

NORTH HUMBERSIDE MOTOR CLUB



MAGAZINE

March 1998

EDITORS BIT

This is the last magazine I shall be editing for a while, as Gavin Heseltine has volunteered to have ago at the job, any new or ideas please give him a ring on 01430 440114. Colin Wright is up and about, but he feels he cannot get to the motor club often enough to keep in touch with what is going on. Thanks to Colin for his efforts in the past. Just to keep ahead with technology I have included some E mail address's on the back page of Club Officials.

Robert Newlove

Well we had a good night at our 30th Anniversary dinner, it was good to see a good turn out of former members, Dave Cogan and Jane Sturdy between them managed to put on a excellent display of photo's from the past, a example is printed on the front cover.

MEMBERSHIP

If you have not renewed your Club Membership, this is the last magazine you will receive, contact Jane Sturdy to renew it.

COMPETITION SECRETARY'S BIT



Well we have had good turnouts to both this years Autotests, if we can find a venue we can have another, anyone got any bright idea's.

The major event of this Month is our own Forest rally, entries are very promising, with over 100 at going to press.

Two events in April may be of interest..

On April 4/5 th a new look **Tour of Lincs Rally**, the event is now a one and a half, day Rally, centred on Market Rasen Race course. The event will feature stages in the dark on Saturday and will also be using Cadwell Park. Camping facilities and catering will be available at the Race Course.

On Sunday 26th April **Trackrod M.C 's Lookout Stages** is on Melbourne, this is also a Round of the Larkspeed League, I hope to have regulations soon.

CHAMPIONSHIPS

A reminder that I have details of several Rally Championship's if anyone is interested, I also have application forms for Competition Licences.

Brenda Hannah

It is with regret that I have to report the death of Brenda Hannah, after a short illness, Brenda was made a life member of the club after Harry's death, our deepest sympathies go to Adrian at this time.



Wheels

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

Facts about... AUTO TRADER RAC BRITISH TOURING CAR CHAMPIONSHIP

- This year's BTCC will feature:
 - 26 'double-header' rounds with two at Brands Hatch, Donington, Oulton Park, Silverstone and Donington Park plus visits to Croft, Knockhill and Snetterton.
 - Each meeting will feature two rounds of the series – the first a short sprint race, the second a longer feature race during which each competitor must change at least tyres during a pit stop. Full points will be awarded to drivers and manufacturers for both sprint and feature races; points for the team championship will only be awarded for the pit stop feature race.
 - Qualifying for the feature race will follow the traditional 30-minute session format. However the grid for the sprint race will be decided by a thrilling single lap shoot-out when each driver will have just one flying lap to set a qualifying time.
 - All 26 rounds will be screened on BBC Grandstand with six shown live.
 - All eight manufacturers – Audi, Ford, Honda, Nissan, Peugeot, Renault, Vauxhall and Volvo – who contested the 1997 BTCC return to the touring car fray in 1998. New driver faces include former F1 star Gianni Morbidelli (Volvo) and French tin-top ace Yvan Muller (Audi).
 - In terms of global exposure, the BTCC is outpaced only by the F1 World Championship. More than 1.1 billion viewers follow the BTCC action in more than 110 countries.
 - TOCA is offering a \$1m prize to any driver winning all 26 rounds – the biggest financial incentive ever offered in British motor sport. Cash incentives start at £700,000 for any driver winning
- Cont'd on page 11*



ROGER CLARK MBE 1939 – 1998

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

THE FILBY FILES VOL 2: CLASSIC KIT CARS

Chris Rees, Bluestream Books (1 Howard Road Reigate, Surrey RH2 7JE), ISBN 1 901864 00 0, soft-bound £15/hb £20. + £3 p&p

This volume covers the acceptable as well as the truly weird and horribly awful. It's basically an A-Z of cars assembled from bits and pieces, listing more than 450 UK-based models offered between 1953 and 1985, including a data panel and price guide per car. Each is clearly illustrated and discussed in brief notes, and it's therefore an informative reference work, if you really, really want one. The early TVRs et al are of course historically noteworthy and covered sensibly, while the comments on those less acceptable to 'enthusiasts' are short and sharp, the author having a waspish sense of humour and not mincing his words. His pithy information helps explain the number which vanished without

trace. Entertaining and light hearted but thoughtful, all the same.

PEKING TO PARIS – THE CALENDAR

A breathtaking collection of photographs from the Peking to Paris Motor Challenge, snapped by the cameras of Mike Johnson, is now available from the Classic Rally Association with their calendar for 1998. Send £20 plus £5 for post and packing to the Classic Rally Association, Westbrook St, Blewbury, OX11 9QA.

LOLA RACE CARS 1962–1990 Norman Hayes, Icongrafix (from Chater's), ISBN 1 882256 73 5, £12.95

A pictorial review of the racers that made Eric Broadley a respected name in sports car racing – but there are shots of the early single-seaters too. The 106 black and whites are a decent size and in passable quality in this slim softback, and the captions

tell you what you need to know and no more. This will have limited appeal – period race fans only – but Hayes' photographs show us how it really was on the race tracks of England in the '60s and '70s, together with some delightful studies of legends like Hill, Hailwood and Surtees.

