

2001 MINI MIGLIA

36 Hour Multi-Discipline Rally for KCC members

To be run in February 2001 consisting of

1. Friday night Treasure Hunt / Scatter Rally to a mystery location
2. Saturday Autotest
3. Traditional Saturday Night Road Rally

The Knowldale Mini Miglia trophy & prizes for overall winners, and individual trophies for each section.

Entry fee will be approx. £100 which includes Friday night B&B and Sunday breakfast for Driver & Navigator.

To be eligible, cars must be road rally legal (see Blue Book App K), and competitors must have a National B licence.

Entries will be limited to 12 crews, although, if there is enough interest, it may be possible to enter for sections 1 & 2 only at a reduced entry fee using club cards.

Please contact Steve Warrington to register your interest on: 07970 469576

Or fax back the following to: 0161 643 3490

Yes I would like to preliminarily book an entry for (delete where appropriate):

1. The Mini Miglia
2. The Social Mini Miglia (Sections 1 & 2)

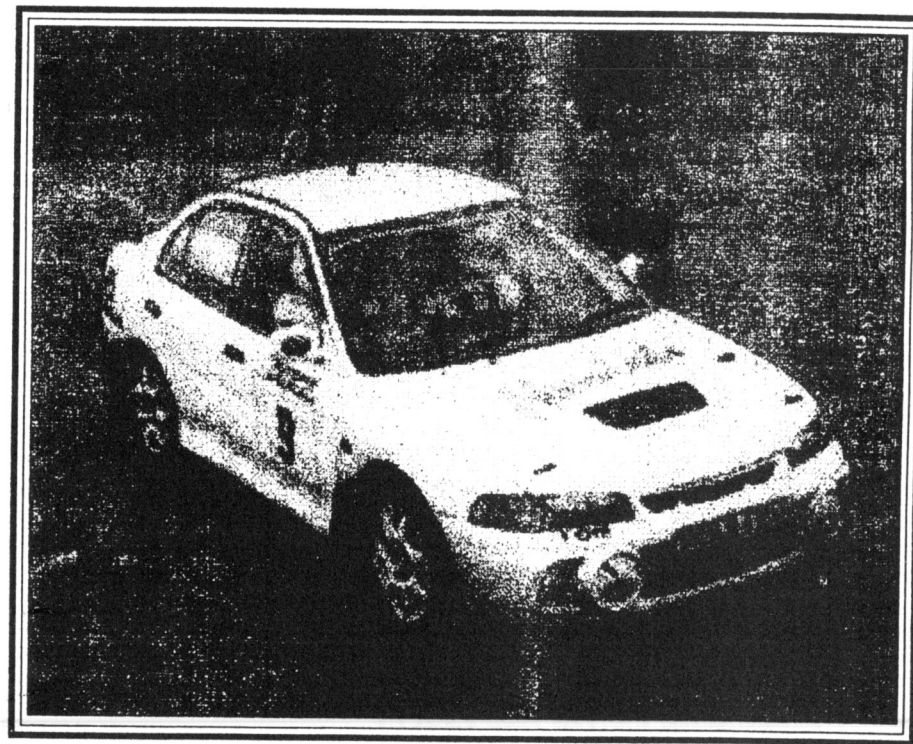
Name(s):

Phone No



KCC Newsletter

July 2000



Committee Meeting 4 July 2000

Present:

Lord x 2, Cruttenden, Tweedale, Warrington, Kitson, Murray, Pedley x 2, Mills, Clegg.

Correspondence:

Regs arrived for Opposite Lock at Manby, Adrian Barker Memorial at Binbrook, Westmorland Road Rally, and Armstrong Massey Buccaneer Rally (Beverley.)

Treasurers Report:

Paid up members 33 (out of 67)

Competitions:

Pennine Stages: 19/20 August. More marshalls required. Regs out soon. Stage finishes altered. Scrutineer, radio cars etc sorted. Letters going out to last year's marshalls. Search is on to buy a trailer for all the stage furniture. Advertisers are wanted for the Regs at £25 per page.

Social:

Karting trip will probably be September at 3 Sisters (fast Karts.)
A vote of thanks was given to Tim Cruttenden for the excellent Treasure Hunt and BBQ on 1st July: 1st the Lord's, 2nd the Warringtons, 3rd the Tweedales.
A scatter rally is to be put on soon by Paul Bullock and Robert Burke.

AOB:

Pennine paperwork underway. Trophies need sorting.

Next Meeting 1 August

Member's E-mail Directory

Mike Pedley	aerofabs.msmsgroup@btinternet.com
Ken Murray	m0049400@mcmail.com
Tim Cruttenden	tim.cruttenden@capgemini.co.uk
Steve Tweedale	stevetweedale@supanet.com
Andy Czakow	aczak@zen.co.uk
Graham Sherwood	graham@graham-sherwood.co.uk
Dennis Doyle	Dennis.Doyle@aspglobal.net
Jan Lord	janlord99@hotmail.com
ANCC Web Site	http://www.ancc.co.uk

Are you dot commed?
Please help me fill this space!

Events Calendar

Apologies for omitting High Moor's Rally at 3 Sisters on 16 July. If I'd known, it would have been in!

16 July	Summer Stages 3 Sisters	High Moor M C
22 July	Ross Traders Road Rally	Ross on Wye
22 July	Opposite Lock Stages Manby	Slaithwaite M C
22/23 July	Westmorland Road Rally	Eden Valley M C
5/6 August	St Wilfrid's Road Rally	Ripon M S C
5 August	Silva Stages	Clitheroe M C
6 August	Adrian Barker Binbrook	ERO
19 August	Wolds Rally Manby	Carlton & D M C
19/20 August	Pennine Stages Rally	KCC
19/20 August	Devil's Own Road Rally	Kirby Lonsdale M C
2/3 September	Rally of the Dams Road Rally	Sheffield & Hallamshire
2/3 September	Morecambe Rally	Morecambe C C
3 September	Mad Video Stages	Lincs Louth M C
10 September	Ilkley Jubilee Historic Road Rally	Ilkley & D M C
23/24 September	Road Rally	Bury A C
24 September	Weeton Camp Stages	Blackpool SS M C
28/29 September	Illuminations Historic RR	Morecambe
30 September	October Stages Manby	Eastwood D M C
30 September	Yorkshire Stages	Trackrod M C
7/8 October	Seven Dales	De Lacy M C

I am sure you have heard this before, but the newsletter can only be as good as the reports and other items which you submit.

If you've just competed in an event and want us all to share the experience, if you are building a car and want advice or have advice for others, if you have something to sell or are searching for an elusive part, if you have a brilliant photo for the cover, if you've seen a good Web site or would like your E-mail address on this page, **LET US KNOW!**

If you do have something to put in the magazine, there are several ways of getting it to me.

1. Hand it to me or a committee member on a Tuesday night at the Baum
2. If you frequent Oldham Road in Rochdale, hand it in to reception at my work, St Cuthbert's RCHS (on the corner of Shaw Rd, opposite the Yew Tree pub, just past the motorway bridge.)
3. Post it to me,
Steve Tweedale, 70 Crawshaw Grange, Crawshawbooth, Rossendale, Lancs BB4 8LY
4. E-mail me,
STweedale.staff@stcuthberts.rochdale.sch.uk
or
SteveTweedale@supanet.com

Steve,

I saw in the KCC newsletter that you were looking for members email addresses. Well here's mine:

dennis.doyle@aspglobal.net

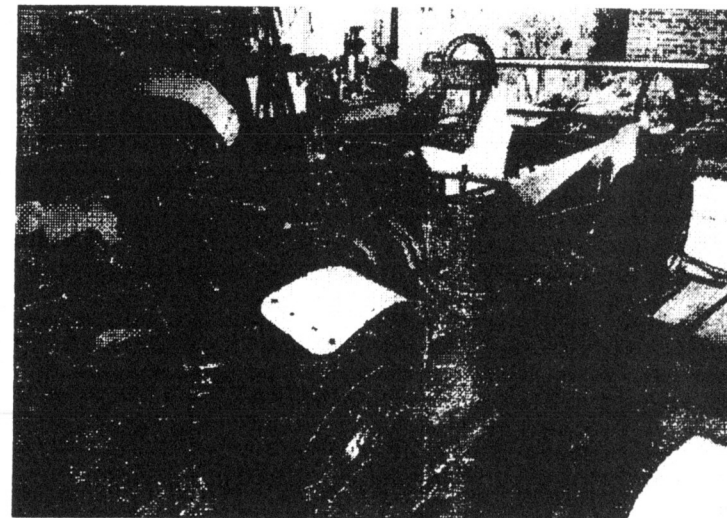
Also, I saw you were after some items to go in the newsletter. How about a bit on "member's mishaps"? The attached image shows what I did to my Mallock at the first event of the season at Curborough:

Basically, I lost it at the first left hander. Unfortunately, that is the fastest bend on the course and I reckon I must have still been doing 60 when I hit the earth bank. Fortunately they are pretty well made and all the damage stops right at the front of the footbox so I got out without a scratch. It is currently at Mallock's having a new front end fitted. The only damage is to my pride and my wallet. I know sprinting has always been a very expensive form of motorsport if you measure it per mile, but £1000 a mile is ridiculous. With a bit of luck I should have it put back together and be out again before the end of the season.

Regards, Dennis

P.S. I've also got a website covering hillclimbs and sprints in the North West:

URL: <http://members.tripod.com/sprints>



Tappet and see!

A reader has asked me a question which does come up from time to time: 'Why do we have tappet clearances?' A popular theory is that clearance allows for expansion in the valve train because without it, the valves would be held open when the engine reached full running temperature.

A follow on from this theory is that you should set your tappets to 'zero' clearance with the engine hot, since all expansion will have taken place by then.

Sadly people who adhere to this theory have got it all wrong. The tappet clearance is there in part to allow for expansion, but mainly to set the timing of the cam. The tappet gap will depend on the length of the initial lifting ramp designed into the camshaft. Normally this will have a little lee-way in the setting and you can experiment a little with tappet clearances to see the effect on the engine.

With my own cams I have measured an increase in duration of ten degrees for just a two thou

change in tappet clearance. But you have to know the cam. If you close the gap down too much the cam will start lifting on the 'quietening ramp' which it was never meant to do.

If you have no tappet clearance, this is exactly what you get and performance and cam life will suffer.

QUIZ ANSWERS

1. Brabham, Porsche, Eagle
2. Daimler
3. Audi 1977
4. Triumph Gloria 1934 ("Miss Gloria")

 Design
  Internet
  Scanning
  Prepress
  Proofing
  Printing

High Performance



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Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Calbrook, Slough SL3 0HG



Wheels

SUFFERING FUELS GLADLY

Two facts: 1. A Swedish friend suggested recently that *fuel economy* may become a feature in motorsport over there because of the weight of the environmental lobby.

2. A re-union for Economy Run competitors, organisers and marshals held by the Hants & Berks Motor Club earlier this year attracted a huge turnout.

Add one and two together and you don't get the formula for the missing gene which prevents men from putting down the seat afterwards, instead I think you get an idea whose time has come, and an opportunity for one or two forward thinking clubs, namely to resurrect the economy run idea.

I know the ever resourceful Historic Rally Car Register runs a Cotswold Economy Drive but I don't think anyone is putting on anything to match the scale of the old runs.

The Cheltenham Motor Club ran economy events from '51 to '54 in which notable names like Bill Boddy and Holly Birkett took part – when those two were in a 2CV they opened the doors to use as sails whenever there was a following wind! Classic lateral thinking.

When Cheltenham gave up, Hants & Berks jumped in and, by lucky chance, approached Mobil UK just when they had been told by the USA to start something to mirror their American events which dated from before the war. So H&B were pushing at an open door. Under them, the event became an important feature of the calendar and I can remember people having to scurry to find a suitable car in order to get an entry – obviously Mobil

didn't want too many of the same model.

Nor did they want ludicrously high economy figures because they thought their petrol buyers would expect the same, and anyway very high figures made it all look a little unreal.

So out went freewheeling (and opening doors on the move) and in came very strict scrutineering and very accurate measurement of fuel used. As several of the H&B people were involved with Farnborough, it was perhaps not surprising that there was a formula to decide results while, to stop cheating, observers were carried. I navigated in a Fiat 600 one year when it was probably the smallest car in the Run and we drew the heaviest observer for the section which included a run over the Wrynose and Hardknott Passes. Happy days, albeit somewhat perilous ones.

There's no fuel like an old fuel you may cry and wonder what all this has got to do with motor clubs today.

Well, every time that nice man in Number 11 puts up the tax on petrol, more people become concerned about economy and comment on just how expensive it is to fill up a car. In fact, whenever I think of the 15 gallon tank on the Dellow, I wonder whether to fill it... or walk and use the money to write off the debts of a small emergent nation instead.

I reckon a club should try an economy event. Start from a filling station, have all cars filled by the same person, put them all over the same route – over give and take conditions – either back to the same station or perhaps another in the same

chain (might be possible to get the fuel free at the end as 'sponsorship') where the same person fills them up. Then announce results not by any formula but by 'pence per mile'. That way, the type of fuel used (which could even be diesel) wouldn't matter because the cash readings on the top up pumps at the end, divided by the official mileage, would give a pence per mile result on which to base the awards. Actual mpg could also be quoted but I reckon pence per mile would grab most attention because few people take in how horrific it can be.

Easy to run, likely to attract large entries, environmentally sound, a good publicity generator (invite local journalists to take part) and, not least, clubs would be seen to be making an intelligent contribution to the endless debate about motoring... if a club ran with the idea I reckon it could become as important nationally as the Mobilgas Economy Runs were all those years ago. I rest my case.

Stuart Turner

COD FILLET QUIZ



1. Which three F1 teams had their maiden victories with Dan Gurney at the wheel?
2. Vauxhall 30/98 engineer/designer Pomeroy later worked for a rival car company... who?
3. Which car manufacturer offered the first five cylinder petrol engined car and when?
4. Which car was named after a mannequin at Selfridges?

ANSWERS ON PAGE iv

MSA NEWS

Rally Safety reviewed

Progressive development for new special stage rally drivers, improved event organisation and better information for spectators are among the changes recommended by the MSA Rally Safety Study Group.

Created by the governing body of UK motor sport, the study group examined every aspect of rally safety, including vehicle regulations, organising rules, and the protection of spectators, officials and competitors.

The study group's main recommendations, which must be considered by the rule-making Motor Sports Council, were as follows:

New drivers in stage rallying should serve an apprenticeship, to enable them to learn the sport in a controlled manner.

A Starter Pack for every novice stage driver, including a new video covering safety in rallying, plus video material from the Motorsport Safety Fund about first aid, driver preparation and personal equipment.

A 'beginner' licence for drivers new to the sport. Rally cars for beginners would be limited to 2-litre, two-wheel drive, with the navigator holding a valid MSA licence. Signatures would be required to upgrade to National B status (one signature may be earned from supervised marshalling on a stage rally; another may be earned by completing a course at any BARS rally school).

A formal Safety Plan should be mandatory for every special stage rally, with a sample plan available from MSA to help smaller clubs.

A Safety Officer for every stage rally, involved in event planning from the start. MSA should include Safety Officers in future training programmes.

An MSA Steward appointed for every stage rally, with a rôle revised to incorporate event safety.

Only tyres with moulded tread patterns should be permitted.

An organiser should cancel a special stage if spectators refuse to follow instructions. Rally cars should run slowly through the stage, making it quite clear why it was cancelled.

Better advice for spectators should be supplied by MSA, based on the message "stand where it's safe".

Marshals should receive adequate training, including advice on how to handle difficult spectators.

Chase cars should be banned.

All refuelling should ideally take place at commercial filling stations, or be limited to specific areas, properly marshalled and with the necessary safety equipment.

Competitors should be encouraged to learn about first aid. A video has been commissioned by the Motorsport Safety Fund and the MSA is urged to supply this to all organising clubs.

The Safety Group also suggested topics for future consideration by other bodies, such as the Rallies Committee and the Rally Championships Steering Group.

Such topics include banning more powerful cars from lower-level events and championships (for example, World Rally Cars might be allowed only on British Championship events), the creation of a national database of rally marshals, the formation of a Rally Spectators Club, changes to stage layouts, incentives for marshals and organising clubs and improved safety measures for road rallies.

Network Q Rally promises safer spectating

Spectator numbers on the Network Q Rally of Great Britain (23-26 November) will be limited for the first time in the event's history, in a bid to improve safety

on the stages and to offer better facilities.

After consultation between the organisers (MSA), the Forestry Commission and the Police, it has been decided that admission to all special stages will be restricted to passholders.

Jonathan Ashman, MSA Director of Major Events, explained: "The increasing popularity of World Championship rallying means that, for safety reasons, we can no longer allow unlimited spectator access to our stages.

We must limit numbers according to the capacity of each venue and the availability of officials.

"The Forestry Commission will therefore close the forests to normal public access throughout the rally, with admission only at official entry points and only to passholders.

"We recognise that today's spectators expect value for money, so we are devoting time and money to improving facilities for the paying customers. We intend to supply clear signposting, organised car parking, toilets and catering at more venues than ever before."

Three types of pass will be sold, with a limited number of tickets available on the day (price £10). If advance sales at any venue prove popular, MSA reserves the right to offer no tickets at that venue on the day.

The 2000 Event Pass (£45) offers access to all stages on all days, plus entry to the Network Q Rally Show in Cardiff, exclusive access to Rally Headquarters and a free copy of the Official Programme.

The Day Pass (£15) offers access to every stage on any nominated day. Both Event and Day passes can be booked on the Network Q Hotline (tel 0132 785 0291) or on the official website (www.network-q.co.uk). Only credit card sales will be accepted.

Children under 8 years old who are accompanied by an adult will be admitted free; children between 8 and 15 will pay half price.

Facts about...

Beaulieu

• The Montagu Motor Museum began in 1952, when Palace House, Beaulieu, was opened to the public with five veteran cars on display. It was founded in memory of John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu, the present Lord Montagu's father, who was a pioneer motorist. He purchased his first car, a Daimler, in 1898, and his second car, the first 4-cylinder British Daimler in 1899.

• In 1959, the new Montagu Motor Museum building was opened by Lord Brabazon of Tara, almost 7 years to the day from the initial opening of Palace House. At the ceremony were, amongst others, Stirling Moss, Tony Brooks and the late Raymond Mays and George Eyston.

• In the late 1960s, the Charitable Trust was formed with the purpose of building and running a new Motor Museum, The National Motor Museum. The Museum opened on 4 July 1972, the opening ceremony being performed by the Duke of Kent.

• The Museum, open every day of the year, tells the story of motoring on the roads of Great Britain. Besides cars, there are collections of motor cycles, commercial vehicles and racing cars.

• A Reference Library, a Photographic Library and a Film and Video Archive are available for use by students, enthusiasts, authors and researchers alike.

• The National Motor Museum has a Friends organisation with adult membership costing £25.50 per annum, of nearly 1,800 members.

• Further information:
Visitor Enquiries tel. 01590 614639.
Friends Information tel. 01590 614650.
Reference Library tel. 01590 614652.
Photographic Library tel. 01590 614656.
Film and Video Library tel. 01590 614664/614657. Fax No. 01590 612655.
E-mail: nmmt@compuserve.com.
Website: <http://www.beaulieu.co.uk>

AUTO SCENE

REVIEWS FROM

**Motoring
News**

Michael Schumacher – The Ferrari Years. Published by Haynes, priced at £14.99.

Love him or loathe him, Michael Schumacher is possibly the greatest Grand Prix driver of the modern age. With two drivers championships won already, the German is always a tough proposition in a race situation thanks to his blistering pace and carefully honed skills.

Although 'Schuey' hasn't been able to add a third title to his already impressive list of F1 achievements, his championship prospects with the Ferrari team have improved with every race, and with a great deal of his input, the Prancing Horse has now become a consistent race winner and a team to be feared.

A new book by Haynes, traces the struggle that Schumacher has had to endure in the last four years, in his quest to make Ferrari a title winner for the first time since 1979.

The book captures the developments of the teams cars, offset by the input of Schumacher himself, balanced by the opinions of leading team personnel like Ross Brawn and Rory Byrne.

As well as Ferrari's impressive return to prominence, the book also captures the heartache of last years British Grand Prix, when Schumacher's season ended just as it was beginning. After breaking his leg, Schumacher had to cope with the trauma of getting back behind the wheel and proving to everyone that he was still supremely fit and capable of winning.

Aided by some wonderful examples of F1 photography, this book captures the latest chapter in Schumacher's F1 career from an interesting angle that focuses as much on the German's motivation to become a race winner with Ferrari as his skill behind the wheel.

Ken Tyrrell Surviving Formula One
Available from Duke video (01624 640000), priced at £12.99.

For three decades he graced the Formula One paddock, tending to his racing cars with a fondness, only usually attributed to fathers who've just opened up to their paternal streak. He owned his own team and enjoyed a great deal of success in the 1970s, winning two world championships with Jackie Stewart along the way as well as shocking the F1 world with the launch of his six-wheeled P34.

Who is this great man? Ken Tyrrell of course.

Unfortunately 'Uncle Ken' doesn't have much to do with F1 nowadays after selling the Tyrrell name to a certain success-hungry conglomeration headed by Craig Pollock.

This new video from Duke possibly the final installment in the Tyrrell dynasty traces the events of every season that Tyrrell cars have lined up on an F1 grid. An accurate portrait of the man himself as well as to his team, the video gives the Tyrrell story much more depth with the use of archive film and race footage in addition to present day interviews with Ken and his wife Norah, who fondly reminisce about experiences with past drivers including Jackie Stewart, Jody Scheckter and Martin Brundle.

From shots of the first ever Tyrrell racing car being built in total secrecy in a shed to the sad sight of Ken and his wife strolling through the deserted Tyrrell factory after it finally closed its doors at the end of 1998, you'll soon find yourself subscribing to Jackie Stewart's personal theory on the great man: 'This sport would better by a million miles if there were more Ken Tyrrells in it.' Here, here.