

LAWTEC Road Rally Championship

After two events Gary Williams from Garstang and Preston MC leads the drivers championship having scored 17 points. Andy Rhodes Lightning MSC, Dave Shorrock Garstang and Preston MC along with Steve Johnson of the Civil Service M. Ass. are in second equal positions on 16 points. All tight at the top.

In the Navigators Championship three people, Keith Oglesby Garstang Preston MC, David Barratt Civil Service M. Ass. and Glyn Stirling Garstang Preston MC all share 1st overall on 17 points.

Drivers

Expert

1st G Williams	GPMC	17
2nd A Rhodes	LMSC	16
= D Shorrock	GPMC	16

Semi Expert

1st S Johnson	CSMA	16
2nd I Skelhorn	WDMC	6

Novice

1st T Nuttall	GPMC	5
= L Robinson	LMSC	5

Navigators

Expert

1st K Oglesby	GPMC	17
2nd M Beattie	CDMC	8

Semi Expert

1st D Barratt	CSMA	17
= G Stirling	GPMC	17
3rd S Fuller	CDMC	6

Novice

1st N Eccles	LMSC	10
2nd P Eccles	LMSC	5

LAWTEC Sprint & Hill- climb Championship

Although there are no results to hand at the moment one round of the championship has taken place at Scammonden.

Class Position

Class A Saloon <=1400cc

Class B Saloon Cars >1400cc

Class C Kit and Sports Cars

Class D Racing, Libre & Clubmans Cars

Class E Rally & Historic Car

LAWTEC Off The Road Championship

The Off Road Championship has now had 2 events both being run by Pendle District Motor Club. The overall positions are as follows:- Graham Bray Bury Automobile Club is in 1st overall with 29 points. Second is Dave Barratt Civil Service M. Ass. on 27 with Jim White and Roy Barker sharing third spot on 24 points.

Class Positions

Class A

1st D Goodlad	HMMC	16
2nd S Johnson	CSMA	14
3rd G Bray	BAC	13

Class B

1st J White	HMMC	14
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Class C

1st D Barratt	CSMA	27
2nd G Bray	BAC	16
3rd R Murtha	BAC	12

Class D

1st R Barker	PDMC	13
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Class E

1st T Sargeant	SHMSC	15
2nd J White	HMMC	10

Class F

LAWTEC Marshals

In the Marshals Championship Roger Stanforth has taken the early lead on 40 points with Sue Ball on 30 points and a whole host of people on 20 points.

This is one championship where you don't have to register. In order to score points you have to marshal or officiate on events run by the clubs in SD34 or on invited events which count for the SD34 championships. You then need to inform your club SD34 representative and ask him/her to register your points with the compiler. In order to qualify for an award you must have scored points by marshalling or officiating for two different clubs. For further information see your club rep.

LAWTEC Inter Club League

After six events Pendle are leading the League Championship by just 2

points from Garstang & Preston. In third overall are High Moor Motor Club. It looks from the early start that Pete Duckworth (Red Leader) is rallying his troops for an all out assault on the league this year. The old fellow has even been seen out accompanying his son at Ty Croes.

Div 1

PDMC 120 CSMA 77	KCC 74
SHMSC 30	

Div 2

GPMC 118 HMMC 104	BAC 69
CDMC 65 BMC 30	

Div 3

LMSC 64 WDMC 34	SSMSC 11
LDMC 0 2300MC 0	LAC 0

LAWTEC Individual

Dave Barratt (17 points) has taken the early lead in the Individual Championship being just one point ahead of Steve Johnson (16 points). Graham Bray and Gary Williams are both on 11 points (not qualified), whilst Andy Rhodes and David Shorrock are on 10 points (not Qualified). In order to qualify for the award you have to have scored points in at least two different disciplines.

Club Representatives

If you wish to know more about the various championships or your personal score or position within any championship then you should consult your club representative. If he/she cannot help you then contact the appropriate championship compiler.

Off the Road

Dave Barratt 054 384127

Road Rally, Individual & League

Les Fragle 0772 684284

Sprint & Hillclimb

Andy Czakow 0706 840266

Stage Rally

Rick Kellett 0204 307231

Marshals

Roger Stanforth 0704 547156

Please be considerate when you ring any of the people mentioned and phone at a reasonable time. May I suggest no later than 9 pm !!