THE SCIENCE OF SPEED David Tremayne, £19.99

With the complex modern world of Formula 1, a book like this is well worth reading. Since the 'gizmos' were banned at the end of 1993 and with Ayrton Senna's death in '94, so much has changed in F1 and yet the cars are going faster than ever. Read this book if you want to find out why.

CORVETTE: AMERICA'S SPORTS CAR Leffingwell, Motorbooks International (from Haynes), ISBN 0 7603 0135 2, £24.95

The complete Corvette history, dealing with all the 'Vettes in one volume. There's interesting early history, good archive material of building and racing early cars, and some fascinating styling sketches.

Later we find high-quality photographs of 'Vettes up to the present day, including the fearsome ZL-1-engined Stingray, and first-hand accounts from 'Vette people including Robert Cumberland and designer Larry Shinoda, secured just before the latter's death. If you only want one Corvette book, buy this one; great value at £24.95.

COD FILLET QUIZ



1. Page 1 illustration – which rally is Roger competing in?
2. On which event and when did Roger drive the Ford GT70?
3. Name the 2 co-drivers who helped Roger to win the MAMX.
4. Which was Roger's first international Rally win outside the UK?
5. The Smile Rally in Finland 1970. Who was the well known co-driver with Roger?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

Awards of Merit for Fletcher and Grieve

Two of the best-known personalities in British motor sport have been presented with Prince Michael Awards of Merit on behalf of the RAC Motor Sports Council.

Alec Francis Rivers Fletcher (always known simply as 'Rivers') began his motor sport career at the age of 14, as riding mechanic to Sir Malcolm Campbell at Brooklands in 1928 (they won).

He served an engineering apprenticeship under W O Bentley, then joined the pre-war ERA Grand Prix team. He played a major role in keeping British motor sport alive during the Second World War, arranging the famous Rembrandt gatherings of enthusiasts, and organising a sprint meeting at Cockfosters even before the conflict ended.

When BRM was created in 1949, he was asked to co-ordinate the project, working with such drivers as Stirling Moss, Froilan Gonzales, Jackie Stewart and, of course, Graham Hill, with whom BRM won both the drivers' and

constructors' World Championships in 1962.

Rivers himself competed successfully at club level, notably in sprints and hillclimbs, and was still winning sprint trophies with his own Alvis after 70 years in motor sport.

Rivers was born in 1912. Now retired, he lives in Kineton, Warwickshire.

Donald John Grieve has a long and distinguished record of voluntary service to motor sport in Northern Ireland. He first marshalled in 1958 and later competed in rallies, races and hillclimbs at club level.

However, he is best known as an event organiser, having played a crucial part in both Northern Ireland's most famous rallies. Asked by Larne Motor Club to organise the Starlight Rally in 1963, he attracted sponsorship from Texaco and the event eventually developed into today's British Championship Ulster Rally.

After competing for many years on Ulster Automobile Club's Circuit of Ireland (where he won class awards three times), he became the rally secretary in 1977, and was clerk of the course on six occasions (1979-81 and 1983-85). He remains the only person from Northern Ireland ever to win the prestigious Ivan Webb Trophy, awarded for outstanding contributions to Irish motor sport.

A member of the RAC Motor Sports Council from 1985 to 1996, he was a member of the Rallies Committee for 11 years and an FIA Observer for nine years. He was secretary of Ulster Automobile Club from 1985 to 1992, and club chairman from 1992 to 1995.

Grieve was born on 3 March 1942. He works as a consultant and lives in Greenisland, County Antrim, Northern Ireland.

Both awards were presented by HRH Prince Michael of Kent, President of the RAC Motor Sports Council. The ceremony took place during the annual council dinner, at the RAC Clubhouse in London's Pall Mall.

New scoring system increases PCT entries

The RAC Motor Sports Association is pleased to announce a significant improvement in the number of

competitors for this year's British Production Car Trial Championship – and almost half the registered drivers are new to the series.

On behalf of the Trials Committee of the RAC Motor Sports Council, Nick Pollitt welcomed the renewed interest in what is probably the lowest-cost form of motor sport: "Most credit must go to the new championship scoring system, which is based on positions in class and makes it possible for many more drivers to be competitive. The old scoring system was based on overall positions and tended to favour a small minority of cars."

Drivers wishing to register for the 1998 RACMSA British Production Car Trial Championship should contact Andrea Wren at Motor Sports House.

Remaining rounds of the 1998 British PCT Championship are: the Southern Xenogamy (Southern Car Club) on April 5, the Warwickshire (Coventry & Warwickshire Motor Club) on April 19, the Dorset Foels (Salisbury & Shaftesbury Car Club) on April 26, the Wyre Forest (Kidderminster Motor Car Club) on May 31, the Wye Valley (Ross & District Motor Sports) on June 14, the Filtrate (Hilley & District Motor Club) on June 21, the Slaters (Clwyd Vale Motor Club) on July 5, and the Ernest Owen (Owen Motoring Club) on September 20.

New blood for 1999 specialist committees

Nominations for new members should be submitted to the RACMSA Director of Sporting Services, Colin Hilton, by the end of June 1998 at the very latest.

Committee seats become vacant on a rotational basis, members normally retiring after a three-year term. The following appointments are available during 1999: Autotest Committee, Historic Committee (Core Group), Judicial Committee, Off Road Committee, Rallies Committee, Safety Committee, Autocross & Rallycross Sub Committee, Drag Race Sub Committee, Sprint & Hillclimb Sub Committee, Trials Committee.

The Council, on advice from these specialist bodies, makes the rules for all British motor sport disciplines.

TECHNICAL TIPS

SUPPLIED BY  CARSA
and CAR CONVERSIONS

One thing leads to another ...

WE'VE had a letter in, asking about HT leads. Simple enough you might think, but the subject can be confusing when you actually stop and think about it.

The latest rage is for 8mm thick ignition leads, where the industry standard used to be 7mm. The reason for the switch is that more cars are now fitted (possibly all of them) with more powerful electronic ignition and many of the 7mm leads didn't offer enough insulation for the HT current.

However, the thickness of the insulation is no guarantee that it works! One major manufacturer is still using 7mm leads because they insulate beyond the new standard for 8mm leads. If the performance is up to it, don't worry about the size of the wire.

The next thing to consider is the resistance of the lead. Some engine builders still prefer solid copper wires, but you must use suppressed ignition plug fittings with these. The problem is, you need a certain resistance to allow the firing voltage to build up to a given level. Too high a resistance results in a very high voltage, but very short duration spark. On the other side of the coin no resistance at all gives a very low voltage, very long duration spark.

There is no ideal situation; every engine is different and you can experiment to some extent by altering the size of the plug gap. The gap at the plug is the ultimate resistance and this combined with the resistance of the leads dictates your firing voltage and spark duration.

QUIZ ANSWERS

1. Scottish Rally, 1975.
2. Rando Covenole, France – 1971 (retired).
3. Jim Porter ('72 and '75) and Henry Liddon ('71).
4. The Shell 400 in Canada 1967 (Lates Cortina Mk2).
5. Clement Froud.

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MARSHAL NEWS

Many thanks for the very good turn out on the first events of the year; we had a good days rallying on both forest events the Riponian and the Kall Kwik.

A special thankyou to Graham Hudson, Gareth Pennall and Mike Kitching for running a service area on the Robin Hood Stages.

Selby & Dist 3 Swans Road Rally 21/22nd March

Marshals needed on this event which starts on Saturday evening at the Selby Motor Clubs ClubHouse at Brighton finishing early Sunday morning at Gilberdyke. If anyone can help please contact the chief marshal **Alister Crosby** on 01757618196.

Saturday 28th March North Humberside Forest Stages Rally

Lots of help needed both on the Saturday of the event and the Friday afternoon. We need help at scrutineering etc at Gilbert Bateson's on Friday afternoon, around the start area in West park on Saturday morning, as well as help on the rally itself both in manning controls and on the stages themselves, if you can help in anyway please contact me ASAP.

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

Or at John.Newlove@btinternet.com





LARKSPEED LEAGUE 1998

The first round of this year's League was an Autotest at Bingley organised by the Sporting Escort Owners Club, it was a round of several Championships and a good entry was assured.

We had a team of five competitors, Rob White, Dave Short, John Taylor, Ken Sturdy and Glen Simpson made the long trek to Bingley whilst the rest of us were recovering from the Dinner. The weather was cold and with 53 entries only 12 tests were completed. Our team had an excellent result, although Rob White was not on top form, with several line faults, he finished 6th in class with 20 starters in the class.

Ken Sturdy and Glen Simpson were on top form both winning their classes, Dave Short and John Taylor also did very well being 3rd and 4th respectively in class, and this out of a top class entry.

STOP PRESS....STOP PRESS...STOP PRESS

Provisional Results just in, North Humberside were the best Larkspeed Team on the day, an excellent result for the first round, top five scores were;

North Humberside	286.9
Ilkley	263.3
YSCC	256.7
Sporting Escort Owners club	244.2
Alwoodley	198.3

NEXT EVENTS

21/22 March Three Swans Road Rally (Not a lot of interest)

19th April Autotest Keighley

26th April Lookout Stages Rally Melbourne Trackrod M.C

Later in the year we need competitors to represent the Club, the first is a Sprint on Curborough, all you need is a Competition Licence, Crash helmet and Fireproof overalls, all the car needs is a timing strut on the front. The date 10th May
Also on 17th May and 26th July are Production Car Trials, anyone interested?

YORKSHIRE CLASSIC

HISTORIC ROAD RALLY

2nd & 3rd MAY 1998

- A VERY DIFFERENT FORMAT.
- ORGANISED IN CONJUNCTION WITH SCARBOROUGH FESTIVAL OF SPEED.
- START FROM OTLEY LATE SATURDAY MORNING.
- REGULARITY AND SPECIAL TESTS ON ROUTE TO SCARBOROUGH INCLUDING A TEST ON OLIVERS MOUNT HILLCLIMB.
- CAVALCADE OF CLASSIC CARS THROUGH SCARBOROUGH ON SATURDAY EVENING.
- BARBECUE, MUSIC, DANCING AND SIDE SHOWS AS PART OF THE SCARBOROUGH FESTIVAL OF SPEED (INCLUDED IN THE ENTRY FEE).
- RESTART MIDNIGHT - SEE THE NORTH YORKSHIRE MOORS BY MOONLIGHT FOR TWO HOURS OF REGULARITY.
- AFTER A RESTFUL NIGHT, JOIN IN A VARIETY OF SPECIAL TESTS, INCLUDING ANOTHER VISIT TO OLIVERS MOUNT.
- AFTER A YEAR IN RETIREMENT, THE OLD RELIABLE RESULTS CREW WILL BE BACK TO GUARANTEE FAST AND ACCURATE RESULTS AT THE FINISH.
- LOTS TO ENTERTAIN ALL WEEKEND AND AT LEAST 140 COMPETITIVE MILES ALL INCLUDED IN THE ENTRY FEE OF £99
- FOR FURTHER INFORMATION PLEASE CONTACT ANDY TURNBULL 01943 862836

