

N H M C

NORTH HUMBERSIDE MOTOR CLUB



1999

Magazine



October 1998

Editors bit

This magazine has been produced by Robert Newlove, aided by Alan Gilbert, we haven't managed to find a permanent editor yet.

Committee News

Tony White has stepped down from the Committee, we thank him for his efforts during his time on the Committee. David James has joined the committee and we are still one committee member short if anyone is interested.

Jane has decided to hand over the Membership Secretary's job, but will remain as Club Secretary. John Dixon has very kindly volunteered to take on this very important task.

Ian North has decided to retire as Club President, he has kept us on the straight and narrow for a number of years.

I am pleased to announce that Dave Shipley agreed to be nominated and was voted as our new President at the AGM.

Rally Championship

Jane has received some results from Gavin Heseltine, but not from anyone else, so get your results in as soon as possible.

Autotest

I have finally managed to get around to organising another autotest, it will be held at reader's Yard Brandsburton on Sunday 15th November, our date in the calendar was the 8th November, but I am away on that weekend.

I was reading in a motoring publication that 25% of all road accidents are caused by drivers who drink, So that must mean that 75% of accidents are caused by drivers who do not drink. Therefore the obvious conclusion that can be drawn is that if we ban all non drinking drivers, we will cut the accident rate by 75%, on the other hand if we encouraged drink driving on this 75%, would this have the same effect?

Don't forget I have North Humberside Motor Club pens on sale for 40p.

Now we have got back into the original room at the Fergy Fawcett, please bring your video's to club nights, and if you haven't been for a while, why not pop down and see us, most people gather between 9 and 9.30.



CHRISTMAS PARTY

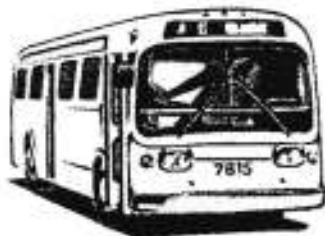
We have booked a room at the Fergy Fawcett for December 10th, we will have a quiz and a bit of a buffet, unless somebody has some more interesting idea's

Situation's Vacant

WANTED

SECRETARY OF THE MEETING

The North Humberside Forest Rally urgently requires a Secretary of the Meeting for 1999 event. If you are interested details from Ian James on 01430 430570
Or Robert Newlove



FANCY A COACH TRIP

AUTOSPORT
 INCORPORATING THE RACING CAR SHOW
International
 January 7-10th 1999
 NEC BIRMINGHAM

The Autosport show is on at the NEC from the 7th to the 10th of January, there is also a live action arena on two days only. Is anyone interested in the club running a coach trip to this event, possibly on the Saturday, we could even combine it with a shopping trip to Birmingham for the ladies, if any one is interested or has any idea's on this please talk to Robert Newlove, we will have to move fairly fast if we are to get it off the ground. Some years ago the club had a trip to the Motor Show, we enjoyed a good day at the show and then a meal was arranged at a Hotel somewhere on our journey home, perhaps we could do the same again.

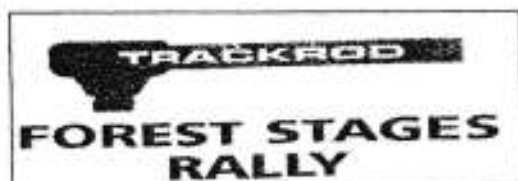
THE NEWS
SHORT CIRCUIT & RALLYCROSS SHOW
 NEC Birmingham
 9th-10th JANUARY 1999

N.H.M.C PROVISIONAL CALENDAR 1999

We have submitted the following dates to the RAC MSA for next year.