KNOWLDALE CAR CLUB NEWSLETTER

JUNE 1994

1994 KCC Rally Championships

Drivers		Navigators	
Ian Savage	1050	John Vance	1050
Michael Pedley	743	James Beddows	743
Robert Vance	395	David Pedley	381
Paul Hobson	348	Paul Entwistle	329
Liam Pilkington	329	Paul Griffin	271
Haydn Williams	213	Robert Vance	222
Mike Chadwick	174	Paul Stringer	213
John Cryer	101	Dave Lonergan	174
		Julie Entwistle	135
		Steve Warrington	101

Tuesday 28 JUNE

Scatter Rally starting from Milnrow Cricket Club 7.30pm. Entry £3 per car. Maps 103 & 109.

Sunday AUGUST

KCC STUART HARTE HILLCLIMB Baitings Dam. Contact Andy Czakow for details.

REMINDERS

MEMBERSHIPS WERE DUE IN APRIL MANY MEMBERS HAVE NOT PAID
Contact Andy Czakow

DINNER DANCE - A FEW TICKETS HAVE NOT BEEN PAID FOR
Contact Derek Lord

SD34 NEWS

Lancashire Area West Training & Enterprise Council Sponsored

This Month:

News from the LAWTEC championships

April 23, 1994

Championship News

Can I first of all give a big welcome to LAWTEC (Lancashire Area West Training and Enterprise Council) our championship sponsors for 1994.

LAWTEC are based at Preston and offer help and advice on NVQ's, business opportunities, training and employment covering Lancaster, the Wyre, Blackpool, the Fylde, Preston, South Ribble, Chorley and West Lancashire. If you need any help or advice in those areas you can contact LAWTEC at Duchy House, 96 Lancaster Rd, Preston, PR1 1HE (0772 200035)

LAWTEC Stage Rally Championship

After 3 events Alan Shaw from Pendle District Motor Club, (Renault 5 Turbo) is leading the battle in the Stage championship on 86 points from Ian Savage (Escort Cosworth) Knowldale Car Club on 81 points. Anthony Anderson from Pendle District Motor Club is in third position (Ford Fiesta) on 78 points.

In the Co Drivers championship Rod Brereton from Pendle District Motor Club leads on 84 points from John Vance Knowldale Car Club on 81 with David Hughes from Pendle on 78 points.

Drivers

Class A

In class A Anthony Anderson is storming away as he seems to be

the only one who has competed on all three events so far.

1st A. Anderson PDMC 81
2nd S Pinder WDMC 27
= I. Stephenson PDMC 27

Class B

Class B is being more closely fought with Neil Duckworth, son of the illustrious Pete Duckworth (poor lad), leading by just one point from Rob Jones of Wigan District Motor Club. In third place is Ian Winstanley from Pendle. Ian was last years overall champion but this year was supposed to be contesting the ANWCC Forest Championship. Unfortunately a Dave Brooks engine which was to be supplied months since has not materialised yet and I know Ian is very frustrated.

1st N Duckworth GPMC 53
2nd R Jones WDMC 52
3rd I Winstanley PDMC 27

Class C

In Class C Alan Shaw, last years class winner is leading on 86 points having competed on 3 events. Chris Smith is second on 57 points (2 events) with Darren Lakeland on 54 points (2 events). Both these crews are from Garstang and Preston and look as though they are going to make this a very keenly fought class.

1st A Shaw PDMC 86
2nd C Smith GPMC 57
3rd D Lakeland GPMC 54

Class D

A new comer to the SD34 championship, but well known in the area, Ian Savage has taken the lead in Class D. No one else has done more than 1 event at this stage.

1st I Savage KCC 81
2nd M Fox BMC 26
= G Briscoe HMMC 26

Co Drivers

Class A

In class A co drivers Anthony Andersons navigator David Hughes PDMC, leads the field having scored on three events whilst Nigel Dyer CDMC and Alan Bibby WDMC have only scored on one.

