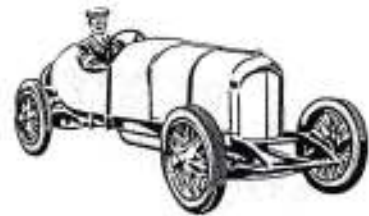


North Humberside Motor Club Ltd



Magazine

December 1999



THE AXA CLASSIC

27TH - 28TH May 2000

Welcome to the last magazine of 1999, don't forget the Christmas Party. Listed below are a few events which may be of interest in the near future.

9th Jan New Year's Autotest Brandsburton
(This the first time we have moved the event away from new Years day)

22/23 rd Jan Measham Trophy Rally
A night event for the Veteran Sports car Club, a good night out. The event starts and finishes at Leeming Bar and the halfway is at Bedale. Anyone interested in marshaling please contact John Newlove.

20th February Kall Kwik Forest Rally
Not sure what we are doing yet, more details later.

Webb News

For you internet users, we have registered our details with a new Motorsport Webb Site.

WWW.motorsportsnet.com

This site will carry dates and results of most Motorsport events in the UK
Don't forget our own Webb Site at

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

Another site with links to our site and Association sites etc is
WWW.ukmotorsport.com/

I have received a leaflet from the MSA about the above event.

This is hoping to be the worlds largest Classic run for vehicles 20 years old or more.

There is choice of a one day or two day route, with a choice of ten starting points. The routes visit famous Motorsport venues such as Castle Combe, MIRA test track etc, both routes finish at Milbrook Proving ground near Bedford.

No competition licence is required, entry fee's are Two Day event £160.00. One day event £90.00.

Nearest starting routes to us are Harrogate (2 Day), Lincoln (1 Day). More details from Robert Newlove

News From the MSA (In Brief)

HELMETS

For International Use the following helmet standards will be permitted

SNELL SA95

BS 6658-85 Type A/FR

SFI Spec 31.1 & 31.2

For UK National use, only the following helmet standards will be permitted.

SNELL SA90

SNELL SA95

BS 6658-85 Type A & Type A/FR

SFI 31.1 & 31.2.

It is anticipated that all helmets standards currently permitted for national use will continue for at least 3 years.

Fire Extinguishers

Until very recently the withdrawal notice advised the replacement of HALON (BCF) installations by **31st December 1999**. It has now been changed to **31st December 2003**.

The 2000 MSA Yearbook will be amended accordingly, but the MSA recommends that competitors replace Halon with an environmentally friendly alternative at the earliest opportunity.

DOWN THE WIRE

AT Motor Club workshops only a couple of years ago it was forecast that Information Technology — then a hot topic with clubs — would soon be taken for granted. We're virtually at that point because love it or hate it, the global information super-highway is here to stay. Increasingly it is becoming an essential tool for many people in all spheres of life and it can bring enormous benefits. Not everyone, of course, is hooked up and some probably never will, but increasingly those involved in motorsport in all sorts of ways are heading into the brave new world.

Take a look at any race or rally car these days, and the chances are that somewhere upon it you will find a website address. There are even some cars currently competing where the title sponsor is a web address. Formula 3 racer Luciano Burti is just one driver who promotes his own website address on his crash helmet. TVR Tuscan racer Martin Short launched an e-mail campaign to raise sponsorship for under-financed Charlotte Osborn to race a Tuscan and succeeded in raising a considerable sum. It is a powerful tool, and it is only going to get more powerful.

But does it have any relevance to club competitors and motor clubs? The argument for and against clubs having a website have been covered previously

in *Wheels* and, in many cases, the jury is still out. The only thing which seems generally agreed is that if you cannot keep a website updated every two weeks at the very outside, don't bother. An out of date website is worse than none at all.

However, there is surely one area where competitors and clubs can use this awesome facility to real benefit. Use e-mail as a means of sending out press releases. This is not rocket science, and some people are already doing it. If for no other reason, you can drastically reduce the amount of time and effort spent printing out press releases and folding them into envelopes. And the time spent licking stamps can be used to mow the lawn, shampoo the car and look after all those other important domestic duties!

So how does it work? Well, assuming that you have the relevant hardware — and your local computer superstore can now kit you out for less than £500 — you can get internet and e-mail access for free from a variety of high street sources. Then, all it will cost you is a little telephone time.

Next, do a little research and seek out e-mail addresses for all the people you want to keep informed about your activities and news. This can include sponsors, potential sponsors, the specialist press, regional and local press, local radio

stations, championship co-ordinators and so on. The great thing about sending press releases by e-mail is that you can keep an adding names without incurring any extra cost. A free e-mail provider such as *Fraser* has an easy to use structure for compiling mailing groups from your e-mail address book and so sending the release to a group is as simple and quick as sending it to a single address.

Once you have written your release, simply cut and paste the text into the message box and away you go. We don't recommend sending files as attachments, as the chances are that not all of your recipients will have the same level of software as you have. Within minutes of finishing the release, you will have sent it to dozens of recipients. No photocopying, no envelopes, no stamps, not even a trip to the post box. Total cost? Aside from the time and effort, actual cost is likely to be less than 10p, regardless of how many recipients are on your list.

So what are the drawbacks? Surprisingly few. Not all of your target audience will be on e-mail, so some releases may still have to rely on the good old snail-mail. Ironically, local papers are notable for their lack of e-mail presence, but this will surely change over the coming months. E-mail is quick, easy and cheap. It has to be worth serious consideration as a means of spreading the word.

Paul Lawrence

Facts about... THE NATIONAL SALOON CUP

- The National Saloon Cup is managed by the British Racing Drivers' Club and features alongside the British GT championship with 14 rounds at 10 circuits including Spa-Francorchamps.