1 ST JANUARY	NEW YEARS AUTOTEST
14 TH FEBRUARY	AUTOTEST
27 TH MARCH	NORTH HUMBERSIDE FOREST RALLY
12 TH JUNE	JOHN OVEREND MEMORIAL STAGES
18 TH JUNE	SLEDMERE PCT
7 TH NOVEMBER	AUTOTEST

STOP PRESS. New date for Beverley's Stages Rally, now to be known as **THE ARMSTRONG MASSEY RALLY**, is Sunday 18th June. (Our PCT date may change)



Thanks to everyone who helped us run the Staindale Stage, we all seemed to have a good day, see the letter from Amanda Smith on the next page.

Steve Varey, Dave Cogan

Jackie Hailstone won a half day at Shropshire Rally School, in the Marshals draw, congratulations to her, we have also awarded the catering award to Dave Cogan for the excellent breakfast and endless coffee supply, from his luxury mobile kitchen.



TRACKROD

MOTOR CLUB LTD.

RACMSA REGISTERED No 1230

FOREST STAGES RALLY

26th SEPTEMBER 1998

Please reply to:

A J Smith,
Staffing Officer
159 Church St
Whitby
YO22 4AS.

01947 820682

On behalf of the organisers and competitors I would like to say a big THANK-YOU to your club members for all their help in making the 1998 Trackrod Forest Rally a successful and enjoyable event.

As you are aware the competitors and event sponsors all contributed towards a prize draw for assisting clubs and marshals. I have enclosed a list of prize winners which I would be grateful if you could display on your noticeboard or publish in your newsletter.

Once again may I express my thanks to your members and I hope to see them again next year.



Amanda Smith.

Member of The Association of Northern Car Clubs & The Association North East Midlands Car Clubs