YORKSHIRE CLASSIC

TOURING RUN

2nd MAY 1998

- LONG & SHORT ROUTES AVAILABLE FROM OTLEY TO SCARBOROUGH DESIGNED TO SUIT ALL TYPES OF VEHICLES.
- SEE THE RALLY CARS AT OLIVERS MOUNT HILLCLIMB
- TAKE PART IN THE EVENING CAVALCADE
- ENTRY TO SCARBOROUGH FESTIVAL OF SPEED INCLUDED
- EASY TO FOLLOW ROUTE INSTRUCTIONS
- ENTRY FEE ONLY £5
- FOR FURTHER INFORMATION PLEASE CONTACT CHARLES MALTBY 01484 544209

REGULATIONS & ENTRY FORMS FOR BOTH EVENTS ARE AVAILABLE FROM:

CHRIS HAYGARTH

23 WHEATLEY GROVE

ILKLEY LS29 8SA

01943 600758

EMAIL 101461.1275@COMPUSERVE.COM.

PROMOTED BY

AIREDALE & PENNINE MOTOR CAR CLUB

OTLEY MOTOR CLUB

SPONSORED BY

COLIN PITT

LEEDS ROAD GARAGE, OTLEY

YORKSHIRE DAY **TOUR OF THE WOLDS**

CHARITY CLASSIC CAR RUN
1st AUGUST 1998

Outline of the event, estimated at 130 miles, registration of only £5.00

Promoted by the Airedale & Pennine Motor Car Club, this run is for the benefit of Manorlands, Oxenhope and the Sue Ryder Foundation home at Holme-on-Spalding Moor.

The start and finish venue will be the Sue Ryder home at Holme on Spalding Moor where the extensive grounds will accommodate campers, caravanners, a barbeque and bar. The grounds will be open to entrants who wish to arrive on the Friday and camp or stay in a local B&B. A noggin & natter will be available at a local pub.

Saturday will see the first car set off at 10am with a lunch halt at 12.30: the first car back should arrive at about 4.30pm.

En-route attractions will include Sledmere house, entrance fee to the gardens will be £1.75 or £4.50 to view the house and grounds. Parking is free and we will have plenty of time for a leisurely lunch.

We will take a half hour break at the priory and remains at Kirkham then another at the Yorkshire Air Museum at Elvington, entrance for those wishing to see the exhibits closely is £1.50.

On returning to the finish venue for collection of mementoes we will find that the barbeque starts at 6pm and then evening entertainment follows as appropriate.

Sunday will bring a Garden party, family attractions and a Concours D'elegance.

The Route will be defined by simple 'tulip' diagrams and be about 130 miles long. There will be no timing involved other than the requirement to return to the finish venue for the evening festivities.

Eligibility

Class 1	Cars registered before 1940
Class 2	Cars registered 1.1.1940 to 1.1.1968
Class 3	Cars registered 1.1.1968 to 1.1.97
Class 4	Interesting cars at the organisers discretion.

Club Contact

Entries Secretary	Paul Slingsby	01274 544881 0410 612827
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STOP PRESS EXTRA MARSHAL'S NEWS

Help required on Tour of Lincs, 4th/5th April, on either Saturday afternoon, early evening, or Sunday

Also Trackrod's Lookout Stages on Melbourne Airfield near York on Sunday 26th April.

Contact John Newlove

Awards Presentation

Here are a list of the major awards winners at the annual dinner.

RALLY CHAMPIONSHIP

Ist Overall Driver	Rob Wilson	Ist Overall Co Driver	Gavin Heseltine
Runner Up Driver	Gavin Ruler	Runner Up Co Driver	Steve Darvell
Third Driver	Tony Dickenson	Third Co Driver Joint Equal	Dave Watkins, Mike Kitchen

AUTOTEST CHAMPIONSHIP

1 st Overall	Rob White
2 nd Overall	Ken Sturdy
3 rd Overall	John Taylor

CLUBMANS CHAMPION Ken Sturdy

MOST IMPROVED COMPETITOR Tony Dickenson

JOHN OVEREND MEMORIAL TROPHY (First NHMC Crew on John Overend Memorial rally)

Gavin Ruler/Steve Darvell

LADY ENTHUSIAST Jane Sturdy

HESSLE & DISTRICT ENTHUSIAST TROPHY Graham Hudson

NIGHT ENTHUSIAST Gareth Pennell

MARSHALS TROPHY (Stanford Cup) Mike Kitching

HARRY HANNAH TROPHY David James

BLAST FROM THE PAST

Ian North was kind enough to lend me a past Club magazine from December 1975, how things have changed. There is a report from the Sunday Times on the Lombard RAC Rally, it covers 1,800 Miles and lasts for four days, it was a proper Rally then, it also says the winner will get £1000!..



Some things haven't changed, there is a list of committee members, which includes names such as Ian North, Robert Newlove, John Newlove, Ken Hailstone, Colin Wright and John Beadle. The Chairman was Ian Sadofsky and the secretary someone called Mike Thompson from Beverley.

There is also a report on the Moonraker rally, which in those days was a major event, by John Beadle who was competing in a Alpha Sud, it used all the old favorite roads Millington pastures, Cawkeld, Thixendale haipin, the navigator commented on being held up by a Policeman driving at 30 mph, fast enough in this fog he said, Tony Atkinson the navigator said we called it mist!

Gavin Heseltine submitted this article, read it carefully

EURO BRIEFING NOTE

The European Commission have just announced an agreement whereby English will be the official language of the EU, rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase in plan that would be known as "EuroEnglish".

In the first year, 's' will replace the soft 'c'. Certainly, this will make the sivil servants jump with joy. The hard 'c' will be dropped in favour of the 'k'. This should klear up konfuzion and keyboards can have 1 less letter.

There will be growing publik enthusiasm in the sekond year, when the troublesome 'ph' will be replaced with the 'f'. This will make words like 'fotograf' 20% shorter.

In the 3rd year, publik akseptanse of the new spelling can be expekted to reach the stage where more komplikated changes are possible.

Governments will enkorage the removal of double letters, which have always ben a deterrent to akurate speling. Also, al wil agre that the horrible mes of the silent 'e's in the language is disgraceful and they should go away.

By the 4th yer, peopl will be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'.

During ze fifz year, ze unesesary 'o' can be dropd from vords kontaining 'ou' and similar changes vud of kors be aplid to ozer kombinations of leters.

After zis fifz yer, ve vil hav a reli sensibl riten styl. Zer vil be no mor trubls or difikultis and evrivun vil find it ezi tu understand ech ozer.

ZE DREM VIL FINALI KUM TRU!



Wheels

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

Facts about... TOP GEAR

- Top Gear was launched in 1977 as a regional programme seen only in the Midlands. Top Gear was launched nationally in 1978 with a series of 10 programmes.
- Since then 393 programmes have been transmitted – a total air time of 196½ hours.
- Average viewing figures in 1997 were 5 million in the UK and a further 90 million in the rest of the world – the programme is seen in countries on five continents. Nearly half of the viewers are female.
- An average of 60 hours filming is done for a typical programme and a film crew usually consists of a Director, a Sound Recordist, and a camera operator.
- Spin-offs from Top Gear include Jeremy Clarkson's *Motorworld*, *The Car's the Star* and *Top Gear Motorsport*.
- To become a Director on Top Gear, previous TV experience is welcome, as is a passionate interest in cars and motoring matters in general. Many Directors have graduated from media studies at various universities in Britain. Cameramen, Researchers and Editors often move into directing.
- Camera crews are supplied by BBC's own Crew Allocations Department although independent crews are also used frequently with specialist crews often being used in motorsport filming.
- Previous presenters include Noel Edmonds, Angela Rippon, Barrie Gill, Sue Baker and William Woollard.
- Current presenters include Jeremy Clarkson, Quentin Willson, Tony Mason, Tiff Needell, Michelle Newman and Steve Berry.
- Top Gear Magazine now has a UK circulation of 172,000 per month and the Internet site is the most popular part of Beeb site (the BBC's commercial branch).
- Top Gear this year will be shown on BBC2 through to May and again in the Autumn. The programme comes under

Cont'd on page 11

WE WERE NOT BORN TO SUE

WILLIAM Shakespeare wrote that headline in, I think, *Richard II* (well, a drop of culture never goes amiss I always say) but I'm not sure if his words still apply today. As an example, I tripped and fell recently on some cobbles – I didn't realise the cough mixture was fortified, constable – and as I skidded to a bleeding halt, hoping at the very least for a drop of medicinal brandy, all I heard was a voice saying "you want to sue the council mate".

It made me realise just how litigious life has become; we must always have someone to blame, even for our own stupidity. I suspect if an apple fell on Sir Isaac Newton today, he'd be too busy suing the owner of the orchard to bother inventing gravity.

As the law slowly throbbles everyday life, is there a risk of it doing the same to our sport? Perhaps. At one time, no competitor would have thought of suing; today the reverse seems to be the case especially if there are injuries.

I'm not suggesting that I think legal action should be banned as far as motorsport is concerned (well, I am actually but I recognise it wouldn't be practical or particularly democratic) but one knock-on effect of the risk of litigation is that our sport can seem overburdened with rules and regulations – far more than for many other sports competing for youngsters' attention.

But if you think of the (potentially) greater risks in motor sport, it's not surprising that there has to be so much emphasis on making sure the rules are as foolproof as possible and are then closely followed, not least by officials keeping proper records after an accident – with photographs, plans and so on – in case there is legal action, possibly years later; above all there should never be any attempt at a cover up. I suspect there is a feeling that, like any accident on the road, our sport is backed by a large insurance company who will always pick up the bill. Well, yes. But only up to a point – the stark fact is that if we faced several cases involving millions of pounds at one time then the fees for competitors would simply become prohibitive.

Apart from injury cases, there is another class of litigation which can be nearly as damaging for the future of the sport and that is over the results of an event or championship or judicial procedure.

Before anyone decides to have a rumble with Rumpole over whether they should have been fifth or sixth, it's worth remembering that if the results of an event are not decided until weeks or months afterwards, there is only one certainty – sponsors will stay away in droves. And manufacturers won't be over enthusiastic either. So... if you're that desperate for an award, why not look in Yellow Pages under "Trophies, Medals and Rosettes"?

I don't think anyone has ever left a football or cricket match without being certain of the result; we need the same certainty.

Quite apart from sponsors staying away, there's another important group who will defect if there are constant squabbles and legal battles – the officials. If you've seen people walking around recently ashen faced and shaking their heads, they are probably Council members who had a forceful presentation at their last meeting from the BMRMC which painted a stark picture of the likely difficulties in fully marshalling events in the future.

One reason for concern must surely be that volunteer (I'd better write that again because we tend to forget: *volunteer*) officials simply don't need legal hassles, and they most certainly don't need abuse from drivers with an overweening sense of their own importance.

There were many tributes paid to Roger Clark a few weeks ago. Perhaps we need to remember that he was a fierce competitor and a sportsman – he proved that that didn't have to be a contradiction in terms. We need to maintain some of that spirit and compete fiercely but fairly. If we don't and instead constantly rush to the law and the lawyers, then sponsors and officials will turn away and competitors will be left forlornly driving up their own exhaust pipes. Could be painful.

Stuart Turner

AUTOSCENE

AUTOSPORT REVIEWS FROM **CLASSIC**

CARS THAT TIME FORGOT, Giles Chapman, Parragon, ISBN 0 75252 083 0 1, \$4.99

Cars that Time Forgot is a mixture of the weird and wacky machinery, and its begetters, as seen through Chapman's eyes. It begins with the Alfa Arna (which we should happily forget) and ends with the Zagato Z-Eco, complete with tandem seating and a bike – a true curiosity. Chapman has a nice throw-away style (the Allard Clipper: 'One of the ugliest British bubble cars ever, a tiny egg-shaped contraption that could seat three abreast in cramped discomfort...') though his choice is a bit odd at times. The Jaguar XKSS, for example, was lost because of the Jaguar fire, not because it was weird or dire. Also, there are too many simply boring cars like the Datsun 120Y coupe or the Toyota Crown. The strangest of all? How about the Weitz X600, or the Breutsch Mopetta. Still, the book's a good giggle, well illustrated with contemporary and

current pictures and it's well designed. The dust jacket calls it the X files of the automobile world, an accurate description indeed.

BROOKLANDS SPEED VIDEO

From Stanley Mann Racing, **The Fruit Farm, Common Lane, Radlett, Herts W07 8PW, \$16.50 inc p+p** Brooklands is back – at least, it's been recreated twice in the last three years at Millbrook with some famous Brooklands racers. The famous Brooklands bump is missing, and the banking isn't as steep as the Weybridge circuit, but the participants obviously enjoyed themselves. A cluster of the famous Weybridge bowl fanatics, along with their cars, were organised by Stanley Mann; see him in his 3/8 Bentley, Paul Grist in his 308 Alfa and HRH Prince Michael of Kent, Rivers Fletcher, Julian Ghosh, Vaughn Williams, Keith Schellenberg and George Daniels in more Bentleys, Rileys, MGs, and other '30s racers, including the frightening

American La France special, upstaged only by 'Babs'. Only the smell of Castrol R is missing.

THE GOLDEN DAYS OF SUMMER

Tony Smith, The Paint Box, 2 Bank St, Worcester WR1 2EW, \$68.00 inc p+p Tony Smith's latest print *The Golden Days of Summer* should warm up any living room or study. This large, limited edition print (only 375) features the west country beauty spot Woolacombe Bay with a pair of Healeys passing each other in a country lane. All prints are signed by the artist and Roger Menadue, chief experimental engineer at the Healey company.

MINI, James Ruppert, Crowood Press, ISBN 1 86126 047 4, \$19.95

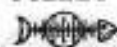
Simple title for a book about a simple car. James Ruppert has attempted to tell the entire story of the Mini and has largely succeeded. From the 'God damn these bloody awful bubble cars. We must drive them out of the streets by designing a proper miniature car' quote of Lord Stokes to the latest incarnations of the Cooper and Mayfair, this book manages to combine a raft of technical data and the stories

of the personalities that shaped the Mini over the years.

Neat touches include quotes from various Mini 'names' at the start of each chapter, including the Mini owner who said: 'You can make a Mini into anything: limo, rally car, U-Boat, whatever you want.' Best is the collection of photos of spin-offs and prototypes from the awful Maxi Mini to the wonderful ADO34 and ACV30 concepts.

The Mini story has been told many times before, but this book is still an entertaining read and a worthy reference guide.

COD FILLET QUIZ



1. Which was the first 'successful' radial ply tyre?
2. When did an Indy Eagle win the Indy 500?
3. MLX 381 was the registration number of which British Monte Carlo Rally winner?
4. Whose biography is 'Speed with style'?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

Detachable seats to aid driver extraction

A detachable seat – to allow drivers to be removed from crashed cars without the risk of further injury – was an improvement suggested by Professor Sid Watkins for the future of Grand Prix racing.