- The regulations for the NSC closely align to those of other European countries. Cost and performance are controlled by minimum car weights, limited technical modifications and success ballast for the first three finishers in each race. At each race, the first three finishers from the previous meeting must carry 35kg, 25kg and 15kg respectively. Gearbox casings must be standard but gear ratios are free. However, ratios must be nominated prior to the first race entered and cannot change for the duration of the season.

- Honda, Peugeot, Nissan, Ford, Proton, BMW, Vauxhall and Toyota are all represented in the entry list. Cars can be front or rear wheel drive. Cars must have four seats but can be two, three, four or five door models.

- The NSC is sponsored by Silverstone Insurance Services, an insurance organisation launched in March 1999 by Hill House Hammond to harness the power of the Silverstone brand name in the vehicle insurance market.

- The National Saloon Cup has trade support from Dunlop and Mintex. All competing cars use Dunlop racing tyres, either slicks or wets depending upon conditions.

- The NSC grew out of the old Production Saloon Car Championships of the late 1980s and early 1990s. It is now a single-class competition for two-wheel drive, normally aspirated saloon cars up to 2000cc of which at least 2500 identical road cars must have been produced in a consecutive 12-month period.

- For more information contact the BRDC. Tel: 01327 857271.

TECHNICAL TIPS *Cont'd from page 11*

the steering rack position, or both; but sometimes it isn't possible to eliminate bump steer entirely, especially at the extremes of suspension travel. In fact, some suspension experts maintain that a modest amount of bump steer can actually enhance steering response and stability, although opinions remain divided.

COD FILLET QUIZ



1. In what make of car did Paul Pritsch win the 1951 Eifelrennen GP?
2. At which circuit was the 1972 Belgian GP held?
3. Can you name the six Bentley Team drivers at the 1927 Le Mans?
4. The 1965 Tulip Rally — name the winning car and drivers.

ANSWERS ON PAGE 11

AUTO SCENE

REVIEWS FROM

**Motoring
News**

Stirling Moss sums up Goodwood perfectly in his introduction to *The Glory of Goodwood* book. "The great thing is that Goodwood never really moved away from the basic approach of providing good racing and a cordial welcome."

Published by Virgin Publishing (0171 386 3300) the book details the history of the circuit with superb illustrations and pictures, including the rebuild and launch of the track for last year's Revival Meeting. The name Goodwood still stirs the emotions of everyone who shares a passion for motorsport all the great meetings from the past are featured as are all the names that made Goodwood the institution it is today. Also included are full accounts of the best races and memorabilia from the Goodwood archives. Priced £30, this book is a must for motorsport fans.

Stuart Turner claims he had doubts before committing the story of his career to print, on the basis that he would have to use the word 'I' too much for his liking. Anybody who picks up *Twice Lucky, my life in motorsport* priced £17.99 will wonder why an earth he hesitated. Turner should need no introduction to readers: from his exploits as BMC rally team manager in the Sixties to the rejuvenation of Ford as a motorsport force in the mid-Eighties, this ex-MN Rallies Editor became synonymous with success and, perhaps more importantly, innovative and bold thinking in pretty much everything he turned his hand to. But this is no self-congratulatory testimonial outing. Turner has a pro's eye for an anecdote and his penmanship — the talent which drew him to MN all those years ago — is sharp, opinionated and thoroughly entertaining. And, as anyone

who has ever heard a Turner after-dinner speech will tell you, he is also extremely funny. A remarkable story, a remarkable man. Published by Haynes (01963 440635).

Le Mans is a true test of man and machine, and *Duka Video* (01624 640000) have captured this in their review of this year's race. Priced £12.99 this video features all the highlights of the great event, including Peter Dumbreck's huge crash in the Mercedes CLR and coverage of the qualifying sessions.

The race footage leaves a little to be desired but the night race camera work is excellent. Two highlights that spring to mind are a full lap of the track on board one of the ill-fated Mercedes cars, and in-car footage of Ukyo Katayama grappling with a tyre blow-out in his Toyota at frightening speed. I can guarantee that the pause and rewind buttons will be thumbed every time the viewer reaches the Dumbreck incident. A good buy for the armchair enthusiast but the dedicated fan will be left wanting.

MSA NEWS

Rally moves to Cardiff

The Network Q Rally of Great Britain will be based in Cardiff City in the year 2000, the first year of a three-year contract.

The move to the Welsh capital city was explained by MSA Chief Executive, John Quenby: "The MSA is an enthusiastic supporter of the FIA's efforts to improve World Championship rallies, making them more attractive for competitors, spectators and television.

"With new manufacturer teams reflecting the increasing popularity of the sport and FIA regulations demanding a more compact route, Cardiff was an obvious choice. All things considered, the time is right to move to a larger venue, which is also much closer to the Forestry Commission roads which make up the bulk of our competitive mileage."

Steve Freshwater, Director of Network Q, said: "This is the seventh year of our sponsorship of the Network Q Rally and as Europe's leading used car brand, we are proud of our association with a world class, World Championship event. Network Q are always looking to raise the standards in our industry and we welcome the efforts of the MSA to build a bigger and better event on the threshold of the new millennium."

The move to Cardiff ends a period during which Cheltenham hosted the Rally for three years. Said Mr Quenby: "We shall be very sad to leave Cheltenham, which has been a marvellous base for the event. Both the town and the Racecourse have made us very welcome and we are still looking forward to working together on this year's Rally."

The 2000 Network Q Rally of Great Britain starts from Cardiff City Hall on Thursday 23 November and finishes at the same venue on Sunday 26 November. With four days of competition, the new schedule promises to be very different from any previous event.

Did you know? Since the Rally was first run in 1932, it has started from Wales only once: Llandrindod Wells was one of nine starting towns in 1935.

Cardiff offers 5,000 beds; over 200 restaurants; and an international airport with services to Amsterdam, Brussels, Paris and many UK destinations.

