."

At the organisers meal the night before the event David James making a general comment "I find coping with my four year old nephew tiring, I'm just not used to it" Andrew Kellit "Strange that, how many years have you been working with Martin Liddle now?"

Andrew Kellit in Rally Office after the event commenting on the liquorice sweet logs with a lemon filling, provided in large quantities by Ian Sadofsky "I've never seen liquorice onesorts before."

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