

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

JUNE 1995

EDITORIAL

Once again I owe a thank you to Robert Newlove for producing a Newsletter whilst I have been "incapacitated".

You will see as you read this Magazine that we require marshals for quite a few events over the next few months and I hope that you will do all that you can to support these events.

We require help for our own events but obviously we also need to support other Clubs so that they in turn will help us.

You will also see that our A.G.M. is being held soon and as you all should know, this is the time of the year that you can show support for your Committee, or alternatively, let them know your views as to the way that you would like your Club to progress.

This is also the time when you can offer your services and put something back into the Club by offering your nomination to stand for election to the Committee.

After all, the Club is only as good as you, the members, are!

I would like to thank all those who have contributed articles to this Mag because, as I have said before, I can only do so much and I rely very much on all of you sending me your experiences, whether it be competing, marshaling or organising. Let the rest of the members know what you are up to!

CSW



May, 1995 / Edition 1

Welcome to the first edition of Network Q RAC Rally News.

The aim of this newsletter is to keep everybody involved in the event up to date on the planning for the 1995 rally, which takes place between Sunday 19th and Wednesday 22nd November.

OVERALL FORMAT

With the 1994 rally being based in Chester as the first year of a three year agreement with the city the format of the 1995 event is largely similar.

An outline timetable for the rally is printed opposite and the major change to the route format is the use of Leeds for the Sunday overnight halt instead of Harrogate.

LEEDS

In 1995 Leeds will be the location for the only overnight halt away from Chester this year. The City Council are being extremely helpful with the arrangements and it is planned to use the magnificent Art Gallery as Rally Headquarters with the overnight parc ferme literally outside the front door on The Headrow.

In addition the City will become a co-sponsor of the Millers Oils RAC International Historic Rally which will be based in Leeds.

CHESTER

The major change to the rally in Chester will be the operation of scrutineering. This function will now take

1995 PROVISIONAL TIMETABLE

Sunday 19 November

Chester Start	08.15
SS 1 Ferodo Tatton Park	09.05
SS 2 Chatsworth	10.40
SS 3 Clumber	12.30
SS 4 Mobil 1 Donington 1	14.10
SS 5 Mobil 1 Donington 2	14.25
SS 6 Rother Valley	16.05
Leeds Overnight Halt	18.05

Monday 20 November

Leeds Re-start	05.00
SS 7 Hamsterley	07.30
SS 8 Pundershaw	09.55
SS 9 Broomylinn	11.35
SS 10 Wauchope	12.35
SS 11 Kershope	13.20
SS 12 Grizedale West	16.55
SS 13 Grizedale East	17.35
Chester Overnight Halt	21.35

Tuesday 21 November

Chester Re-start	05.00
SS 14 Dyfnant	06.40
SS 15 Hafren Sweet Lamb	08.15
SS 16 Brechfa	11.00
SS 17 Trawscoed	12.00
SS 18 Crychan	13.55
SS 19 Cefn	14.25
SS 20 Sweet Lamb Hafren	16.05
Chester Overnight Halt	19.50

Wednesday 22 November

Chester Re-start	05.00
SS 21 Pantperthog	07.25
SS 22 Dyfi	07.55
SS 23 Gartheiniog	08.30
SS 24 Penmachno South	10.40
SS 25 Penmachno North	11.05
SS 26 Clocaenog West	12.10
SS 27 Clocaenog East	12.20

place at a secret location and will involve the technical checks of the cars.

In place of the public attendance at scrutineering a new event, based on a pits road walkabout concept, will take place at Chester Racecourse on the afternoon of Saturday 18 November. All

the top drivers will be present along with their cars.

Following last year's successful use of the Racecourse for the rally finish this year the start, overnight halts and the finish of the rally, will take place at this venue.

Rally HQ will continue to be at the Moat House International Hotel.

NEW STAGES

As can be seen from the provisional timetable the majority of stages used last year are again included in the route. The changes include the reintroduction of Rother Valley Country Park as a stage on Sunday for the first time since 1991.

In the forests the only major change is the use of two stages in Crychan Forest on the Tuesday. Last year a short stage was used but this year a longer 12 mile stage is also to be used in the main block of this forest.

NEW FACES

The major personnel change this year is the appointment of Fred Gallagher as Clerk of the Course. Fred joined the organising team last year as a Deputy Clerk of the Course although he has been involved with the event since 1990 making the official route notes with Bjorn Waldegard.

Fred's appointment means that Malcolm Neill takes on the role of Rally Manager where he will have increased responsibility for all commercial aspects of the event.

FIA

As you will no doubt be aware the FIA have made radical changes to the regulations regarding servicing on World Championship rallies for 1995. These changes can be summarised as follows;

- Servicing is only permitted in Service Parks. Outside these Parks work may only be carried out by the crew using spares and tools carried on board the car.
- These Service Parks must be separated by between 30 - 37 miles of stages.
- Refuelling points are permitted to be set up where mechanics may assist in the refuelling of the car as well as the topping up of water as long as this is only added to the brakes, dampers,

intercooler sprays etc. and NOT to the cooling system of the engine.

- These rules apply to ALL competitors with the exception that the non manufacturer entrants may refuel at other locations between the Service Parks.
- A limitation on the number of service vehicles permitted in Service Parks has been imposed with a maximum of 4 vehicles being permitted if 3 cars are entered.
- Tyres are to be marked to ensure that only those fitted to the car, or carried as spares, are used between Service Parks

As you may have read these rules have been the subject of considerable controversy and each event has so far run to a slightly different interpretation of them.

Matters now appear to have stabilised and the route for this year's *Network Q RAC Rally* has been planned to comply, as far as possible, with the rules as they stand at present.

All Service Parks will have Time Controls at their entry and exit with the Service Parks during each day of the rally being allocated a 20 minute time allowance and those at the end of each day a 45 minute allowance.

The refuel areas for manufacturers, of which there will be approximately one per day, will not be timed and will be included within the overall road section timing.

The majority of Service Park locations have now been finalised but until one or two gaps in the schedule have been filled the locations will not be announced. In practice the Service Parks will not be publicised and the aim will be to ensure that spectators are not permitted in these areas.

With all the teams using the Service Parks this year they will have a much greater status than the Service Areas of previous years. This means that there will be a much greater demand for marshals, time keepers and other officials at these venues.

SWEDEN / PORTUGAL

As part of a fact-finding programme in respect of the new servicing regulations Malcolm Neill visited the Swedish Rally in February and Andrew Kellitt was present at the Portugal Rally in March.

These visits proved that there is a wide disparity in the way that the new servicing regulations are being applied. In Sweden the rules were applied very strictly with even the refuelling areas being timed although the allotted 5 minutes made for a potentially dangerous situation as cars headed at speed to the Out Time Control. Tyre marking was carried out at the Time Control as cars left the Service Parks and the tyres were again checked at the entry to the next Service Park.

In Portugal however matters were dealt with in a rather more open manner. Tyre marking was carried out in a haphazard style and the refuelling areas were left to run themselves with little or no official presence.

During both events many of the anomalies of the new regulations were revealed such as;

- At the end of the road section before the Service Parks the cars can at some locations spend more time queuing outside the time control than they do within the service area.
- With penalties being applied at 1 minute per minute late at the Out time Control any late servicing problems will result in the car losing a significant amount of time and also lead to potentially dangerous situations as cars rush to the Time Control through the service area.
- Because only a limited number of vehicles are permitted in the Service Park there needs to be a parking area for the other team vehicles adjacent to the Service park. This includes the motorhomes and in the case of a manufacturer's team anything between 6 and 10 other vehicles which carry team management and additional mechanics.

More News in the Next Edition

STAFFING OFFICERS

REGION	NAME	ADDRESS	TELEPHONE
Chester	Alan Walton	34 Moreton Street, Winnington, Northwich CW8 4DH	01606 76296
North East England	Dave Alexander	29 Till Grove, Ellington, Northumberland NE61 5ER	01670 861178
Scotland	Richard Davenport	8 Newhouse Drive, Falkirk FK1 5PG	01324 637348
Lake District	Chris Huddleston	Lone Oak, Elleray Road, Windermere LA23 1AG	015394 43085
Mid & South Wales	Chris Fieldhouse	Rose Cottage, 6 Church Street, Chasetown, Staffs. WS7 8QL	01543 684331
North Wales	Ian & Colette Winterburn	20 Cleveland Drive, Little Sutton, South Wirral L66 4XY	0151 348 1146

Rally Report.

THE CHANTRY'S ROAD RALLY

Round 1 of the Larkspeed League

29/30th January 1995

Snow, fog, rain and more rain fell during the week before the event which started from the Ford dealers in Wakefield.

North Humberside fielded a 2 car team for this event with Neil Fewlass and Mike Jackson piloting Neil's Toyota (road version) and Dave Cogan (author) and Gav.Heseltine pushing Dave's Mum's "Shopping Car", a Renault 19 1.4 energy.

It became an eleventh hour does it run syndrome by the Wakefield organizers as the very heavy snowfalls of that week turned to torrential rain making most of the course passable with only the three planned whites being scrubbed from the route, however. The organizers did leave the option open for any crew to use these roads but they offered no advantage.

From in the car of Cogan / Heseltine.

After leaving the start line with a frosty response from the start marshal, a certain Mr Atkinson of How someone lost Leconfield fame, mixed with the Radio One stand in for DLT, we were off on an excursion around the quiet country roads of Clekhuddesfax.....

You know the type of roads for that area, houses, farms, the odd factory and a disused mill car park that we managed to visit, Twice! Dry stone walls and very deep waterlogged roads that I'm sure were rivers with tarmac bases.

It soon became very clear that the timing for the event was tight and we soon started loosing time, we'd been seeded at 32 as beginners and before long we were mixing it with the back markers. At first my speed and Gav,s plotting were blamed but it later transpired that it was the back markers who kept appearing in front of us at various controls were wrong and we were actually doing O.K.