1st D Hughes PDMC 78
2nd N Dyer CDMC 28
3rd A Bibby WDMC 26

Class B

Class B is led by Scott Wilson PDMC with Nigel Dyer CDMC (yes the same one as in class A) and Mike Berry WDMC just one point behind.

1st S Wilson PDMC 27
2nd N Dyer CDMC 26
= M Berry WDMC 26

Class C

Rod Brereton, PDMC, leads this class with James Beddows, KCC, in second and David Newbould GPMC and Geoff Davies of CDMC equal third

1st R Brereton PDMC 84
2nd J Beddows KCC 56
3rd D Newbould GPMC 53
= G Davies CDMC 53

Class D

Class D is lead by Ian Savages co driver John Vance KCC. In second place having done just 1 event are Jason Forbes HMMC and Lee Smith BMC

1st John Vance KCC 81
2nd J Forbes HMMC 26
= L Smith BMC 26

PLAINS RALLY 7 May 1994

Fully resprayed and now looking better than ever following the infamous roll on the Malcolm Wilson Rally, hopes were high for a reasonable result on the Plains in Aberystwyth. However the problems started after the first road section - M66 Bury to Middleton, to meet Steve and the trailer. A water leak and slight oil leak made themselves apparent.

Scrutineering was passed despite the strange looks at a Diesel bonnet on a GTi! The biggest problem was a flat on the Dodge. After a nervous wait at signing on, the co-driver found a driver with 10 minutes to spare!!

Next morning found one Peugeot marooned in a sea of oil and water, 20 minutes before due start time. Kevin set off on a frantic, and ultimately fruitful search for a water pump. The oil slick that followed the car off the start ramp brought comments from the not-so-funny commentator about the Tory Canyon.

A fill-up of oil and water before and after each morning stage and sympathetic driving kept the temperatures and pressures under control. It did leave us wondering the weight penalty of a 5 litre oil can and 5 gallon water drum kept in the car!

Service, and 7 litres of helix later, a damaged oil cooler was removed and filter replaced - no more oil problems. Though no time to change the leaking water pump.

The afternoon stages were therefore attacked with much more vigour and our 'bottle level' was reached on a particular long downhill straight on Sweet Lamb!!

The morning's caution meant we were never in the running for anything other than a finish. The afternoon stages saw us taking 30 seconds a stageout of those around us - which gave us some comfort.

For the first time ever - finish saw no bodywork damage whatsoever. Studying the results revealed a penalty for booking in early to the final section which was disputed, It was a five minute road section during which we filled up with water, chatted to those crews around us and walked up the queue to get our minute - result - 2 minutes early!!! Closer study of our time sheets will be in order next time out, Quinton Stages, Llandindrod Wells, 23rd July.

Liam PILKINGTON, Paul ENTWISTLE

CURORE SPORTIF!

Rali Llyn May 1994

You may have read or heard brief mention of Steve's famous Alfa. So in the nature of true investigative journalism, and having finally overcome my fear of nascent rally drivers in standard uncaged cars, I booked myself a ride in passenger seat for the Rali Llyn, to give a view from the inside.

Steve had commitments to servicing for Liam and Paul for the Saturday, so I drove the trusty trawler down to the start, a situation which gave rise to me having driven it 140 miles before the start, and Steve to have driven it for 6.

Setting off at car 25, just after midnight, we were soon into the first selective, and just as soon to loose 2nd gear. This was somewhat of a handicap on the type of lanes we were rolling on. However, Steve managed to find a way round this - he wound it up until it was on the cam in third and then didn't back off for anything!

This resulted in our first off of the night, slamming sideways into a wall near to the end of the third selective. Maybe we should have run the rear spoiler a little higher, and the front one out, but the scrutineer didn't let us. he didn't spot the three inches cut out of the rear springs though! As a measure to stiffen the ride and roll resistance it didn't seem to work, but we certainly hit the ground with stupendous regularity.

A big spin in the fourth selective had me under the dashboard, and Steve thereafter drove a little more circumspectly ... for five minutes! On the fifth selective came the incident which effectively put an end to our rally. The route instructions said 'not as map' and I told Steve so he just drove faster. The road in question was particularly yumpy, and on one large jump (where we bounced straight onto the next crest) the exhaust gave up the ghost.

This allied to the ever absent 2nd gear (and 4th, although what he needed 4th for I don't know - certainly if he'd used it I would have got out and walked home) made us decide to give it up as a bad job. This was unfortunate as we were up to 17th after three selectives and even D & M Pedley were still running then! We were on for a top ten finish, which isn't too bad considering that the car cost less than the entry fee.

Anyway, as a final note if anyone is selling a proper rally car, please DON'T get in touch with Steve - there'd be no walls left in Wales!

Arrevidici

J J Griffin

MANX NATIONAL RALLY, 14TH MAY 1994

The Manx National Rally which is part of the Mintex National Series and Motoring News National Tarmac Series, produced an extremely strong field for the event.

Ian Savage and myself were competing in our first national rally, and my first use of pacenotes. Seeded 69th in the Escort Cosworth out of a 141 starters of which there were 18 Escort Cosworths, 23 Sierra Cosworths, 3 6R4's and 2 Subaru Legacies.

Arriving on the island 3 days before the event to familiarise ourselves with the course and the pacenotes, we encountered quite a few crashes from other crews on reconnaissance.

On the day of the rally we were very apprehensive about how the car would handle and land with all the jumps, so a 1000 yards into the first stage we were airborne, the car landed perfectly and all our apprehensions were over. 7 miles later the stage ended, inside the car were the two sweatiest people on earth, and just to cheer us up, 5 minutes later we started another 7 mile stage where we maintained an average speed of 103mph.

Amazingly the number of retirements was quite high.

Going into the third, which was a gruelling 14 miles long through mainly lanes, became very demanding on car and driver, when half way through we saw it!! Our first viewing of mechanical carnage, the Isle of Man ace, Phil Collins, had had a very high speed crash. As we came round the bend, we could see his navigator flagging us to slow down, then we saw his car, the debris was strewn for over 100 yards with only one wheel remaining on the car, but fortunately they were both O.K.

Going into the fourth stage we had a rhythm going with the pacenotes, our aim was to get halfway through then up the speed, but at the halfway stage disaster struck. Not know to us but the shaft on the turbo had sheared. There was no loss of oil, but it isn't easy to drive a very low compression engine without turbo.

We made it back to a 15 minute service where the decision was made to limp through 3 stages to the dinner time halt to change the turbo. A borrowed turbo from Sean and Adrian Farrell of W.A.R.S. was fitted in this period using up all our lateness allowed.

We went into the 8th stage with our brand new turbo on, the car felt good and our aim was to get some pacenoted miles under our belt. On the 9th stage we set a surprisingly fastest time (I wonder if they'd made a mistake!!!). Yet again on the 10th stage another turbo gave up when it started to smoke, so we called it a day.

Anyone thinking of doing the Manx won't be disappointed, it's more exhilarating and exciting than you can imagine.

J.V.

NATIONAL & INTERNATIONAL EVENTS

JULY 1994

1/3	24 Hour Race, <i>Snetterton</i>
2/3	John Surtees car & bike races, <i>Brands Hatch</i>
3	FIA Formula 1 Championship French GP, <i>Magny Cours</i>
3	British Rallycross Championship, <i>Pembrey</i>
8/10	FIA Formula 1 Championship British GP, <i>Silverstone</i>
9/10	Mopar Euro Nationals drag races, <i>Santa Pod</i>
10	Indycar World Series, <i>Cleveland</i>
15/17	German Touring Cars, <i>Donington</i>
16/17	British Hillclimb Championship, <i>Harewood</i>
17	Indycar World Series, <i>Toronto</i>
17	British Rallycross Championship, <i>Ty Croes, Anglesey</i>
23	British Sprint Championship, <i>Pembrey</i>
23/24	British F3 Championship, <i>Snetterton</i>
29/30	Mobil Top Gear British Rally Ch. Ulster Rally, <i>Belfast</i>
29/31	European Truck Grand Prix, <i>Donington</i>
30	FIA Formula 3000 Championship, <i>Hockenheim, Germany</i>
30/31	British Touring Car Championship, <i>Knockhill (2 races)</i>
30/31	International Historic Festival, <i>Silverstone</i>
30/2	FIA World Rally Championship, <i>New Zealand</i>
31	FIA Formula 1 Championship German GP, <i>Hockenheim</i>
31	Indycar World Series, <i>Michigan</i>

The North-Western Association's decision to take a radical step in its Championship structure and fees has proved well worthwhile. The idea of a single £10 registration fee, with competitors then allowed to score points in all ANWCC Championships, has resulted in broken records - over 300 competitors with intended interest totalling over 600 registrations, with record numbers in each of the 12 championships.

- Wallasey MC is offering a free entry to their Promenade Stages (July 23) - to the driver leading the SRS Novice Rally Championship at the half-way point (after the Ian Skelly Stages). Current leader is Andy Davies (Golf GTI) just one point ahead of Chris Phillips (Samba). With two events to go, no less than 28 drivers could take the prize.
- Knutsford & DMC won the RACMSA Club of the Year award in 1993, and are now well ahead with plans to organise the Inter-Association Autotest on July 23. A dozen Association teams are expected to compete.
- Road rallying flourishes in the North-Western area where Paul Jones is leading, having used three different standard production cars to date.
- Three outright victories puts Lancastrian Tim Sargeant into the lead of the Autotest Championship, where it is anticipated that the Steve Johnson/Pete Jackson domination of recent years may well end. Sargeants' 2.1-litre Dutton Phaeton is shared with brother Bob, who currently lies third.
- Leading clubs in the Inter-Club Championship, after 30 events, are: 1, Knutsford (138 points); 2, North Wales (98); 3, Knowldeale (95); 4, Chester (89); 5, Lancs & Ches (82); 6, Bury (76).

Association of North-Western Car Clubs - Tel: 0492 584872

Mission: control

WHEN uprating a suspension system, do you always need heavier springs, or can you update the dampers with standard springs?

It's a tricky one this, because dampers are a complex subject; however, on a basic level, the damper is there to control the spring, not the suspension action.

The general idea is that the spring allows the wheel to move away from a bump in the road (deflection) without upsetting the chassis, which tracks straight and level. But the initial deflection will be passed to the car eventually, because that compressed spring energy has to go somewhere. In the real world, that energy starts to lift the car chassis, so just as the wheel passes down the other side of the bump the chassis is moving upwards, just as the wheel is moving downwards. The spring is then stretched beyond its normal ride height, which

then encourages the chassis to come back down and compress the spring just a bit more than the normal spring compression height.

This cycle continues until the thing sorts itself out, or finds another bump in the road. This natural spring cycle is what you witness when you see an old MoT failure progressing down the road like a nodding dog. And hence we need a spring damper (shock absorber really isn't the right descriptive term at all) to dampen all that uncontrolled motion.

What you need is to match the damper action to the spring rate, but of course it's not that simple. Nothing ever is. You also need to take into account the motion ratio of the suspension (ie how much the damper compresses for each inch of wheel movement), the unsprung weight of the suspension (including the wheel and tyre) and to some extent even the ratio of sprung to unsprung weight.

An example of too little damping is when the car hits a bump and tends to 'leap in the air'. The spring takes the

initial impact, but on bouncing back the damper offers no control and the car tends to catapult off the ground, fired into orbit by the compressed springs as they rebound. What you need here is more damper control. Conversely, too much damper control and you have the effect of the damper acting as a semi-solid suspension device which prevents the spring from doing its job. In certain categories of competition, where standard springs are mandatory, you may want to use the damper to achieve just that, but it's an exceptional circumstance which should be avoided if possible.

QUIZ ANSWERS

1. Zandvoort ... Zolder ... and Zellweg
2. Brian Culcheth (Opel Kadett)
3. F. Gordon Crosby
4. STALAG IVB (Germany, WW2)



Wheels

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

TEST REPORT

TEST:	DRIVER:
③ BASE FOR TYRE TEST	Colin m.
	TIME:
	10.00
DATA FILE NAME:	WEATHER:
	Dry, cloudy, cool, 8°C

LAP	TIME	COMMENTS
1	1:32.7 1:28.6	Braking very good
2	1:32.5 1:28.5	Balance good to slight power oversteer
3	1:32.6 1:28.4	Tyre v. good from start, stable, front very slightly
4	1:32.4 1:28.3	Worse on last run
5	1:33.0 1:27.0	Still slight hop at rear at exit of slow corner

NOTES:	TYRES:	TYRE TEMPS:
Set up as Monte Carlo	R75 1.8, 1.6	After 3 75, 80, 81, 80, 79, 75
30L, 15L, Spare	New heated (60°)	120, 75, 77, 76, 74, 70

COMMENTS/CONCLUSIONS:

Car ok. Base time very similar to previous test character of car (balance/hop) as previous test

your learning years you need miles under your belt, which means reliable rubber. Seek the advice of tyre suppliers over recommended pressures but don't get too neurotic – tyre pressures are not that critical provided you are in the general ball park. (I remember one Finn coming off a Monte special stage saying the tyre pressures were perfect and were what he always wanted in future. We checked them: 15, 23, 37, 19. Mind, he won the rally so who's counting?)

Private drivers may not have the tyre testing luxury of the works teams (who may destroy several sets during a test session) but if you are testing then do keep records (see the illustration) so that you can tell where any benefits come from. It helps if the driver is a "disciplined" tester because there are two problems to guard against. The first is going faster simply because of growing familiarity with the test section or circuit so that your times improve irrespective of the tyres (this becomes even more of a problem for a rallyist if you then go off on the next unseen stretch). The second is driving round a problem by adjusting your technique to compensate for it. Far better to stop and sort it out.

Stuart Turner

Tyred out!

Testing, testing. An extract from a Prodrive Report on a tyre session with Colin McRae. Note the care taken to get a 'base' for comparison.

DAVID LAPWORTH of Prodrive ended a recent interview for *Wheels* with the comment that tyres are critical for success.

Continuing that theme, David stresses that performance all starts with the contact a car has with the ground. No car, or suspension system for that matter, can be better than the tyres although, obviously, it's crazy to spend money on good tyres unless the car is properly sorted – which means being sorted so that it will go round corners. If a car will corner well then you can brake less and accelerate less for the same stage or lap times, which is altogether easier on the car and (on rallies) easier on the co-driver's nervous system too.

But once a car is sorted it may still be fairly useless without the proper rubber. This means if you have the choice of one make of tyre which is free or another which costs money but is better ... well, you'll need to think carefully because without the latter you may be handicapping yourself out of outright success.

So how to choose the right tyre? With many formulae you'll have no choice, having to use a stipulated tyre: in such cases you should at least learn what degree of wear on the tyre gives you the best times where.

If tyres are free then note what the quick people use. Keep in mind the reliability factor when selecting tyres for rallies, advises David, because in

It's hot under the collar

Duckhams oils are hot stuff when it comes to providing the performance and protection that your engine needs.

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And when you've chosen the right Duckhams oil, you may

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Correspondence to Stuart Turner, RACSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

COD FILLET QUIZ



1. Name THREE circuits that have hosted a Formula One Grand Prix that begin with the letter Z.
2. Who drove "Little Magic" to 7 rally wins in a season?
3. Who designed the Big Cat mascot for Jaguar?
4. Where was the HQ of the MUHLBERG MOTOR CLUB?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

RACMSA to market British motor sport skills around the world

The RAC Motor Sports Association has formed a new division to market British motor sport expertise around the world. The Motor Sports International Division (MSID) will offer consultancy services covering all sporting disciplines (racing, rallying, record breaking, etc), together with advice on such aspects as event organisation, venue design, training of officials, licensing, rescue and medical services, communications and safety.

Responsible directly to RACMSA Chief Executive John Quenby, the Director of MSID will be Keith Douglas, whose own company (Keith Douglas & Associates) will administer the division's activities. He will be assisted on particular projects by a team of world-respected experts, including Les Needham (recently retired as the RACMSA's Director of Sporting Services), Pierre Aumonier (Clerk of the Course at the British Grand Prix), Derek Ongaro (the RACMSA's international circuit and safety design consultant), Jim Porter (international rally organiser) and Motor Sports Timing (international timekeepers).

Explained Mr Douglas: "The RACMSA is known around the world for its skill in organising events, championships and motor sport activities of every kind. The credibility, expertise and good name of the RACMSA are marketable products.

"Potential customers will include motor sport governing bodies from other countries, entrepreneurs wishing to build and operate new circuits, event organisers and even national governments. We shall be able to offer a one-stop shop for any of these people. We can supply anything

from simple advice to a complete consultancy package where we would see a project through from its conception until it was up and running."

Welcoming the new service, Mr Quenby added: "This is an important venture for the RACMSA, designed to create revenue to be used for the continuing development of motor sport in Britain."

A brochure outlining MSID's activities will be published soon. Anyone wishing to take advantage of the new consultancy services should write to Keith Douglas at Motor Sports House.

Closed public roads?

Mainland Britain may be a little closer to some closed-road motor sport, because of a Bill currently progressing through the House of Lords. The Road Traffic Regulation (Special Events) Bill will enable any public road to be closed with the approval of the local authority and the police; it will no longer be necessary to obtain a specific Act of Parliament for each closure. Closure under the new law will suspend road traffic regulations, although an overall speed limit will remain in force.

Before fans of closed-road competitions become too excited, however, the bad news is that the Road Traffic Regulation (Special Events) Bill specifically excludes motor sport except events run under the existing road rally regulations. An organiser will be able to close a road for any non-competitive purpose (one-way access, re-routing of traffic, service area, etc), but actual racing or rallying will not be permitted.

The Bill was introduced by Peter Atkinson, MP for Hexham, principally to make possible the legal passage of the motorised entourage which surrounds the Tour de France bicycle race, which visits southern England in July. Mr Atkinson said he "reluctantly decided to exclude motor racing" from his Bill. "One of the lessons that we have sadly learnt in Britain is that, after the race, amateurs will race each other around the circuit when it is open to traffic again. Last year at the Isle of Man TT races, six people were killed in accidents after hours."

Peter Butler, MP for Milton Keynes North-East (who was personally briefed by John Quenby of the RAC Motor Sports Association) tried to persuade the Commons that motor sport should be permitted by the Bill. Great Britain was the only country in Europe where roads could not be closed for motor sport.

Robert Key, the Minister for Roads and Traffic, rejected Mr Butler's proposal. "I am second to none in my support of British motor sport," said Mr Key. "Motor races and trials of speed may not be held on public ways unless specifically allowed for in private legislation. In principle, I agree with that policy. Members would not wish to see widespread racing on the roads, with the danger that it will lead to imitative behaviour, such as has been referred to on the Isle of Man."

John Quenby and Peter Butler later met Robert Key to put to him the specific case for trials of average speed to be embraced by the new Bill, with a maximum average of, say, 70mph. Mr Quenby reported: "While the minister was sympathetic, I believe that the government position is unlikely to change on this occasion. However, the new legislation will provide a hook on which to hang future efforts in this direction."

RAC Tourist Trophy

Britain's oldest motor race, the RAC Tourist Trophy, is to be revived after a six-year interval, to celebrate the FIA Touring Car World Cup on Sunday 16 October 1994. Following Donington's success in applying to host the World Cup, the RACMSA decided that the event is of such importance to Britain that the Tourist Trophy should be awarded to the winning driver. Past winners include the Hon Charles Rolls, Rudi Caracciola, Tazio Nuvolari, Stirling Moss (seven times), Innes Ireland, Graham Hill and Denny Hulme.

The British World Cup team will consist of the three highest-placed British drivers in the *Auto Trader* RAC British Touring Car Championship after the two races at Brands Hatch on 29 August, plus two 'wild card' entries selected by the RACMSA on the basis of their current form.

AUTOSCENE

1/24 FORD GT40 CHASSIS 1075 By Scalemodel Technical Services, £157.50 each/\$63 kit

Next year is the 25th anniversary of Jacky Ickx and Jackie Oliver's Le Mans 24-hour victory in their GT40, when they beat Porsche by just one second. The winning chassis, 1075, had also won the big race a year before in the hands of Pedro Rodriguez and Lucien Bianchi, and both versions are available now from SMTS: Brunel Road, Hastings, East Sussex TN38 9RT. Tel: 0424 853353.

'IN LIKE A LAMB, OUT LIKE A LION' The story of John Buffum, by Tom Grimshaw, hardback, 304pp, US\$19.95

The story of one of the greatest American rally drivers of all time; one who really put US rallying on the map, by winning the 1969 Monte Carlo Rally. He is now the world record-holder for the most victories in major championship events. Buffum's career is told by Tom Grimshaw, his co-driver and navigator.

ALFA ROMEO-FERRARI By Murray Rainey, published by Wyche Books, available by post from Wyche Books, Birlingham, Pershore, Worcs, WR10 3AD £38.00 inc p&p.

Murray Rainey is a remarkable man who is not one to let anything stand in his way and that philosophy has applied to his involvement with Alfas. In the late 1960s he bought a 1930s Alfa 8C to restore, but when the seller heard that Murray was intending to rebuild this rare and intricate machine himself he was appalled and did not speak to its new owner for two years. He reckoned without Mr Rainey's persistence though and during a meticulous rebuild several myths about the cars were debunked and Murray, already an experienced engineer, became an acknowledged expert on the cars.

Now he has told the story of that learning process and his pragmatic

approach to solving the problems he encountered.

Murray admits to not being a man of letters and the grammar and punctuation in the book is enough to make a journalist gibber. That is not important though, because the story is interesting and entertaining, with many anecdotes to lighten its progress. The price is necessarily on the high side because of the very limited print run this type of book demands. But for those engaged in sorting out a car at any level the book is a wonderful source of inspiration.

'McLAREN 104' & 'WATTIE'
By Alan Fearnley, Grand Prix Sportique, 850 limited edition, 70 x 52cm, £85 each plus p&p
The established motorsport artist's latest works both centre on McLaren. 'Wattie' is a dramatic painting of John Watson's McLaren MP4/1 avoiding the Villeneuve/Jones carnage in the 1981 British Grand Prix at Silverstone, on his way to a glorious victory. Each print is signed by Watson. 'McLaren 104' portrays Ayrton Senna making a pitstop during the 1993 Australian GP which he won, to score McLaren's record 104th victory. Each (numbered) print is signed by Ron Dennis plus the artist himself.

THE GUINNESS COMPLETE GRAND PRIX WHO'S WHO By Steve Small, 416pp, softback, £14.99

Arguably the book for F1 anoraks. Every driver who qualified – and failed to qualify – for a Grand Prix has his result, car number, entrant, and car/engine combination listed, plus a succinct comment summing up his race. The book also features thumbnail sketches of each driver's career, varying in length according to their importance. All in all, it is excellent value.

FEATURE
BY **AUTOSPORT**

Facts about... HISTORIC RACING

- Historic Racing covers every era since the very first cars right up to just a few years ago. Everything in fact except the current formulae. This means, of course, that as time marches on, so the number of cars eligible for historic racing increases. This presents problems for the future because we have to question whether today's extremely sophisticated cars may be just too fast for other than highly skilled professional drivers
- Just as there is such an enormous age span, so there is a multiplicity of types of race for competitors to choose from. There are handicap and sprint races catering for, for example, pre-war (WW2) Austin 7's and vintage 3 wheelers, mixing it with pre-World War 1 monsters – quite a sight to behold, and great fun for the drivers. Then there are races for rear engined 500's (like Stirling Moss started on); post-war sports cars (anything from a TR3 to a D Type); single seaters both pre- and post-war.
- Some of the cars are fearfully valuable, and you wonder at the bravery of someone prepared to risk them in a race. On the other hand, some sports and single seaters can be picked up relatively cheaply, and racing them occasionally need not cost a fortune.
- The RACMSA administer the sport and will be pleased to offer advice. They are guided by the Historic Committee whose declared aims are to regulate with as light a touch as possible, and to do everything they can to let competitors enjoy themselves. It is, after all, an amateur sport and long may it remain so.
- The RACMSA have an excellent publication for £3 which lists all the clubs and events for the year. In 1994 there will be over 300 races.
- Needless to say, almost all of the clubs in the historic field have an active social calendar, so anyone interested in historic racing can participate as a driver, entrant, marshal, helper or just as an enthusiastic supporter.

Bill Allen