The Professor talked of the work being done to assist driver safety in Formula 1 during the inaugural Motor Racing Safety Fund Watkins Lecture.

The President of the FIA Medical Commission addressed a capacity audience of senior motor sport medical officers and rescue personnel at the first of what will be an annual lecture on safety in motor sport.

"We are working on a totally removable seat so that the driver can come out of the car in his seat in the event of an accident. It is not far away for Grand Prix racing cars," said Professor Watkins during a highly entertaining and informative lecture.

Recent developments in the sport have greatly reduced the risk of injuries to driver's necks during frontal and side impacts. High cockpit sides have made massive improvements to driver safety. The Professor highlighted this by examining the accident which befell Jos Verstappen during the 1996 Belgian Grand Prix at Spa. Analysis found that the Dutchman's crash helmet sustained an impact of more than 200g, and yet he was only mildly concussed.

Facts about... Contd from page 1
the Motoring & Leisure Sports programmes department of the BBC in Birmingham.
• For further information on Top Gear call 0121 414 8275 or Internet www.topgear.beeb.com

"An air bag in a racing car would be wonderful and it is possible," continued Professor Watkins, who explained that Mercedes were working on making this dream a possibility. Research was on-going to perfect methods of releasing the bag at the correct moment.

It is now more than 20 years since Professor Watkins was invited to be the medical expert at all Grands Prix and he has seen enormous improvements in driver safety during that period. The use of accident data recording now allows detailed study of all aspects of serious accidents and the analysis of Mika Hakkinen's accident at the Australian Grand Prix in 1995 led to major changes to cockpit design. "The revised cockpit sides have greatly reduced the shearing force on the neck during an accident," he explained.

However, the Professor also noted that the performance of gravel traps in slowing racing cars is now under discussion. "To our disappointment, gravel is very poor for deceleration," he said. "More data is required and we want to see what happens with the grooved tyres being introduced for the 1998 Grand Prix season, but dry tarmac is far more efficient at slowing down wayward racing cars."

The Motor Racing Safety Fund is a registered charity which exists to raise money for the provision of rescue and medical equipment throughout motor sport.

Touring Cars ready to roll

Nine manufacturers have signed up for the 1998 Ato Trader RAC British Touring Car Championship, which starts on Easter Monday (Apr 13) at Thruxton.

There are 24 drivers, 18 nominated by works teams, including five former BTCC champions, a double touring car World Cup winner and three ex-Formula 1 drivers.

Biggest surprise is a two-car entry from 1994 BTCC champions Alfa Romeo, with 156s for former Ferrari Grand Prix star Nicola Larini and fellow Italian Fabrizio Giovanardi. However, the Alfas won't be appear until later in the season.

Leading the entry list is last year's runaway winner Alain Menu, returning to defend his crown – and the manufacturer and team titles won by Renault – with the help of his young British team-mate Jason Plato.

Volvo has drafted in ex-Ferrari F1 driver Gianni Morbidelli to partner Rickard Rydell in the S40s. The other ex-F1 talent is former Renault and Lotus team leader Derek Warwick, who will again partner double BTCC champion John Cleland at Vauxhall.

Ford is led by 1991 BTCC champion Will Hoy, with multiple champion Craig Baird from New Zealand.

Audi, the 1996 champion team, returns with a two-wheel-drive M, piloted by French ace Yvan Muller and Britain's John Bintcliffe, while Honda's youthful squad features James Thompson and Dutchman Peter Kox.

Peugeot has opted for the experienced Tim Harvey, 1992 British champion, and New Zealander Paul Radisich, twice FIA World Cup winner, while Nissan's unchanged driver line-up features Scotsmen David Leslie and Anthony Reid.

Six line up for the cash-rich Independents' Cup. Heading the charge for the £100,000 top prize is 1997 top independent (and 1990 overall champion) Robb Gravett.

Murray Walker ends his 50-year association with the BBC after deciding not to commentate on this year's BTCC, but a contract with 40 TV stations in China could add one billion people to the 1998 viewing figures.

In brief...

- Scotland's biggest annual motor sport event, the RSAC Scottish Rally returns to Dumfries on 5/6 June 1998, as part of a three-year deal. The rally includes two rounds of the Mobil 1 RAC British Rally Championship.
- Stephanie and Rachel Simmonite, the Bradford rallying sisters, received the British Women Racing Drivers Club's Wakefield Trophy for their outstanding achievements in motor sport.
- A Volkswagen Golf diesel beat its petrol-powered opposition on the Bourne-mouth Winter Rally. Neil Simpson/Steven Martin finished 18th and top F2 car.

TECHNICAL TIPS

SUPPLIED BY  CARSA
and CAR CONVERSIONS

Putting the pressure on!

WE have had a nice letter from a novice racer who wanted to know how he could tell if he was getting oil surge or not. Believe me, you would know if you had this problem! Basically your oil pick-up pipe would be sucking on fresh air, since all the oil in the pan would be flung to one side by cornering, or braking, forces.

You can baffle the sump to stop the oil moving about and some people even fit hinged trap doors to allow the oil to move into the area of the pick-up, but not away from it. If the regs allow it and you have the cash, a dry sump can be the answer. Here you have a separate oil tank with the pick-up at the bottom of the tank where it can't possibly surge away.