Registered in England No 1311001. RAC Affiliated No 1230



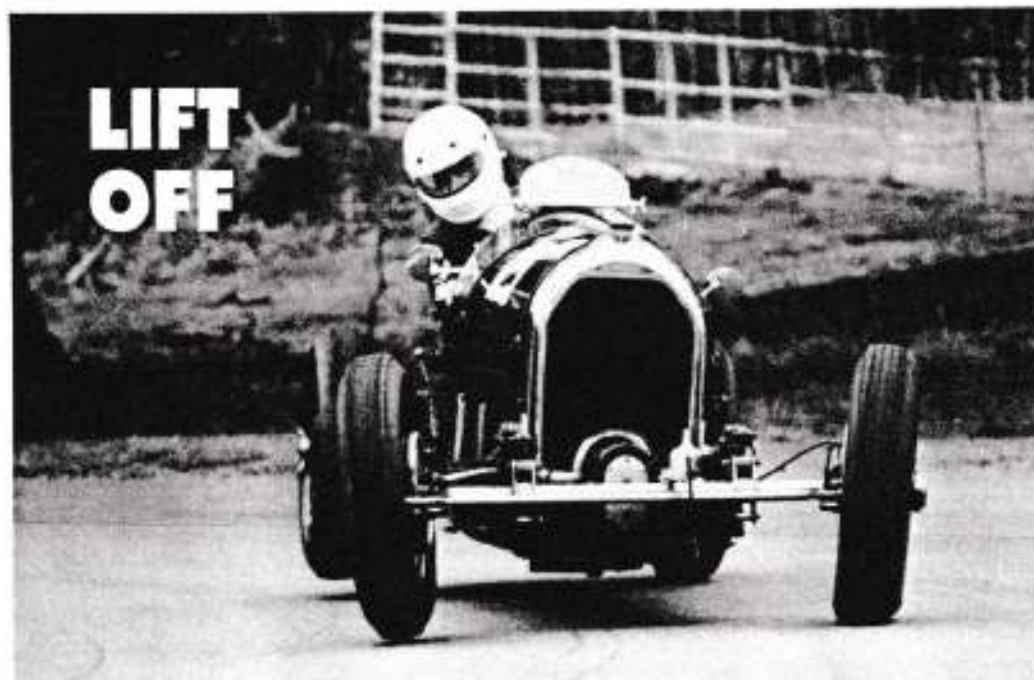
Wheels

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

Facts about... THE VINTAGE SPORTS-CAR CLUB

- The formation of the VSCC was suggested way back in 1934 in the now defunct magazine, "The Light Car". The proposition was that the VSCC should be 'a club for the not so rich' adding intriguingly that 'the Rolls Royce owner should not apply'!
- The club is primarily concerned with the preservation and competition of sports cars built pre-1931, and selected Post Vintage Thoroughbreds (PVT) sports cars built prior to 1941. 1931 was chosen as the cut-off point to reflect the onset of mass production. The PVT list stems from the acknowledgement that there are some good cars dating from the period after 1931. Invited cars at certain events include Grand Prix and sports cars from the 1950s and F1, F2 and F3 cars up to 1960.
- Events include circuit racing, sprints and speed trials, hillclimbs, rallies, trials and social meetings throughout the UK. The VSCC puts on thirty or so competitive events every year.
- At each event, one can be assured of seeing some of the great motoring names participating, including Alfa Romeo, Bugatti, Bentley, Delage, ERA, Frazer Nash, Lagonda, Maserati, MG, Napier, Riley, Sunbeam and Vauxhall.
- The VSCC is a large and growing club, having currently over 6,500 members worldwide.
- The cars may be old, but the membership is not. The VSCC actively encourages drivers under 23 years old, and provides a special award trophy. It encourages the restoration of cars by members, the building of 'Specials' using period components, and is currently enthused with an extraordinary and growing collection of aero-engined devices.

Contd on page 11



As a break from a page one article, a photograph by Mark Ballard of Paul Smeeth driving the Richard Bolser special at a VSCC Loton Park hill climb.

60 NOT OUT

This 60th edition of *Wheels* completes the 5th year of publication – an appropriate point to once again thank John Hopwood of Ecurie Cod Fillet, our advertisers and our friends at *Autosport*, *Motoring News*, *Classic and Sports Car*, and *Cars and Car Conversions* for all their invaluable help.

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

McLAREN – THE EPIC YEARS Alan Henry, Haynes Ltd, £17.99

This book gives a brief history of the team's origins, but the story starts in detail from 1980 onwards. Alan Henry's knowledge is boundless, and enlivened by anecdotes that paint a vivid picture of how the team really functioned.

As a story of success, the book is brilliant. However, the most compelling part is the description of the McLaren's decline. It becomes an intensely human tale, as the workforce struggles to cope with relegation to the midfield and the death of its favourite son, Ayrton Senna, who delivered three world championships.

Fast forward to the beginning of this year and it looked like the glory days were back. Henry explains how the renaissance happened. It's a compelling read with true insight and sensitivity. Buy it now from all good bookshops.

LIMITED EDITION BRITISH PRE-WAR RACING POSTERS, from Coys Archives, £35.99 plus p&p
Once more, Coys archives have produced a veritable feast for the eye, with a set of pre-war British race posters.

All of them hark back to the days when all drivers were gentlemen, and the 'professional foul' was as unthinkable a notion as traction control. The posters are stunning both in concept and execution, and have been published in collaboration with the British Racing Drivers Club.

Those of you on the Internet can browse through the entire range on-line by going to www.coys-of-kensington.co.uk.

The posters are reproduced on high-quality paper measuring 70 by 50cm and cost £35 each. They can be ordered directly from Coys on 0171 584 7032, via fax on 0171 225 2258, or alternatively through the Internet address above.

GOODWOOD FESTIVAL OF SPEED
ISBN 11873200 20X, Edited by Ian Lambot, Watermark Publications, £35. Order direct from PO Box 92 Haslemere, Surrey GU27 2YQ, tel: 01428 643077

This handsome edition celebrates the remarkable success of Charles March's wonderful event from its enthusiastic low-key beginning in 1993 to 1996's epic but wet affair. Architect Ian Lambot should be proud of his first venture into publishing. Elegant design and superb printing make the most of the splendid images. An impressive gallery of greats reminisce about their 'Festival' memories while main features fill in the event's background. There's also a feature on the circuit's heritage. Save this book for a winter's day and it will revive some great memories.