We made steady progress through the ever increasing snow banks and flooded roads when Gav decided to cut route in order to keep us on time so remembering one of the three whites he directed us up a narrow wall lined lane in the middle of nowhere. I remember thinking that the organizers may have been mistaken for not using this road as there was very little snow covering it at all. Just then the car nose dived into the biggest muddy hole I've ever seen...well nearly.

Instant darkness as the lights were covered in mud and slush, the engine stopped dead and there we were,.....Stranded.

Luck was on our side. the engine fired up again without too much fuss (1 full tin of WD40 before the event helped) and we were back in the fray again.

Left at the end of the white, straight into a control WD.

We had approached in the right ish direction but we shouldn't have come out of the side road, this was to be the first of two such fails.

It was getting on for three in the morning when we entered THE STRINES. This is a moorland the size of Hull with roads leading over it in all directions and as you can well imagine, we soon got lost. Our best hope was to cut to halfway which was some 20 miles away on the other side of Sheffield.

After halfway things started to go even wronger ???

First we managed to get lost again but in a different manor. Gav couldn't plot a certain section so drastic action needed to be taken, we chased after the first car that passed us.

Just our luck, a 1.9 Peugeot Gti off like hell but with warp drive connected and my brain at home we just about managed to keep up with him . We collected all the unmanned PCs and found the control on that section with out too much bother. Gav then calmly asked the Marshal.....

"Excuse me, we were going that quick on that bit, I ve seem to have lost my place, are we here" Pointing to somewhere on the map.

"No " said the marshal. "Your here" pointing to a spot 5 miles from where Gav thought we were.

By the time that was done it was back to it yet again this time encountering one of Gav's pet hates, clock faces, but after a few grumbles and groans he sussed it.

Then came the line of the night.

We sat just past the start line of a section plotting black spots, nine references in blocks of three, each block of three had to be joined together to form a triangle, these three triangles became no go areas. Fine.

The last line of the last block of three drew an imaginary line right across the bonnet of the car.

"Their taking the P**S" said Gav.

It was here that the towel nearly got thrown, it was late, time was tight and we were both very tired but after more deliberating it was sorted and it brought us to the last timed section before the finish. We had one minute of our max lateness left, any more and we would have out of the event.

Gav decided to cut and run if he couldn't get the navigation to work and at least secure our finish.

He did manage to plot it, and very quickly too, "Go for it " came the instruction. Mums car was away, we gathered the remaining unmarked PCs and wizzed into the last time control with about 3 minutes to spare.

We had cleaned our first section, pity it was the last.

Anyway we finished and so did our team mates .

Neil and Mike were 23rd and we got 19th which later on in the year would cost us as it promoted Gav and Myself to semi-expert for the next round.

Dave Cogan.

THE VINTAGE SPORTS-CAR CLUB LTD

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Thirsk
YO7 2EF

Dear *Jane*

Thank you once again for helping on this years Measham Rally. Brian and I were complimented by many competitors on the smooth running of the event and the quality of the marshalling, which obviously is all due to the efforts made by you and your helpers. Please convey our thanks to your friends.

I hope you enjoyed the event, which was the last of our "Yorkshire Meashams", for the time being anyway.

Thanks once again.

John Potter

We collected £56-00 for *John's* Appeal which you will get from the club by way of a cheque.

Mr R White
Clerk of course.
Everquip stages rally.
N.H.M.C.

Mr D Robinson.
42 Edinburgh Drive.
Holton le clay,
Grimsby.
Lincs.
DN36 5DF.

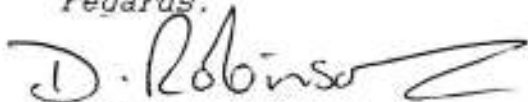
26/4/95.

The organising committee, Everquip stages, 22/4/95

Dear sir,

This is just a short note to complement your club on the excellent event you put on at Manby on Saturday 22/4/95. How on earth you managed to get James to let you run across his beloved grass was a mystery to every one at Manby. However it transformed the event into something all other clubs will only be able to copy. The general comments around the service area from the competitors we spoke to during the day were all very positive. I personally think your marshalls did a superb job in what were very difficult conditions. So once again please pass on our thanks to all those involved. you transformed this event into one competitors will remember for some time.

regards,



D. Robinson.

EVERQUIP STAGES RALLY 1995

AWARD WINNERS

GENERAL CLASSIFICATION

Position Number

1	1	Martin Robinson/David Robinson	Sierra Cos
2	51	Pete Dobson/Mark Ward	Escort Cos
3	41	Martin Tinker/Alan Bates	Calibra

CLASS AWARDS

Class 1			
1	31	Stephen Emms/Nicholas Emms	Astra
2	20	Andrew Varley/Iain Souch	Astra
3	22	Carl Davis/Ian Barber	Nova
Class 2			
1	26	Roger Turnbull/Dave Barker	Nova
2	23	Richard Banks/Jim Blackstock	Peugeot 205
3	66	Dave Hemmingway/Simon Ashton	Escort
Class 3			
1	10	Stephen Tew/Iain Douglas	Escort RS
2	7	Gavin Ruler/Steve Darvell	Escort
3	5	John Haygarth/Yvonne Coppin	Opel Kadett
Class 4			
1	2	Phil Gallagher/Mick Gallagher	Sierra
2	35	Stephen Farmer/Dane Chapman	Sapphire Cos
3	9	Paul Langfield/Chris Stevenson	Escort RS
Mixed Crew			
1	21	Chris Leeming/Lorraine Leeming	Sierra 4x4
Novice Crew			
1	54	Gavin Read/James Metcalfe	Opel Manta
NHMC Crew			
1	3	Wayne Smith/Gavin Heseltine	Escort

**EVERQUIP STAGES RALLY 1995
FINAL CLASSIFICATION**

NUMBER	CREW	Class	Total	POSITION		
				Class	Overall	
1	Martin Robinson/David Robinson	Sierra Cos	4	45:44	1	1
2	Phil Gallagher/Mick Gallagher	Sierra	4	48:19	4	4
3	Wayne Smith/Gavin Heseltine	Escort	4	49:15	7	7
4	Peter Turner/Roger Gunton	Sierra Cos	4	52:30	11	17
5	John Haygarth/Yvonne Coppin	Opel Kadett	3	51:24	3	10
6	Bernie Nolan/Dave Everard	Escort	3	Stub axle SS6		
7	Gavin Ruler/Steve Darvell	Escort	3	50:25	2	9
8	Ian Tunney/Nigel Waddington	Mits Starion	4	52:18	10	16
9	Paul Langfield/Chris Stevenson	Escort RS	4	49:10	6	6
10	Stephen Tew/Iain Douglas	Escort RS	3	49:39	1	8
11	Paul Brocklebank/Mark Brocklebank	Escort	2	57:50	6	42
12	Andy Phillips/David Hind	Peugeot 205	3	Did not start SS6		
13	Graham Hardgrave/David Bradshaw	Toyota	2	Diff SS6		
14	Ashley Powell/Chris Byrne	Escort	4	61:25	20	53
15	Ian Barnes/Tony Brunfield	Escort	3	53:58	6	23
16	Steve Hopewell/Andy Johnson	Piesta	2	Stopped SS1		
17	Neil Haywood/Neil Frost	Escort	3	Did not start SS6		
18	Matthew Arnold/Chris Sagar	Opel Corsa	1	61:03	9	50
19	Michael O'Donnell/Steve Featherstone	Toyota	3	52:05	4	12
20	Andrew Varley/Iain Souch	Astra	1	53:38	2	22
21	Chris Leeming/Lorraine Leeming	Sierra 4x4	4	52:16	9	15
22	Carl Davis/Ian Barber	Nova	1	54:33	3	25
23	Richard Banks/Jim Blackstock	Peugeot 205	2	52:39	2	18
24	Michael Thompson/John Egan	Astra GTE	3	55:52	10	33
25	Kelvin Knowles/Wayne Knowles	Escort	3	55:10	7	28
26	Roger Turnbull/Dave Barker	Nova	2	51:45	1	11
27	Andrew Caygill/Stuart Kellet	Escort	4	52:59	13	20
28	Charles Maltby/Gary Bacon	Opel Manta	3	Steering rack SS1		
29	Tim Thomas/Andrew Thomas	Escort	3	Stuck SS2		
30	David Goodwin/Dave Chesterton	Astra GTE	4	52:11	8	14
31	Stephen Emms/Nicholas Emms	Astra	1	52:09	1	13
32	Antony Bell/Martin Kawecki	Escort	2	64:12	12	58
33	David White/Nick Taylor	Chevette	3	55:23	8	29
34	Brendon Maxwell/Craig Lan	Chevette	4	55:53	14	34
35	Stephen Farmer/Dane Chapman	Sapphire Cos	4	48:43	5	5
36	Paul Delacey/Dean Maddock	Piesta RWD	2	55:29	4	30
37	John Fitzgibbons/Paul France	Sunbeam	2	Head gasket SS6		
38	Russell Brown/Martin Melsome-Smith	Astra	3	57:39	13	40
39	Stephen Sanderson/Stephen Hugill	Astra GTE	3	61:00	14	49
40	Nick Wood/Philip Atkinson	Escort	4	61:14	19	51
41	Martin Tinker/Alan Bates	Calibra	4	47:59	3	3
42	Stephen Bloor/Andrew Sykes	Escort	4	63:22	21	57
43	Stephen Reed/Angela Pollitt	Escort	4	59:42	17	45
44	Shaun McLaughlin/Mark Turner	Opel Manta	4	Stopped SS8		
45	Christopher Sykes/Dave Lambourne	Austin Mini	2	66:00	14	61
46	Nicholas Dobson/Richard Gibbons	Escort	3	53:32	5	21
47	Gary Moore/Amanda Clement	Fiat 131	4	56:57	15	36
48	Mike Smith/Guy Gladwin	Lada Riva	4	74:00	22	64
49	Tony Dickinson/Paul Mainprize	Escort	2	63:05	11	56
50	John Hammond/Angus Waudby	Escort	4	60:29	18	48
51	Pete Dobson/Mark Ward	Escort Cos	4	47:24	2	2
52	Martin Hunt/Pete Marshall	Escort	3	55:29	9	31
53	Gavin Smith/Adrian Moverley	Lada Riva	1	56:50	7	35
54	Gavin Read/James Metcalfe	Opel Manta	4	52:57	12	19
55	Ernest Leeming/Mark Leeming	Escort	3	67:11	17	63
56	Trevor Fox/Paul Cottam	Escort	3	62:11	15	54
57	Gary Orton/Wayne Orton	Sunbeam	2	57:00	5	37
58	Simon Paraby/Emma Cunningham	Escort	2	Blown engine SS2		
59	Cyril Johnson/Nigel Johnson	Sunbeam	2	60:17	9	47
60	Nathan Gunson/Cedric Gunson	Astra	2	58:59	7	43
61	Bill Owen/Pete Ralphs	Escort	1	55:48	6	32
62	Mark Coulton/Andrew Cockcroft	Sierra	3	66:29	16	62
63	Owen Sylvester/Chris Cunningham	Peugeot 205	3	57:25	12	39
64	Mark Wragg/Piers Newbold	Nova	1	54:58	5	27
65	Michael Drinkall/Alison Drinkall	Mits Starion	4	57:42	16	41
66	Dave Hemmingway/Simon Ashton	Escort	2	54:20	3	24
67	Mark Sands/Simon Sands	Lada Riva	1	59:32	8	44
68	Tim Elcock/Stephen Elcock	Escort	3	57:12	11	38
69	Bob Charnbury/Joanne Lockwood	Lada Riva	2	65:08	13	60
70	Andy Forrest/Karen Forrest	Nova	1	54:46	4	26
71	Jamie Forrest/Jonathan Forrest	Lada Riva	1	63:01	10	55
72	Michael Bloomfield/David Forrest	Sierra Cos	4	Rolled SS3		
73	Jonathan McCarthy/Jason McCarthy	Astra	1	64:26	11	59
74	Andrew Stewart/Wayne Healey	Peugeot 205	2	61:20	10	52
75	Stephen Shrimpton/Andrew Hargreaves	Chevette	2	60:04	8	46

EVERQUIP STAGES RALLY 1995
FINAL CLASSIFICATION IN POSITION ORDER

POSITION			CREW	CLS	TOTAL	
Ov'all	Cls	No				
1	1	1	Martin Robinson/David Robinson	Sierra Cos	4	45:44
2	2	51	Pete Dobson/Mark Ward	Escort Cos	4	47:24
3	3	41	Martin Tinker/Alan Bates	Calibra	4	47:59
4	4	2	Phil Gallagher/Mick Gallagher	Sierra	4	48:19
5	5	35	Stephen Farmer/Dane Chapman	Sapphire Cos	4	48:43
6	6	9	Paul Langfield/Chris Stevenson	Escort RS	4	49:10
7	7	3	Wayne Smith/Gavin Heseltine	Escort	4	49:15
8	1	10	Stephen Tew/Iain Douglas	Escort RS	3	49:39
9	2	7	Gavin Ruler/Steve Darvell	Escort	3	50:25
10	3	5	John Haygarth/Yvonne Coppin	Opel Kadett	3	51:24
11	1	26	Roger Turnbull/Dave Barker	Nova	2	51:45
12	4	19	Michael O'Donnell/Steve Featherstone	Toyota	3	52:05
13	1	31	Stephen Emms/Nicholas Emms	Astra	1	52:09
14	8	30	David Goodwin/Dave Chesterton	Astra GTE	4	52:11
15	9	21	Chris Leeming/Lorraine Leeming	Sierra 4x4	4	52:16
16	10	8	Ian Tunney/Nigel Waddington	Mits Starion	4	52:18
17	11	4	Peter Turner/Roger Gunton	Sierra Cos	4	52:30
18	2	23	Richard Banks/Jim Blackstock	Peugeot 205	2	52:39
19	12	54	Gavin Read/James Metcalfe	Opel Manta	4	52:57
20	13	27	Andrew Caygill/Stuart Kellet	Escort	4	52:59
21	5	46	Nicholas Dobson/Richard Gibbons	Escort	3	53:32
22	2	20	Andrew Varley/Iain Souch	Astra	1	53:38
23	6	15	Ian Barnes/Tony Brunfield	Escort	3	53:58
24	3	66	Dave Hemmingway/Simon Ashton	Escort	2	54:20
25	3	22	Carl Davis/Ian Barber	Nova	1	54:33
26	4	70	Andy Forrest/Karen Forrest	Nova	1	54:46
27	5	64	Mark Wragg/Piers Newbold	Nova	1	54:58
28	7	25	Kelvin Knowles/Wayne Knowles	Escort	3	55:10
29	8	33	David White/Nick Taylor	Chevette	3	55:23
30	4	36	Paul Delacey/Dean Maddock	Fiesta RWD	2	55:29
31	9	52	Martin Hunt/Pete Marshall	Escort	3	55:29
32	6	61	Bill Owen/Pete Ralphs	Escort	1	55:48
33	10	24	Michael Thompson/John Egan	Astra GTE	3	55:52
34	14	34	Brendon Maxwell/Craig Lan	Chevette	4	55:53
35	7	53	Gavin Smith/Adrian Moverley	Lada Riva	1	56:50
36	15	47	Gary Moore/Amanda Clement	Fiat 131	4	56:57
37	5	57	Gary Orton/Wayne Orton	Sunbeam	2	57:00
38	11	68	Tim Elcock/Stephen Elcock	Escort	3	57:12
39	12	63	Owen Sylvester/Chris Cunningham	Peugeot 205	3	57:25
40	13	38	Russell Brown/Martin Melsome-Smith	Astra	3	57:39
41	16	65	Michael Drinkall/Alison Drinkall	Mits Starion	4	57:42
42	6	11	Paul Brocklebank/Mark Brocklebank	Escort	2	57:50
43	7	60	Nathan Gunson/Cedric Gunson	Astra	2	58:59
44	8	67	Mark Sands/Simon Sands	Lada Riva	1	59:32
45	17	43	Stephen Reed/Angela Pollitt	Escort	4	59:42
46	8	75	Stephen Shrimpton/Andrew Hargreaves	Chevette	2	60:04
47	9	59	Cyril Johnson/Nigel Johnson	Sunbeam	2	60:17
48	18	50	John Hammond/Angus Waudby	Escort	4	60:29
49	14	39	Stephen Sanderson/Stephen Hugill	Astra GTE	3	61:00
50	9	18	Matthew Arnold/Chris Sagar	Opel Corsa	1	61:03
51	19	40	Nick Wood/Philip Atkinson	Escort	4	61:14
52	10	74	Andrew Stewart/Wayne Healey	Peugeot 205	2	61:20
53	20	14	Ashley Powell/Chris Byrne	Escort	4	61:25
54	15	56	Trevor Fox/Paul Cottam	Escort	3	62:11
55	10	71	Jamie Forrest/Jonathan Forrest	Lada Riva	1	63:01
56	11	49	Tony Dickinson/Paul Mainprize	Escort	2	63:05
57	21	42	Stephen Bloor/Andrew Sykes	Escort	4	63:22
58	12	32	Antony Bell/Martin Kawecki	Escort	2	64:12
59	11	73	Jonathan McCarthy/Jason McCarthy	Astra	1	64:26
60	13	69	Bob Charmbury/Joanne Lockwood	Lada Riva	2	65:08
61	14	45	Christopher Sykes/Dave Lambourne	Austin Mini	2	66:00
62	16	62	Mark Coulton/Andrew Cockeroff	Sierra	3	66:29
63	17	55	Ernest Leeming/Mark Leeming	Escort	3	67:11
64	22	48	Mike Smith/Guy Gladwin	Lada Riva	4	74:00

EVERQUIP STAGES RALLY 1995

FINAL CLASSIFICATION

	STAGE								ROAD
	1	2	3	4	5	6	7	8	
1 M Robinson	7:35	8:55	5:50	0:00	6:32	6:28	5:16	5:08	0:00
2 P Gallagher	9:00	9:25	6:08	0:00	6:47	6:33	5:19	5:07	0:00
3 W Smith	8:50	10:20	6:33	0:00	6:37	6:28	5:18	5:09	0:00
4 P Turner	8:23	10:21	9:23	0:00	6:58	6:44	5:24	5:17	0:00
5 J Haygarth	8:26	11:15	6:32	0:00	6:51	6:43	6:05	5:32	0:00
6 B Nolan	8:29	9:35	6:19	0:00	6:49	Stub axle SS6			
7 G Ruler	9:02	10:29	6:23	0:00	6:58	6:51	5:24	5:18	0:00
8 I Tunney	8:38	11:08	6:58	0:00	7:27	7:07	5:34	5:26	0:00
9 P Langfield	8:46	9:51	6:25	0:00	6:48	6:34	5:28	5:18	0:00
10 S Tew	8:31	10:18	6:16	0:00	6:48	6:43	5:34	5:29	0:00
11 P Brocklebank	10:45	16:00	6:27	0:00	7:02	6:39	5:32	5:25	0:00
12 A Phillips	9:29	11:58	8:21	0:00	Did not start SS6				
13 G Hardgrave	9:06	10:45	6:31	0:00	7:09	Diff SS6			
14 A Powell	10:34	16:00	7:51	0:00	7:37	7:28	6:01	5:54	0:00
15 I Barnes	9:26	12:33	6:48	0:00	7:02	6:52	5:44	5:33	0:00
16 S Hopewell	Stopped SS1								
17 N Haywood	9:47	14:14	11:56	0:00	7:38	Did not start SS6			
18 M Arnold	12:35	13:45	7:51	0:00	7:39	7:23	6:09	5:41	0:00
19 M O'Donnell	9:10	10:54	6:41	0:00	6:59	6:58	5:45	5:38	0:00
20 A Varley	9:20	11:14	7:08	0:00	7:10	7:00	5:56	5:50	0:00
21 C Leeming	9:07	10:59	6:50	0:00	7:04	6:54	5:42	5:40	0:00
22 C Davis	9:12	11:32	7:07	0:00	7:39	7:15	6:00	5:48	0:00
23 R Banks	9:33	11:10	6:54	0:00	6:50	6:58	5:39	5:35	0:00
24 M Thompson	9:17	11:23	6:41	0:00	7:00	6:46	9:14	5:31	0:00
25 K Knowles	9:51	11:47	6:58	0:00	7:59	7:05	5:51	5:39	0:00
26 R Turnbull	9:12	10:50	6:47	0:00	6:56	6:45	5:42	5:33	0:00
27 A Caygill	9:36	11:32	6:52	0:00	6:59	6:52	5:40	5:28	0:00
28 C Maltby	Steering rack SS1								
29 T Thomas	9:03	11:35	Stuck SS2						
30 D Goodwin	9:21	10:53	6:37	0:00	7:03	6:52	5:47	5:38	0:00
31 S Emms	9:08	10:38	6:39	0:00	7:15	6:57	5:48	5:44	0:00
32 A Bell	11:45	16:00	8:34	0:00	7:45	7:25	6:12	6:31	0:00
33 D White	10:39	12:06	7:24	0:00	7:04	6:49	5:48	5:33	0:00
34 B Maxwell	10:45	12:24	6:42	0:00	7:07	7:09	6:02	5:44	0:00
35 S Farmer	9:21	10:17	5:57	0:00	6:36	6:18	5:10	5:04	0:00
36 P Delacey	9:47	11:42	6:48	0:00	7:59	7:53	5:45	5:35	0:00
37 J Fitzgibbons	12:01	16:00	15:30	0:00	8:15	8:00	Head gasket SS6		
38 R Brown	10:15	12:32	7:50	0:00	7:33	7:27	6:05	5:57	0:00
39 S Sanderson	11:08	14:43	7:42	0:00	7:33	7:29	6:17	6:08	0:00
40 N Wood	10:18	10:31	6:29	0:00	6:51	6:40	15:00	5:25	0:00
41 M Tinker	9:14	9:01	5:50	0:00	6:45	6:27	5:27	5:15	0:00
42 S Bloor	10:23	12:02	6:56	0:00	7:04	6:41	15:00	5:16	0:00
43 S Reed	10:36	12:46	10:58	0:00	7:03	6:56	5:48	5:35	0:00
44 S McLaughlin	10:19	13:22	7:17	0:00	8:23	7:46	6:18	Stopped SS8	
45 C Sykes	10:42	13:00	7:05	0:00	11:26	12:13	5:45	5:49	0:00
46 N Dobson	9:40	11:13	6:30	0:00	7:07	6:56	6:29	5:37	0:00
47 G Moore	11:01	12:06	7:02	0:00	7:24	7:28	6:04	5:52	0:00
48 M Smith	10:44	16:00	15:30	0:00	11:22	7:11	6:13	7:00	0:00
49 T Dickinson	11:47	16:00	7:25	0:00	7:52	7:30	6:21	6:10	0:00
50 J Hammond	11:01	16:00	7:07	0:00	7:18	7:08	6:02	5:53	0:00
51 P Dobson	9:02	9:25	5:49	0:00	6:30	6:15	5:12	5:11	0:00
52 M Hunt	10:05	12:58	7:02	0:00	7:21	6:46	5:43	5:34	0:00
53 G Smith	10:15	11:59	7:14	0:00	7:37	7:28	6:10	6:07	0:00
54 G Read	10:07	11:07	6:36	0:00	7:00	6:50	5:40	5:37	0:00
55 E Leeming	11:05	12:46	7:19	0:00	7:37	7:25	15:00	5:59	0:00
56 T Fox	11:02	13:22	8:17	0:00	7:23	9:57	6:11	5:59	0:00
57 G Orton	10:21	12:22	6:54	0:00	7:44	7:24	6:11	6:04	0:00
58 S Paraby	9:53	11:59	Blown engine SS2						
59 C Johnson	10:44	13:50	8:10	0:00	7:42	7:26	6:18	6:07	0:00
60 N Gunson	13:06	12:04	7:01	0:00	7:33	7:12	6:09	5:54	0:00
61 B Owen	10:17	12:28	7:00	0:00	7:17	7:06	5:56	5:44	0:00
62 M Coulton	12:48	15:35	9:35	0:00	8:07	7:44	6:24	6:16	0:00
63 O Sylvester	10:46	13:41	7:02	0:00	6:54	6:54	6:22	5:46	0:00
64 M Wragg	10:46	11:25	6:39	0:00	7:17	7:09	5:54	5:48	0:00
65 M Drinkall	10:30	13:37	7:22	0:00	7:25	7:15	5:47	5:46	0:00
66 D Hemmingway	9:59	11:23	7:08	0:00	7:15	6:56	5:50	5:49	0:00
67 M Sands	10:33	14:05	7:53	0:00	7:31	7:18	6:11	6:01	0:00
68 T Elcock	10:18	12:09	7:07	0:00	7:35	7:43	6:11	6:09	0:00
69 B Charmbury	13:44	16:00	8:03	0:00	7:40	7:20	6:18	6:03	0:00
70 A Forrest	9:55	11:42	6:53	0:00	7:23	7:10	5:57	5:46	0:00
71 J Forrest	11:15	16:00	7:17	0:00	8:00	7:38	6:36	6:15	0:00
72 M Bloomfield	9:57	11:26	7:02	Rolled SS3					
73 J McCarthy	11:59	12:44	8:19	0:00	10:30	7:52	6:37	6:25	0:00
74 A Stewart	11:24	13:21	7:42	0:00	8:06	7:47	6:30	6:30	0:00
75 S Shrimpton	11:06	12:47	7:43	0:00	7:50	7:48	6:32	6:18	0:00

EVERQUIP STAGES RALLY 1995
10 BEST TIMES ON EACH STAGE

Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
Bogey 6:00		Bogey 6:00		Bogey 5:30		Bogey 5:30		Bogey 5:00		Bogey 5:00	
No.	Time	No.	Time	No.	Time	No.	Time	No.	Time	No.	Time
1	7:35	1	8:55	51	5:49			51	6:30	51	6:15
4	8:23	41	9:01	1	5:50			1	6:32	35	6:18
5	8:26	2	9:25	41	5:50			35	6:36	41	6:27
6	8:29	51	9:25	35	5:57			3	6:37	1	6:28
10	8:31	6	9:35	2	6:08			41	6:45	3	6:28
8	8:38	9	9:51	10	6:16			2	6:47	2	6:33
9	8:46	35	10:17	6	6:19			9	6:48	9	6:34
3	8:50	10	10:18	7	6:23			10	6:48	11	6:39
2	9:00	3	10:20	9	6:25			6	6:49	40	6:40
7	9:02	4	10:21	11	6:27			23	6:50	42	6:41
Stage 7		Stage 8									
Bogey 5:00		Bogey 5:00									
No.	Time	No.	Time								
35	5:10	35	5:04								
51	5:12	2	5:07								
1	5:16	1	5:08								
3	5:18	3	5:09								
2	5:19	51	5:11								
4	5:24	41	5:15								
7	5:24	42	5:16								
41	5:27	4	5:17								
9	5:28	7	5:18								
11	5:32	9	5:18								

10 LEADING POSITIONS AFTER EACH STAGE

Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6	
No.	Time	No.	Time	No.	Time	No.	Time	No.	Time	No.	Time
1	7:35	1	16:30	1	22:20	1	22:20	1	28:52	1	35:20
4	8:23	6	18:04	41	24:05	41	24:05	51	30:46	51	37:01
5	8:26	41	18:15	51	24:16	51	24:16	41	30:50	41	37:17
6	8:29	2	18:25	6	24:23	6	24:23	6	31:12	2	37:53
10	8:31	51	18:27	2	24:33	2	24:33	2	31:20	9	38:24
8	8:38	9	18:37	9	25:02	9	25:02	9	31:50	35	38:29
9	8:46	4	18:44	10	25:05	10	25:05	10	31:53	10	38:36
3	8:50	10	18:49	35	25:35	35	25:35	35	32:11	3	38:48
2	9:00	3	19:10	3	25:43	3	25:43	3	32:20	7	39:43
7	9:02	7	19:31	7	25:54	7	25:54	7	32:52	5	39:47
Stage 7		Stage 8									
No.	Time	No.	Time								
1	40:36	1	45:44								
51	42:13	51	47:24								
41	42:44	41	47:59								
2	43:12	2	48:19								
35	43:39	35	48:43								
9	43:52	9	49:10								
3	44:06	3	49:15								
10	44:10	10	49:39								
7	45:07	7	50:25								
5	45:52	5	51:24								

EVERQUIP STAGES RALLY 1995
STAGE PERFORMANCES UP TO STAGE 8

STAGE WINNERS

SS 1: Martin Robinson (1)
 SS 2: Martin Robinson (1)
 SS 3: Pete Dobson (51)
 SS 4: scratched to zero
 SS 5: Pete Dobson (51)
 SS 6: Pete Dobson (51)
 SS 7: Stephen Farmer (35)
 SS 8: Stephen Farmer (35)

STAGE POSITIONS

No. Driver	1	2	3	4	5	6	7	8	9	10
51 Pete Dobson	3	1	1	-	1	-	-	-	-	1
1 Martin Robinson	2	2	2	1	-	-	-	-	-	-
35 Stephen Farmer	2	1	1	1	-	-	1	-	-	-
41 Martin Tinker	-	2	1	-	1	1	-	1	-	-
2 Phil Gallagher	-	1	1	-	2	2	-	-	1	-
4 Peter Turner	-	1	-	-	-	1	-	1	-	1
5 John Haygarth	-	-	1	-	-	-	-	-	-	-
3 Wayne Smith	-	-	-	4	-	-	-	1	1	-
6 Bernie Nolan	-	-	-	1	1	-	1	-	1	-
10 Stephen Tew	-	-	-	-	1	1	1	1	-	-
9 Paul Langfield	-	-	-	-	-	1	3	-	3	-
7 Gavin Ruler	-	-	-	-	-	1	-	1	1	1
8 Ian Tunney	-	-	-	-	-	1	-	-	-	-
42 Stephen Bloor	-	-	-	-	-	-	1	-	-	1
11 Paul Brocklebank	-	-	-	-	-	-	-	1	-	2
40 Nick Wood	-	-	-	-	-	-	-	-	1	-
23 Richard Banks	-	-	-	-	-	-	-	-	-	1

Note: where several competitors are equal fastest on a stage all of them are credited with a fastest time for that stage.

RALLY LEADERS

Stages 1-8: Martin Robinson (1)

EVERQUIP STAGES RALLY 1995

STAGE CHART

Cumulative positions after each stage (Including all additional penalties).
 "=" indicates same total as car(s) above.

POSN	STAGE							
	1	2	3	4	5	6	7	8
1	1	1	1	1	1	1	1	1
2	4	6	41	41	51	51	51	51
3	5	41	51	51	41	41	41	41
4	6	2	6	6	6	2	2	2
5	10	51	2	2	2	9	35	35
6	8	9	9	9	9	35	9	9
7	9	4	10	10	10	10	3	3
8	3	10	35	35	35	3	10	10
9	2	3	3	3	3	7	7	7
10	7	7	7	7	7	5	5	5
11	51=	35	5	5	5	26	26	26
12	29	5	13	13	13	31	31	19
13	13	8	31	31	31	19	19	31
14	21	31=	8	8	19	30	30	30
15	31	13	19	19	26	40	21	21
16	19	26	26	26	30	21	8	8
17	22	19	30	30	21	24	23	4
18	26=	21	21	21	40	8	4	23
19	41	30	40	40	8	23	54	54
20	24	20	24	24	24	46	27	27
21	20	29	46	46	23	54	20	46
22	30	24	23	23	46	4	46	20
23	35=	23	20	20	54	27	15	15
24	15	22	54	54	20	20	66	66
25	12	40	22	22	27	15	22	22
26	23	46	27	27	4	66=	70	70
27	27	27	4	4	22	22	64	64
28	46	54	36	36	66	70	25	25
29	17	66	72	70	15	42	33	33
30	36=	72	70	66=	70	64	36	36
31	25	12	66=	25	64	25	52	52=
32	58	36	25	15	36	33	61	61
33	70	70	15	64	42	34	34	24
34	72	25	64	42	25	61	24	34
35	66	58	42	53	34	36	53	53
36	52	15	53	68	61	52	57	47
37	54	64	68	57	53	53	68	57
38	38	53	57	61	68	57	47	68
39	53=	42	61	12	33	68	63	63
40	61	68	12	34	57	47	38	38
41	40	57	34	52	52	63	65	65
42	68=	61	52	33	47	38	11	11
43	44	33=	33	47=	38	65	60	60
44	57	38	47=	38	63	55	44	67
45	42	52	38	45	55	11	67	43
46	65	47	45	44	65	60	75	75
47	67	34	44	55	44	44	43	59
48	14	43	55	65	75	75	59	50
49	43	44	65	63=	60	67	50	39
50	33	45	63=	75	67	59	74	18
51	45	55	75	60	56	43	39	40
52	48	75	60	74	11	74	18	74
53	59=	17	74	67	59	50	14	14
54	11	65	67	56	74	39	40	56
55	34=	56	56	59	39	18	56	71
56	63	63	59	73	43	14	71	49
57	64=	59	73	11	50	56	49	42
58	47	67	11	39	18	71	32	32
59	50=	73	39	50	14	49	73	73
60	56	74	50	18	45	73	42	69
61	55	60	18	43	71	32	69	45
62	75	39	43	14	49	69	45	62
63	39	18	14	71	73	62	62	55
64	71	14	71	49	32	45	55	48
65	74	48	49	17	69	37	48	
66	32	11	17	32	62	48		
67	49	50	32	69	37			
68	73	71	69	62	48			
69	37	32	62	48				
70	18	49	48	37				
71	62	37	37					
72	60	62						
73	69	69						
74								

EVERQUIP STAGES RALLY 1995

TIME CHART

Competitors in order of time taken on each stage.
 "=" indicates same time as car(s) above.

POSN	STAGE							
	1	2	3	4	5	6	7	8
1	1	1	51		51	51	35	35
2	4	41	1		1	35	51	2
3	5	2	41=		35	41	1	1
4	6	51=	35		3	1	3	3
5	10	6	2		41	3=	2	51
6	8	9	10		2	2	4	41
7	9	35	6		9	9	7=	42
8	3	10	7		10=	11	41	4
9	2	3	9		6	40	9	7
10	7	4	11		23	42	11	9=
11	51=	7	40		5	5	8	11
12	29	40	46		40=	10=	10=	40=
13	13	31	13		63	4	23	8
14	21	13	5		26	26	27	27
15	31	26	3		4	24	54=	10
16	19	30	54		7=	52=	21	24
17	22	19	30		19	33	26=	5
18	26=	21	31		27=	54	52	15
19	41	54	64=		24	7	15	26=
20	24	8	19		54=	15	19	33=
21	20	23	24=		11	27=	36=	52
22	30	46	34		15=	30=	45=	23
23	35=	20	26		30	21	30	36=
24	15	5	15		43=	63=	65=	43=
25	12	24	36=		21	43	31	46
26	23	66=	21		33=	46=	33=	54=
27	27	64	27		42=	66=	43=	19
28	46	72	70		34	31	66	30=
29	17	22	23		46=	19	25	25
30	36=	27=	57=		13	23=	64	21
31	25	29	42		20	20	20	18
32	58	36	8		31	25	61=	31
33	70	70=	25=		66=	61	70	34=
34	72	25	61		61	8	22	61=
35	66	12	60		64=	50	14	63
36	52	53	47		50	34	34	65=
37	54	58=	52=		52	64=	50=	70=
38	38	42	63=		56	70	47	22
39	53=	60	72=		70=	48	5	64=
40	61	33	45		47	60	38=	45
41	40	47=	22		65	22	18	66=
42	68=	68	50=		8	65=	60=	20
43	44	57	68=		67	67	53	47
44	57	34	20		38	69	56	50
45	42	61	66=		39=	18	57=	14
46	65	38	53		60=	57	67=	60=
47	67	15	44		68	32	68=	38
48	14	73	71=		14	55=	32	55
49	43	43	55		53=	59	48	56=
50	33	55=	65		55=	38	39	67
51	45	75	33		17	14	44	69
52	48	52	49		18	47=	59=	57
53	59=	45	39		22=	53=	69=	53
54	11	74	74=		69	39	49	59=
55	34=	44	75		59	49	63	39
56	63	56=	38		57	71	62	68
57	64=	65	14		32	68	46	49
58	47	63	18=		75	62	74	71
59	50=	18	67		49	44	75	62
60	56	59	69		25	74	71	75
61	55	67	59		36=	75	73	73
62	75	17	56		71	73	24	74
63	39	39	73		74	36	17	32
64	71	62	12		62	37	40=	48
65	74	11	32		37	56	42=	17
66	32	14=	4		44	45	55=	
67	49	32=	62		73			
68	73	37=	43		48			
69	37	48=	17		45			
70	18	49=	37					
71	62	50=	48=					
72	60	69=						
73	69	71=						
74								

*MARSHALS * MARSHALS * MARSHALS *MARSHALS *



Many thanks for all those club members who turned out on the clubs two major events recently, the Forest Rally and the *Everquip*, alongside quite a lot of people from many other clubs. The two events had very contrasting weather with the *Everquip* having the most appalling conditions we have ever had to cope with.

We have been asked to help out on several future events details as follows.

24th June Dukeries stages Rally to help run one of the Clipston stages with Wakefield and Lindholme Motor Clubs.

2nd July is our own Dalton Park Classic Run so some help will be needed.

Finally a date for your Diaries Network Q RAC Rally Clumber Park stage will be on the 19th November.

People who can help on any of these events please contact John Newlove on 01904 608524 or for the Classic run Colin Wright on 01482 820992

MARSHALS ARE REQUIRED FOR THE
FOLLOWING. PLEASE DO ALL YOU
CAN TO HELP.

- June 24th Saturday Dukeries at Clipstone. Sign on 8.15am to be run:
twice with a change round.
Contact Colin Wright 01482-820992
- September 23rd Saturday Artemis Stages in the Yorkshire Forests
- November 18th Saturday Millers Oils are again running their Classic
prior to the main RAC and is likely to be in
Cropton for us. We would once again like to make
a good show and want all the help we can get.
- November 19th Sunday The RAC, for us, will be in Clumber Park once
again . Please volunteer (or register-remember
that last year even volunteers were stricly
limited)
- November 19th Sunday NiMC will again be manning the Passage Control
at the end of Clumber Park.

Please make a note in you diary for all these.

Further details will be given later.

COMPETITION SECRETARY'S BIT

We seem to have held our events in the first quarter of the year, and I can't seem to get going again. I have decided to cancel the Production Car Trial, as it was very poorly supported last year, and it clashes with my holidays.
Club clothing is still available, including some new body warmers, if your interested please contact me.

We have been asked to provide marshals on the Slaithwaite Motor Club , Opposite Lock rally to be held on Manby on July 22nd, anyone interested.

Rally Report

THE THREE SWANS ROAD RALLY

Another round of the Larkspeed League.

29/30 April 1995

York became host to the second and final road rally of the Larkspeed championship this time run by the Selby and District Motor Club.

Once again, as on the Chantry's, North Humberside entered a two car team, Dave Cogan and Gav Heseltine in "Mums new shopping car" she had to sell the last one as it had a knocking sound coming from under the bonnet. Come to think of it, the new one did, an Escort Turbo Diesel. and the new boys, of Andy Coupland and Dave Gill who have both recently joined our club.

Yes, it's the same Andy Coupland who is a member of Wakefield and there is an aside elsewhere in this newsletter if the Ed has printed it.

In Car with the dynamic duo of Cogan / Heseltine. Again.

We started at no 20 for this event and the mood was somewhat relaxed as we made our way off the start ramp. We had learnt a great deal from our previous encounter and we were both determined to put that knowledge to good use.

The first section was a set of tulip diagrams, which to Gav and his vast road book experience is as easy to him as ABC to anyone else.

Before I had chance to say a word, the route instruction was thrown in the back and we were away.....cleaning the first section with a couple of minutes to spare, neither of us said a word.

The second section came and went,clean.

The third, fourth and fifth sectionsall cleaned.

This was too good to be true, we were making a very deliberate effort to put this amazing start to good use only to loose concentration a few miles down the road and get ourselves lost.

It was on a transport section which allowed us to traverse a 4 mile section in 30 minutes in order to let the field behind catch up.....or something like that.

We missed a slot left and started chugging off, up the road further and further away from our target. We also encountered our personal photographer at this point who had been dinied any spectator points by the organizers and had resorted to following cars to find a spot to take photos of us.

We were now really lost and the only course of action was to back track to where we knew and hope for the best.....We dropped 4 minutes and part of the front end of the Escort as we hit a hare that must have been on drugs.

I say this because it hit us while we were stationary yet at the moment of impact the speedo jumped from 0 to 95 mph instantly.....Some Hare!!!.

Back on route again and we soon got back in the swing of things ,we`d managed to get the hair out of our teeth. (radiator grill)(crude attempt at a play on words) and things seemed to be OK again. The timing on this event compared with the Chantry`s seemed a lot more relaxed and by halfway we were very pleased with our efforts and we even had time for some refreshments at petrol.....Very civilized.

Wrong :

The second half hotted up, the sections became longer and the roads opened out and the dry stone walls looked bigger than ever, we even had a couple of near offs which nearly woke Gav up at one point so you can imagine the speed. Even so we were both very impressed with my "Mums new car" it traveled along fast enough thankyou.

After cleaning a few more sections and dropping a few seconds on others , we gained a WD for doing exactly the same as we had done on the previous event , right direction but not out of that side road.. Apparently everyone but one before us had done the same, a route information error by all accounts and the only crew before us to get it right was hopelessly lost anyway.

After a tussle with a Sierra that couldn't catch us for love or money but did when we overshot a slot left through a gate posted wall (local knowledge) we ended up at the finish.

We waited for Scoop to reappear(nick name for Andy Coupland) who finally finished in last place overall as Dave had visited the porcelain on numerous occasions and they had to drastically cut route to comply with our brief of finishing at all cost. We left for home quietly confident of a very good result.

When the results landed on Gav`s doorstep we had done very well indeed, only 3 fails and a few minutes which was a vast difference on our last effort. However, every other crew had done extremely well too. We finished 6th in class and 26th overall so not too many points for the championship.

It was great fun though.

Dave Cogan.



Wheels

A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

THE SPONSORSHIP TRAIL



The trees stay the same but the sponsors' decals increase. 1969, Andrew Cowan/Brian Coyle (left); 1994, Juha Kankkunen/Nicki Grist (above).

MOTORSPORT must be one of the most expensive sports to take part in (other than ocean racing which I find difficult to take seriously as a sport anyway) so it's not surprising that searching for sponsorship occupies a disproportionate amount of time for many competitors.

If you hope to find sponsorship, you need to accept that it won't be easy and that luck may play as important a role as application in your search; I've been involved in sponsorship links ranging from two hundred to two million pounds and, if anything, the latter was actually easier to land.

To add to your burden, you may occasionally hit two snags which probably don't affect other sportsmen: some companies, blinded by the world of F1, may regard motorsport as rich enough without needing their

cash, while others may consider our sport too dangerous - I know of three or four deals which have foundered over this even though there's no evidence that having a logo on a car which is upside down in a ditch is damaging to a sponsor's image (it may damage the marketing manager's image for sponsoring such a prat of a driver but that's another matter).

You stand the best chance of landing sponsorship if you have the right attitude. And that means recognising that sponsorship MUST be a two way business deal with you giving something in return for payment; the only exception is if Daddy is using his company's money to support you but that strays closer to charity than sponsorship.

Look in the mirror and ask yourself why should anyone sponsor you? I've never tried synchronised

swimming (partly because I can't swim) but if I did I wouldn't expect to be sponsored other than for Comic Relief. Similarly, be realistic about your chances then consider what you can do to improve them. Would offering a free link to a local newspaper or radio station enhance your appeal to sponsors? Should you consider re-jigging your programme to make it more attractive to, say, purely local sponsors?

If you've a hard-nosed business friend ask him or her to play devil's advocate and appraise your project as a potential sponsor would. This process may be a bit demoralising but don't despair because people repeatedly do manage to find sponsors so there's no reason why you shouldn't. How you present your case can help, so that's something we'll look at in the next *Wheels*.

Stuart Turner

AUTOSCENE

GRAND PRIX DATA BOOK
By David Hayhoe and David Holland, Published by David Hayhoe, Paperback, 584pp, £20
Without doubt the most comprehensive collection of data on the Formula 1 World Championship ever published. Also probably the most accurate - our experts had to look long and hard before they found a mistake of any kind. If there's a fact you need to know, it's in here. Unfortunately, while a data book should be intriguing and entertaining, this is daunting. No designer seems to have been involved and the pages are grey and heavy. Also, the hand-drawn circuit diagrams are crude and misleadingly inaccurate.

Restricting the book's coverage to the neat confines of the World Championship is very convenient for the authors but ultimately limits its

value. The world title has not always enjoyed its current prestige and, by confining themselves to the series, they have ignored many important races that help make up the international racing story. Some of its awesome depth on the championship could have been sacrificed for more breadth and interest overall.

Murray Walker's foreword sums it up best - 'dauntingly comprehensive'. Telephone 0180 777 4835 for details.

24 HEURES FRANCORCHAMPS
By Denis Asselberghs, Published by IHM, Hardback, 194pp, £35.00
If you've never been to the Spa 24 Hours, you don't know what you're missing, as it offers excellent racing at the world's best circuit. For the full story of last year's race, there are two things you have to do. One is to buy this book. The other is to learn to read French or Flemish. Oh well...
However, this book offers

photographs aplenty, an hour-by-hour analysis, plus features on Spa ace Jean-Michel Martin, the Procar series and the history of the race, plus statistics aplenty. It's worth a look. For details call 010 32 2675 3113.

ERA GOLD PORTFOLIO 1934-94
Published by Brooklands Books, 172pp, Softback, £12.95
Brooklands Books has been producing these compilation of press article books for many years now and this one on ERAs follows the standard format. Comprising features from 1934 to 1991, it relates the progress of the cars from great British hope to evergreen historic racers.

The information is all there and makes interesting reading but sadly the pictures suffer from clearly being lifted from the original printed page. With only 18 ERAs originally built, it is one for the armchair enthusiasts. Telephone: 01932 865051.

CHEVRON B16
From Midland Racing Models, 1/43 Scale, £26.50 kit, £86 Hand Built
The late Derek Bennett's classic coupe of 1969-70 has never been modelled

Facts about... AUTOCROSS

• Autocross is motor racing on grass for two-wheel drive saloon cars, sports cars, and purpose built Specials. In the U.K. cars race in groups of two, three or four for approximately three laps of smooth grass circuits. Four wheel-drive cars are permitted but carry a 5% time penalty.

• The sport began in the 1950's and the British Trials and Rally Drivers Association ran the first nationwide Championship. This was followed by the 'Players No. 6' National Championship which discovered Barry Lee (World Hot Rod Champion), John Taylor (European Rallycross Champion), Keith Ripp (British Rallycross Champion) and many a top rally driver.

• The slippery and varying surfaces provide invaluable car control experience with plenty of room to explore the limits of car and driver. As with Autotesters, Autocross drivers learn car control without the risk of costs incurred in rallying. The speeds can reach 70 mph or more on a dry track, so it is a good training ground for special stage rallying etc.

• Each race is against the clock to determine the winners. Two drivers can share a car and each competitor usually has five races in a day, including practice. With entry fees around £30, and cost sharing a possibility, it is a very affordable form of motorsport.

• Classes cater for all types of cars. An economy class caters for unmodified cars without limited slip differentials. Modified cars are split at 1300cc and 1650cc and specials are usually hand built spaceframe machines or cut down saloons. Too much power can be a disadvantage on slippery surfaces so 'knobby pattern' tyres are the most important modification.

• Costs range from £500 for an economy car to £4,000 for a fully prepared winning Escort, Mini etc. A good used competitive car can be purchased for around £2,000. Always consider traction an important factor when choosing a car.

• Events take place from April till October throughout the U.K. Most area
Contd on page 11

properly in 1/43 scale, so this is a long overdue treat for marque enthusiasts.

The first in a series of great Chevrons by former racer Mike Coombe's MRM company, the B16 is available in eight versions. Notoriously difficult to capture in small scale the B16's voluptuous lines have been pretty well mastered by Dave Wade for this resin release. The models are available exclusively from MRM on 01788 552133 (phone/fax).

COD FILLET QUIZ



1. Name the first two models of HEALEY made from 1946-50.
2. Who ran the ISO-Marborough F.1 Team in the 1973 season?
3. Who was the lady heroine of the USA National drag racing scene?
4. Who were the Three 'F's who raced alongside Roy Parrell in 1951?

ANSWERS ON PAGE 11

FEATURE BY **AUTOSPORT**

NEWS FROM THE RACMSA

Action campaign to thwart possible detrimental effects of Environment Bill

Pressures are being applied by the RACMSA to bring changes to two controversial sections of the Environment Bill which was recently given an unopposed second reading in the House of Commons.

Fears are high that the current wording of the clauses – 58(1)(b) and 59(2) – could be detrimental to motor sport in the National Parks.

Currently the bill is at Committee stage, during which it is carefully considered clause by clause.

It is here that the RACMSA hopes to bring about changes to the present wording which defines both the purposes of the National Parks and the powers of local planning authorities in these respects.

The purpose is described as: "promoting opportunities for the quiet enjoyment and understanding of the special qualities of those areas by the public."

The planning criteria: "any relevant authority shall have regard to the purposes specified ... if it appears that there is a conflict between those purposes shall attach greater weight to the purpose of conserving and enhancing natural beauty, wildlife and cultural heritage of the area."

The alarm bells rang when in the House of Lords an amendment to include the word "irreconcilable" immediately prior to the word "conflict" in clause 59(2) was withdrawn.

QUIZ ANSWERS

1. Elliot and Silverstone.
2. Frank Williams.
3. Shirley Muldowney.
4. Forgio, Foglioli, Ferris – all driving Type 159 Alfa Romeo.

This appears to give a stronger meaning with less room for argument or interpretation and could provide additional pressures on motor sport activities.

It is these issues that the RACMSA are tackling positively and strongly with Chief Executive John Quenby leading the action. He is seeking qualification to the clause: "promoting opportunities for quiet enjoyment" to safeguard motor sport activities.

"The RACMSA does not seek to expand its limited use of the National Parks, rather we are keen to ensure that the status quo is maintained and a century of tradition is respected. The current proposal is already seen by some as a mandate to curtail motor sport within the National Parks where, in real terms, we have excellent local relationships and there is little evidence of conflict", explained Mr Quenby.

"Clause 59(2) as worded is not consistent with the National Parks guidelines which include the words 'irreconcilable' conflict, thus we believe leaving scope for a very narrow interpretation of these clauses to the detriment of motor sport."

Subsequent to writing to the various interested parties, Mr Quenby and Executive Chairman of the RACMSA Sir John Rogers have discussed the matter with the Minister for the Environment and Countryside, Robert Atkins, and noted that the RACMSA correspondence was referred to in debate as MPs from both sides of the House have raised the motor sporting interests.

Now the issue has switched from the debating chamber to the committee rooms where the Bill is discussed line by line and it is here that hopefully the pressures brought to bear and the prominence given to the issue will result in protection to motor sports in their use of the National Parks.

Network Q RAC Rally Updates

• Gallagher to be Clerk of the Course

Fred Gallagher has been appointed Clerk of the Course taking over from Malcolm Neill, who has filled the rôle since 1986. Expanding on his duties as Rally Manager, Malcolm will have increased responsibility for all commercial aspects of the event. Born in Belfast, but living in

Edinburgh, Fred Gallagher (age 43) started rallying in 1969 and is now one of the world's top co-drivers, having won international rallies in Europe, Africa and the Middle East with Tony Pond, Henri Toivonen, Juha Kankkunen, Björn Waldegård and Tomo Salonen.

He first became involved with the organisation of RAC Rally in 1990, since when he has made the official 'route notes' with Waldegård.

• Scrutineering behind closed doors

Scrutineering will be held during the morning of Saturday 18 November at a location near Chester – but it will NOT be open to the public!

Instead, a completely new event – based on the 'pit road walkabout' concept – will be held on Saturday afternoon at Chester Racecourse. Spectators will get a chance to meet all the top drivers and see factory rally cars at close quarters.

Explained Rally Manager Malcolm Neill: "Details of this exciting new event are still being finalised, but I can promise that it will be a great improvement on anything we have laid on in the past."

• Route details revealed

The route will be broadly similar to that of the successful 1994 event, apart from the new overnight halt in Leeds and some different forest stages in Wales.

The rally covers a total of 1437 miles (2314 kms), including 323 miles (520 kms) on 27 special stages. The average stage length will be almost 12 miles (19 kms). As usual, all except the Sunday stages will take place on gravel Forestry Commission roads.

Entries open with the publication of regulations in August. The basic entry fee will be £1035 (including one service pack) for an amateur driver. Spectator charges will be £7 per person (£1 for children under 16) for the Sunday stages and £5 per car for all other stages.

• Provisional Timetable

Sunday 19 November – 27 miles on 6 special stages.
Monday 20 November – 118 miles on 7 special stages.
Tuesday 21 November – 110 miles on 7 special stages.
Wednesday 22 November – 68 miles on 7 special stages.

TECHNICAL TIPS

SUPPLIED BY  CARSA
and CAR CONVERSIONS

Compression Ratios

HAVE you ever wondered how high a compression ratio you can run in a particular engine. There is no easy answer unless you know the engine, and the engine spec, inside out. The first requirement is a fuel with a good anti-knock value. If additives and octane boosters are out, then the next question is: what sort of engine spec are you running? Low lift and low overlap cams tend to play hell with high compressions because you get such good cylinder filling at low revs. At higher rpm the combustion chamber is working better and flame propagation is more controlled.

The problems usually come about at peak torque when cylinder filling can be as high as 110% of the swept volume. A mapped ignition system helps because you can retard the timing here and bring it back on when the breathing is less efficient at higher rpm. What you have to remember is that compression ratio constantly changes with cylinder filling, and the limit is going to be a point where the fuel and air detonates rather than burns. Quoting a number like 12:1 doesn't mean anything, because one engine spec may be happy at that, while another cam and carb combination might detonate like there was no tomorrow. No easy answers then.

HT Leads

Ever wondered why some HT leads cost a lot more than others? Do they produce more power?

Well no, HT leads can't generate power as such; all they can do is carry the current for the spark and not leak to earth before that spark has occurred. In order to do that they need very good insulation. Racing ignition systems often produce very high voltages for the leads to carry and there is more chance of a leak if the insulation isn't up to it.

The resistance in the lead also has to be taken into account. Most ignition systems are designed to account for the lead resistance to arrive at the correct spark firing voltage and duration. Copper wire leads with suppression caps are an exception here, but generally, fitting a different set of leads can change the value of the resistance and hence the spark firing voltage and duration.

Facts about... Contd from page 1

associations run championships and the National final two-day meeting is usually held in August or September. All other events are run on Sundays, or Bank Holidays, and there are meetings virtually every week.

• British Championship Co-ordinator is Mrs Diane Bevan, Whaddon Garage, Brookthorpe, Gloucester – Tel: 01452 813384. She will pass any enquiries to the Area Championship Co-ordinators who co-ordinate events and run area championships throughout the U.K.

Charles Golding



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Wheels

A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

TRAWLING FOR SPONSORSHIP

ASSUMING you have your act together so that you are ready to approach sponsors, how should you go about it? Well, although marketing gurus may scatter the scene with scientific jargon, the simple fact remains that much sponsorship is done on the 'who do you know?' basis so sit down and consider what links you have – however tenuous – with people who might be sponsors. And be prepared to think laterally: the MTV Europe deal (see photograph) was part of a deal whereby the racing team was able to make airtime available to its other sponsors – a valuable commodity which could be turned into cash. Older readers may remember a 'rallyman of the month' competition which ran for some time. Sure, it was good for rallying but it was also a good way of using up a supply of table lighters which came as part of a link with Colibri.

But what if approaching friends, and friends of friends, fails? Then you need to conduct a planned campaign of writing to relevant companies (relevant because there will be little point in approaching multinationals for a limited local programme). Your objective when writing should not be to enclose a glossy brochure but to get an appointment to meet them. Would you hand over cash without meeting someone? Neither will sponsors.

Approach companies early before their budgets get locked up and if you



are given, say, 30 minutes for a meeting then aim to describe your proposal in no more than 10 so that there is time for discussion. Despite the march of technology, a few simple flip-overs may be more effective than a sound and light show that leaves you struggling to find a plug or make the machinery work. It's probably worth having a dry run of what you plan to say and if you are going in mob handed do be quite clear about who is to say what – no one will be impressed if you trip over yourselves. And when you get round to discussing money do remember that while you can always drop your price during negotiations you'll rarely be able to raise it.

Incidentally, you will avoid jargon won't you? People won't know or want to know about it; they may well think a polar moment of inertia is a tea break

during a trans Antarctic expedition.

You should of course have a neatly prepared document to hand out at the meeting – maybe even take a model or drawing of your car decked out in the potential sponsor's colours; anything to make your proposal stand out.

Don't build up false hopes. A meeting may go well and your contact may warmly promise to give your proposal detailed consideration. But don't rush to buy a flat in Monte Carlo – the likelihood is you'll get a 'sorry but ...' letter later.

By the time you've spent hours on the phone or written 100 letters to get 2 replies (if you're lucky), it will dawn on you that it is a whole lot easier to keep an existing sponsor than to find a new one – something we'll look at in the next *Wheels*. Watch this space as we say in the trade. *Stuart Turner*

Facts about... EUROCARS

- Eurocars are quite deliberately based on the highly successful NASCAR series and the cars are similarly decorated with outsized race numbers and brush colours and signwriting.
- The cars have space frames and 16 body panels in Kevlar/fibreglass based on the Ford Mondeo shape although others may appear in future years.
- Engines are based on the Ford Cologne V6 but with the bore size increased to give a capacity of 2998cc.
- A Weber 40DF15 twin choke carburettor is fitted on a modified Ford inlet manifold.
- Eurocars, which weigh in at around 875 kilos, race on super unleaded fuel.
- To ensure close racing, engines are sealed and control wheels, tyres and shock absorbers are used.
- Cost of a ready to race car is £17,500; one in kit form needing around 100 hours of assembly is £16,000.
- Based on '94 experience it is estimated that a full season of championship races would cost around £25,000 assuming the write-down of the car is spread over three years.
- Drivers come from widely different backgrounds – Thundersaloons, truck racing, Formula 1 stock cars, super karts, National hot rods and many others.
- They have to obey strict rules governing both on and off track behaviour. Regulations place great emphasis on the fact that the drivers' primary function is to provide entertainment for spectators.
- There are 17 races in this year's championship including one in Holland and three in Ireland.
- Where possible the cars race anti clockwise.
- Each meeting usually has at least three feature races, normally between 12 and 20 miles each.
- Grid positions for the first race are

Cont'd on page 11

AUTOSCENE

THE DEATH OF Ayrton Senna
By Richard Williams, Published by Viking, Hardback, £12.50
Bookshop shelves are straining under the weight of books published on Ayrton Senna since his death last year. This latest one is different, though. Many may regard it as a companion to the more detailed books out already. I like to think of it, though, as the ultimate tribute.

Descriptive and beautifully written, the book's A5 format is surprising in that it doesn't contain a single photograph, but so rich are the images conjured that none are needed. Indeed, Senna fans the world over have his image imprinted on their minds, anyhow.

Starting not at Imola, as do most of the other Senna books, but at the funeral in Brazil, Williams shows that this book is about Senna the man, not Senna the statistic. It's about what Senna meant to others and, later, about how Senna dealt with his contemporaries in his quest for perfection.

FEATURE BY **AUTOSPORT**

with Williams talking to his Formula Ford rivals to outline how Senna set out his stall so that his 'but I am Senna' statement held water even in those early days.

It's a cracking read. The best yet.

TATRA RALLY RAIDERS
Tin-plate models, 1/43 scale, \$8.99
Apart from Skoda's rallying exploits, the Czech Republic is not renowned for its involvement in motorsport, but the Tatra factory holds a torch for the country in desert rally raids. Its V12, 15-litre, air-cooled trucks have achieved remarkable success in support vehicle classes. Now a Czech company has reproduced the trucks in miniature. With tin-plate bodies and plastic chassis, they are crude but effective – and probably the only models you are likely to find of these East European oddities.

They are available in the UK from Fullbore Motors Limited, Heathmans Yard, Heathmans Road, London SW5 4TJ. Telephone 0171 371 5331. The price includes postage. The models are not suitable for children.

1962 FERRARI 250 GTO
From Revell Models, 1/12 scale, die-cast, \$89.95

First launched in traditional Ferrari red, this is the car that was modelled on Nick Mason's famous original registered 250GTO. Now finished in yellow, it looks bigger and is more unusual.

Detailing is good right down to the plug leads and bonnet catches, but the most impressive thing about the model is its sheer size. Combined with its excellent proportions, it makes an impressive display piece. Available in the shops now, contact your local Revell retailer or, if you have trouble finding one near you, call Revell on 0181 207 1213.

GINETTA – THE INSIDE STORY
By Bob Walklett, Published by Bookmarie, \$24.95
This book chronicles a personal journey through the glory days of low-volume British sportscar manufacture by Bob Walklett, third of the four brothers who evolved Ginetta Cars Ltd out of a farm buildings company. Bob was the helmsman who steered Ginetta, while his siblings toiled on deck amid piles of steel and heaps of fibreglass mat.

The Walkletts engineered some of

the prettiest and most successful machines of the 1960s (the classic G4, G12 and Imp-engined G15), but they became carried away from time to time, and efforts to build single-seater racing cars and outmoded sports racers sapped limited resources.

A subjective tale, prone to meandering, this limited edition will appeal, although I would have preferred some colour and perspective from Bob's surviving brothers, boffin Trevers and designer Ivor. It does, however, solve the 'mystery' of the name.

COD FILLET QUIZ



1. For which three F.I. teams did James Hunt drive?
2. Nigel Mansell was the last British driver to win the Indianapolis 'Kosik of the Year' award. Who was the previous Englishman to gain the same award?
3. Name 3 World Champions who drove for Chapparral.
4. Who was the first World Champion co-driver?

ANSWERS ON PAGE 9

NEWS FROM THE RACMSA

Five Year Plan for Motor Sport's Future

The RACMSA has produced a national plan for British motor sport for the five year period to the turn of the century.

The plan looks at the current strengths of the sport and how best these can be harnessed for the future. It reflects the strong foundations and pedigree that motor sport has in this country, reflecting a century of competition.

The RAC assumed control of all motor sporting events in 1897, and this was passed to the RACMSA in 1979. Currently there are some 750 motor clubs in membership, as part of 16 regional bodies. Altogether there are around 227,000 members of motor clubs, of whom over 31,000 are competition licence holders, participating in some 10,000 licensed events.

The five year plan is based on work carried out by regional associations during the past year as a result of a joint initiative between RACMSA and the Sports Council.

The plan is seen as a 'living document' with adaptability and ability to take in any changes deemed necessary during its lifespan.

It identifies the objectives necessary for the sport to move forwards during the five years covered and beyond.

Key elements are the promotion of clubs and events, enrolment of new members and particularly competitors, together with generally raising the profile of motor sport.

Encouragement of family participation, particularly involving ladies and youngsters is also singled out for attention.

Extension to training schemes for competitors and officials, at all levels in the sport, is seen as essential, as is the provision of motor sport centres of excellence.

The latter would be coupled with a reduction in the dependency on temporary used venues, together with protection and development of existing temporary and fixed venues.

Rallying Boost

Rallying provides both major employment and tax revenue to the exchequer according to the findings of a survey, researched by the independent Henley Centre on behalf of the RACMSA, that has just been released.

Henley based their findings on questionnaires completed by competing teams and by individual drivers and their findings reflect 1993 levels.

Some 150 professional teams of all sizes were invited to provide information about their income and expenditure during the year. This covered revenue, whether UK generated or from overseas, together with details of the annual wages bill, the spend on cars and components, clothing, fuel, hotel and travel, insurance, marketing and tax expenditure.

The drivers, generally those competing in their own right, and using their own support crews, provided similar information.

Data was also collected from journalists to provide details on the spend on covering an event - this suggested that those covering an event such as the Network Q RAC Rally spend some £310 per day, in terms of hotel, food, telecommunications and car hire. Collectively this added up to some £2 million.

Taking an overview the Henley Centre was able to summarise the following impressive figures.

Employment created directly by rallying accounted for 1,882 jobs - 1,247 of these were with actual teams, and 635 in the media, the latter taking

account of both full and part-time positions.

Further jobs were filled indirectly in terms of suppliers of various services, components manufacture, petroleum/lubricant supply, clothes, hotels and food/drink. These provided 8,296 people with employment.

Thirdly, jobs brought about by the spending power of those employed in the previous two categories provided an additional 5,159 positions. In total, this amounts to 15,337 people in employment thanks to the sport of rallying.

The flow of tax to the exchequer as a result was equally impressive. Income tax from the employed personnel brought in £30.94 million, while National Insurance contributions added an extra £46.44 million.

Value Added Tax, Excise duties, Corporation Tax and Uniform Business rates contributed £27.1 million making a total revenue income of £104.5 million.

National Race Marshal Registration and Grading Scheme

The RACMSA currently has some 3,500 marshals listed on its register covering the whole sphere of those officiating at race meetings, from trainees to senior examining officials.

But there are many working regularly at events who are not listed and should be. The register costs the individuals nothing but underlines their professionalism in their chosen hobby.

The registration and grading scheme provides recognition and details both experience and ability, provides for training and upgrading and contributes to the provision of a safer environment for competitors.

Clubs which organise or whose members marshal or officiate at race meetings are invited to nominate their members for inclusion.

Details on training days and upgrading may be obtained from the RACMSA Training Co-ordinator, Tony Greenwood, Tree Tops, Rilla Mill, Carlington, Cornwall PL17 7WT, tel/fax: 01579 62697.

QUIZ ANSWERS

1. Hesketh, McLaren, Wolf.
2. Jim Crawford, 1985.
3. Phil Hill, J.Y. Stewart, J. Surtees.
4. Dave Richards, 1981 (with Ari V).



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TECHNICAL TIPS

SUPPLIED BY  CARBS
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Transmission losses

ONE regular source of confusion when discussing power runs on rolling roads is transmission loss. We are often asked whether this loss can be calculated as a set percentage, and is it the same figure no matter what the power output and no matter who is operating the rollers?

Part of the confusion comes from the terminology: we talk about 'transmission loss' when what we are really measuring (or estimating) is drive-line loss, which includes the major source of power absorption - the tyres.

On a rolling road we have the tyres in contact with two rollers which means that the carcass has to be deflected twice, or in two places. This means that when you get out on the road you have less transmission loss than you measured on the rollers! Also, as you apply the power the tyres distort when the car tries to climb up the rollers. This means that losses increase with an increase in power. If you want 'more' power at the wheels you simply put more air into the tyres to reduce the wall distortion.

All we are doing here is playing with numbers; what really matters when you're using a rolling road is that you get the best possible set-up for the given engine spec. If you want to do development, or make comparisons, you really need an engine dynamometer.

Each month in *Cars and Car Conversions* magazine we run our *Power Rangers* feature; now this is not a deadly quest for the truth, it's a general interest look at what people are doing, hopefully with the odd bit of useful advice into the bargain. In this quest, we roam the country visiting different rolling road centres, however, you don't need to do that. One of the best pieces of advice we can give anyone using a rolling road is to find an operator you are happy with, and stick with him. It's far less important to worry about whether you have 150bhp or 155bhp or whether the transmission loss is claimed to be 15% or 18% than it is to have an engine running properly. If you stay with the same rolling road centre and the same operator, it will be far easier to record improvements in your engine - or any losses for that matter!

Facts about... Cont'd from page 1

determined by public draw and are then reversed for subsequent races.
• For more information on Eurocars, contact PO Box 333, Shrewsbury SY5 8WD or Sonny Howard, SHP Motorsport on 01353 861168.

WELCOME!

Over 40 more clubs have joined
the *Wheels* mailing list with
this issue, taking the average
monthly circulation to well over
100,000.

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