The Network Q Rally of Great Britain is one of this country's biggest sporting events, with almost 200,000 paying spectators, a television audience of 134 million in 71 countries (more than any other rally) and over 6,000 volunteer officials.

Network Q is the UK's leading used car brand, with over 460 outlets selling more than 120,000 cars of all makes each year. Network Q Retailers provide the highest possible quality and service to their customers. Every Network Q car has a rigorous 114-

point service and comes with 12 months' guarantee including Roadside Assistance and cover for six months on battery, brakes and clutch. For added peace of mind, Network Q offers a 30-day exchange pledge.

To get up-to-date Rally information, or to find out more about Network Q, visit their website (www.network-q.co.uk).

Advance tickets are sold exclusively by the Ticket Hotline (tel 0132 785 7273).

British Rally Championship launched

Next year's Mobil 1 British Rally Championship was launched on the Isle of Man, at the final round of the 1999 Championship, under the slogan "The Best National Championship in the World... just got better". Among improvements for the year 2000:

- A £30,000 prize fund, rewarding the top three registered amateur drivers in each class on every qualifying round. Prizes will be in the form of vouchers offering a substantial contribution towards the entry fee of the next Championship round.
- A new "National Group N Rally Champion" category has been created for the drivers of homologated Group N cars (including those with four-wheel drive or turbocharged engines, which are otherwise ineligible for the British Championship).
- A guaranteed entry in the 2000 Network Q Rally of Great Britain for each registered driver who starts every round.

To help competitors search for sponsorship, a new championship brochure includes details of media coverage (television, radio, newspapers, teletext, national news agency, worldwide web, etc). Copies are available from the championship office, tel 0121 378 2828.

2000 Calendar: Yaxhall Rally of Wales on 18/19 March; Pirelli International Rally on 6/7 May; RSAC Scottish Rally on 9/10 June; SEAT Jim Clark Rally, 7/8/9 July; Stena Line Ulster Rally on 28/29 July; Sany Maxx International Rally on 7/8/9 September.

Latest information on the championship website (www.motorsport.co.uk).

REGIONAL COMMITTEE

The final meeting of the year opened with a discussion on Inter-Association events, including the new Forest Rally Challenge and RTV Trial. For details of all Inter-Association events, contact your club or regional association, writes Rob Milley.

The "Future of Regional Associations" document was well received, while the Club Development Fund continued to support a variety of projects with a total value approaching £250,000 during 1999. A document from the Central Southern Association set out guidelines for the negotiated use of new venues.

The voluntary licensing of National B stage rally clerks of course was in place for 2000; allied discussion on licensing of speed event clerks concluded that training in all disciplines was vital, to demonstrate the competence of individuals and to defend all concerned in an increasingly litigious world.

A balance was considered essential between the requirement to build knowledge and experience through attendance at events and seminars, and the need to encourage more volunteer officials into the sport.

The Chief Executive was present to take questions, including concern over the increasing use of the publicly recognised term "racing" instead of "rallying".

Reports from Off-Road, Rallies and Safety delegates included details of clerk of the course and radio controller training, live recovery procedures, the availability and use of Italian fire extinguishers, route notes on multi-use stage rallies, and the marking of chicanes on stage rallies.

David Karsey updated his comprehensive Motorsports Facilities Unit report, including the sixth edition of the Heritage Motor Sports Directory, advice on the use of set aside land and planning issues in motor sport.

The meeting concluded with the re-election of Bill Traugheer and Nicky Moffat as Regional Committee chairman and vice-chairman respectively for 2000.

TECHNICAL TIPS

SUPPLIED BY  and CAR COMPOSITIONS

Going round the bend

First off, bump steer is not about the steering wheel leaping about in your hands when your front wheels hit a bump, or series of bumps, in the road. That may happen, but it isn't bump steer. Probably a better definition of bump steer would be: suspension travel steering deviation, but that's a bit of a mouthful.

To check for bump steer you should start with the car at normal ride height, preferably supported on blocks, with the springs and dampers removed. Centralise the steering, and damp it so it can't move: then check that the front wheels don't deviate from straight ahead as the suspension moves through its range. You can do this with a very tricky (read expensive) bump steer gauge, or you can improvise, using a couple of dial gauges and a flat plate - suitably drilled - bolted to the hub in place of the road wheel.

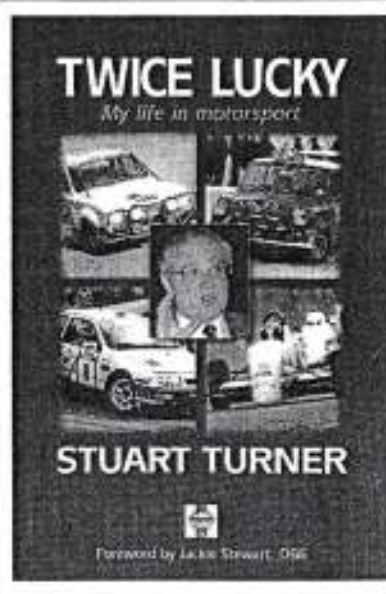
What makes the steering move on each individual wheel is when the steering arms do not move in the same arc as the suspension: that is to say, the steering arms tug the wheel this way or that as they in turn pivot up and down.

Theory says that to correct this situation you can bend the steering arms, or move

Cont'd on page 1

QUIZ ANSWERS

1. Veritas. 2. Nivelles. 3. Sammy Davis, F. Clement, D.J. Benjafield, L. Callaghan, G. Duller and Baron D'Erlanger. 4. Rosemary Smith and Valerie Domleo, Hillman Imp Rallye.



Twice Lucky

My life in motorsport by Stuart Turner

'One of motorsport's most engaging and enthusiastic characters writes frankly, revealingly and, above all, modestly about guiding BMC and Ford to rally glory. For anyone who has heard Turner's after-dinner speeches, this autobiography is long overdue and, rest assured, it is every bit as entertaining' - *Classic & Sports Car*
ISBN: 1 85960 602 4 £17.99 RRP

This book is available from all good bookshops, mail order specialists or, in case of difficulty, direct from the publisher (Please add £2.00 P&P).



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CLASSIC MARATHON SEPTEMBER 1999 BY IAN NORTH

In 1996 I accompanied Roy Hatfield, from Sheffield, on the Targa Espana in his 1953 Austin Healey 100M (2.6 Litre 4 cyl). We had a reasonable run finishing 14th O/A 2nd in class out of 51 starters.

We had kept in contact but my Far East commitments had always clashed with the rallies he wanted to do. This year the dates were convenient so in January an entry was sent in and accepted. Entries were numbered on receipt, we were 65!

As we had rallied together before, I knew what I had to take in the way of equipment, the only extra required was a 131 wheel for the Halda and the maps. This event was on map not by road book and the maps required 1cm-2Km Michelin.

The route came about 14 days before the event and I started to plot. All progressed well until plotting half way through the second day- I had to use a magnifier to plot. The route through the **Cevennes** was tortuous, I carried on and found the last afternoon worse but finally managed to get it all down.

ITINERY

Day 1	Mon 6 th	Le Mans - Clermont Ferrand
Day 2	Tues 7 th	Clermont Ferrand - Montpellier
Day 3	Wed 8 th	Montpellier - Andorra
Day 4	Thurs 9 th	Andorra - Lourdes
Day 5	Fri 10 th	Lourdes - Biarritz

It was obvious that I would have difficulty bumping up and down in an open car, so I purchased some IGF maps, scale 1cm to 1km. Whilst the scale was alright the roads were very difficult to pick out amongst the contours, so in the end, I took the maps with the route plotted and had them "blown up" in colour. So I had 1cm to 1km of the parts which appeared to be the most difficult to follow, I found out on the event that there are 1cm - 1.5 km maps made by Michelin, same detail as 1cm - 2km but easier to read.

On Saturday 4th I arrived at Sheffield by train and after putting the 131 in the Halda, we left for Dover. The Halda seemed spot on and so it proved to be as when we checked at Le Mans with the organisers official distance it was 3m per km out. We stayed the night at Dover, caught the 8.45am ferry on Sunday and drove in convoy with other competitors to Le Mans. The only rain on the whole event fell on the way but at speed we kept reasonably dry although we had no hood. Scrutineering, documentation and the drivers briefing passed without incident and we made contact with Chris and Hilary Green who were out to play in their Cortina GT.

Next morning we assembled at the entrance to the Le Mans Museum before lining up in echelon along the pits. What a sight 102 cars from the 50's and 60's.

The first test was six laps of the Bugatti Circuit, 4.3 km long. First lap at your speed, 2nd lap at a average of between 60 and 70 kph, 3rd, 4th and 5th laps at exactly the same speed as the 2nd lap and the 6th lap back into the pits. Unfortunately I can't count and did 7 laps- luckily with no penalty except for making our road time shorter, but as that was over 200k it did not matter. We dropped 5 secs on that test (37 O/A) - a Jaguar "S" type cleaned it.

The road section before and after lunch took us to **LE MAS DU CLOS**, a private circuit 80k N.W of **Clemont Frerrand**.

Test 2 Circuit 3.1k

First lap in your own time, 2nd lap 60 kph, 3rd lap 66 kph, 4th lap 70 kph and half a lap into a car park. 8 secs dropped, 6th O/A cleaned by an Alpha.

Then we had about three quarters of an hour to look at a unbelievable private collection of Ferraris, about 30 cars- racing and sports, old and new. Next a run into **Clermont Ferrand** and parc ouverte, a free buffet including wine courtesy of the organisers - then bed.

Results were posted in our hotel overnight which meant we had to get up very early in case we had done well. Our total being 13 seconds put us 22nd equal with Car 66 Hack/Vipond in a Healey 3000 whom we were destined to be close to all the event. The penalties after the first day were from 2 secs to 1hr 2m 34sec – the latter being D.B. 6 Aston who no doubt was in all kinds of trouble.

Day 2 saw us head out of **Clermont** to a Race Circuit at **Issoire** for Test 3 lap 2.46 km.

1st lap in own time

2nd & 3rd – 2m 28secs per lap

4th & 5th – 2m 07secs per lap

6th lap leave circuit

Not so good here, 18secs down 67th O/A., Another Alfa best dropping 1sec.

We then left to start the serious part of the event – the mountains, twisty road and difficult slots.

We left the Autoroute and began climbing – Oh dear – we ran into either mist or cloud and bad visibility was not my drivers' forte. We had dropped a great deal of time on the Targa Espana with this problem and I willed the sun to break through, luckily it did.

The first Regularity was a self starter eg were were given 2 minutes to get from the TC into our car, strap in, move up to the line and proceed at the allotted time, (don't forget to write start time in). The speed was 48kph, terrain easy, map reading simple. Even so we passed a hesitating car twice and heard the odd wrong slot. The finish, timed on sight, was just after a junction but we only dropped 5 secs, 20 O/A cleaned by an MGB.

We then pressed on to PC2 and TC7/8 for lunch. After a pleasant lunch we had a Landmark Regularity that started up a cliff face – there appeared to be about 20 hairpins so we set off in a rush. Landmarks give not average required, but detail points on the route with time and distance and again no given finish. The finish came after 3.18k – we caught the previous car on the line and dropped 3 secs – only one car beat us but the section was later cancelled.

Then TC9 at **Mont Aigoual** and start of Regularity Number 3 a Landmark again. There were 51 points over 35kms in 43 minutes. We were stopped early on and had to reverse for a large lorry but soon caught up, the end came after a very gently sloping smooth road and we were too early. Eleven secs penalty 39th O/A cleaned by the eventual winner a Porsche.

Then came TC11 and glancing ahead on the map and checking the time I told Roy to pedal hard and he did. After about 20k No 66, the Healey 3000 caught us and we let him pass to get a tow.

At TC12 I flung my time card at the marshal and squeezed in by 2 secs. Only 22 other crews cleaned this section. The next section was easier and brought us to the run in to **Montpelier**.

Wednesday morning saw us leaving on a 125k run out of to the first control in 12th position on 49 secs penalties, just 8 secs in front of the eventual winners Touw/Berkhof in a 356B Porsche. The first Regularity was over a loose surface rally test area with a tulip indicated route. Because of the surface the average speed was 35kph, and for the first part of this test we dropped over a minute and were overtaken by our friends in Car 66, but then the surface became smoother and we caught and passed them to end up only dropping 2 secs, 7 O/A, before finding our way into the Chateau (cave) for a short break. (A Merc cleaned the test). We then had a 25 min run out to a Self Starting Regularity in a place called **Cascastel**. We were warned by the marshals at the Chateau of road works at the start of the section but didn't expect to be stopped for 10 mins. We were second car in the queue and when released from the road works overtook the car in front but only recovered 7 mins to end with a penalty of 3m 07secs, 70th O/A.

We were rather annoyed to say the least. The afternoon was passed doing an extra loop in the mountains as a Hill Climb in Andorra had been cancelled and we finished off the day dropping a further 18 secs on the last Regularity in Andorra, 49th O/A.

We managed to get into the hotel underground car park instead of having a long walk to Parc Ouverte, and before getting changed wrote out our Query sheet for the C of C.

Next morning it was obvious our complaints had been ignored and were back down the field to 19th. The "if" factor would have put us in the TOP TEN. However since the second day we had been first in class so we were happy about that. The run out was 120k to a bar at **Courtal-de-Bastard** followed by Regularity No 8, an easy – too easy run where we dropped 4sec 30th O/A. Chris and Hilary Green cleaned this one, in fact they were doing so well – only dropping 1sec on a couple of earlier tests. We then carried on to TC21 where everybody dropped time – the distance given was incorrect and even as the section progressed we went quicker as it became obvious it would be tight. Our loss was 5mins, we had decided no more KamiKaze after yesterdays' thrills.

After lunch at **St Girons** we were to do another Regularity from **La Riviere**. I missed the start, so we were turned round and found Wilson/Bufum. 2mins before us, had done the same. Just as we returned to the junction our start time came and I pressed the stopwatch. After about 5k we were going through a village looking for a right junction when a white 4WD appeared in front of us and stopped, blocking the road. The driver got out and started berating us in French, we looked innocent and "pardoned" a lot, after a minute or two he gave up and let us through. Then Gammons/Easter appeared behind us – they should have been 7mins in front – and roared past trying to make up time. Luckily the last half of the Regularity was a wide road and we arrived at the end somewhere near our correct time.

The next section contained some tricky navigation. I had mixed up two villages **LOURDERVIELLE** and **LOUDENVIELLE** and missed a small loop. After turning back to check, Car 66 came towards us, so we waved them down, and they told us that there had been no secret controls so another 3 pointer and we were back on route again. We then climbed the **Col de Tourmalet**, famous on the Tour de France (cycles) and in convoy with Car 66 slowly caught a motorcyclist. Its' rider did not like being caught and we went faster. Just before the top of the col he tried too hard and laid his bike down on a hairpin. He stood up as we went past and was trying to lift his bike up as we disappeared over the top.

Lourdes was the night halt and we got up for the last day 17th O/A still 1st in Class.

The penultimate Regularity was 22k from **Lourdes** with 3 sections, the first on asphalt at 48kph, the 2nd on loose at 43kph and finally back to asphalt at 49kph. What a b...s up! I pressed one of my stopwatches and it went blank, so I started another after 2 minutes using my watch which was on rally time. Changing speeds is not a forte of mine, in fact I don't really now how to do it. Next we had a tour of a car park, wrong slot, when going on to the loose. Progress was slow on the loose as our ground clearance is not good but we tried to make time up on the asphalt again but ended up 1m 21secs out 41st O/A, slapped wrist.

On we went and not in too much of a rush as all times had been extended, maybe because of complaints of the timing being too tight for the later numbers. A few k's after PC7 we met an "E" Type and little Fiat 850 Abarth going the opposite way at top speed – they had obviously missed a PC and were going back. On the next section I told Roy we were looking for a track on the right at the top of a Col to **AHUSQUY**. We reached the top, he said something which I did not catch and ignored. At that moment a man came out of a building and we stopped and asked the way to our next control, he replied "over there" pointing to the track Roy had seen and sure enough a little sign 5cm x 25cm indicated that we should go that way. We were passed by several cars on this section, as they had wrong slotted, one of them should have been 17 mins in front of us.

The last section has had rave previews in the pre-event blurb to the effect that it was very, very difficult as there were so many unmarked tracks – and so it proved. We were given a marked 1cm –

1km map showing the route TC35-TC36 which was the same as the route I had marked on my map with 3 changes of average speed. All went well for ¾ of the section, until we turned right at a junction which had a sign for the village we wanted, pointing the other way. We ignored the sign and went down the hill on asphalt only to get to the bottom in about 2k with no obvious exit. Back up the hill to follow the sign but met a car carrying a Rally photographer who confirmed we were wrong. Turn round again and back down the hill. Just over the brow we could see in the distance the Dutch 850 Fiat Abarth stationary changing a wheel so we turned off the asphalt on to a loose track and went past it as the Dutch have an uncanny knack of finding the correct route.

This proved correct and after passing another difficult junctions and returning to it we found the end of the Regularity Section. There had been cars going in all directions and many competitors did not find the way at all. We incurred a maximum for the Regularity (5mins) and dropped 11mins of road timing.

At the TC we saw cars arriving the wrong way, but still getting a time, On they way back to the final control in Biarritz I added up my total.

9m 20secs to the previous night	
1m 21 secs Regularity 10	
5m 00secs max Regularity 11	
11m 00secs Road Timing loss	Total 26m 41 secs

At Biarritz we checked in and got our finishers' plaques. After booking in at our hotel, I had a shower and was at Rally HQ for 6.25 PM for results which were due to be posted at 6.30 PM. They appeared at 6.55 PM, we were 19th O/A and first in class. I waited until 7.25 pm and then walked to the prize giving venue. The beano was 7.30 pm for 8.00 pm – quite a useful way to get competitors out of the way for the one hour protest period.

During the meal the next results, printed at 7.45 pm were put on the table, we had dropped to 21st, first in class with 26mins 39secs penalties.

Next morning, Saturday, we left Biarritz at 7.00 am and were at Boulogne at 5.00 pm. We stayed in France overnight, got the 8.45 am boat and were back in Sheffield for lunch.

86 cars finished, the winner incurring 5mins 01secs, the last 28hr 18m 01secs.

Verdict – Some of the road sections were a little fast if you wanted to stay on time, but the scenery and company were superb.

Do it again? Not sure.

Ian North

MILLENNIUM MILESTONES

At their last dinner of the millennium, Ecurie Cod Fillet invited their 300 or so guests to vote for the Top 10 (or, as it turned out because of ties, Top Dozen) most important British milestones in motorsport since the sport began; they were invited to choose from a list of 20 or so drawn up by a panel (the bracketed comments in italics below indicate why the feats got on the list). There was space to write in additional achievements; the fact that no one added anything of significance – someone who listed his win on a 12 car rally was probably joking – suggests the panel got it about right.

It's an exercise clubs could well copy – it gets conversation going and the joy is that there is no 'right' answer. It's all a matter of opinion.

Although ECF is regarded as a rally outfit, several members have been round the track a few times and the results were evenly spread among our various disciplines. The only significant debate was over the importance of the Thrust effort, clearly record breaking enthusiasts some but leaves others cold; this may be because as one ancient pilot dolefully observed: "it's a bit like my lovemaking nowadays – over far too quickly."

Anyway, with the gracious permission of the Cod Fillet Committee (actually, a crate of Broom Ale and they're anybody's), here are the results of the ECF jury:

1 *Mass/Jenkinson, Mille Miglia, 1955 (Nobody ever got near 100hrs 7mins at 97.6 mph). If you haven't read Denis Jenkinson's report on this event, you really should. Brilliant.*

2 *Paddy Hopkirk, Monte Carlo Rally in the Mini, 1964 and at the Palladium (The first 'Big One' of many Mini victories).*

3 *Jim Clark winning Indy 500 in 1965 (He and Lotus blew the locals into the weeds).*

3 *Colin McRae (First/only British World Rally Champion in 1995).*

5 *Tony Brooks win at Syracuse, 1955 in a Connaught (First British car/driver to win a GP for over 30 years).*

5 *Varwall wins the 1958 FI Constructors' Championship (British engine, driver and car).*

7 *Cosworth DFV F1 engine (World's most successful F1 engine).*

8 *Thrust SSC breaks sound barrier on land, 1997 (All the other records are small incremental ones until this).*

8 *Hawthorn (Britain's first World Champion, 1958).*

10 *Bentley, Le Mans, 1924 (First of five wins).*

10 *Jaguar C Type, win at Le Mans, 1951 (Walker/Whitehead, the first of 5 wins).*

10 *James Hunt and Hesketh, Dutch GP (Last ever win by a private entrant).*

Achievements that didn't quite make the top twelve included:

Nigel Mansell's back to back wins (FI and CART), Jackie Stewart (Wins Championship for third time in 1973); Napier driven by SF Edge wins Gordon Bennett Trophy, 1902 Paris to Innsbruck (The first big win by a British car); and Donald Healey winning the 1931 Monte Carlo Rally in an Invicta.

And the Dellow, for all its successes over the years? Mine was the only vote. How quickly we forget.

One thing I must not forget is to wish you a Merry Christmas and/or a Happy New Year and/or a Marvellous New Millennium – delete according to what day you are reading this. If you are not sure what day you are reading this then congratulations on what must have been quite a party.

Stuart Turner

Facts about... DUCKHAMS AT 100

- Duckhams was established in 1899 by Alexander Duckham with a £200 loan and a rented yard in London's Docklands. Since then, Duckhams has sold some 250 million gallons of oil – enough for 2.5 million cars to drive to the moon and back.
- In 1899 the top speed restriction in Britain was 12 mph. The Land Speed record stood at 65.79 mph (today it is 763.035 mph).
- Petrol cost 1s 6d per gallon in 1899.
- Alexander Duckham turned his pioneering spirit not only towards motoring but also to other areas of development such as aviation, flying with Louis Blériot during his altitude record in 1910.
- When in 1931 Britain's first £100 car, the Morris Minor, was produced making motoring available to a much wider audience, Duckhams was given an exclusive recommendation for supply to the Morris factories by William Morris.
- Car maintenance was made easier in 1951 when Duckhams introduced Europe's first multigrade oil, Q5500. This meant that drivers no longer needed to change to a different viscosity engine oil every winter and summer. Duckhams also produced the first 20w/50 viscosity oil in 1955, Q20-50.
- As part of its Centenary celebrations, Duckhams has launched a book, *The Duckham's Story: A Century of Fighting Friction*, by Robin Wagar. With a foreword by John Surtees whose F1 Team was lubricated by Duckhams, it provides an insight into the world of motorsport as it developed through the Sixties and Seventies and Duckhams' involvement with drivers such as Jacky Ickx and

Cont'd on page 11

AUTO SCENE

REVIEWS FROM

Motoring News

As the Formula One world championship celebrates its 50th birthday this year, Nigel Roebuck, the popular motor sport journalist, takes a nostalgic look back at the classic battles between the leading stars of the sport in his new book, *Chasing the Title*. From Fangio and Moss to Hill and Schumacher, Roebuck's entertaining writing on some of the leading players in Grand Prix racing is bound to appeal to motor racing fans both young and old.

Published by Haynes (01963 440635) and priced at £19.99, this book provides readers with an intriguing insight to a sport that has changed so radically in half a century. This, combined with stunning archive photographs makes it a book not to be missed.

First impressions often make a difference, and the title of Christopher

Hilton's latest book is an intriguing one. *Hiler's Grand Prix in England* is a fascinating historical account of the 1937 and 1938 races at Donington Park. It was a time when Mercedes and Auto Union were dominant in the sport, and the world was on the verge of a world war. The German teams were technically vastly superior to any of their rivals and they had the races to themselves. This book brilliantly guides the readers through the political and cultural ramifications of the two races hosted during that ominous period of world history. Nazi salutes on English parkland as Germany stamped its technological superiority on its future adversaries in war are made all the more chilling by eye-witness accounts from drivers and spectators, including Murray Walker and Tom Wheatcroft, former owner of the circuit.

It is an extraordinary piece of historical research, backed up by rare pictures. It is well worth the price tag of £19.99. Published by Haynes (01963 440635).

Back to the future, and the name McLaren is synonymous with speed and glamour in the nineties. Not only are McLaren the leading team currently in Formula One, they also produce a car for the road, the McLaren F1.

The story behind the design and development of one of the world's fastest production cars is described in a beautifully crafted book, *Driving Ambition*. Written by the men that made the dream a reality, McLaren boss, Ron Dennis and Gordon Murray, the designer of the car, the book guides the reader through all the stages of development of the car; from conception to production.

It also includes a whole variety of technical information and pictures never before published of the top secret development programme. Visually as stimulating as the car itself, this book is a fantastic documentation of British motoring engineering at its very best. Published by

Virgin (0171 386 3300), it is reasonably priced, considering its quality, at £30. For fans of the car, it's a must.

The Nottingham Sports Car Club has produced a 150 minute video to celebrate their jubilee. This includes unique period footage of Gamston, Mallory Park, Raymond Nays, Mike Hawthorne and much more. Price is £16.00 including p&g, from NSCC Film Unit, PO Box 568, Nottingham NG2 6NZ, or telephone 0115 982 0696 for more information.

COD FILLET QUIZ



1. On the 1955 Mille Miglia (Moss/Jenks) where was the first control?
2. The 1964 Monte Carlo – who was the winning co-driver?
3. The 1965 Indy win by Jim Clark. Who drove the second Team Lotus?
4. Colin McRae's WRC in 1995 driving a Subaru. How many rallies did he win that year?

ANSWERS ON PAGE 11

MSA NEWS

MSA report reveals economic impact of Network Q Rally

A report commissioned by the Motor Sports Association (MSA) reveals that competitors and spectators at the 1998 Network Q Rally of Great Britain spent £11.1 million in the area of the event.

The world-wide television coverage of the event stimulated a further £17.25 million of subsequent tourist spending in Wales alone.

An independent team has measured the economic impact of the four-day rally on 7,814 businesses, employing 81,271 people in 20 counties.

Their report concludes that the Network Q Rally "is one of the largest spectator sporting events in Great Britain" and that the event "would not happen at nearly this scale unless it was part of the FIA World Rally Championship".

The study shows that 134,921 spectators paid to watch the 1998 event; 60% of them were visitors from outside the 10,503 square miles covered by the rally.

Of the £11 million spent, £6.7 million represented money flowing into the economies from outside. The main benefactors were hotels, motels and campsites (£2.1 million), eating and

drinking establishments (£3.3 million), retail stores (£2.6 million) and local transport services (£2.2 million).

The average spectator spent £83 per day on tickets, parking, lodging, food, drink, entertainment and tourist purchases. Occupancy at local hotels reached 100%, at a time of year (November) when most establishments would otherwise be quiet.

The rally created over 500 temporary jobs, notably at Rally HQ in Cheltenham and at the offices of the promoters, Silverstone Circuits.

John Quenby commented: "We already know from independent figures that the UK motor sports industry is a major contributor to our national economy, with at least 50,000 full-time jobs and an annual turnover of £1.3 billion.

"This report is the first systematic evaluation of the economic impact of a major rally. It shows that no fewer than 69 parliamentary constituencies gain direct employment benefits from the Network Q Rally of Great Britain.

"What is particularly gratifying is that so much income flows into the area immediately surrounding the route and then remains in that area, strengthening the social fabric of the community."

The 40-page independent report — "The Economic Impact of the Network Q Rally of Great Britain" — was prepared for the MSA by American economic historian William Lilley III (former Staff Director of the US House of Representatives Budget Committee) and Laurence J DeFranco (an expert in geo-economics).

MSA launches new classic runs

Two new classic car events will be added to the MSA calendar in 2000: one aimed squarely at motor sport fans, the other a weekend jaunt in Europe.

The MSA Motor Sports Classic on 1/2 April visits race circuits at Silverstone, Donington Park and Mallory Park, the sprint course at Croxall, Prescott Hillclimb, Avon Park drag strip and the high-speed bowl at MIRA.

The entry fee includes hotel accommodation, pre-event gala dinner and

post-event buffet. Only 200 cars will be accepted.

Mid-summer sees the inaugural MSA Euro Weekend, which starts and finishes in Calais on 24/25 June, visiting Croix-en-Ternois circuit, plus various test tracks and stately homes in northern France.

These new events join the Axa Classic on 27/28 May (the world's largest classic car run), the MSA Eurodassic on 10/14 September (starts in Belgium and runs through eastern Europe to finish at the A1 Ring in Austria), and the London-Brighton Veteran Car Run on 5 November (for cars built before the end of 1904).

Each MSA event is run by the same team which organises the British Grand Prix and the Network Q Rally of Great Britain; they all feature full RAC breakdown cover. Details from the MSA major events department, tel 0175 368 1736.

TV coverage for 2000 British Rally Championship

Channel 4 Television has confirmed that it will broadcast half-hour reports from every round of the Mobil 1 British Rally Championship next year.

The news was welcomed by Jonathan Ashman, the MSA's Director of Major Events: "This is probably the earliest we have ever had confirmation of the following year's television coverage. It's a great vote of confidence in the Mobil 1 British Rally Championship and our host production company, BHP Sport."

The 1999 Championship has so far received a total of four hours of coverage (six half-hour programmes and a one-hour programme), with peak UK audience figures of over 600,000.

The Mobil 1 British Rally Championship is now a regular part of a prestige roster of Channel 4 sport, which includes Formula 3 and GT car racing.

Mark Sharman, Channel 4's Head of Sport, said: "Channel 4 has been delighted with our first year's involvement with the British Rally Championship. It's an important part of our commitment to UK motor sport."

TECHNICAL TIPS

SUPPLIED BY  CARBS
AND CAR CONVERSIONS

Blame it on the management!

With covering so much electronic kit we are beginning to get more questions on management. "Why are most manufacturers now going over to sequential firing of the injectors?" is one question coming up again and again.

Basically, the first electronic systems were what we call 'batch fired', which means that all the injectors fired together and did so once every engine revolution, which equals twice per cycle. Sequential injection means firing each injector on an individual basis and timing the injection to the valve position. In order to do this you need to know which pistons are at TDC and when.

Manufacturers had to install not only a crankshaft speed sensor, but also a TDC sensor which is normally mounted on the camshaft. The Vauxhall engine, for example, uses a sensor fitted to the camshaft for indicating TDC. If you pull this sensor wire off — nothing happens. In fact, the management reverts to batch firing but if you watch the idle or drive the car you can't tell the difference.

However, if you check the emissions and carry out fuel consumption tests you will see a difference between batch firing and sequential operation. For a competition system there is nothing between the systems in practical terms except the complication of the sequential operation.

The next most asked question is: "Where do you fit the injectors in the manifold?" The easy route is to buy throttle bodies with the injectors already fitted and then you don't have a choice to make. I have asked around and it appears that you fire the fuel at the back of the inlet valve for throttle response, fuel economy and best emissions.

For best outright power the injectors used to be sited outside the intake, with primary injectors close to the valve, doubled up to get the best of both worlds. But it appears F1 practice has now changed again. Slide throttles are currently out of fashion and butterflies are making a comeback with a single injector aimed at the butterfly. Hang on a minute, isn't that where we started out?

QUIZ ANSWERS

1. Ravenna.
2. Henry Liddon.
3. Bobby Johns, Lotus 38/2
4. Two — RAC (GB) and New Zealand Rally.

Facts about... *Cont'd from page 1*

James Hunt. A hardback 270mm x 210mm book with 160 pages and 100 illustrations, it is priced at £14.99 RRP, ISBN 85960 6393.

A happy new year, century
and millennium
to motorclub members everywhere

AUTOTEST CHAMPIONSHIP 1999

Provisional Results



	JAN 99	FEB 99	NOV 99	L/SPEED	L/SPEED 20/6	TOTAL
Dave Short	53	51	55	36	53	248
John Taylor	43	46	50	55	48	242
Rob White	32	30	45	59		166
Howard Everingham	58	56	20			134
Richard Wood	31	36		45		112
Roy Heath	48	41	20			109
Phil Cherry	38					38
Edward Cherry	30					30



CHRISTMAS QUIZ NIGHT THURSDAY 16TH DECEMBER FERGY FAWCETT



Our usual Christmas Extravaganza, a bit of a quiz, a little food, and a raffle (Prizes welcome!) Starting at 8.30 pm, please try and come on time. We have invited some friends from other clubs to help us celebrate the last Xmas of the millennium (Or have you had enough of the millennium already?)



Members bits

Dave Watkins/Gavin Heseltine have been competing in the Safety Devices Historic Rally Championship. Despite only competing in 4 rounds ,Dave driving his Ex Works RS 1600, finished 3rd in Class in the drivers category and Gavin was 2nd Navigator in the class.

Gavin also navigated for Tony Dickenson in his MK1 Escort on the Mintex National Championship. Tony and Gavin both took the class award in Class B10.

Gavin was also 2nd Navigator in the Welsh National Championship in Class 02/ 1600.



NHMC RALLY CHAMPIONSHIP 1999

Results to date, but other events are still to run i.e Christmas Stages Rally

Drivers

Dave Watkins	329
Gavin Ruler	317
Tony Dickenson	198
Rob Pattison	136 + 41 = 177
Rob Wilson	80

Co-Drivers

Gavin Heseltine	338
Steve Darvell	144
Rob Overend	136 + 41 = 177

2000

NHMC Rally Championship

After much discussion the committee have failed to agree on any changes to the year 2000 club Rally Championship. Therefore the rules will stay the same as 1999 except, points will be modified to

10 points for starting a event

plus

10 for finishing a event.

A full copy of the rules is available from the Competition Secretary.

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Cvh 1.3- 1.9 race £400.00

Vauxhall 1.3-2.0 stg 1 £200.00
Vauxhall 1.3-2.0 stg 2 £280.00
Vauxhall 1.3-2.0 race £400.00

Vauxhall 16 valve 1.4-2.0 stg 1 £375.00
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