

KNOWLDALE CAR CLUB

MAGAZINE - DEC 1994



CLWYD VALE AND RHYL & DISTRICT MOTOR CLUBS

THE FARRINGTON ROAD RALLY —————
SEPT 24/25TH 1994

A
SPEEDSPORTS
(Ruthin)
PHOTOGRAPH ©

EDITORIAL

Welcome to the new look KCC magazine. After many years of faithful service Steve Tweedale has hung up his p.c.(?) and given over the editing to me and my attractive, nubile secretary Michael Pedley!

We hope to try and breathe new life into the magazine and hence the club. For this we require your support: reports, results, ideas and comments. Also as we are both leading lights in KCC's Road Rallying fraternity (actually most of the lights), if you don't want to get bored stiff reading our reports - you'd better start sending things in. To the older members who perhaps don't compete anymore, we would very much welcome any old reports, stories or amusing anecdotes to put in the magazine; this would then hopefully develop into a regular feature.

The first of the new features we intend to include is, as you can see, an Editorial dealing each month with aspects of club life and general motorsport issues. Of course these will all be my personal views (not necessarily those of the club) and if anyone violently disagrees with any of the points, you are welcome to come down on a Tuesday night and stick one on me, or more sensibly write a short note which we will print.

Also this month we have included a small Table Top Rally using map 109. Answers handed to me on a club night will be marked and the winner will be given a special prize - a year's FREE subscription to this very magazine! On further debate with the Treasurer we might be able to upgrade the prize to a pint of John Willie Lees' finest gut-rot.

Congratulations to the club members who did so well at Flookburgh and Blackburn, and also to KCC's resident Chimpanzees who turned up to do the Oldham College Autotest (unfortunately).

Let's have more reports on events and we will try to inform everyone through this magazine about what's happening. We certainly seem to have more members competing than for some time, so let's capitalise on this and bring some recognition back to the most famous car club in the North West.

Paul "GRIFF" Griffin

Griff's Technical Teaser:

What's the difference between an engine that goes "hobbidy hobbidy hobbidy" and one which goes "bob bob bob bob bob"?

Car club:KCC Points 94.FLR

NAME	1	2	3	4	5	6	7	8	9	10	11	12
Ian Savage	173	120	208	163	183	181	185	088	230	079	215	
Michael Pedley	108	192	170	086	177	130	185	105	172	187		
Liam Pilkington	149	180	239									
Robert Vance	175	220										
Paul Hobson	205	143										
Haydn Williams	213											
Mike Chadwick	174											
John Cryer	101											
John Vance	173	120	208	163	183	181	185	088	230	079	215	
Dave Pedley	108	086	177	130	185	105	172	187				
James Beddows	175	220	205	143								
Paul Entwistle	149	180	239									
Steve Warrington	120	101	065									
Paul Griffin	165	106										
Robert Vance	222											
Paul Stringer	213											
Dave Lonergan	174											
Julie Entwistle	135											

Car club:KCC Points 94.FLR

NAME	1	2	3	4	5	6	7	8	9	10	11	12	Total	Drv/N	Q
Ian Savage	173	120	208	163	183	181	185	088	230	079	215		1825	Drv	
Michael Pedley	108	192	170	086	177	130	185	105	172	187			1512	Drv	
Liam Pilkington	149	180	239										0568	Drv	
Robert Vance	175	220											0395	Drv	
Paul Hobson	205	143											0348	Drv	
Haydn Williams	213												0213	Drv	
Mike Chadwick	174												0174	Drv	
John Cryer	101												0101	Drv	
John Vance	173	120	208	163	183	181	185	088	230	079	215		1825	Nav	
Dave Pedley	108	086	177	130	185	105	172	187					1150	Nav	
James Beddows	175	220	205	143									0743	Nav	
Paul Entwistle	149	180	239										0568	Nav	
Steve Warrington	120	101	065										0286	Nav	
Paul Griffin	165	106											0271	Nav	
Robert Vance	222												0222	Nav	
Paul Stringer	213												0213	Nav	
Dave Lonergan	174												0174	Nav	
Julie Entwistle	135												0135	Nav	

KNOWLDALE CAR CLUB

WHO'S DOING WHAT

<u>NAMES</u>	<u>EVENT</u>	<u>DATE</u>
M.PEDLEY/D.PEDLEY	JJ.BROWN ROAD RALLY	3/4DEC
M.CARTWRIGHT/S.WARRINGTON	CADWELL PARK STAGES	3/4DEC
L.PILKINGTON/P.ENTWISTLE	GRIZEDALE STAGES FLOOKBURGH	3DEC 4DEC
H.WILLIAMS/A.BROWN	GRIZEDALE STAGES FLOOKBURGH	3DEC 4DEC
M.CHADWICK/D.LONERGAN	GRIZEDALE STAGES FLOOKBURGH	3DEC 4DEC

MANCHESTER TREASURE HUNT/TABLE TOP RALLY

1 FAIL FOR EACH INCORRECT ANSWER

Standard Section 1: (use whites)

		APP	DEP
MC1	9941/4 865		N
SGW	990 879		
SGW	9971/2 882		
PC1	9841/2 8841/2		
SGW	990 895		
SGW	988 896	NW	
SGW	9851/2 904		
SF1	981 9141/2		

Questions:

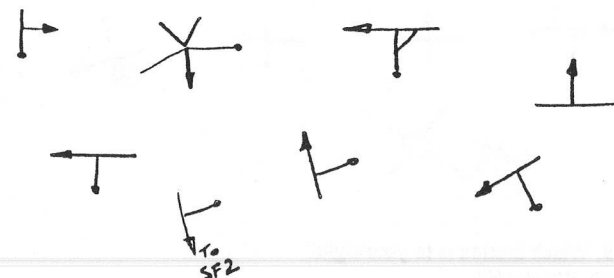
1. Give approach to PC1
2. Which Hall do you go through?
3. Which moor do you cross?
4. What could you sit on with horsey connections?

Neutral Section:

VIA	965	8991/2	E	NNW
SS2	967	9111/2	SW	

Standard Section 2:

Tulip Diagrams not necessarily in order, again use whites.
Diagrams are in correct orientation (test of your English there!)



Questions:

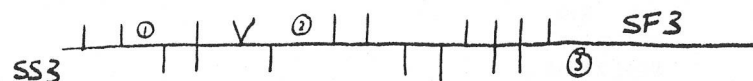
5. Name all of the farms actually on the route

Neutral Section:

VIA	9351/2 9211/2	ESE	SW
SS3	895 915	SW	

Standard Section 3:

Herringbone diagram (hint: lines leaving the main line are roads you should NOT take)
Ignore whites, all slots are shown.



Questions:

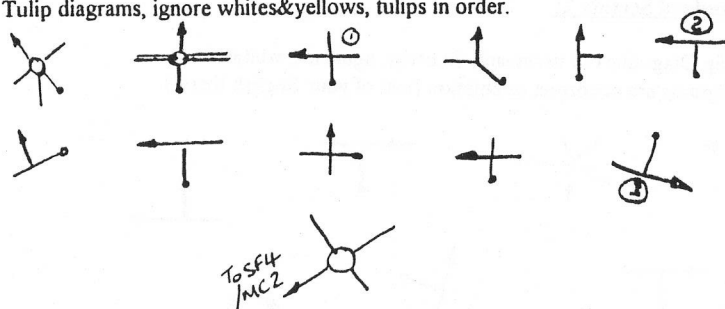
6. Which station?
7. Big park church thing?
8. Which lengthy vista is SF3 close to?

Neutral Section:

VIA	858 969	ESE	WNW
SS4	855 970	ESE	

Standard Section 4:

Tulip diagrams, ignore whites&yellows, tulips in order.



Questions:

9. Which Station is to your right?
10. Which Hall
11. Tiebreak: Which nightclub is here?
12. Where is the finish MC2?

KNOWLDALE CAR CLUB

RECENT RESULTS

<u>NAMES</u>	<u>EVENT</u>	<u>POS'N</u>
M.PEDLEY/D.PEDLEY	CILWENDEG RALLY	DNF
S.PRICE(nm)/P.GRIFFIN	CILWENDEG RALLY	17o/a
L.PILKINGTON/P.ENTWISTLE	CASTROL STAGES	2cls/11o/a
H.WILLIAMS/A.BROWN	CASTROL STAGES	2cls/9o/a
I.SAVAGE/J.VANCE	CASTROL STAGES	1o/a
I.SAVAGE/J.VANCE	AUTUMN STAGES	1o/a
I.SAVAGE/J.VANCE	BALA RANGES	1o/a
A.VATANEN(nm)/P.ENTWISTLE	FARRINGTON RALLY	EXCLD'D
M.PEDLEY/D.PEDLEY	FARRINGTON RALLY	8o/a
M.CHADWICK/J.ENTWISTLE	RAC	5cls/57o/a
M.PLANT/R.PLANT	RAC	8cls/91o/a

MUSTOP PRESS --- FORTHCOMING EVENTS!!!

XMAS PARTY

9 p.m. TUESDAY DEC 20th MILNROW CRICKET CLUB

BUFFET, WHISKY SLIDE, SCALECTRIX CHALLENGE,
RAFFLE, STEEL BAND, DANCING GIRLS, CARLOS SAINZ &
FREE BEER!!!

BOXING DAY AUTOTEST

9 a.m THE WHITE HART, HEYWOOD OLD ROAD, BIRCH,
MIDDLETON

BUFFET DINNER FROM 1 p.m. -- ANY QUERIES CONTACT
DAVE PEDLEY!(061 653 7104)

RALLY CHAMPIONSHIP OF THAILAND - ROUND THREE

THE WOODCUTTER GOES SOUTH

Great strides have been taken since the second round in terms of car preparation and organisation. The visit by Prodrive has produced real dividends and the car now handles like a rallycar. To top the situation off we managed to make arrangements with a plantation owner to allow us to use about 5km of loose surface roads on a pineapple farm for testing and practice purposes. The farm is located near to Pattaya, a resort town world famous for its sinful nightlife. I have to say that the town's reputation is completely unfair and does not do the place justice - it's far worse than that!!

For the technically minded we put the car on a computerised suspension geometry machine (a cracking bit of kit) to see if we could see why it wouldn't handle. The natural set up of the car is completely neutral, no camber and no toe in. The Group N set up is -1.5 camber on the front and -1 camber on the rear with 1mm toe in all round. My car was 0 camber front and rear with the nearside front at 0 toe in, the offside front was 6mm toe out! The rears were 8.5mm toe out nearside and 10mm toe out offside!! Now that explains a thing or two!

So with suitable geometry, proper job bushes and new gear links we were off to the farm for a good thrash! The car is transformed, it is a different machine altogether. Words cannot describe it. Corners that needed second gear can now be taken in fourth with the car steering on a trailing throttle, it's magic!

We also got a boost gauge fitted so I can confidently say that the cars put out 220bhp but have the potential for 310 and still stay in Group N. However, the decision has been made to switch to the Impreza for next season so not much more work will go into the Legacy's. Luckily for me the bits to upgrade my car to 260bhp have already arrived so I will get them in for round 4.

With two visits to the farm and 12 hours testing behind us it was off to Round Three.

Chumphon lies 250 miles south west of Bangkok and is famous for nothing at all. Local industry consists of catching fish and eating them. The biggest single employer is sleep. Due to the pressure brought on by outside help the cars were declared fit and ready ten whole days before the rally. Unbelievable! We decided to drive the car down on the Sunday before the event to give us the luxury of four full days of practice. Our pacenotes were really good, we had time to make them, check them and practice them. All stages a minimum of four recce laps and some of them five laps.

Scrutineering, oh God not him again! Failed. Air restrictor too big 37mm instead of 36mm. I was about to get into one of my towering arguments with him when I noticed a deathly hush had fallen over our mechanics. 'It's true' they said sheepishly 'we thought we could get away with it' they said 'but not to worry we've got a 35.6mm restrictor at the hotel' they said. I requested that if they wouldn't mind being so awfully kind as to venture back to said hostelry and having located said 35.6mm restrictor be ever so sweet and fetch it over to scrutineering and PUT IT IN THE F...ING CAR!!!

Our man at Prodrive, Martyn Spurrell, had left to set his own business up so we had hired him to help us out and he was with us for the event, and a bloody good job too!

The weather had been abysmal all week and the laterite roads had turned to soap, to say they were slippery would be a real understatement, but with Michelin tyres for the first time we were confident of improving on our previous best of 17th.

After SS2 we were lying 6th overall and were cock-a-hoop. In fact the whole rally went perfectly right up until stage 3. In SS3 there was a water splash about a foot deep which my car tried to divert by drinking it which resulted in the most godawful missfire making it impossible to get into fourth gear and to further complicate matters the clutch was spinning off at 5500rpm. Martyn promptly cured the missfire by nicking the air flow meter off the chase car and putting it in the rallycar. On to SS4 and

At the finish there were a lot of sad faced people, by this stage I didn't care whether we were in the results or not, like us most people were fairly sure they were OTL and therefore not classified. Our main rivals to the PTMC Championship were well wound up; the pressure was on us to finish, and they had cut route to stay within OTL. I wandered around with a laissez-faire attitude brought on by no sleep for 20 hours and three pints of the black stuff for breakfast!

Mike and Dave brought the Avenger back with half a tree hanging out of the back bumper and tales of woe concerning 20 mins spent in a field in first gear, 5000rpm and both of them out pushing. They finally gave up after hitting a rock and getting stuck....on a neutral section!!

We were all settling back for a nice kip on the floor when the results were put up over our heads, and we were trampled on. Much to my surprise the organisers had waived the lateness penalties at SS1 and we were classified 17th o/a. Bunny and Birky our rivals were not amused; this meant Shaun and I claimed the PTMC Championship and the £100 that went with it.

So my years Rallying ended in confusion and controversy, with so much at stake it was ever thus. Anyway, encouragingly I've learnt the basics of 'plot and bash' (or plot and guess), so next year we'll be well up for it!

Paul Griffin (and Shaun Price(nm))

Congratulations to Griff: Port Talbot MC Road Rally Champion Navigator, - we were all looking forward to a liquid share of the £100 prize money but Griff tells me it's to pay for a couple of new coats for his Girlfriend's horse.....SAD!!!

Next month's report is of a previous Road Rally entitled "Terry's Mini meets a bloody big tree." (asst Ed.)

Anyway, the first selective was of the "plot and follow spectators" type, taking in the Pantdafydd white (half tarmac, half loose & v.tight), here Shaun managed to stove in the rear quarter (driver's side!!) on a lamppost, and once onto the gravel we had to shove a dead TVR into the trees to get past. By the time we reached the finish near Coed-y-bryn after a "follow the arrows" white, we were 9mins late and 23mins into our lateness. It was in the following Neutral section that we made a momentous decision: for the first time we would forget about lateness and do the rest of the route without cutting. After dropping 11mins on the long 2nd selective, we made our way to the mercifully short and pre-plot 3rd which took in the Llandygwydd hairpin where the crowds were still thick (ie. deep - and across the road).

The first time card completed, we arrived at SS4 - I had long since stopped answering Shaun's questions on how late we were. We were taken down more nasty whites and roads which basically weren't on the map - not even as footpaths (John 'Lanny' Simkins come back, all is forgiven). Section 5 to petrol was a killer, trying to plot on the move as we crossed the fields of Clybeliog Farm, consequentially as we threaded ourselves through the Rhos-y-llyn maze of roads I became geographically embarrassed; by now though it didn't seem to matter as I missed the slot to PC30 which enabled a well executed handbrake turn to take us to Llanfyrnach then petrol.

Fueling and panel-bashing the car we hurried to MC3 trying to make up some lateness, (although how anyone makes up 50mins of lateness I don't know). After a season's rallying in South Wales, I wasn't surprised to see MC3 plotted in the middle of the moors - it was after all only 200yds from the end of a white road and on the side of a hill! We did however come across the real MC3 on the way where we made up an undefined amount of time (ie. I couldn't be bothered to work it out). The second half continued in much the same vein, except by now it felt as if we were the only crew left, most of the field had given up at petrol by being OTL! - a few of them slightly incredulous that we were carrying on.

The route looped back to Newcastle Emlyn, taking in the infamous Castell Henllys ford, where on the depth pole Shaun mis-read the depth as 1metre (it was 1ft although it felt that deep. So finally hours late we made it back to the finish. The guy at damage control must have been bored as he let us through, despite the obvious tiredness of the car. We were so late he was moved to ask hopefully "Class 3?" to which we had to ashamedly put him right.

disaster struck, the clutch was spinning wildly at 4000rpm, the turbo kicks in at 3500rpm so you can imagine the problem. This turned out to be an overadjustment by the mechanics who had taken all the free play out of the clutch. Consequently when it got hot it had no grip whatsoever. This problem was also spotted and sorted by Martyn. SS5 went well but by the end of the leg we had slipped to 11th overall. I was somewhat disappointed and vowed to get back into the top ten in the second leg. SS6 was a stormer, I was taking 70 and 80 degree bends in fourth in huge power slides with an armful of opposite lock and all four wheels spinning, what a feeling! SS7 and 8 saw my navigator get into terrible trouble, completely losing his way in the pacenotes and I was driving by memory and sight, at one point he was three bends behind me. SS9 he sorted himself out but his brain died again on SS10. This had a shattering effect on my confidence and we started losing time in bucketfuls. End of the second leg we were 14th and I was deeply depressed.

A team council was called and a close study of the results indicated that we weren't very far off the top ten so I was urged to give it the old 'maximum attack' on the third and final leg. Now people who have sat with me before will know that I have only one response to that kind of pressure, yes, that's right, I crash!

SS11 was to be the venue and a long left 8 into 9 right the location. I took it in full maximum attack mode - third gear, opposite lock, power on. We got half way round the 9 right before rocketing off the road towards the coconut palms. Fortunately the mud was so deep the car was stopped in its own length, about 4 feet short of the first tree. Unfortunately the mud was so deep the car was sat on its floorpan and I spun the wheels to the bottom of the suspension travel so it was well and truly beached. The navigator rounded up 14 local villagers to try to get it out and it took 20 minutes to regain the road. The top ten a distant dream we retired.

We were not too upset having proven that a 220bhp Legacy can compete effectively against 310bhp Mitsubishi Lancers, in fact we were well up on a couple of Group A Galants that had about 350bhp.

I've said before that safety is not an issue here, well, after we got the car back on the road we were the last car in the stage and almost OTL. My natural reaction was to go as fast as possible to the finish to have a chance of staying in the rally. On the second corner after the crash I came over a blind bend to find three motorcycles coming head on at me and a pick-up truck going away from me, I had to follow the truck for about a mile by which time I had decided to jack. Basically it just never occurred to the marshalls or spectators that I might get going again so nobody tried to keep the road clear.

We scored a full house - Leg 1 was buggered by the car, Leg 2 was buggered by the navigator and Leg 3 was buggered by the driver.

The next round will be in September in Prachuab Khiri Khan, famous for its huge pineapple canning factories (that is huge factories not huge pineapples).

Watch this space for Round 4 - The Woodcutter - Pineapple Pilfering in Prachuab.

Andy McTighe
Bangkok, Thailand

KCC Club Night Diaries

Tuesday 15th November

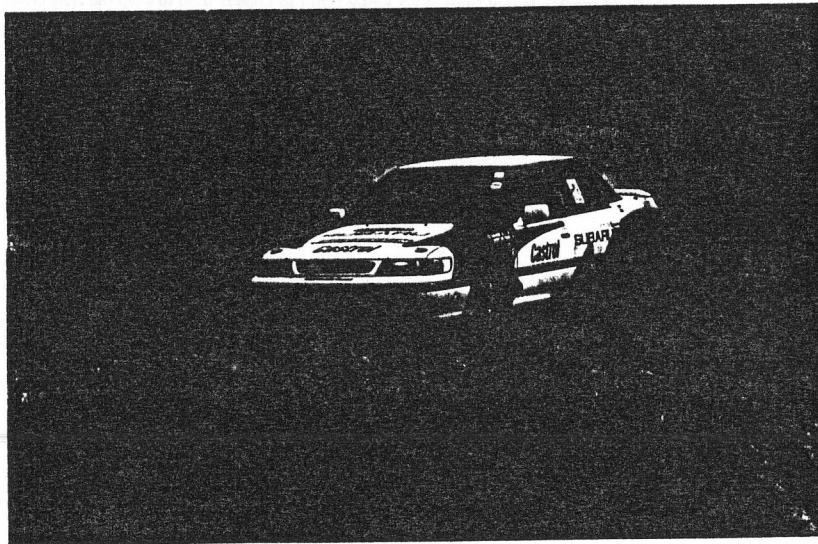
The club's fairly annual 'Pre RAC Rally Forum with free pie and peas supper (free if you could avoid buying a raffle ticket), was quite well attended (although more would have been nice). Ian Savage, Ian Knight, and Malc Graham regaled us with manifold stories of rallying, including the one about the two German lesbians and the naturist beach(!) and chinning your Nav for slotting you into a field (if this was current practice I'd look like a cross between Joe Bugner and one of those ugly Chinese dog things). Ian Knight told us of life at the sharp end of rallyschools, and Ian let slip the secrets of his success.

As the saying goes: A good time was had by all, (including John Haugland, who looked particularly bemused by Malc's naturist stories)

Tuesday 29th November

The 'Post RAC' shakedown had a strongly historic feel, with a video of the '94 Rally Britannia, including footage of some glorious RS1800's and TR8's for us seventies dwellers and also the infamous MK2 Jag for the Sweeny freaks!

Everywhere one turned stories of the previous week's trials and tribulations abounded; doing, chasing, servicing and even spectating. The evening ended with 'repeat footage' of Julie's tame Healy driver, Nigel Rose, although she wasn't present in the incar footage of his monumental roll on the 1000 Lakes, (thankfully for Julie) where he totalled 50 grands worth of very pretty car.....



CILWENDEG ROAD RALLY

Newcastle Emlyn, 5th November. The bangs and cracks of the rockets from the firework party at the Castle framed the packed start car park; 115 cars, mint Mk2 Escorts shoulder to shoulder with muscular, battered Mk1's and the odd effeminate 205 (not forgetting the superb D. Pedley prepared Series 1 Avenger!.....asst Ed.). Hordes of people sidled between the waiting cars, the crowds as ever thickest around the top 5. The night of the year's biggest Road Rally had arrived.

I had travelled down with the Bros. Pedley on the Friday. They were down to match their prowess against the best that West Wales could chuck at them, for me there was the serious business of the Port Talbot MC Road Rally Championship at stake. We stayed in the Emlyn Arms, revelling in the history and getting too drunk at the pre-rally forum. Here John Roberts, Gwyndaf Evans and Gareth Lloyd regaled us with stories of Road Rallying past and present; Michael and Dave's characteristic, forthright approach to questioning the panel netted them some new acquaintances and solved their Marshal problems!

So, as the witching hour drew closer those acquaintances were renewed (most pleausurably with the raven haired temptress!) (I thought she was ginger.....asst Ed.), and much shop was talked. The talk mainly focussed on fords and whites on the route, although the biggest news was the exclusion of Dave Davies in Car 2 - his attempt to complete his illegal practise by way of a recce on the Clerk of the Course's private white not going unpunished! Dennis Quinn was thus promoted to run with Davies' Nav. At the biggest Driver's briefing I've ever seen (400 people), Aled Davies told us of the dangers to come, including two loose horses on the first selective. At the 'any questions' stage Ryland James illustrated his wry sense of humour by asking "what colour are the horses?" a comment only surpassed by Lee 'Hog' Ellis's "Ask Dave Davies!"

I went to collect route information as Mike and Dave (at Car 15) mounted the start ramp, thus missing Dave's attempt to get the attendant dignatory (the Mayor) to read some plots out to him. Of course when I and my PTMC driver Shaun lined up at the start the Mayor had long since gone to bed, while I was too busy frantically plotting to enjoy the best part of a Rally: waving to the bevvies of car crazy beauties (well there's not much else to do in Newcastle Emlyn). Once on the road, everything went really well right up to the start of the first selective; here before any competitive mileage, the Rally collapsed. The organisers had decided to hand out an ammendment at SS1, since this took a couple of minutes to write down chaos ensued. At Car 41, we set off from SS1 a quarter of an hour late, apparently some of the Novices were an hour late (30mins OTL) before they started!

TECHNICAL TIPS

SUPPLIED BY **CARS**
and CAR CONVERSIONS

Well oiled!

WHEN asked which is the best oil some 'experts' will never give an answer; they pretend they didn't hear the question! But not CCC; we will dance around the subject like a politician on poll tax (just a little joke!). In reality there is no such thing as a 'best' oil, it all depends on what you want from your lubricant.

Competition engines have very frequent oil changes compared to road cars. Sure, the oil gets a hard life when it's working, but deposit build-up isn't going to happen without high mileage. Also competition engines generally are in better condition than road engines, because among other things they have fewer cold-starts to contend with.

For a race engine we are interested in minimum friction and optimum film strength. A synthetic oil generally has a film strength six times greater than a mineral oil and sophisticated additive packages reduce friction to a minimum. But the majority of

synthetic oils are designed for road engines running hydraulic tappets. The low viscosity numbers are designed not only for good cold starting, but also so that the oil gets up to the hydraulic tappets very quickly on start-up, in order to pump them up. That is why a 5W50 oil is not necessarily the best thing for a Pinto or Crossflow engine, or a tuned engine designed with hydraulic tappets, but using solid tappets. Not only that, but as informed enthusiasts most of us warm our engines up before giving them some stick, and therefore an oil with more attention paid to the film strength might be of more interest to us than one loaded with dispersant additives intended to give a 20,000 mile service interval. A minor point, but 5W oils also tend to find every loose joint in the engine and leaks can be a problem. For all these reasons, the 'best' oil surely has to be one developed for competition; ideally, synthetic based.

Finally, a word about oil pressure. Oil pressure doesn't mean a lot in

terms of engine protection. Yes, we all like to see high oil pressure, as we are conditioned to believe that this means all is well within the engine. But often higher oil pressure is simply circulating oil from the sump around the pressure release valve and back into the sump. Oil circulation is more important and this isn't dependent entirely on oil pressure. If you want high oil pressure, just run a higher viscosity oil, like a 20W50 instead of a 5W one. But remember - higher pressure means power loss from driving the pump. You never get something for nothing in motor racing.

QUIZ ANSWERS

1. 1967 (Denny Hulme)
2. Acropolis Rally, 1944 (C. Sainz/ L. Moya)
3. Bouley Bay Hill Climb 1947 - driver Mrs E. 'Bill' Wisdom.
4. W.M. 'Mike' Couper.

DUCKHAMS T-SHIRTS TO BE WON

JUST ANSWER OUR QUESTIONNAIRE FOR A CHANCE TO WIN ONE OF 50 SHIRTS

As *Wheels* readers include many of Britain's most enthusiastic motorists, we'd value your input to our ongoing market research programme. Spare a few minutes to complete and return post-free our simple questionnaire, and we'll put your name into a special, free draw to win a colourful Duckhams T-shirt.

Which oil(s) do you buy?

- ☐ Always buy the same one
- ☐ Any one from my own 'shortlist'
- ☐ Regularly buy different oils
- ☐ Other (please specify):

From where do you get the information to select the right grade of oil? (tick more than one if required)

- ☐ Vehicle handbook
- ☐ Details on oil pack
- ☐ Leaflets etc in store
- ☐ Garage/retailer recommendation
- ☐ Other (please specify):

How much car/van engine oil do you buy a year (not including any used by a garage during servicing)?

- ☐ Very little/none
- ☐ Several small packs or one 5-litre pack
- ☐ Two to four 5-litre packs (or equivalent)
- ☐ Five or more 5-litre packs

Where do you buy oil? (tick more than one if required)

- ☐ High street motor accessory shop
- ☐ Out-of-town motor superstore
- ☐ Petrol station
- ☐ Supermarket
- ☐ Other (please specify):

Do you do your own vehicle servicing?

- ☐ Never/very rarely
- ☐ Always/almost always
- ☐ Sometimes

(Please specify eg competition car only):

☐ Please tick if you'd be prepared to take part in a longer Duckhams oil questionnaire.

Cars/vans in your household:

Everyday vehicle(s)
(make / model / year)

Other vehicle(s) (eg competition, classics)

(make / model / year)

Name:

Address:

All responses received before November 30, 1994, will be entered in the free Duckhams T-shirt draw. Winners will be notified by December 31, 1994.



Thank you for your help. Please continue on a separate sheet if you need more space, and return your answers (no stamp required) to:
UK Market Analyst, Duckhams Oils, FREEPOST MB1 060, Bromley, Kent, BR2 9BR



Wheels

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



What do you think of it so far?

Malcolm Wilson gets a grilling from Tony Mason and the Top Gear Camera. Photo: Ralph Hardwick.

drop names of tyre companies, engine builders, oil companies or - even more bizarrely - insurance companies, local greengrocers or massage parlours. TV companies have skips full of unusable tapes because non-too-subtle plugs have been attempted."

You've been warned. Incidentally with the exception of cigarette badges the BBC seem quite happy for sponsors names to be seen on cars, caps and overalls.

Final advice? Never look at the camera; never look shifty; do stand still. And although she is quite properly very proud of you, you won't wave to your mum will you?

Stuart Turner

THE BETTER known you are, the easier you are likely to find it to get sponsors so it's worth cooperating with the media.

Therefore, if a journalist asks for your comments on an event don't just give monosyllabic answers, be more forth coming. To highlight the pitfalls (and opportunities) of TV, *Wheels* asked Tony Mason, star of Top Gear and a former winner of the RAC Rally, for his advice.

Obviously Tony has to interview winning drivers but he needs to talk to other people too and he says he looks for those who appear to have at least some sense of humour, who don't appear too scruffy, who speak relatively well and aren't too 'pushy'. You perhaps?

According to Tony the most important "do's and don'ts" when being interviewed are:

- Don't talk in jargon. The general public obviously doesn't know or care about the lag, slick tyres

be shot - spout lots of jargon and yours will be one of the interviews left on the cutting room floor.

- Don't refer to other drivers by first names - casual rally viewers would probably only know who you were talking about if you mentioned Carlos or Colin for instance. And don't mention team managers. Drivers may think they're God (a view I've always tried to encourage) but again the great multitude won't have a clue; if a reference is necessary as an integral part of the story then describe him as "our team boss Joe Soap".

- Don't make excuses implying you are brilliant but something let you down, unless this really is the case. Viewers don't like whingers.
- Don't ramble. Do talk in short sentences so that editors can use sections of an interview. And do sound enthusiastic; don't just drone on.

When I asked Tony for his views on drivers trying to plug sponsors during an interview, I clearly touched a

COD FILLET QUIZ



1. Son of a WWII VC - drove MG's, and won the Can Am series twice. When did he win the World Championship?
2. Where and when did the Subaru Impreza 555 gain its first WRC win?
3. Where was the last appearance of the 3.5 litre SS100 as a 'works' car?
4. A Brooklands 120 mph badge holder and B.R.D.C. Vice President specialized in winning the Monte Concours d'Elegance. Who?

FROM THE RACMSA

Autosport International promises action show

Visitors to next year's Autosport International Show at the NEC will be able to see plenty of live motor sport action, with indoor demonstrations and racing during the three public days (Friday to Sunday, 6-8 January).

On the agenda are events for 'Formula 2' rally cars - with entries from Volkswagen, Nissan, Vauxhall and Peugeot - plus racing bikes and a kart track.

Static displays include what is claimed will be the largest gathering of Formula 1 racing cars ever seen under one roof, to celebrate Goodyear's 30 years and 300 wins in Grand Prix racing. In addition, there will be cars from international rallying, IndyCar racing, touring cars, hillclimbing, one-make racing and a sold-out section on kart racing.

Aberdeen & DMC is Castrol Motor Club of the Year

Aberdeen & District Motor Club has won the 1994 Castrol RACMSA Motor Club of the Year Award. The club will be presented with its £1,000 cheque and trophy at the RACMSA 'Night of Champions' awards evening in January.

Aberdeen & District Motor Club will also be nominated for the Central Council of Physical Recreation's national Sports Club of the Year Award.

Over 70 motor clubs submitted detailed entries, with Ilkley & District Motor Club emerging in second place (winning £500) and last year's winners Knutsford & District Motor Club finishing third (winning £250).

than last year," said Stuart Turner, who chaired the RACMSA's selection committee.

"In the end, only one per cent separated first and second places. The top three clubs all have thriving and well-produced magazines, excellent recruitment literature and a high local profile. They are also active in their local communities and try to help disabled competitors and spectators, which give them a chance of doing well in the national competition."

Stuart Turner will now work with officials from Aberdeen & District Motor Club to prepare its submission to the Central Council of Physical Recreation, which runs the Sports Club of the Year Award. The first three clubs in that competition will win £10,000, £5,000 and £1,000 respectively.

New Technology

Research continues into the effects of new technology on the cars involved in motor sport.

The specialist committees of the RAC British Motor Sports Council are currently being asked for their views (for example, whether a new car with traction control fitted as standard should be permitted to run in the same class as 'normal' cars on a special stage rally).

If any readers have any comments or useful suggestions, please write to the chairman of the relevant specialist committee care of Motor Sports House.

Rally Costs Surveyed

The most expensive aspects of special stage rallying are perceived as tyres and entry fees, according to a survey conducted by the Rallies Committee of the RAC British Motor Sports Council.

After deciding that costs had escalated during the last two years, the committee asked Dilys Rogers (who is also chairman of the International Rally Drivers Club) to

EARS/Motoring News Darmac and BTRDA Gold Star championships.

Overall, drivers estimated that tyres accounted for 35.5% of their total costs, entry fees 34.5% and hotels 8.25%. Car preparation was reckoned to cost less than 6% and travel less than 4%.

Some of the more popular suggestions for saving money could be achieved by Motor Sports Council legislation. Among them: mandatory control tyres, limiting the permitted number of tyres, banning tyre warmers, banning slicks, lower road mileage and limits on servicing.

There was also plenty of demand for items not under the control of the Motor Sports Council, like cheaper Forestry Commission roads, more generous event sponsors, lower insurance premiums and cheaper hotel rates.

If you want your views to be considered by the Rallies Committee, please write to the chairman c/o Motor Sports House.

In brief ...

New regulations passed by the RAC British Motor Sports Council:

- Where freedom of choice of tyres is left to the competitor, the responsibility rests with each competitor to ensure that the tyres used are of an adequate rating for the speed of the vehicle and the nature of the event.

- In any area to which the public has access, no engine shall be run with the vehicle in gear, while the vehicle has driven wheels not in contact with the ground, unless all moving parts are adequately guarded and (except a kart) a competent person is in the driving seat.

- The logo of the RAC Motor Sports Association may not be used for any purpose whatsoever without the written consent of the RACMSA. Motor clubs recognised by the RACMSA may use a special logo supplied to indicate that fact, but that may not be used to imply any RACMSA approval, endorsement or backing.

- You may well ask 'How does Off Road Racing differ from Rallying or Rallycross?' The answer is best given by explaining that in a rally car the chance of getting further than 100 meters from the start would be rare. Typically military vehicle test sites, rough quarries and marginal hill farm land are used. The sites often include deep mud, water, steep hills, very rough tracks and generally difficult terrain as well as some fast smooth tracks.

- Courses are normally between four and ten miles long, with event stage distance about fifty miles.

- The majority of vehicles currently used are loosely based on production off road vehicles, most being heavily modified in all departments. The most successful vehicles are purpose built specials, normally with independent suspension and of spare frame construction. Such machines are not technically restricted other than by safety regulations; basically, anything goes. Normally designer built, the vehicles have engineered out all the production off roader's comfort and

utility compromises and are designed and built purely for the job in hand, to get the vehicle from A to B, over very rough terrain, as quickly as possible.

- Besides having overall placings, there are class structures geared to engine sizes and drive train types, to enable budget racers to be competitive within their classes. Most of our classes are for four wheel drive vehicles with engine capacity breaks, however we do run two classes for two wheel drive vehicles, normally American style buggies with rear engines.

- Having a vehicle that will do the job is one thing, but driving it is very much another. Unlike many other forms of motor sport, the winners tend to be 'mature' drivers. Experience, and knowing where to go quickly and where to back off, counts more than youthful stamina. To serve as an example, the winner of the 1989 season, Pat Willes, was over 60 years old and even though he is now collecting his bus passes he is currently building a new and top secret racer for the '95 season!

- Events tend to be spread far and

utilty compromises and are designed and built purely for the job in hand, to get the vehicle from A to B, over very rough terrain, as quickly as possible.

• The RAC/AWDC British Off Road Racing Championship consists of ten events with a competitors' best eight results counting.

- Off Road Racing is still one of the least expensive motor sports available. Typically, you could start in the sport with an old cut down Range Rover which could be bought and made race fit for around £2,000. Such a vehicle would be unlikely to be an overall event contender, but could give endless fun and good experience, before progressing on to more exotic machinery.

- There are no 'cliques' or competitors with superiority complexes. The All Wheel Drive Club actively welcomes new members who want to get dirty and have fun. The competition is fierce but sporting in the true sense of the word. If you are interested in finding out more then write to AWDC, P.O. Box 6, Fleet, Hants. GU13 9YL, enclosing an S.A.E., and you will receive a membership application and brochure.

Bruce Tigwell

AUTOSCENE

VIRTUA RACING From Sega, for Sega Mega Drive, £69.95

The latest and best motor racing game from Sega offers the most complex 3D graphics yet. It creates circuits running through complex scenery with impressive depth and scale. Also, the action is faster than any other game we have seen. But the overall effect is still more like an arcade game rather than a simulation. The images are fairly crude and the whole screen has a computer generated look about it. As a game, though, it is very playable with different views of the car, a replay facility and a choice of three imaginary circuits.

LIMITED EDITION PRINTS FROM GOGGLES HISTORIC RACING PICTURES, £95.00

Nicholas Watts has released three new limited-edition prints of Gigi

Villoresi and Luigi Chinetti which have been signed by the drivers themselves. The Chinetti print shows the Italian in an Alfa Romeo winning his second Le Mans in 1934. This is the only print edition to bear Chinetti's signature.

The prints cost £95 each plus £5 post and packing. Contact Goggles Historic Racing Pictures, Archive 2000 Gallery, 2 Crestor Drive, Werrington, Peterborough, PE4 6AD (tel: 0733 324400) for further information.

BRM VOLUME 1 1945-1960 By Doug Nye with Tony Rudd, published by MRP, 432pp, Hardback, £59.95

Years of research have gone into this tome and it shows, with an impressive wealth of facts, photos and information. Also the involvement of ex BRM engineer Tony Rudd is

FEATURE BY AUTOSPORT

evident in the anecdotes and personal asides that pepper the text.

The result is, perhaps, a little unwieldy as a 'good read', but it's fascinating to browse through. The extensive use of panels in the text encourage this and every time it is opened the book seems to throw up something new. So, for an enjoyable read, Tony Rudd's book *It Was Fun* is a better bet but, for the full story and a browser's delight, this is the one.

SALUTE TO FERRARI

By Jesse Alexander and Louis Klemantaski, £125

Salute to Ferrari is a photographic tribute to Ferrari during the golden age of motor racing and it is printed using the expensive and unusual four-colour black process, with each image varnished.

Contact Jesse Alexander, PO Box 5400, Santa Barbara, CA 93150 USA. Telephone: (805) 684 8273.