Another answer might be to use an accumulator device. This is a container which links to the pressure gallery, but has a spring loaded plunger. The plunger backs off due to oil pressure and rides in and out with pressure variations. However, if you lose the oil pressure due to oil surge, the spring loaded plunger provides oil under pressure as it moves back towards the engine.

The limitation is the capacity of the plunger/cylinder but various sizes are available – not that many corners go on forever, it just seems like it sometimes.

QUIZ ANSWERS

1. Michelin X – 1953.
2. 1975 (Bobby Unser).
3. Alford P type 1952 – driver Sydney Alford.
4. Peter Revson.

COYS
INTERNATIONAL HISTORIC FESTIVAL
Presented by
CHRYSLER
July 24-26



COME TO SILVERSTONE for the Coys International Historic Festival, Presented by Chrysler (July 24-26), and help celebrate the circuit's 50th birthday. From post-war F1 racers to the technological marvels of the current Formula One circus, and from sleek 50's sportscars to the magnificent GT cars of today, the sight, sound and smell of a host of spectacular machinery at the Festival will bring back motorsport memories to enthusiasts from around the world.

- See history in motion with the recreation of the 1948 Grand Prix grid, featuring at least 14 of the original cars, a further nine 'sister' cars, plus original drivers from that first-ever Silverstone Grand Prix, including Roy Salvadori and Bruce McClean
- View the unique 50-car display representing the past half-century of motorsport
- Spot great international racing drivers
- Bid at Coys of Silverstone's auction of important collector's road and racing cars on Sunday, July 25 (Entry by catalogue)
- Browse amongst track stands to gladden the heart and lighten the purse of enthusiasts for all motopes
- Keep the family amused with a host of all-track activities

Club benefits make the Festival a must ...

• Car club members can save 50% on the on-the-day entry price by booking in advance. Reserve a 3-day Club Advance ticket for just £55 by calling 01207 357273

• Car clubs can display a selection of their members' cars on special Club stands. Contact Festival Co-ordinator, James Becker, on 01207 357242

• Through your club you can apply for a special car parking place. This gives you access to the Club Parking Area, which forms part of the Festival Showground. If you turn up at the circuit in a vehicle which represents your club

Club together to celebrate 50 glorious years

Silverstone The only place to be July 24-26

North Humberside Forest Rally

Saturday 28th March 1998



The North Humberside Forest Rally is a round in the BTRDA Rally Series (incorporating the Peugeot Sport Gold Star Championship and the Clear System Solution Silver Star Championship); three regional association championships : the T.I. Rallyschool Northern Stage Rally Championship, the EMAMC Roadrunner Stage Rally Championship and the Phoenix Awards ANEMMC Stage Rally Championship; The Daihatsu Rally Challenge and the SEAT Finance Super Six Series.

Based in Hull, the stages are in the classic North Yorkshire Forests plus the Olivers Mount Race Circuit in Scarborough. The entry fee is £245 which is competitive with similar stages/mileages and there is no multi-usage.

**The Rally will start in West park,Hull, next to walton street fairground
First car 08.30 am**

MABLETHORPE DMC & CARLTON DMC
NEW RALLY CONCEPT FOR 1998

MEDIA RELEASE

Mablethorpe DMC and Carlton DMC have joined forces to present a totally new rally in 1998. Based at Manby Showground, the two Clubs have formed a strong team to present a rally with a difference. The event will have its own character with the emphasis on the social aspects.



DATE : Saturday 15th. August 1998

VENUE : Manby Showground

For more information call :
Gerry Blythe - 01507606981

LOOKOUT STAGES RALLY 1998



ANNOUNCEMENT OF DATE CHANGE

The Lookout Stages Rally 1998 will now be run on Sunday 26 April 1998, Melbourne Airfield, Near York. With scrutineering held on the Saturday afternoon **ONLY!** No provision has been made this year for a Sunday morning session.

The event will consist of approximately 48 miles on a variety of surfaces run over a maximum of 8 stages all for £135.

We look forward to seeing you on the day competing or with marshaling.

<p>Regulations from: Mrs. Jean Lee 26 Spencer Road, Guiseley, LEEDS LS20 9LG Tel. 01943 875231</p>	<p>Marshals contact: Mr. Tim Bendelow 4 North Grove Drive, Wetherby, LEEDS LS22 7QA Tel. 01937 520541</p>
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Derek Lee - Clerk of the Course

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MAGAZINE EDITOR	GAVIN HESELTINE 15 STATION ROAD GILBERDYKE BROUGH HU15 2ST 01430 440114
SOCIAL SECRETARY	

COMMITTEE MEMBERS

MALCOLM MUMBY	10 NEWPORT ROAD, NORTH CAVE, BROUGH. 01430 423248
ALAN GILBERT	0585 150423 E Mail alan.gilbert@virgin.net
STEVE VAREY	LOWFIELDS, BEVERLEY OLD ROAD, SKIDBY 01482 876641
NEIL FEWLASS	23 NEW VILLAGE ROAD, LITTLE WEIGHTON 01482 849925
GRAHAM HARDWICK	53 HARPER CLOSE, CLOVERFIELDS, POCKLINGTON, YORK 01759 306706
TONY WHITE	01482 652043

PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU