

Editorial

Autumnal Greetings. This months magazine should perhaps be renamed the "Cogan Bugle" or something as our illustrious Chairman has gone absolutely bananas and served up three articles together with most of the photographs – cheers Dave – but you still have not done that piece on "off roading" you have been promising for months!

The front cover photograph is one of Dave's and shows club members Roger Stanford and Paul Train on the Marine Drive, Scarborough during the Lombard Revival Rally. On their third Revival Rally, Roger and Paul were flying the flag for Skoda along with ex works megastar John Haughland., coming home 56th overall and slightly behind the Norwegian gentleman. Roger's other passion is for Historic Saloon Car Racing and he has completed another season in his BMW 2002 – perhaps he might like to write a piece for the Mag on his escapades – hint, hint.

Unfortunately endurance rallying does not score in the club's stage rally championship. As the year draws to a close Chris Peart/ Gordon Blyth are once again heading the championship finally getting some good results in the Proton provided all the bits hang together. Congratulations to Dave Watkins on winning the HRCR Northern Historic Rally Championship trophy – but the poor sod who navigates for him gets nowt through missing a round.

More needless red tape from the MSA. Under new regulations the Club now has to appoint a Child Protection Officer to oversee any youngsters under the age of 18 who may wish to compete in the club's events. So far the club has been unable to find anyone to fill this role. If there is anyone who can fulfil this job, especially anyone who already has police clearance in their normal work role, can they please contact any of the club officials as soon as possible.

Christmas is approaching and so is the time for membership renewal. A notice should be going out with this magazine. Please make payments to the club membership secretary John Dixon as soon as possible. Reminder too of the annual Christmas quiz. "Ginny" will be running it again on December 14th – he wanted to stand down to let someone else do it – but we would not let him.

Next up is the Roger Albert Clark Rally on November 18th when the club has the two Escort Twin Cams of Messrs Dixon and Watkins running in the main event. If you want to see the cars run through the Yorkshire forests then the club is assisting with marshalling on the Langdale stage – give John Newlove a call if you can help – its cheaper than the £10 per head entry fee!

ND

Competition Secretary's Bit



Yorkshire League

Round 6 of this years league was an Autotest at Rufforth, but there were no NHMC entries

Scores after 6 Rounds

ILKLEY	1257.0
YORK	1233.5
HUDDERSFIELD	839.2
NORTH HUMBERSIDE	765.8
SHEFFIELD & HALLAM	578.9
YSCC	567.8
RIPON	556.2
A & P	522.9
BEVERLEY	488.6
MALTON	386.2
TRACKROD	382.5

The next event was due to be an Autotest on 5th November, but this has been changed to an "Autosolo" event on December 10th. Unfortunately this clashes with the December Autotest, but I could not get a confirmed date from the organisers. This is basically an Autotest for cars driven to the event, road legal, there is no reversing, there may even be a class for Diesels!. I have the regs if anyone is interested

Round 8 is Beverley & DMCs Beaver Rally on December 25th/26th, let me know if you are entering.

CLUB AUTOTESTS

I am going to run the next Club Autotest on Sunday 10th December at Brandsburton, regs will be sent out shortly.

The New Year Autotest will be on Sunday 7th January

DATES FOR 2007

7th January 2007: New Year Autotest

11th February 2007: February Autotest

4th March 2007: March Autotest

31st March 2007: The Wold Construction North Humberside Forest Rally(provisional date)

13th May 2007: John Overend Memorial Stages Rally

Robert Newlove

Marshals News

Well that's another Trackrod Rally Yorkshire over for another year. What a long day it was with signing on starting around 6:30am and finally leaving the stage just after 7pm with a long delay due to a serious incident on Langdale. A few remaining people who cleared up the stage did not leave the stage until 11:30.

We had an excellent turn out for the long Dalby stage with over 170 people signing on, some from as far away as Cardiff and the Isle of Man.

Many thanks for everyone's help.

Saturday 18th November, Roger Albert Clark rally

We are helping Ted Collins from Huddersfield Motor club run Langdale, provisional signing on is 08:30 till 09:00, the stage is used twice by both the RAC and the KallKwik Clubmans Rally. Entrance to the stage is near Langdale Quest at the Bickley gate entrance to the Forest Drive.

25/26 November Beverley & District MC, Beaver Rally

Beverley's annual road rally starts at the Maple Garage, Sproatley. Mathew Atkinson would welcome any help in marshalling on the event. He can be contacted on :-

Tel 01482 876400 or Mobile 07970 264094

e-mail : matthew@bdmc.org.uk

Sunday 26th November Bolton-Le-Moors MC

Neil Howard Memorial Stage Rally on Melbourne Airfield

No details yet but please let me know if you can help

Sunday Feb 4th 2007, Stockton & District Motor Club

Marshalls wanted for the "Croft Historic Rally" which is part of the NESCR0 Series.

Contact D. Brownridge on 07887 707006

or e-mail davebrownridge@hotmail.com

John Newlove

Chief Marshal

Tel : 01904608524

e-mail : john.newlove@btinternet.com

Tesco 99 Octane British Rally Championship 2006 Rally Yorkshire, NHMC Dalby Stage Report

Will someone remind me when Trackrod phone next year, not to be in.....

Only joking, we like a challenge at NHMC and oh boy did we get one, 18.56 miles of Dalby Forest. Now I could go on and on about how we built every junction, how we toiled blood sweat and tears, how we got drenched, sunburnt, suffered flat tyres and nearly got stung to death by a plague of wasps but I suspect the Samaritans may be overrun with callers. So I'll be brief.

The six-day epic.

Day one, three weeks beforehand, John Milner and I do a recce of the stage.

Day two, a week before the event, John Milner puts up the CROW notices, informing crows that we are rallying in the forest. - *The world's going mad* (CROW – cancellation of right of way for the uninitiated –ed).

Day three, building spectator pens, in the pouring rain..... B***** spectators.

Day four was a mass building session with retirement back to The Coachman 2, (AKA the Cayley Arms) for supper and an early night. Quality wine list but no wine, the Jameson's ran out, a well-done steak that James Herriot could not have revived, what a place. For those who ever spent a night in the Coachman at Snainton would feel right at home here. The bulb in the shaving mirror blew last year and still didn't work this year, the telly had no remote control, and the kettle had no cord. (So I nicked all the coffee) The streetlight outside the window constantly burns a hole in the paper-thin curtains; the mildew in the shower moves and the plumbing is some of the loudest plumbing in the world. Breakfast was the best, the owner refusing to get up for 5am to cook breakfast; he left a toaster, a loaf of bread, cereals, tea, coffee with milk in the fridge. Time to play hunt the fridge again. He left a couple of little packs of butter and one single portion of marmalade; he left 1000's of packs of blackcurrant jam (B*****). The final gaff was he'd locked us in and the only way to get out was to unleash the overwhelming destructive power of '**Doctor Death**' on the front doors. No marmalade, revenge is sweat and the doors are knackered. No Marmalade, how dare he.

Day five, the event itself, 5am start, signed on 175 marshals (World Record?) 1st car 9.30am, last car 7pm. Packed everything away and finally got home at 12.40am on Sunday morning. A long day, no one hurt or injured so a successful day for us but not so good for the flying Scotsman and "Gav.the nav". who broke the Opel somewhere on our stage. Early beer then.

Day six should have been unloading the equipment trailer but due to an imminent move of storage yards for our equipment, I left all the pallets and stakes on the trailer, emptied the car and had a day off. I suspect John Milner went back up to the forests to remove his CROW notices, if he hasn't, he will when he reads this.

For the record, the thank you 's.

John Milner, Dennis Robinson, Alan Gilbert and me for Thursday.

Same again on Friday plus Gareth Pennell, Alan Carvell, Gail & Robert Newlove and John Dixie

A big thank you to John Newlove for the endless phone calls and emails, finding 175 people to assist in the whole thing.

And finally the 175 people who stayed in the forests for a marathon 13 hours..

Some useless facts and figures to bore the pants of unwelcome dinner guests. :-

- 450 stakes used.
- 10 rolls of netlon barrier meshing.
- 100 metal spikes
- 4 Kilometres of barrier tape.
- 8 meters of spectator tape. (B***** spectators)
- Over 150 arrows used (quarry uses a lot)
- Every braking arrow was a Rally Yorkshire Arrow.
- Every gate arrow was a Pirelli arrow, except the Woodyard where we switched to Tesco 99 Octane to allow the sponsors guests to be able to nick the right souvenir.
- 43 locations with an average of 4.06 marshals per location.
- 350 miles covered by the stage commander from leaving home on Thursday to getting home on Sunday.
- And apart from the pub doors, and nearly going off at the same bend as last year, Doctor Death didn't maim anyone.

Dave Cogan
Stage Commander.

p.s. Stage of the day went to Langdale, well done to Gordon Waddington.

Finally if you require some extra reading:

Motor Sport News, Wednesday 11th October, letter, via email to the editor from Mike Jackson, entitled 'Keep us in the Loop'. You tell um Mike.

In brief Mike explains that he stood in the middle of nowhere for 13 hours and the organisers never gave him any information all day. There was a multitude of course cars with not one of them stopping to drop off results. Mike correctly didn't mention which Motor Club was running his stage but he did say he was in Dalby. That covers that then, Mike.

The following week our good friend Lloyd Walker replied to Mike's comments but unfortunately Lloyd slightly missed the point..... Every marshal was given plenty of information before the event but nothing as they day unfolded.

I have to agree with Mike, 13 hours without any Information at all is taking the Michael, (no pun intended) I have expressed similar views to the organisers.

DC.

Lombard Revival Rally 2006, Scarborough Selectif.

Once again the club was invited to run a selectif on this years event, a change of venue and an unusual time, tarmac at night...the Marine Drive on Thursday evening at Scarborough. A selectif is the term adopted as a pre-determined section from the start clock to the finish clock timed to the second, (a selective or special stage in new money). The object is to drive the set course avoiding man made obstacles along the route; the shortest time coupled with the least number of penalty points wins. Cars are two wheel drive up to 1400cc and have the appearance of road rally cars. They have cages and harnesses, one set of spotlights and all on the same tyre, a town and country Colway remould. Service barges, chase cars and recognisance are banned. If you get into bother, you have to repair your own vehicle if you can or if not, the organisers have a service barge following at the rear to assist.

For those familiar with Scarborough, the Marine Drive is the road that leads from the North Bay café around the Castle headland and ends at the Lifeboat station next to the harbour on the South Bay. It's the place where the high seas often crash over the wall and the organisers had used this as bait in their spectator information but unfortunately for them but not us, the tide was going out and the wind was off shore. So no washout then, well not for the marshals.



There is always some village idiot who tries to sneak into your photo !

Going back in time some 30 years, the Mintex International Rally to be precise, was the last time a rally ventured around the Marine Drive. Ford held the top seven places on that event in 1976 and were hotly tipped to take top honours again but due to a spate of accidents including Steve Smith in his Escort crashing through the railings into the sea on this very stage, handed an unexpected victory to Andy Dawson in the Chequered Flag sponsored Lancia Stratos.

Back to today, the modern Lombard Revival Rally had caused quite a stir in Scarborough. Our team started assembling at 6pm to be met by a number of people enquiring as to what was going on. Apparently it had been publicised in the local paper and on the local news bulletins that the Lombard Rally was making a return to Scarborough seafront at 6pm.

By 9.30pm when the first car set off, we had well over 600 spectators lining the 0.6 mile course, mostly the teenage mutants that we have come to love but also a large number of families with Dad's that attended the original Lombard RAC Rally 20 plus years back and just couldn't resist the call of the wild.

And that's about it, 120+ rally cars set off at 1 minute intervals, the famous faces of John Buffum and John Haugland made an appearance and the NHMC team of Roger Stanford and Paul Train in their Skoda Felicia made it through OK. (Their picture from last year's event made it onto the cover of the spectator information.)

We had one other famous face grace us with his presence, the chap who won the RAC Rally the year Roger Clark was driving...NO not Stuart Pegg the other one. Unfortunately no snow balls to throw at him and no parc ferme to eject him from.....(Look out for the article entitled The Charrington Historic Rally came to Hull. A view from Parc Ferme.) for a full explanation.

After the selectif finished the crews headed off into Parc Ferme in the car park under the Spa on the South Bay and we packed up and headed for home, without getting wet. An enjoyable night out, not to everyone's taste, more of a competitor taking part exercise than a balls out adrenalin fuelled flat out blast through the woods with your hair on fire kind of thing. But it's still Motor Sport and that's what we at NHMC strive to promote.

Dave Cogan
Deputy Dogs Body



XMAS QUIZ

THURSDAY 14TH DECEMBER

**FERGUSON FAWSITT ARMS
WALKINGTON**

8.00 FOR 8.30

TEAMS OF FOUR, SUPPER PROVIDED

BRING A RAFFLE PRIZE

Motor Club goes Global.

After a period of several years the Motor Club equipment store has moved from Robbie Overend's at Sandholme to a new undisclosed location somewhere in East Yorkshire. The Club is very grateful to the Overend Family for allowing us to store our valuable equipment at their farm over the past years and for the use of the machinery to move it about.

Finding somewhere else wasn't going to be easy and in the end the committee managed to locate a suitable location where we could store everything in one place but it came with two provisos. It all had to be stored inside a container and we would have to pay rent. So the hunt was on to find a suitable second hand storage container, purchase it and get it delivered to the new site before the end of October 2006. A number of committee and non-committee members started the hunt. You just would not believe how difficult that turned out to be.

First we needed to decide on the specification. One item of equipment posed quite a problem, the box trailer. At 8ft 1" tall it wouldn't fit into a standard container so some research was needed.



Containers.... What a subject, I thought they were all one size, well let me tell you, they come in 10, 20, 30, 40 and 45ft lengths. There are high cubes (9ft 6inches tall), tunnel-tainers (doors both ends) soft tops, refrigerated, flat beds, bulk powder carriers and so on. The price and condition ranged from nothing for a pile of scrap to mega bucks for a new one. We needed a 40ft High Cube container that we found by using the yellow pages. If you want to know how much we paid for it, you can find out at the 2006 AGM, which will be open to all elected members of NHMC and will be held sometime in 2007.

Anyway, it arrived on the back of a 40ft flatbed and was lifted into place and all the equipment was neatly squeezed in. Now it needs some work doing within the next 12 months, the roof has to be modified to run rain water off and the whole thing needs painting, which is scheduled for next summer.



Because the equipment is stored at someone's private residence, its location will not be publicised but I can confirm that it is a lot nearer to the Yorkshire forests than it was before.

Now the global bit. It was only when the doors finally closed with everything inside did I realise that with a couple of phone calls (and a lot of money) NHMC now has the ability to set up a rally stage anywhere in the world... any offers on a postcard please.

Dave Cogan
Committee Chairman

Right, if you've managed to read this far you may be wondering why on earth are we featuring a bloody great big container in our magazine. Well, that's simple, this is a major purchase for the Motor Club, it is a valuable asset purchased using your membership money and it needs looking after.

**North Humberside Motor Club Stage Rally Championship
2006**

Drivers	Events	31	32	33	34	35	36	37	Total
1 Chris Peart	11	39		67		10			340
2 Dave Watkins	6			55					291
3 Alan Kirby	5				70				249
4 Andy Carter	4							10	218
5 Allan McDowall	4			10					182
6 Ken Sturdy	4								144
7 Gavin Ruler	5	58		54					142
8 James Sparrow	3						55		135
Mike Smith	4		71						134
10 Gary Parker	3								116
11 Rob Pattison	4	10							95
12 David Smith	3								94
13 Stephen Barmby	2	51							91
14 Dave Hawkins	2								88
15 Rob Brook	1								71
16 Joanne Briggs	2								51
17 Richard Martin	2	10							41
18 Gavin Smith	2								40
19 Tony Dickinson	1								36
20 Jon Hedison	1								31
21 John Dixon	2								20
22 Guy Gladwin	1								10
23 Paul Simpson	1								10
24 Dick Lebetter	1	10							10
Navigators	Events	31	32	33	34	35	36	37	Total
1 Gordon Blyth	11	39		67		10			340
2 Dave Everard	8	58					55		299
3 Gavin Heseltine	9			10					263
4 Neil Duncan	5			55					233
5 Colin Burley	3				70				165
6 Joanne Briggs	3							10	148
7 Paul Train	3								146
8 Richard Wood	4								144
9 Guy Gladwin	4		71						134
10 Andy Townend	2	32							102
11 Mick Lebetter	5	10		54					94
12 Michael Woodcock	2	51							91
13 John Brooks	1								71
14 Andy Carter	2								51
15 Gillian Robinson	1								43
16 Holly Dickens	2	10							41
17 Stephen Young	1								40
18 Ben Lawrenson	2								40
19 Steve Bell	1								35
20 Robert Pattison	1								31
21 Amanda Bell	1								10
22 John Pearson	1								10
23 Jon Hedison	1	10							10

	Event	Date	Location/Area
37	Malton Forest Rally	05/11/2006	Pickering
36	RalliTrak Premier Rally	29/10/2006	Dukeries
35	Bulldog Clubman Rally	21/10/2006	Welshpool
		14-	
34	Tour of Mull	15/10/2006	Isle of Mull
33b	Rally Yorkshire Historic Rally	07/10/2006	Pickering
33a	Rally Yorkshire Clubman Rally	07/10/2006	Pickering
32	Promenade Stages Rally	30/09/2006	New Brighton
	ARD Thor Hammer Stages		
31	Rally	17/09/2006	Driffield

Results				Event	
Driver	Navigator	Car	Event	O/a Posn.	Class Posn.
October					
Chris Peart	Gordon Blyth	Proton Satria	Rally Yorkshire Clubman Rally	5	1
Gavin Ruler	Mick Lebetter	Escort	Rally Yorkshire Clubman Rally	7	6
James Sparrow	Dave Everard	Cosworth	RalliTrak Premier Rally	10	10
Dave Watkins	Neil Duncan	Escort Twin Cam	Rally Yorkshire Historic Rally	25	2
Alan Kirby	Colin Burley	Subaru Impreza	Tour of Mull	31	12
Allan McDowall	Gavin Heseltine	Opel Kadett	Rally Yorkshire Clubman Rally	Retired	
Chris Peart	Gordon Blyth	Proton Satria	Bulldog Clubman Rally	Retired	
November					
Andy Carter	Joanne Briggs	Escort Mk II	Malton Forest Rally	Retired	

AUTOTEST CHAMPIONSHIP 2006

So far we have only had 2 Autotests and no entries in the Yorkshire League events

	January	February	Total
Ken Sturdy	30	35	65
Dave Short	39	25	64
Roy Heath	35	15	50
James Wood	19	31	50
James Sparrow	24	26	50
Rob White	25	20	45
James Reynolds		36	36
Luke Sparrow	11	21	32
Rob Brook	30		30
Phil Pickard	29		29
Michael Wood	10	16	26
John Dixon	25		25
Simon Pickard	13		13
Katy Wood	12		12
Ian Sadofsky	11		11



Wheels

TABLE PLAN

Maybe we don't shout enough about the skills you hone by organising motor events. This applies to running an annual dinner as much as to competitive events, in fact the experience is perhaps even more relevant to mainstream business life.

A successful dinner means relaxed guests no matter what panic there is behind the scenes, and this in turn means attention to detail with, preferably, just one person masterminding things. Then you need a clear timetable listing when to book the venue (establish who will be your contact on the day - and if the venue seems vague, look elsewhere), when and how to sell tickets, invite guests and so on. We ought to make an effort to get MPs to our events - if the Stop Motorcar Use Group (aka the 'Smugs') invite them and we don't we may miss a trick or two on the lobbying front.

Preplanning should include a financial breakdown; I've been to a dinner recently which had even got puddings sponsored with due acknowledgement on the menus. As for the Big Day, the timetable should highlight points where time can slip away, never to be recovered. Biggest danger is at

the start to shepherd people to their tables in good time. Cattle prods may be useful.

Ideally, guests should be standing for grace but if half are already seated, don't get them up again because with the advancing years of some clubs, the clicking joints may sound as if you've booked a flamenco dance group as a cabaret.

I may just have been unlucky this year but there often seems to be a long lull between main course and pud - keep an eye on this and chase the venue if necessary. If you have a comfort break, asking people to be back at a specific time, 9.45 or whatever will get a better result than a vaguer "ten minutes".

If you have two or three speeches (You've got four? Care you don't get reported to the RSPCA, where the A stands for Audiences) but only one mike, seat speakers so that it can be passed along without a tangle of wires. Absolutely vital that serving staff are out of the room before speeches start; I've been at events where I think the staff were on sponsored walks.

Awards? If people have won things they deserve their moment

in the sun but keep things flowing, and don't let raffles become a major saga - incidentally several clubs now ask you to put ticket stubs into a tankard by the particular prize you hope to win, then each tankard is drawn in turn. At least you may avoid the car rug left over from last year.

Auctions? Leave them until the wine has flowed but take care - it's embarrassing for all concerned if a star lot fetches only a fraction of what it's really worth.

All quite minor points? Agreed, but attention to detail can make the difference between a memorable or mediocre event.

I nearly forgot, if it's a long rectangular room, place any top table and speechmakers in the centre of one of the long sides with their backs to a wall. This is to help eye contact not to make it easier for people to throw things. I refute the suggestion that it was at a motor club dinner where a guest threw a bottle at a boring speaker. By mistake, he hit the chairman who staggered to his feet crying "Hit me again, I can still hear him".

Stuart Turner

KARTING LONDON KART SHOW ON TRACK

The organisers of the London Kart Show - which this year runs in conjunction with the newly launched London Motorsport Show - are confident that their first show at ExCeL London (9-10 December 2006) will exceed all their expectations, with interest high and stand space selling strongly.

The show represents affordable motorsport. Apart from being the major showcase for European karting, visitors can also expect to see exhibitors from all the entry-level disciplines including single-seaters, racing saloons and rallying as well as some exotic race machinery.

The London Show also offers a 'one-stop' shopping experience for competitors and teams preparing for the 2007 season, with a complete range of parts, accessories and clothing on sale, many of them at bargain prices.

For lovers of live action, there will be an 'arrive and drive' kart track, where anyone can have a go and compare lap times with some of the world's top drivers, plus an opportunity to experience rally driving.

The organisers plan to include workshops for both karts and cars at the show, designed to inform those already participating, but created specifically with the newcomer in mind. Representatives from the MSA, ABK and BKIA will be on hand to give advice. The London Kart Show and the London Motorsport Show are supported by the Motor Sports Association, RacersDirect.com and the British Kart Industry Association.

AUTOSCENE



REVIEWS FROM



**A TO Z BRITISH CARS
1945-1980**
ISBN 0954 106393 Graham
Robson, Herridge & Sons,
£27.50

This bumper 500-plus-page hardback is a handy update to all those old A-Zs that seem to have fallen off the radar of late. Considering it is such an immense topic, it is refreshingly free from factual errors though eagle-eyed enthusiasts will find a few. Then again, how much of a crime is it to caption an Allegro 1750 SS as a 'Sport'? Or to miss out Jensen's single lhd manual early Interceptor to give a total of 23 instead of 24? Or to refer to the Vauxhall Cresta E-series as E-type? There may be more to be found, but those examples give an idea of how rare - and generally piffing in nature - the errors are.

As for format, each marque is given a useful introduction before

the models are dealt with individually - meaning a full text run-down and useful panels with basic specifications. We couldn't find anything of significance that is missing and Robson has found space for all sorts of wonderfully obscure Brits such as Heron, the 1960 Lynx sports car and Russon. It is nicely produced, the layout is simple, there is a vast amount of - largely correct - information in an easy-to-read-and-stow format and at £27.50, it is phenomenal value for money for an essential reference work.

**BRITISH AT LE MANS -
85 YEARS OF ENDEAVOUR**
ISBN 1 899870806
Ian Wagstaff, MRP, £40

A wonderfully parochial look at the event once described as the world's biggest British club meet, Wagstaff's charity effort (hence the advert) catalogues the lore of Le Mans with superb archive, great anecdotes and a sense of irreverence that epitomises

the British attitude to the event.

The format is simple: a largely chronological run-through with emphasis on the glory years, but never losing sight of the sidelines, the race itself and the key players, many of whom get their own chapters. There are entertaining panels and expert views from various devotees, all rounded off with fascinating appendices on the British drivers and cars that have competed. Funny, superbly illustrated, fiercely outspoken in places and hugely informative, the only question mark is over whether the whole thing is a little patronising towards the gracious hosts.

**1½-LITRE GRAND PRIX
RACING 1961-65 - LOW
POWER, HIGH TECH**
ISBN 1 84584 016X
Mark Whitelock, Veloce
Publishing, £39.99

This impressive work is the result of Whitelock's frustration with 1990s Grand Prix racing. Since his father took him to Goodwood on Easter Monday 1957, he has followed motor sport's premier league and the 1½-litre years are his specialist subject.

This extensive book covers every year in depth from 1961-65, highlighting races, drivers, circuits and car design development. Packed with pictures and a superb selection of contemporary cutaways, it's an enjoyable and insightful review of a golden age. Typical sidebars include a points review listing every driver's results with Jim Clark heading Graham Hill and, intriguingly, with Richie Gunther coming in fifth. A superb achievement for Whitelock's first book.



COD FILLET QUIZ

1. In which rally did Vic Elford first drive a Porsche 911?
2. Which company won the Ferodo Trophy for 1959?
3. Who is the only woman to win a Formula One Race?
4. Who was Britain's first European F2 Champion?

ANSWERS ON PAGE 11