CHAPARRAL, CAN-AM & PROTOTYPE RACE CARS, ISBN 0 7603 0508 0, Dave Friedman, Motorbooks International, distributed in UK by Haynes, £24.95
The revolutionary racers from Rattlesnake Raceway have been well covered with Richard Falconer's excellent history (also published by Motorbooks) and Pete Lyons' articles in *Vintage Motor Sport* (1993 No 6, 1994 Nos 1&2). This

book complements those works with a wealth of photographs from Jim Hall's early racing career, to the incredible 2J sucker car. Few aces looked cooler than this Texan with his flat-top, sharp casuals and glamorous, loyal wife Sandy. As well as breaking new ground in race engineering, Hall's challenge was slickly presented.

The book's format is inspired. Friedman has used his photos to nudge the memories of Hall and his team and these have been used boldly. A wonderful book.

COD FILLET QUIZ



1. When and where was the first Grand Prix win for BRM?
2. Who were the nominated WRC drivers of the MG 6R4 for the 1986 season?
3. What bhp was quoted for the original Ford DFV Cosworth V8 F1 engine?
4. Which two Ford competition cars were withdrawn from International motorsports events in March 1983?

ANSWERS ON PAGE 8

Crash helmets

The Motor Sports Yearbook sets out sound advice about the care and use of crash helmets.

Sizing is critical in the performance of the helmet and in ensuring maximum comfort for the user. Most manufacturers use two or sometimes three shell sizes, then use different interior padding to achieve the interim sizes. In the case of younger competitors (such as Cadet karters), it is likely that the smaller size will be needed. Not all manufacturers use the same shell sizes and in selecting a helmet for such a competitor, the helmet selected should use the smallest shell size possible.

All helmets give protection by providing a tough shell with an energy-absorbing lining. Once a helmet has been impacted, it may appear undamaged, but there may be internal damage to the shell or liner. Such a helmet should either be discarded or examined by a specialist before being used again.

Please note that the FIA will accept BS6658 Type A for use in international competition only until 31 December 1999. BS6658 Type AFR will continue to be accepted after this date.

It is anticipated that for MSA-authorized events, Snell SA90 will be acceptable for a further three years, while Snell SA95 will continue for up to nine years.

Notification of the withdrawal of any standards will be published in *Motorsports Now!*, the magazine sent to every licence holder.

Facts about... Contd from page 1

• For further information, contact Sadie Wigglesworth (Press and Public Relations) at the Vintage Sports-Car Club, The Old Post Office, Chipping Norton, Oxon, OX7 5EL. Tel: 01608 644777 or Fax 01608 644888.

Network Q Rally

A reminder that the 1998 Network Q Rally of Great Britain takes place on 22-24 November. Advance spectator tickets are sold exclusively by the Ticket Hotline at Silverstone: 01327 857273.

Full preview in the next issue of *Wheels*.

Jim Clark Rally joins British Championship

SEAT UK will sponsor mainland Britain's only closed road special stage rally when it becomes a round of Mobil 1 British Rally Championship next year. Based in Clark's home town of Duns, the SEAT Jim Clark Memorial Rally takes place on 2-4 July 1999.

It's not the first time SEAT and Jim Clark have been linked: in July 1967, the double Formula 1 World Champion won the SEAT Trophy at the Madrid Formula 2 Grand Prix! Clark's career started in the late 1950s, co-driving on some of the same country lanes where next year's SEAT Jim Clark Memorial Rally will pass.

Organised by Berwick & District Motor Club and Border Ecosse Car Club, the event received Royal Assent to close public roads for motor sport in December 1996. It ran successfully for the first time in 1997, and in 1998 attracted 35,000 visitors to the area. With strong local support, the number of spectators this year was well in excess of 50,000, making it one of Britain's top sporting events.

"We are absolutely delighted to host a round of the British Championship and announce such a major sponsor as SEAT UK at the same time," said Clerk of the Course Colin Pagan.

"Gaining British Championship status can only be good for us, and we are confident we have a quality event which will enhance the series. In SEAT, we have a partner with the same ideals for rallying: a desire to make it more entertaining and really bring it to the general public's attention. With SEAT's marketing expertise and our unique rally format, the 1999 SEAT Jim Clark Memorial Rally will be the best ever."

"In 1982, we had a vision of the rally we wanted to organise, and we are now beginning to realise that dream. Having gained Government approval to close public roads for rallying, achieved British Championship status and teamed up with SEAT UK, next year will be the beginning of a new era for all involved."

Gary Savage, SEAT UK's head of marketing, said: "When the Jim Clark organisers approached us, their exciting and innovative ideas struck a chord. Their concept of what rallying is all about and their ideas on promotion have a synergy with that of SEAT. Much of their philosophy runs in parallel with our's and is consistent with what we are trying to achieve."

"Jim Clark was the epitome of skill, courage and sportsmanship, and SEAT is delighted to be associated with such a legendary competitor. We look forward to working with the organisers to develop the SEAT Jim Clark Memorial Rally into a premier round of the British Championship, and raise to the level of enjoyment for all the spectators."

Commenting on the inclusion of the event in the British Championship, John Queenby, Chief Executive of the Royal Automobile Club Motor Sports Association, said: "It took Berwick & District Motor Club and Border Ecosse Car Club many years of dedication and hard work to gain acceptance for this excellent closed-road rally on the UK mainland. I am delighted therefore to welcome the event as a very exciting addition to the 1999 Mobil 1 British Championship."

In brief...

- The Royal Automobile Club Motor Sports Association is pleased to announce that Michael Limb OBE has been elected its Chairman, replacing Sir John Rogers, who retired after the 1998 RAC British Grand Prix.
- Night racing will feature in next year's *Auto Trader* British Touring Car Championship. The July meeting at Snetterton will be floodlit, with the BTCC cars contesting after-dark Sprint and Feature races, plus a full evening of support races.

TECHNICAL TIPS

SUPPLIED BY  **CARS**
RACE CAR CONVERSIONS

Brake failure or heart failure?

WE are not talking stolen goods here, just initial brake failure, or loss of pedal. After mentioning pad knock-off, with regard to the Escort racer, I've had a couple of letters from people with the same problem - or what appears to be the same problem.

Brake pad knock-off is what happens when your pads are forced back into the caliper by movement of the brake disc. To the driver this manifests itself as a loss of brakes, with the pedal going to the floor. Normally this appears after hard cornering, or a succession of bumps taken one after the other.

What happens is that the brake disc flexes and "knocks" the pads back in the caliper. The first application of the brake pedal only pushes the pistons back out of the caliper, it may take several "pumps" to get the pedal back up where it should be.

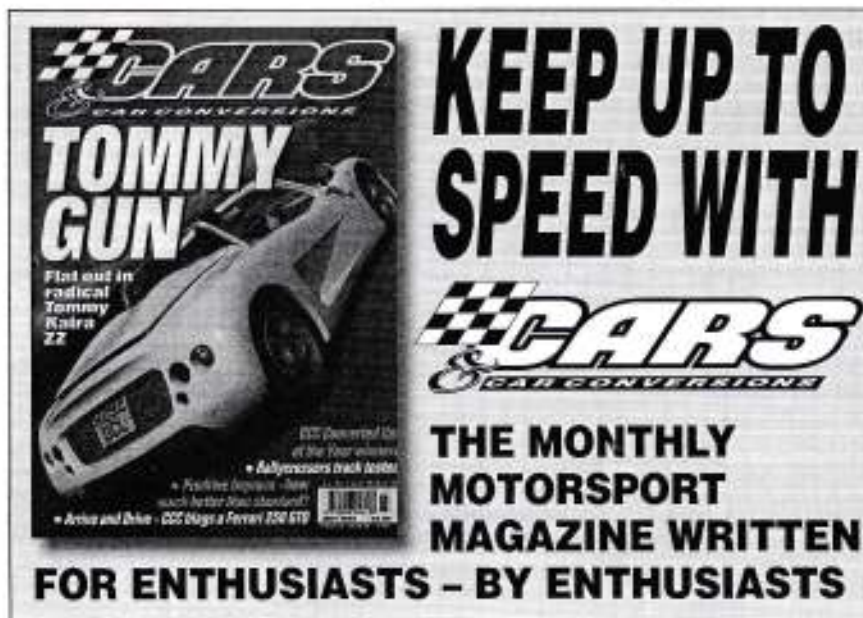
The real answer is to make sure your suspension is up to the job, and that you don't get enough flexing at the hub to allow the disc to move. On our Escort this meant a brace fitted between the lower suspension pick-up point and the suspension main leg.

Another solution is to make the brake disc "fully floating" which means fitting it with drive pins, or a spline, that allow the hub to flex while the disc remains fairly stationary between the pads.

Positioning of the caliper also has some input, ideally you want the caliper fitted where the disc movement will have the least effect. Think of the brake disc as a clock and the caliper wants to be at three, or nine, not 12 or six where the disc movement is at a maximum, assuming the vertical plane to run between six and 12.

QUIZ ANSWERS

1. Dutch GP 1959, Jo Bonnier, BRM P25.
2. Tony Ford and Malcolm Wilson.
3. 400bhp.
4. Escort RS 1700T rally car and the C100 Sportsbar.



CARS
RACE CAR CONVERSIONS

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Flat out in radical Tommy Gun 2.2

• Fully featured magazine
• Advance news and stories
• Action and Drive
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KEEP UP TO SPEED WITH

CARS
RACE CAR CONVERSIONS

THE MONTHLY MOTORSPORT MAGAZINE WRITTEN FOR ENTHUSIASTS - BY ENTHUSIASTS

1998 B.T.R.DA. SILVER STAR SERIES

1997 left Team D.I.R.T., Tony Dickenson and Gav the Nav Heseltine with mixed fortunes in their first attempt at the championship, through various Driver/Co driver combinations in the B10 class, Gavin won the third Co-Driver award, but Tony ended up fourth.

Tony decided another attempt was needed in 1998. During 1997 the team had various service crew members of which Andy Carter (Beverley & D.M.C.) had played a major part, in 1998 Andy would contest the same class in his own 1600 xflow MK2 Escort.

The 1997 class winner Grant Sturkley has used a BDA engined Escort, and Tony though his own crossflow was getting a little long in the tooth by comparison. Negotiations were made with Andy Carter's engine builder and Tony ordered a 1600cc 16 valve Corsa engine, to be built for 1998. Time dictated that the first two rounds would be contested using the old engine.

The first round The Wydean Rally saw Team "DIRT" score 3rd BTRDA, but the Malcolm Wilson rally brought electrical problems and retirement whilst Carter/Briggs scored 2nd on their first BTRDA outing. For the third round, the Somerset stages, the crossflow remained (New engine not ready) they managed 3rd in class, as last year Grant Sturkley was leading the class at this point.

Our very own North Humberside Forest Rally was the fourth round, Gavin was on organising duty, but Andy Carter, took the 3rd BTRDA award. Onto the fifth round The Plains Rally, team DIRT had suspension problems resulting in 72nd Overall and 7th in class, whilst Andy Carter/Carl Briggs took class honours.

Next came the Dukeries, still with the crossflow, Tony and Gavin took class honours this time, with Andy and Carl second. This left Andy leading the Championship Class, with Tony fourth. After a short break in the series, came the Quinton stages, Tony's new engine should have been installed, but unfulfilled promises, again left the crossflow in service. Fourth on this event moved Tony to second place and Carter still leading.

The penultimate event, The Woodpecker, had Grant Sturkley finish Third, Carter 4th and Dickenson 5th. The championship scoring system resulted in Carter leading the Championship, Dickenson 2nd and Sturley 3rd. Sturkley only needed to score on the final round (The Cambrian) to win the Championship. Tony and Gav saw no advantage to contesting the final round, so final results showed Sturkley the winner with Hull's Andy Carter/Carl Briggs second, leaving Tony and Gavin third (Still using last year's engine). Tony finally taking the third in class award he had missed the previous year.

John Dixon

MARSHALS NEWS



RAC Rally Sunday 22nd November

Silverstone,

I need to give an estimate of numbers of people going.
Two new instructions this year.

1. No one under 16 will be allowed to marshal
2. Min number of cars as possible, passes will be very limited., so cars should be shared.

Please contact John Newlove 01904 608524

MALTON MOTOR CLUB MEM DALBY GRAVEL SPRINT

Malton M.C. are hoping to run a Forest Sprint in Dalby Forest on Sunday 8th November, lots of Marshals will be required, but it is rather a long day, sign on approx 7.30 am, finish about 17.00 hrs. It appears each car will have practice runs and then timed runs, but the drivers have to find their way round with out a navigator! Marshal will have to be in line of sight and the Red flag system will be used as on normal sprints and hill climbs.

Details from John Newlove, regs available from Robert Newlove.

Don't forget our Club Internet Site at

<http://freespace.virgin.net/alan.gilbert/>

Or search under North Humberside Motor Club



We have had a begging letter to our Internet site, a Rally Driver from new Zealand wants to do the RAC Rally, so he is asking if anyone in our club can pay £10,000 sponsorship. Anyone interested contact Alan Gilbert he will give you the Email address, a picture of the car involved is shown below





LEAGUE 1998

This years competition for Yorkshire based Motor Club's ended with the final round being York Motor Club,s sprint at Elvington, unfortunately we didn't manage to field any entries.

But we did manage to finish 8th Overall, a very good result as we were not represented in at least three of the rounds.

Thanks are due to the following members for Flying the flag and representing the club during the year, also the number of points they scored.

Rally crews

Rob Wilson/Gav Heseltine.	123.1
Rob Pattison/ Rob Overend	92.4
S.Taylor/ D.Tortoiseshell	81.4

PCT

Glen Simpson	120
Robert Newlove	45.9 (thanks to Glen for sharing the Car)

Autotests

Ken Sturdy	100.9
Dave Short	82.7
John Taylor	73.6
Rob White	80.0
Glen Simpson	154

TOP TEN CLUBS

1.	Ilkley	2328.0
2.	Sporting Escort Owners	1431.4
3.	Sheffield & Hallamshire	1352.7
4.	Y.S.C.C	1116.4
5.	Huddersfield	1037.9
6.	Airedale & Pennine	1007.2
7.	Beverley	899.6
8.	N.H.M.C	804.9
9.	Trackrod	775.3
10.	Alwoodley	671.8

Yes , Beverley did beat us, other newcomers to the top ten are Huddersfield, Alwoodley, so we will see some new events included in the league next year, most noticeably Beverley's Viking Tour.

PRIZE PRESENTATION PARKSIDE HOTEL PONTEFRACT SATURDAY OCTOBER 17TH, BE THERE! Details from Robert Newlove

Larkspeed
performance zone

NORTH HUMBERSIDE MOTOR CLUB LTD
OFFICIALS

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SOCIAL SECRETARY	VACANT

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PLEASE DO NOT PHONE THESE OFFICIALS AFTER 10 PM THANK YOU