

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

January 1998



1998

LARKSPEED LEAGUE EVENTS LIST

At the moment I am the 1998 Larkspeed League Co-ordinator, Captain, Manager, or persuader of members to do Larkspeed Events, unless someone else fancies a go! Listed below are the events, if you fancy a go at any of them, please let me know and I will send you the regulations.

Robert Newlove 01377 270888

Round 1	8 th March	Bingley Autotest	Sporting Escort Owners Club
Round 2	21/22 March	3 Swans Road Rally	Selby M.C
Round 3	19 th April	Autotest	Keighley M.C
*NEW DATE			
Round 4	26 th April	Lookout Stages Melbourne	Trackrod
Round 5	10 th May	Sprint Curborough	Sheffield & Hallamshire
Round 6	17 th May	Production Car Trial	Airedale & Pennine
Round 7	13 June	John Overend Memorial Stages	NHMC
Round 8	26 th July	PCT Bolton Abbey	Ilkley M.C
Round 9	9 th August	Autotest	YSCC
Round 10	12 th or 13 th Sept.	Autotest or Sprint	York M.C

Cover Picture

REV 119K The ex Hannu Mikkola Escort crewed by Dave Watkins/Rob Overend, pictured during The Oak Stages Rally, see report in this mag.

COMPETITION SECRETARYS BIT

I have regulations for quite a number of events, if you cannot get to Club, as usual send me some self addressed envelopes and a list of the type of events you are interested in. I also have 1998 Licence application forms.

NEW YEARS DAY AUTOTEST

We had a good turn out on the day with 17 competitors in all, the event was a dual permit, running a Production Car Autotest along side the normal one. Under the regulations 15 year olds can compete in the Production Car version, providing the car is a four seat saloon, under 1400 cc and non-turbo charged. Also a passenger can be carried to show you the way round. We managed to tempt both Rob Wilson and Phil Cherry to bring their sons along, although Rob had a bit of trouble with his escort, it laid a trail of oil around the tests, which made it a bit tricky for the cars after him. So if anyone else fancies a go, please let me know, next event 8th February!. Ken Sturdy took FTD on the day and Edward Cherry won the Production Event

CHAMPIONSHIPS

I have details of several Rally Championships if anyone is interested,

ANCC TI RALLY SCHOOL NORTHERN STAGE RALLY CHAMPIONSHIP

Promoted by the ANCC, it consists of an overall championship, plus a multi venue and single venue challenge.

Overall Championship 13 rounds 8 to count

Multi-Venue Challenge 7 rounds 5 to count

Single-Venue Challenge 6 rounds 4 to count

Application form from me or

Colin Jebson, 12a Mulberry

Close, Keelby, Grimsby. DN41 8EX

EAST MIDLANDS ASSOCIATION MULTI USE CHAMPIONSHIP SUPPORTED BY CJ RALLYING.

8 rounds best 6 to count

Regulations from

Brian Credland

28 Traingate, Kirton Lindsey, Gainsborough
DN21 4DH. 01652 648761.

Also multi venue, details not available yet.

ASSOCIATION OF NORTH EAST MIDLANDS MOTOR CLUBS, PHOENIX AWARDS RALLY CHAMPIONSHIP.

Co-ordinator

Paul Harvey

Plot 9 Spruce Lane, Ulceby, DN39 6UL
01469 588721.

CLUB NIGHTS

The Club has been to the January Sales and we have purchased a new video recorder for Club Nights at The Grounds. So if you have any video's bring them along, we would particularly like any older videos of past events, has anyone any old cine films, maybe we can put them on video. Very shortly we will have a new notice board at the club, promoting events etc, you can also advertise things to sell if you like. If you have any idea's for club nights, please let us know.

CHRISTMAS CRACKERS

A selection of cracker jokes

What's bright blue and weighs five tons.

ANS. An elephant holding its breath.

Teacher, what's Gandhi's first name

Girl. Goosey, Goosey

History lesson, Teacher, where was Ann Boleyn beheaded

Boy. Below the chin.

"REV" RALLIES AGAIN

Many of you will have seen REV 119K, Mk1 RS1600, Works Escort, at the Classic Car Show at the NEC in November '97, restored to its original condition in B.P. colours. However in order to take REV on a modern rally the historic spec. had to be changed to meet safety standards and much work needed to be done before our first rally at the beginning of December.

For instance, new seats and seat belts, plumbed in fire extinguisher system, F.I.A. cut out switch etc. were fitted before the car passed scrutineering to gain an RAC Stage Rally Log Book.

Together with other members of the North Humberside Motor Club, I entered the Grisedale Stages on Saturday 6th December. We then heard of another Rally on the Sunday, the Oak Stages, only 7 miles away which seemed too near to miss. Being good Yorkshiremen we negotiated a reduced fee if damages sustained on Saturday's event prevented us entering Sunday's rally! However everyone was able to compete both days.

Grisedale Stages

The car was ready and fit to go, but was I? It was 23 years since my last rally so I asked for that to be taken into consideration and was seeded 86 out of a field of 100. Setting off on Friday we arrived for noise check and scrutineering which REV passed without problem (apart from shocked comments that I should be mad enough to rally an historic car in pristine condition!)

Saturday arrived with a Lake District downpour, and as a 10 mile stretch had been cut out due to local problems the remaining 42 miles of forest track was to be circuited 4 times (2 x 7 miles plus 2 x 14 miles stages). This meant the prospect of pretty rutted tracks by the end of the day.

Co-driver Rob Pattison kept me calm and his experience was invaluable as we set off at 10.56am for the first stage. I had forgotten how nerve-racking it is driving on a forest stage, not knowing what is round the next corner, and I thought my first big slide sideways was going to be my last!

My main aim after being away from rallying so long was simply to finish the event although the car is capable of so much more than my driving allows at present. First, second and third stages were completed without problem. Times were below average but we were lying about the mid 50's. By the last stage it was growing dark and spotlights were fitted by our excellent service crew, John Dixon and Rob Overend, and the car given its final check. We set off feeling confident of a respectable finish but 2 miles down the road we got a rear offside puncture and had to run a further 3 miles until we found a suitable place to change the tyre. This lost us about 8 minutes and dropped us to 63rd overall but we achieved our aim to cross the finish line!

Oak Stages

We finished Grisedale too late on Saturday for scrutineering for the next day's event so the alarm clock was set for 6am on Sunday and after a good clean with a powerwash REV was ready to pass noise and scrutineering checks.

Held at Cark airfield at Flookburgh we were running at number 23 out of a field of 60. This single venue event totalled 38 miles over 10 stages with starting at 30 second intervals. My Co-driver was Rob Overend with Rob Pattison and John Dixon servicing. This was a better event for an out of practice driver - I could see where I was going ! We were attaining respectable speeds when we developed a mis-fire and the engine would not go over 7000 revs. It took to the 3rd stage before we could locate the problem and then could pull 8500 revs to go like a dream.

I managed to avoid hitting anything other than the odd tyre but I did spin it a few times and we ended up in 25th position overall. The Lancashire Evening Telegraph was kind enough to say "one of the most spectacular performances of the day came from Dave Watkins in his ex-Hannu Mikkola Ford Escort" I certainly found it most enjoyable and I'm looking forward to our next event.

In the meantime I just have to repair 4 holes in the floor (one 10 inches long) and repaint the whole of the underside. I'm also awaiting the RAC papers to enable me to enter the Historic section of the Riponian Stages on 1 February through Lightwater Valley and the Yorkshire Forest.

Thanks to everyone for the support and encouragement they have given me and particularly to John Dixon for his engineering skills and advice.

Dave Watkins.
December 1997.

PRIVATE ADS

Workshop Clearance

Mercedes C220 Elegance Auto 1995 M
Met Black, Mushroom trim, ESR £48,000 Miles
Tow Bar *Only* £12,495

VW Beach Buggy 1303cc Engine Red/Black
Full Wet Gear, Wide Rims Jag Tyres, Dipping
Cibics
Only £750 (Potential Autotest winner)

Hydrovane 6 Compressor *ONLY* 2900 hours
3 HP 3 phase Motor Approx 10 cfm. £150

Space Heater 150,000 Btu Paraffin
Single phase £75

Space Heater 70,000 Btu Paraffin
Single Phase £50

Vauxhall Calibra Tow Bar £20

Garden Roller Approx 24" Diameter 24" Wide
Cast Iron Very Heavy Probably Pre War? £50

Vauxhall Astra/Nova 1300cc Block,Crank,
Pistons, Rods Sump. Out of 500 mile Fire
Damaged Vehicle £50

MK 1 Escort Bonnet in White £10

MK 1 Escort 1300cc Gearbox £20

MK1 Escort Radiator £5

Mini Clubman Bonnet £5

Vauxhall Cavalier MK 2 4 speed Gearbox £30

Vauxhall Cavalier Mk 2 1600cc Engine
Leg Out, Head Probably OK. £15

Glass Sun Roof £5

2 off 15" Wheels and 145 tyres
ex Citroen Pallas

Chain Block 3 Ton £20

Large Oxygen Bottle Empty £10

All offers Considered
Ring Richard Wood Tel 01964 670990

YORKSHIRE MOTORSPORT DINNER DANCE



When the RAC was a proper Rally and came into Yorkshire, the Yorkshire organising team held a Dinner Dance each year. It has been decided to organise this do again, at the Moat House International Hotel, Harrogate on Saturday 14th February, the guest speaker will be Stuart Turner, tickets are priced at £18.50 and overnight accommodation is available at £25.00. Details and tickets from Jeff Askwith, 5 Buckstone Road, Alwoodley, Leeds
Tel 01132 268 2816.

CLUB CAPTAIN'S BIT

Its quite a while since I scribbled a bit for the club mag and quite a few events have passed giving a busy finish to 1997.

Team Dirt. Tony Dickenson and Gav the Nav Heseltine entered and finished the final two rounds of the BTRDA championship. The Woodpecker Stages this year, took a two day format with 4 stages on the Saturday afternoon after scrutineering, and the rest on Sunday before a mid afternoon finish. Also entered were NHMC crews Derrick and Carl Briggs, and Mark Nicholson/Dave Everard, all put in strong finishes.

The final championship round was The Cambrian Rally based in Llandudno. Tony currently 4th in class, needed other drivers not to score in this final round, to enable him to move up, whilst Gavin was better placed to get the 3rd in class co-drivers award. A finish enabled him to hold onto 3rd place and and some weeks later, some of us attended the BTRDA awards dinner to Gavin receive his award. Congratulations to Tony and Gavin on achieving these results in a National Championship on a very tight budget.

The Trackrod Forest Rally again took Leeds as its base, meaning long run outs to scrutineering and the finish for our crews. Rob Wilson and Gavin Heseltine entered the Clubmans Event and set some useful times on the stages only to suffer Road Penalties, on the run back to Leeds leaving them well down the results. Mark Nicholson and Cameron Kelly went well and won the class award. Next the Premier Stages ran in its usual location of Clipstone and surrounding forests starting and finishing at Southwell racecourse. The event attracted several NHMC Crews. Rob Wilson and Gav Heseltine had a day searching for lost power, from their Escort, a change of Rotor arm making some improvement, but leaving a lot of work to be done in the afternoon to pull up to a reasonable top 30 place. Rob Pattison and Rob Overend would probably have been happy with a rotor arm problem, when burnt out pistons sidelined them on stage 2. Mark Nicholson and Andy Rowe also retired with electrical problems.

Dave Watkins sanity was questioned by many when he announced he was going to rally his prestige works registered MK1 BDA. To add



the theory that he had finally flipped, he chose the Grizedale Stages as his debut event.

Flints and rocks the size of small domestic appliances are common place, but his mind was made up and just to confirm his commitment he entered a airfield event the following day.

Saturday's Grizedale event has Gavin Ruler/Steve Darvell leading NHMC entries, Rob Wilson/Gav Heseltine, Derrick Briggs/Tony Dickenson and Dave Watkins co-driven by Rob Pattison. All four crews finished the event with various tales to tell of rocks ripping gaping holes in floor pans and the constant torrential rain.

Sunday's event was on Cark Airfield some 25 miles from the Grizedale finish. This time Rob Overend took over the hot seat from Rob Pattison, Gavin Ruler/Steve Darvell, Rob Wilson/Gav H, and Dave Everard/Richard Vincent made 4 out of 4 finishes on this event. Dave Watkins sanity still in question, car had faired very well with no mechanical damage, a little paint missing and some foot long rips in the floor pan!

The club Rally Championship positions are still waiting final results, but congratulations to those that won something and to those that didn't try again next year.

Our Club Championship awards are much better than some regional competitions.

First Place a Trophy plus a supported entry on any NHMC Rally to the value of £75.

Second place £50, third £25. You must submit your results to Jane Sturdy as soon as possible after the event.

John Dixon

KEEP ON RUNNING

Your intrepid club secretary has finally and totally taken leave of her senses and thrown all remaining sanity out of the window.

Following a advert on Viking FM in November last, I have been chosen as one of the 250 first timers (out of 19000 applicants to run the 1998 Flora London Marathon, in



aid of the Diana, Princess of Wales memorial fund. To this end, I am writing to ask for your sponsorship for the event, as I hope to raise somewhere in the region of £2000 for the cause. I do hope that you will find yourselves able to part with

your hard-earned cash. A sponsorship form is included in this magazine or alternatively

You can send cheques made payable to "The Diana, Princess of Wales memorial fund", directly to me, the address is on the back of the mag, or for those who attend club nights, I will have plenty of forms there!

Many Thanks

Jane Sturdy.

ROGER CLARK

I was saddened to hear of the untimely death of one of my personal heroes; it doesn't seem so long ago when we were competing on the Reckitts Cossack Rally, starting in Beverley Market Place, flagged off by the man himself. I still have his book Sideways to Victory, signed by the author. More recently his son has competed on our Forest Rally and Roger was in Hull with the rest of the crew. He will be sadly missed.

Robert Newlove

Somewhere in this mag, you will see a cartoon drawn by John Dixon, is anyone else out there, capable of producing any sort of similar drawing we can use in the mag!

CLUB CLOTHING

We have managed to sell only a small number of our Club Rally jackets. They are blue with a yellow panel on the front and back, with



grey piping, available in M,L,XL and XXL. They have the club badge embroidered on the front right and you can have North Humberside Motor Club on the back

and your name on the left front breast. There are two designs, the shorter Bomber style or the longer Forest jacket. We also have other items of clothing listed below all with the club badge embroidered, additionally you have your name,(Christian name and Surname, or just one) embroidered on the garment for a extra £5.

Price List

Bomber style jacket	£50
Forest Jacket	£60
Pilot Shirt short sleeved	
White or Light blue	£14.95
As above, long sleeved	£15.95

Sweat shirt (Any Colour)	
Crew neck	£14.95

Polo shirt, V neck (Any Colour)	£14.95
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Lambs Wool V neck sweater	£29.95
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The jackets may seem a little expensive, but they are made especially for us. If you are interested please ring Dave Cogan 01482 01482 631963, payment must be made when ordering.

CLUB NIGHTS (AGAIN)

Our room at The Grounds is used for a meeting on every 2nd Thursday in each month, the room will not be available for our use on these nights until just after 9.0 PM



MARSHAL NEWS

Another year already and lots of requests for help on a large range of events. Details below.

Sunday 1st February Riponian Forest stages rally

We are going to help Malton Motor Club in WASS on the College Moor stage. No times as yet but it will probably run twice.

Sunday 8th February Shenpar Competitions Phoenix Stages

Held at Cadwell Park run by Eastwood and District motor Club who hope to run 12 stages, marshals signing on between 06.00 and 0.800, they are hoping to finish around 18.00.

Sunday 22nd February Delacy Motor Club Kall Kwic Stages

Again in the forests, we are committed to helping Wakefield on Staindale, which will run twice first car around 10.31 and again at 14.15, or if you prefer help Malton on Cropton with similar times.

Saturday 7th March Simpson Auto Salvage Stages Rally

Run by York Motor Club on Elvington Airfield, provisional signing on 07.00 – 07.45.

Sunday 8th March Robin Hood Stages Rally

We have been asked to run a service control in Clipston also help wanted on the stages.

Saturday 28th march North Humberside Forest Stages Rally

Again lots of help anted in all area's.

Marshals Registration Scheme 1998

This is being continued in 1998 by the two associations ANEMMC and EMAMC, we have a number of people who are already registered, if you want to register or want your registration upgrading please speak to me.

As always if you are interested in any of the above events please contact me, also I am always looking for people to look after our teams on the individual events, can you help.

John Newlove 01904608524.



AUTOTEST CHAMPIONSHIP 1997

	NEW YEAR	FEB	NOV	LARKSPEED	TOTAL
ROB WHITE	55	55	33	60	203
KEN STURDY	20	52	58	62	192
JOHN TAYLOR	55	37	53	42	187
HOWARD EVERINGHAM	50	57	48		155
DAVE SHORT		42	43	47	132
ROY HEATH	45	47	38		130
PHIL CHERRY	50	50			100
LES WATSON		30	30		60
DEG BURTON	45				45
RICHARD WOOD				34	34
ASHLEY CURTIS		31			31
SIMON COULMAN				31	31
ROB OVEREND		20			20
PAUL FEATHERSTONE		20			20

These are provisional results
Robert Newlove



1997

Larkspeed results 1997

23 competitors scored on 6 rounds of the league

Three Highest scorers overall

Gavin/Ruler/Steve Darvell	191.5
Glen Simpson	186.2
Rob White	176.7

Awards for each round(Competitors can only win 1 awards)

Round 1	Rob & Linda White
Round 2	Gav Ruler/Steve Darvell
Round 4	Dave (Ollie)Smith/Dave Watkins
Round 5	Ken Sturdy
Round 7	Stephen Woolaston
Round 9	Glen Simpson

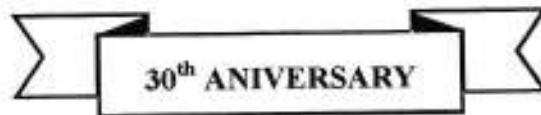
MEMBERSHIP

Your 1998 Club Membership is now due for renewal, this is the last magazine or news letter you will receive until your membership is renewed.

Please see Jane at club nights or post her your cheques, her address is on the back page.

FEES

Joint Membership	£11
Single	£10



Remember this is the clubs thirtieth year, a separate leaflet is enclosed for the annual Dinner & Awards Presentation, please support, this event.



ROB WILSON'S SECRET WEAPON AT THE NEW YEARS DAY AUTOTEST
"THE OIL ASSISTED HAND BRAKE TURN" WASN'T WELCOMED BY EVERYONE



Wheels

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

PLEASE JOIN THE TRAIN

As has been said before in *Wheels*, ours must be the most labour-intensive sport of all to run. The Network Q RAC Rally, as an example, needs over 11,000 marshals and officials, the British Grand Prix around 1300.

The sobering fact is that the 32,000 or so competition licence holders probably rely for their sport on over a quarter of a million volunteer marshals and officials. With in excess of 4,500 events being held each year the need for volunteers is greater than ever.

It is therefore a shade worrying that even otherwise lively clubs are often begging for more people to help either as members of organising teams or as marshals.

Maybe some people are put off because they feel they don't know enough about the job, but this needn't be a concern - you can in fact join a club and cut your teeth as a marshal or organiser the same day. But, if, as you move on to more ambitious events you feel you need to polish your skills (most organisers will expect you to) you'll find that training is readily available so that people can cope with the increasing demands placed on them - in particular their role with regard to safety and communications.

Many light years ago when I first marshalled on an event, I happened to mention that I had a broom in the car ... and as a result of such sophistication was immediately made a section commander. (I'm glad I didn't let on I'd

got a tin of Elastoplast in the glove box otherwise I might have been appointed Chief Medical Officer.)

Mercifully, things are more organised today and quite apart from better attention to equipment, the old format of wholly 'on the job' training is supplemented by a series of Marshals Training Days throughout the country, where specialists share their experiences and provide 'hands-on' training under controlled conditions, alongside presentations by other experienced marshals and officials from all disciplines of motorsport.

As an aside, how many opportunities to use a fire extinguisher are you likely to have other than at such a training day?

And note, 'training', not 'teaching'. The days - which, typically, run from 10am to 4pm - are very much interactive, involving everybody in a way which makes the learning process totally painless. You'll be with 20 to 300 like-minded enthusiasts of all ages and experience and, ladies please note, it's an Equal Opportunities Programme. (You may also be relieved to note that they use dummies for the kiss-of-life and chest massaging sessions.)

Some 75 Marshals Training Days are financially supported each year by the RAC Motor Sport Training Trust (which incidentally is a Registered Charity), and these are run by Regional Associations or clubs under the direction of an RACMSA accredited

Lead Training Instructor. The instructors are accredited either by virtue of their professional qualifications or by attendance at a 'Training the Trainer' course run and funded by the MSA in conjunction with the Lucas Institute of Birmingham University.

Training Seminars are also held annually nationwide for either RACMSA licensed or club officials, and there are specialist Training and Assessment Sessions for those who bring professional skills from their day to day lives to benefit motorsport - medical, rescue and recovery crews - and for those all-important technical posts such as timekeeping, scrutineering and environmental scrutineering. Any licensed official has to attend a minimum of one training session in any period of 3 years.

All a lot of effort? Not really - there's a great deal of job satisfaction to be gained (as well as man management and communication skills which can look good on a cv) and as a high visibility sport we must be seen to be in control of events.

Helping on the marshalling or organising side is a relatively cheap way to get involved in the sport - it can certainly put you at the heart of the action. Why not make 1998 the year to give it a go? After all, who can think of holidays in Tuscany or Antigua if there's work to be done at Mallory or Kielder?

Stuart Turner

Facts about... TYRE LEGALITY

- Every new car type tyre, other than retreads, must meet European standards for speed and durability and be marked on the sidewall with E or e.
- The legal minimum tread depth for car and similar tyres in the United Kingdom and throughout the European Community is at least 1.6mm throughout a continuous band comprising the central three quarters of the breadth of tread and round the entire outer circumference of the tyre.
- Most car type tyres have tread wear indicators, usually at least six small ribs across the bottom of the main tread grooves, and when the tread surface becomes level with these ribs the tyre is at the legal limit and must be replaced.
- All retread tyres supplied in the United Kingdom must meet the requirements of the British Standard for retreaded tyres, that is, BS AU 144e, and must be marked with the Standard number. (Certain foreign made tyres may be acceptable if of an equivalent standard.)
- Except in the case of temporary use spare tyres, it is illegal in the United Kingdom, and is certainly dangerous, to mix radial ply and cross ply tyres on the same axle or to have radial ply tyres on the front axle and cross ply tyres on the rear axle. This applies to all two axle motor vehicles whether front or rear wheel drive.
- The penalties for offences related to the use of faulty tyres on vehicles are severe! In the case of any vehicles, except goods vehicles and vehicles adapted to carry more than eight passengers, for every offence there is a fine at level 4 of the standard scale with discretionary disqualification and compulsory driving licence endorsement with 3 penalty points. Level 4 is currently £2500 (maximum) and each faulty tyre is considered as a

Contd on page 11

AUTOSCENE

AUTOSPORT REVIEWS FROM **CLASSIC**

A-Z OF BRITISH COACHBUILDERS 1919-1960, Nick Walker, Bay View Books, ISBN 1 870979 93 1, £24.95
At last - the book we've long been waiting for. It's about UK coachbuilders (which at one time were world leaders) rather than the cars, but, with more than 400 black and white and 50 colour pictures from more than 300 companies, the two threads are intertwined.

It's the pictures, of course - many never seen before - which form the backbone of the book, while, due to a lack of space, the text is rather condensed. The early chapters cover the period in decades, followed by the actual A-Z of the companies. Finally there's a chapter on coachbuilding glossary terms.

Some companies were very big, some didn't deserve more than a line or two, but they're all there. The cars were bold, beautiful or bad, from the uprights to the razor-edges via the streamliners, but they're all fascinating.

PIRELLI WORLD RALLYING
Edited by Martin Holmes, £19.95

Now in its 20th year of publication, the Pirelli World Rallying book is a must for all fans of the sport. Not only does it cover all the major international championships, but it also offers technical features and an in-depth study of the differing styles of Carlos Sainz, Tommi Makinen, Didier Auriol and Colin McRae. Toyota's Ove Andersson looks back over the past 25 years, and there is also a look at the future of the sport with the development of the electric car.

MOBIL MOTORSPORT QUIZ BOOK
Alan Henry & fellow anoraks, Stopwatch, £4.99

As David Coulthard says in his foreword, 'I never cease to be amazed by the statistical knowledge of motorsport fans.'

That says it all about this book really. Compiled by veteran Formula 1 journalist Alan Henry and a host of

other well-versed aficionados, it's a non-stop, roller-coaster ride of ... facts.

A nice extra is that many of the questions follow logically on from each other, *University Challenge*-style. Although that can be a bit of a downer if you don't know the subject.

We thoroughly recommend it. All the answers are here, as are the questions that come with them, so contact Stopwatch Publishing on 0171 495 6969 to order your copy, priced at a reasonable £4.99, now.

**FERRARI RACING:
A PICTORIAL HISTORY**

Colin Goodwin, Crowood Press, ISBN 1 86126 091 1, £19.95
This is a photographic album of Ferraris (or Ferrari-associated cars such as the pre-war Alfa Romeos) on the track. Pictures are from the National Motor Museum, which means many have been seen before, but there are a number which are new to us, such as the Alfas on the Isle of Man, Dobson in a 125F1 at Castle Combe in the late '60s, and who was the driver of the 225S at Goodwood for the 1952 Nine Hours? Most shots are black and white, but there's a good spread of colour too, while the portraits are excellent.

MORRIS MINOR:

THE FIRST 50 YEARS

Ray Newell, Bay View Books, ISBN 1 870979 98 2, £19.95

This nicely-presented 128-page is a picture-rich look at many aspects of the much-loved Islington classic. Subjects include a detailed look at how a Minor was built, Minor assembly abroad, Minor accessories (a good chapter, this), epic journeys by Minors, and the Minor in motor sport. While there's little that's dramatically fresh, it's a pleasant enough 50th birthday tribute - and custom-lovers will like the strong colour spread of customised Minors.

COD FILLET QUIZ



1. Which race did the Brabham 468 fan car win?
2. Who drove the Mercedes-Benz team cars in the 1952 Monte Carlo Rally?
3. Per Arden Ad Salem was originally the motto of which motor club?
4. William Charles Frederick Grover raced under what pseudonym?

ANSWERS ON PAGE 8

NEWS FROM THE RACMSA

British Rally Championship looks to the future

The Mobil 1 RAC British Rally Championship will introduce additional events, common organising and timing regulations, and better promotion of events.

Following extensive consultation with competitors (private and manufacturers), event organisers and championship title sponsors Mobil Oil, the RACMSA announced their plans at the *Autosport International*.

Explained RACMSA Chief Executive John Quenby: "Since we made the decision to go with two-litre, two-wheel drive cars, the championship has gone from strength to strength.

"We currently expect nine manufacturers to compete this year, and private entries are also at a very high level.

"However, we see a clear need to look to the longer-term future of the series and we have identified several key areas where improvements can usefully be made."

The RACMSA will invite applications from organisers wishing to join the Mobil 1 RAC British Rally Championship. Up to two events will be added to the calendar between now and the year 2000. New events may also be required to replace any existing rallies which fail to meet the championship standards.

Any rally applying to become a championship round in 1999 or later will be expected to comply with RACMSA organisers' conditions and will be observed by the new permanent observer and chairman of stewards.

Facts about... Cont'd from page 1
separate offence. Two faulty tyres equals £5000.

• Offences can relate to: tread depth, mixing, inflation, cuts, lumps, bulges or tears, exposed ply or cord and unsuitability.

Competitors have made it clear to the RACMSA that they would prefer a properly co-ordinated championship, rather than a collection of events.

Thus a standard timing system (as used in the FIA World Rally Championship) and standard penalties will be introduced this year, and common event regulations will follow in 1999 (also based on World Championship practice).

Service arrangements - eg: use of service parks - will also be standardised across all events for the 1999 season.

The organisers' conditions will become mandatory in 1999. The RACMSA will publish the complete 1999 dossier by the end of February this year, to give all current and potential event organisers a full year in which to ensure that their events can comply fully.

To ensure consistent evaluation of events, and consistent application of judicial procedures at each event, the RACMSA has appointed a permanent observer and a permanent chairman of the stewards of the meeting for all rounds of the 1998 championship.

The observer will be Malcolm Neill (an FIA observer as well as being manager of the Network Q RAC Rally). Chairman of Stewards will be John Richardson (an FIA observer, FIA Steward and chairman of the RAC Motor Sports Council's Rallies Committee).

Championship Manager John Horton will with immediate effect devote more of his time to promotion of the series. In particular, he will assist individual organisers to develop the commercial aspects of their rallies.

As part of this process, he will reduce his involvement in day-to-day operational matters and a Championship Presenter will be employed to undertake commentary and other public promotion work at each of the events.

Young racers

A new formula created by the British Raring & Sports Car Club will allow young drivers to compete in motor racing. The BRSCC has reached a three-year agreement with the RACMSA to allow drivers aged from 12 to 18 to compete in a brand new saloon car series.

The new class - Scorcher - breaks new ground by allowing youngsters to race as much as four years earlier than current regulations allow.

The move to licence drivers as young as 12 was cleared by the Administrative Committee of the RAC Motor Sports Council. The drivers will be subject to special ARDS training courses to ensure their suitability to race.

A programme of races will be run during 1998 at BRSCC meetings on selected British circuits.

"This is a dynamic and ground breaking move for our club," said Chief Executive Tim Stock, "We are placing great emphasis on driver safety. High standards of competition and racecraft will also be a central element of the category, which should ensure that it will be both spectacular and great fun to drive."

The SHP spaceframe chassis houses an 1800cc engine driving the rear wheels. It has McPherson strut front suspension and independent rear suspension with front and rear anti-roll bars. The car runs on seven-inch aluminium wheels and Avon intermediate tyres.

The complete package, in kit form, is expected to cost under £13,000. Further information about Scorcher is available from the BRSCC.

Classic car runs

The RAC Motor Sports Association has released details of its three classic car runs for 1998, all open to cars over 20 years old.

The Haynes Publishing Two-Day Classic takes place on 17/19 April, starting at the Haynes Museum in Sparkford and exploring new territory in Mid and South Wales, with overnight halts in Gloucester and Cardiff before finishing at Castle Combe.

The Guardian Insurance RAC Classic (a new sponsor for the world's largest event of its kind) takes place on Sunday 31 May. All 12 starts - including a two-day drive from Lytham St Annes and a new route from Ipswich - finish on the Formula 1 circuit at Silverstone.

The Chrysler Euroclassic on 12/15 September starts from the Palace of Versailles in Paris, and takes in Le Mans and spectacular other checkpoints on its way to the Catalunya Circuit near Barcelona.

TECHNICAL TIPS

SUPPLIED BY  **CARS**
and CAR CONVERSIONS

Balancing Act

BALANCING carbs has nothing to do with weight, but trying to equalise the idle fuel and air supplied by each carb, or choke, so each cylinder is doing its fair share of idling at engine tick over. A 'hot' camshaft is often blamed for a poor idle, when in many cases carbs are out of balance causing the rough engine.

SU carbs are easy to balance, as with any carbs, there are two aspects: mixture and throttle opening. Mixture on SU carbs can be checked basically by lifting the piston in the carb about 3mm. A pin is supplied on most SUs for this purpose. If idle speed increases, the mixture is too rich; if the engine cuts straight away it is too weak. Ideally the engine speed should stay the same, initially, then it will cut out.

The balance for throttle stops can be checked by listening to intake hiss. A length of tube held to the ear makes an accurate carb balancer; but the linkage isn't too brilliant on SUs and they tend to go out of balance quite quickly.

With Weber or Dellorto side-draughts, mixture is balanced by idle mixture screws. Screw them all right home (gently does it, or you can damage the carb body) and then back them off the same amount. About two turns is a fair starting point. The position of the idle screw is largely dictated by the size of the idle jet. A small jet may need a lot of turns, while a large jet may supply the right mixture with just half a turn out. To get the mixture right, move all the screws by the same amount until you have a smooth idle, or until you have a correct CO reading if you are using a gas analyser. Check the ignition timing first though, this can have a large effect on the CO reading as well as the HC.

A single balance screw in the centre link balances the stops on side-draught carbs. By listening to intake hiss you can get the balance right fairly quickly. You may find though, the balance is out on two intakes of the same carb. If this is the case you may have a twisted spindle, or a misaligned butterfly. If they are okay, look at your throttle return spring, if heavy it may be twisting the spindle as it only pulls on one side. A heavy spring may be required if the internal throttle springs have broken.

Finally, it may be that you have an imbalance that you can't cure. No problem if you have the later Weber carb body, these have a balance bias screw under a white plastic cap, an idle bypass adjuster to get the balance right.

QUIZ ANSWERS

1. Swedish GP, 1978, Lada.
2. Long, King and Coraciola.
3. The British Monte Carlo Rally Competitors Club now aka the BRCC.
4. 'Williams' (a Bugatti racer, winner Monaco GP 1929).

Wall of Fame

"Motoring News" kindly made available space on their stand at *Autosport International* for a club display. Panels

carrying the message 'Get more out of your motoring - join your local motor club' were displayed together with details of the clubs elected 'Motor Club

of the Year' (see photograph). Leaflets were available with contacts for those interested in learning more about clubs in their area.



1998

CALENDAR

1 ST JANUARY	AUTOTEST	NHMC
1 ST FEBRUARY	RIPONIAN FOREST RALLY	RIPON MSC
8 TH FEBRUARY	AUTOTEST	NHMC
22 ND FEBRUARY	KALL KWIK NATIONAL RALLY	DELACY M.C
8TH MARCH	AUTOTEST	SPORTING ESCORT O.C
28 TH MARCH	NORTH HUMBERSIDE FOREST RALLY	NHMC
21/22 MARCH	THREE SWANS ROAD RALLY	SELBY M.C
*NEW DATE		
4/5 TH APRIL	TOUR OF LINCS	LINC/LOUTH M.C
19 TH APRIL	AUTOTEST	KEIGHLEY DMC
*NEW DATE		
26 TH APRIL	LOOKOUT STAGES MELBOURNE	TRACKROD M.C
10 TH MAY	SPRINT CURBOROUGH	SHEFFIELD & HALLAM M.C
17 TH MAY	PCT	AIREDALE & PENNINE M.C
24 TH MAY	BLOODHOUND STAGES RALLY	GRIMSBY M.C
13 TH JUNE	JOHN OVEREND MEMORIAL STAGES	NHMC
20 TH JUNE	DUKERIES RALLY	DUKERIES M.C
5 TH JULY	DALTONHOLME CLASSIC	NHMC
12 TH JULY	ARMSTRONG MASSEY VIKING TOUR	BEVERLEY M.C
19 TH JULY	SLEDMERE PCT	NHMC
25 TH JULY	OPPOSITE LOCK	MANBY
26 TH JULY	PCT BOLTON ABBEY	ILKLEY D.M.C
8 TH AUGUST	SINGLE VENUE!!	NHMC
9 TH AUGUST	AUTOTEST	YSCC
30 TH AUGUST	AUTOTEST	NHMC
12 TH SEPTEMBER	AUTOTEST	YORK M.C
OR	OR	
13 TH SEPTEMBER	SPRINT	
26 TH SEPTEMBER	TRACKROD FOREST RALLY	
18 TH OCTOBER	PREMIER STAGES RALLY	DUKERIES M.C
8 TH NOVEMBER	AUTOTEST	NHMC
22/24 NOVEMBER	RACMSA NETWORK Q (Mini Rally !)	
5/6 th DECEMBER	CADWELL STAGES RALLY	SOUTHBANK M.C
27 TH DECEMBER	XMAS STAGES RALLY	NORTHALLERTON A.C

I have listed all the club events, plus other local events.

Dates in bold type are Larkspeed events.

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PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU