

EL PRESIDENTE SPEAKS

As you may or may not know I have taken over as President of Knowldale from Andy Czakow. My thanks go to Andy for his commitment to the club over the past year.

Having missed the chance to deliver a speech at the handover ceremony upstairs at The Baum, (the crowd booed me off in favour of club comedian: Al "Stan Boardman" Kitson), here's a few thoughts on my priorities for the year.

I am lucky to have inherited this position in one of the few clubs in England which organises National B events across all disciplines of Stage Rally, Road Rally, Hillclimb and Autotest. This is a testament to the committee and the members who come out to help organise and support these competitions. I trust I will be able to rely on this support, and indeed increased support from the rest of the club members, throughout the following year.

I joined Knowldale in 1986, when we were fortunate to have a healthy membership with a good number of teenagers keen to take part in the social and competition events organised by the club. Unfortunately those teenagers are fast approaching 30 and there have been no new young members since! This has affected attendance on the social championship, which I feel has always been at the heart of the club. The committee have continued to organise events only to have the same 4 or 5 people turn up (e.g. Paul Entwistle & Steve Warrington's excellent Scatter Rally earlier in the year on which 3 KCC crews entered!). We need to have support from the membership on these events in order to make organising them worthwhile, and to attract new members and get them involved in the club.

Trying to address these issues, the club has recently re-located to The Baum in Rochdale town centre. This has proved to be a more sociable venue with the prospect of picking up new members through passing trade. The recent open evening and BBQ were fairly successful and more events are planned.

In the meantime we have our biggest event of the year to look forward to; the Pennine Stages at Ty Croes on Anglesey, which Jan and Derek Lord have spent the last few months organising. It promises to be a demanding event for competitors (and Marshals!) and I look forward to seeing you all there.

Michael Pedley

THE JIM CLARK RALLY

Crossing the Scottish border on Wednesday before the Jim Clark Rally, the Lexus wafted Paul Entwistle and myself comfortably towards the town of Duns, where the rally was to be based.

Suddenly, as if by magic the CD player burst into life, and started playing Andy Stewart singing Donald Where's yer Trousers, followed almost immediately by a deepening of my accent to a more Scottish burr.

Paul, took it in his stride.

The mood towards us, by other cars, changed at the borders, there we were minding our own business traveling smartly along the flowing hill roads, when this local farmer, not wishing to generalise, but you know the type, staring eyes, tousled hair, cowshit on the front of his trousers, from his last sexual experience, and no brains, became absolutely pissed off when we went past him in a line of cars. He then proceeded to liven the journey by attaching himself leech like, in his Peugeot S16 to our bumper for 15 miles or so.

Paul took it in his stride.

We arrived at the digs about 8 miles north of Duns, based at a farmhouse and run by Alan Hadley and his wife Linda.

Alan is a builder, and it appears doesn't meet many people, or perhaps doesn't get many visitors to the house, because we spent a few hours listening to his love of wooden things. The archetypal tree hugger.

Paul took it in his stride.

Next morning signing on at Duns HQ for our recce pack didn't go too smoothly, but we still got through. We were under the impression our number was 16, from the bump sent to Paul, but upon closer inspection of the small print, that was the confirmation of entry number, and our start number was 19.

We were given a hard stare by the entries secretary who thought Paul should have known all about this as he was the navigator.

Paul in an attempt to divert the interrogation, explained that it was his first rally. The sympathy was not forthcoming, only a casting heavenward of every head with a silent 'God help them', prayer on lips for us.

Paul took it in his stride.

The organisers then proceeded to lighten my wallet to the tune of £200, a deposit to be paid non returnable if you were caught speeding on the recce, when setting /checking, your pace notes.

Affixing our recce numbers to the Lexus got us a few funny looks outside Rally HQ but none the less we set off with Andy Stewart in the background, to the start of the Northern Loop and our first pass of the notes.

For those of you who have never driven on pace notes, it is the difference between winning and losing an event, in terms of time saved of the throttle.

Imagine knowing every time, if there was a corner or a straight after each brow, in advance, of arriving there. The saving on stage times is awesome.

It took us the morning to begin to feel comfortable with each other, Paul with my erratic driving and me with Paul signing Donald where's yer trousers.

The afternoon sessions were better, possible something to do with the liquid refreshment taken onboard by the navigator, at the local hostelry.

Our second trip round all the stages, was at a pace more akin to rally speed, and it was then that the notes began to flow.

A down hill section with a 2L over crest 300 R9, saw near enough 90mph on the Lexus LCD speedometer, the ABS did its job, hauling the 2 ton monster to a manageable speed and the drama was over.

Paul took it in his stride.

The evening in the pub was a friendly affair, with locals collaring the both of us to ask questions about how daft you have to be to do this sort of thing, and other crews swapping stories about their cars and other rallies, well in to the night.

We arrived back at the farm, to be greeted by Alan wanting to tell us more wooden stories. Fortunately we managed to mutter something like - 'need a shit got to go', and avoided the trees.

Next day was a bit of a rest, so we went to scrutineering and then looked round the showground, where the servicing was based.

Seeing up close the Extreme cars like John Price's MG Metro 6R4 and the Subaru's of Buckley and Vassallo, brought home the gulf between these cars and the others running further down the order.

The Friday stage we watched reinforced the pace of the cars, but it also showed that within the even the top echelon of rallying, there were divisions.

Dom Buckley on his home ground was definitely in Division 1, his commitment to the uphill blind crest we watched was explosive, a full blooded attack at each element of the stage, trusting either his memory or the pace notes implicitly.

John Price was next, not in the same league as Buckley, but driving very quickly. It was obvious that he was driving on sight as opposed to full attack trusting the notes.

The top 10 were all at a similar pace just below Price, and when we returned to Rally HQ our view of the cars was confirmed by the results on the board.

The pace of the cars heightened my anticipation of the following day, when it would be our turn to be critiqued by the crowds.

Paul took it in his stride.

The following day started well, with bright sunshine. The car had arrived on the trailer, Bill only experienced a minor hiccup when one of the trailer wheels decided to part company complete with hub, drum and all, near Pontefract with 200 miles to go!

Bill, well used to overcoming adversity in his everyday life as a garage proprietor, shrugged his shoulders and commented that the other three wheels appeared to be functioning normally and the weight saving made the trailer faster.....

Because of the heat we decided to cut airflow panels in the perspex side windows, and an innovative method of attaching the flaps was devised, using tank tape.
Hell! who cares how pretty it looks, it worked.

The Rally.

Driving down the road to the start line, Paul looking in the back of the car asked where my crash helmet was. 'In the back of course.' No it is not, OH SHIT.
Back to the service van, and yes there it is locked up in the van, with Bill down on the start ramp, waiting for us.
Bill did a Linford Christie back to the van and handed it to me just as we went for our interview with Tony Mason on the start ramp. Cool or what
Paul took it in his stride.

Driving the mile or so to the 1st stage, we agreed to take it easy and attack after the first two stages.

That went to hell in a basket at the tight hairpin round a huge straw bale, when I tried to handbrake it round and it wouldn't go.

Brain out but we still only managed 19th quickest. The following stages saw our pace increase as the confidence in the car and the notes came together. No moments, but lots of real fun, spending a long time in the air, flat over crests.

I left Paul to make the decision on the calls for these blind crests, as it was his life as much as mine.

In the- lift- or- not situation, I don't care. If the car will do 7000 in 4th then that's what we will do. But only if the navigator says so.

Paul took it in his stride.

Well almost.

Only one time did I hear the sound of a giggle, or was it a line from, 'Donald where's yer trousers?'

Sounded something like, "let the wind bla' high, let the wind bla' low.....
over a particularly high, L 2 over big jump to 9L.

Me, I took it in my stride.

Eventually though our luck ran out.

Another hairpin round bale caught me in mid hand brake, with not enough physical strength to wrench the small steering wheel round, and we grazed a bank. It did not drop us much time, as we were still 10th fastest overall, but although not apparent at first glance, we had weakened a union on the oil cooler, and pushed the electric fan into the front panel. The temperature started to rise during the stage, but we set 6th fastest time on the stage, every thing coming together well on the notes and me driving sensibly.

The nail in the coffin came after a series of fast crests, and long 4th gear straights, when the oil pipe finally parted company with the cooler and threw oil over the engine bay, the windscreen and the road, in a big way.

The resultant lack of oil pressure did a small amount of damage to two journals on the crank, but it meant that our rally was over, galling when we had been lying so well placed overall.

When the car cooled down we were able to reattach the pipe and with oil bought from a management car at the end of the stage, good oil pressure returned, to the noisy engine, and we limped back to service.

Will we go back again?

YOU BET.



Wheels

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

GOOD GOOD GOOD GOOD VIBRATIONS

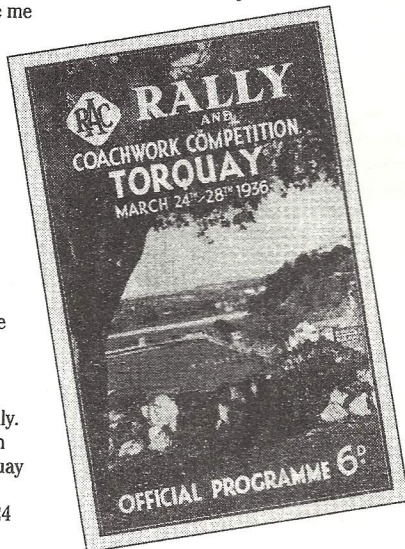
WHEN *Wheels* started nearly five years ago (so much to do, so little time) I vowed that I wouldn't turn this page into a Jennifer's Diary. Forgive me if I break that promise for once because I was at four functions within seven days recently which made me realise yet again what a great sport ours is.

First was a lunch to formally thank Jack Kemsley who, typically, has handed his memorabilia to the sport not to the nearest auction house. All rally people are in debt to Jack because as RAC Rally organiser he was the one to run the very first special stage in the UK. Only a couple of miles at Monument Hill maybe but think what it led to.

Amongst the wealth of material, I got engrossed in his programme for the 1936 RAC Rally. There were 9 starting points with 1000 mile routes ending in Torquay and over 300 entrants of whom 38 were women; in fact 4 of the 24 club teams were entered by the Women's Automobile and Sports Association (their drivers included Mrs Aileen Moss, mother of Stirling and Pat).

In contrast to today, there were nineteen manufacturers' teams with Austin, Singer, MG and Aston Martin all well represented. They must have been gentler days because

all the controls were at the very best hotels, while an article in the programme included a ballad to rallying and the comment that "One's skill in map reading is tested to the full and not infrequently is found wanting". I know the feeling.



A few days later I went to the Triumph 75 Celebration Dinner at Gaydon organised by Graham Robson with Harry Webster and some of his senior engineers present. There were even some Ecurie Cod Fillet members there but, quite properly, they were tucked away in a corner. The strength of the

various Triumph clubs left me more than ever convinced that we need as many of the one-make clubs as possible inside our motorsport tent (and in Regional Associations) so that we present a united voice to Sports Councils and the like.

The next day was the Guardian RAC Classic, an event which I'd never really understood. I do now. Potter along country lanes with other classic cars, climb the 1 in 5 hill at Millbrook, drive round the Silverstone Grand Prix Circuit and you can understand why over 1300 drivers enter. Best of all for me was that at the end *Dellows were parked with Rolls-Royces and Bentleys*. How discerning. (Well actually they were lumped under 'others' but let's not split hairs).

I thought my cup of motorsport joy was full then a couple of days later I was at a lunch at Goodwood involved in a mini-forum with Tony Brooks and Stirling Moss at which there was some spirited discussion, not least about why bumping and boring and playing dodgem cars was not an option in Grand Prix in the days when safety standards for cars and circuits were so much lower than today.

In the afternoon I was driven for some brisk laps by Stirling in the actual Ferrari 250GT Berlinetta in which he won the TT there in 1961. Why am I telling you this? I'm telling *everybody*. Magic. Cancel the Viagra.

Stuart Turner

Facts about... THE BRITISH RACING MECHANICS CLUB

• When wealthy car owners like Henry Birkin and Malcolm Campbell etc. employed riding mechanics, there was an occasion when a mechanic had insufficient money to get home. So a hat was passed round to help him. The fellowship generated by this gesture was the beginning of the B.R.M.C.

• The Club was formerly founded in 1936 at Brooklands by Wally Haddon who was in later years designer of the Coventry Climax engine – with another Club member Harry Mundy – and went on to further glory with Jaguar then Climax and back to Jaguar.

• The first meeting was held in the restaurant owned by the uncle of Leo Villa, racing mechanic to Donald Campbell.

• Out of the original twelve members only one, Wilkie Wilkinson, survives.

• The Club still has members who worked for E.R.A., Aston Martin, Bentley, Vanwall, BRM, Connaught, plus mechanics from McLaren and Williams and all rally teams up to the present day.

• Stirling Moss is a Patron of the Club which has been reformed this year in association with the VSCC and is programmed to become the prestigious body it once was.

• The Club organises regular get togethers with a strong engineering/mechanical basis. The highlight is its Annual Dinner Dance/Awards Night.

• Membership is open to British mechanics, designers, draughtsmen (and women) and accessory manufacturers who are, or have been, employed in the actual design or preparation of a car for International or National road or circuit racing, rallying or International record attempts. The Club will also consider applicants from the hillclimb world.

Contd on page 11

AUTOSCENE

AUTOSPORT

REVIEWS FROM



THRUXTON – THE FIRST 30 YEARS
Paul Lawrence, TFM Publishing Ltd, £14 inc. p&p

Thruxton – the first 30 years brings back some great memories of the exciting battles that have featured over the years, from Formula 2 to Wendy Woolls saloons.

Most of it's a chronological history of the Hampshire speedbowl, but there are a few fascinating little stories buried here.

You've also got the build-up to the track's opening, the constant fights against local objectors and a run-through of Thruxton's former life in the 1950s, before the BARC rediscovered it as a replacement for Goodwood.

This is no glossy coffee-table book. All the photos are in black and white, but that's somehow appropriate for Thruxton, a track which has always been a favourite haunt for diehard fans who like to see balls out, slipstreaming racing and don't mind standing in wind, rain and snow to watch it. But

whatever happened to the old trailer bogs?

NAPIER POWERED, Compiled by Alan Vessey, Chalford Publishing, ISBN 0 7524 0766 X, £9.99

For those fascinated by engines, especially complex piston engines, then this, one of The Archive Photographs Series, is an absolute must. It's simply brimming with black and white photos of cars, trains, motor boats and aircraft, but, above all, the engines contained therein. And what engines! The first British six-cylinder automotive racers are there, for example, and so is the famous Lion broad arrow aircraft engine of WW1, as seen in two of the most famous John Cobb cars, the Napier-Railton and the Railton Mobil Special, which took the ultimate wheel-driven land speed record. But never mind the Railtons – think of the 24-cylinder flat H Napier Sabre engine, the most complicated piston engine ever, or the Napier Nomad,

half diesel, half gas turbine. The mind absolutely boggles, but what a read!

ROLLS-ROYCE SILVER WRAITH, SILVER DAWN & SILVER CLOUD, BENTLEY MKVI, R-SERIES & S-SERIES, Mervyn Nutland, Veloce Publishing, ISBN 1 874105 87 1, £25

Written by the former editor of the *Bentley Drivers' Club Review*, one would expect this book to be a fairly exhaustive work and it is exactly that. No Rolls-Royce or Bentley stone has been left unturned and Mervyn Nutland has even researched the MkVI's competition history, which, though brief, wasn't without incident. There's also a wealth of information concerning the numerous coachbuilt variants from Mulliner and Radford among others, to say nothing of the various specials built on the Wraith and MkVI frame by Rose, Petersen and Raydon. Recommended.

TOUR DE FRANCE 1964
BMIHT, Tel: 01372 805000, £14.99 plus £1.95 p&p

In the '60s the T de F was exceedingly prestigious, and this video follows the 1964 event with action from Mustangs and Ferraris amongst the big boys and Minis, Alpines and lesser Fords among

the tiddlers. It was produced for Standard-Triumph, so it largely follows the class-winning Robbie Slotemaker in his Spitfire, but not to the exclusion of all others. As this film is more than 30 years old it is unsurprisingly a little faded at times, but is is very entertaining. It's all good stuff. See the Mustangs chasing the Ferraris! Witness the Minis baiting the Alpines! Observe historic old circuits in their heyday, such as Rouen, Pau, Albi and others! Sit back and enjoy.

COD FILLET QUIZ



1. How many times have SAAB won the RAC Rally?
2. Tiff Needell started in which WRC F1 race only to retire with engine problems?
3. When the Marathon de la Route was held at Nurburgring in 1966 who won the Ecurie Team Prize?
4. On the 1981 Liege-Rome-Liege there were 85 starters. How many finished?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

British rally team fails to attract lottery funds

The RAC Motor Sports Association's application for Lottery funding to help establish a £1.15 million British 'World Class Performance' Rally Team programme has been refused.

Working with the International Rally Drivers Club, the RACMSA planned to assess 30 talented performers, from which a selection panel would appoint ten drivers to take part in a six-year programme, leading to eventual participation in the FIA World Rally Championship.

A Lottery grant of £855,000 was requested, with the remaining funds to be sourced from commercial sponsorship and the RACMSA itself.

However, the Lottery Sports Funds of the UK and English Sports Councils have decided that grant support cannot be offered at this time.

Colin Hilton, the RACMSA Director of Sporting & Technical Services, commented: "We are obviously very disappointed, and we are seeking clarification. Meanwhile, we are continuing with research for future bids on behalf of speed events, kart racing and car racing and will re-submit a rally bid in due course".

1998 Network Q RAC Rally route published

Exciting new plans have been announced to make Britain's largest annual sporting event – the Network Q RAC Rally – even more exciting for spectators, cheaper for competitors and easier for the world's media to report. New and re-designed special stages, an

Facts about... Contd from page i

- Applicants must be over 18 and have at least 2 years' experience.
- Further details available from the Club Secretary – Chris Stratton, 36 Lodge Crescent, Warwick CV34 6BB.

exciting programme of events at Cheltenham and 'spectator-friendly' service areas are among the attractions on offer this November.

The 1998 event, the most compact since the Rally was first held in 1932, covers just 1,154 miles in three days. Commented Rally Manager Malcolm Neill: "This is probably the most economical event in the World Championship, especially for a private crew. The route includes only eight service areas, and it is possible to tackle the Rally with only one service van."

The Network Q RAC Rally starts as usual with a day of spectator stages on mixed surfaces, but the meat of the event comprises two long days (16 hours and 12 hours) on gravel Forestry Commission roads in Wales.

The Rally is again based at Cheltenham Racecourse, where the superb facilities include space for 70,000 spectators and free parking for 25,000 cars. This world-class venue plays host to the start, finish, overnight halts and two timed special stages.

New this year. A much-improved Rally Show at Cheltenham Racecourse, with all exhibits on hard standing and a spectacular opening ceremony. Details will be announced shortly.

No fewer than five special stages alongside the Grand Prix circuit at Silverstone: two double runs over a revised 5.6-mile test using a mixture of roads on the 800-acre estate, plus the televised Roger Clark Super-special, where cars tackle the 'figure-of-eight' course two at a time.

A completely new stage at Cornbury Park, an RACMSA sprint venue which has never hosted a major rally. The mixed-surface route runs through undulating parkland, including a new section of road built specially for the Rally, with a jump in front of the house.

Monday is centred on Builth Wells, where a service area at the Royal Welsh Showground is visited four times. Exciting plans for spectators at this venue will be announced shortly.

Sunday 22 November (13 special stages = 47.30 miles): Start at 07.27, SSI Cheltenham at 07.30, SS2 Cornbury at 08.48, SS3+4 Silverstone at 10.16, SS5+6 Millbrook at 12.12, SS7+8 Silverstone at 13.29, SS9 Silverstone SuperSpecial at 13.57, SS10 Towcester at 14.27, SS11+12 Donington at 16.20, SS13 Cheltenham at 18.31, Overnight halt at 19.26.

Monday 23 November (8 special stages = 86.00 miles): Re-start at 05.00, SS14 Radnor at 07.25, SS15 Myherin at 09.43, SS16 Tywi at 10.29, SS17 Cefn at 12.39, SS18 Crychan at 12.55, SS19 Esgair Dafydd at 14.16, SS20 Myherin at 16.21, SS21 Sweet Lamb at 17.03, Overnight halt at 21.34.

Tuesday 24 November (7 special stages = 103.70 miles): Re-start at 05.00, SS22 St Gwynno at 07.09, SS23 Tyle at 07.36, SS24 Rhondda at 08.12, SS25 Resolfen at 10.09, SS26 Rheola at 12.00, SS27 Argoed at 13.15, SS28 Margam at 13.34, Finish at 16.50.

Network Q is the UK's leading used car brand, with over 400 retail outlets throughout the country, selling 90,000 cars of all makes each year. Network Q retailers provide the highest possible quality and service to their customers. Every Network Q vehicle has a rigorous 114-point service and comes with 12 months' warranty and breakdown cover. For added peace of mind, Network Q offers a 30-day exchange pledge.

The Network Q RAC Rally is Great Britain's biggest annual sporting event of any kind, with over two million 'live' spectators and almost 11,000 volunteer officials. The 1998 event will be the 54th since the rally was first held in 1932. The Network Q RAC Rally is the final round of the 1998 FIA World Rally Championship.

Advance tickets are sold exclusively by the Ticket Hotline at Silverstone: 01327 857273.

In brief...

- Prodrive (who run Subaru rally cars and Honda touring cars) has been short-listed as one of the UK's top ten businesses in the 1998 NatWest Sunday Times Business Enterprise Awards.
- 'Express Sport Live' is a new website with a section called *Grassroots* offering coverage of amateur sport. For details, email matt.stone@express.co.uk.

CONGRATULATIONS!

The first 10 clubs out of the hat for the Silverstone *Wheels Draw* for copies of the Silverstone 50th Anniversary book and video were: *Shenstone & District CC, Alwoodley MC, Chester MC, Ludlow Castle MC, Eden Valley MC, Yeovil CC, Peak & Dukeries L.R.C., Sporting Owner Drivers Club, Lindholme MSC, Bristol MC & LCC*

TECHNICAL TIPS

SUPPLIED BY  **CARS**
and CAR CONVERSIONS

Take more water with it - it'll do you a power of good!

In response to a recent feature, we have had a few letters about water injection. There appears to be some confusion as to what exactly adding water to the combustion process does. There really isn't any mystery. Water injection has been used in engines dating back to the Second World War when both sides used water, or water/methanol mixtures in combat aircraft engines.

The fuel companies have done extensive research into the subject and there have been many papers published by the SAE (Society of Automotive Engineers).

Adding water to the combustion process basically does two things: it suppresses detonation and lowers the combustion chamber temperature.

For a pressure charged engine (turbo or supercharger) detonation is the limiting factor for maximum boost. By adding water to the combustion you can run a higher boost without breaking the engine. However, adding the water on its own actually reduces the power output – but by adding in 50% methanol this can be more than made up for.

The German fighter planes used a top secret 'combat boost' device called MW50 which added 50/50 water and methanol with a big boost in intake pressure.

In a normally aspirated engine the addition of water reduces the Nox emissions by lowering the combustion chamber temperature. As a general rule there is no power benefit from having water injection on a normally aspirated engine.

A lot of people are convinced that their engines run better when it's raining. This probably has more to do with the barometric pressure change that accompanies rain than the water falling from the heavens.

QUIZ ANSWERS

1. 5 times (3x Carlsson, Blomqvist, Lampinen).
2. 1980 Belgian GP, Zolder, Ensign N180.
3. East German Tatra plus a 1st, 2nd, 3rd in class.
4. Eight.

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