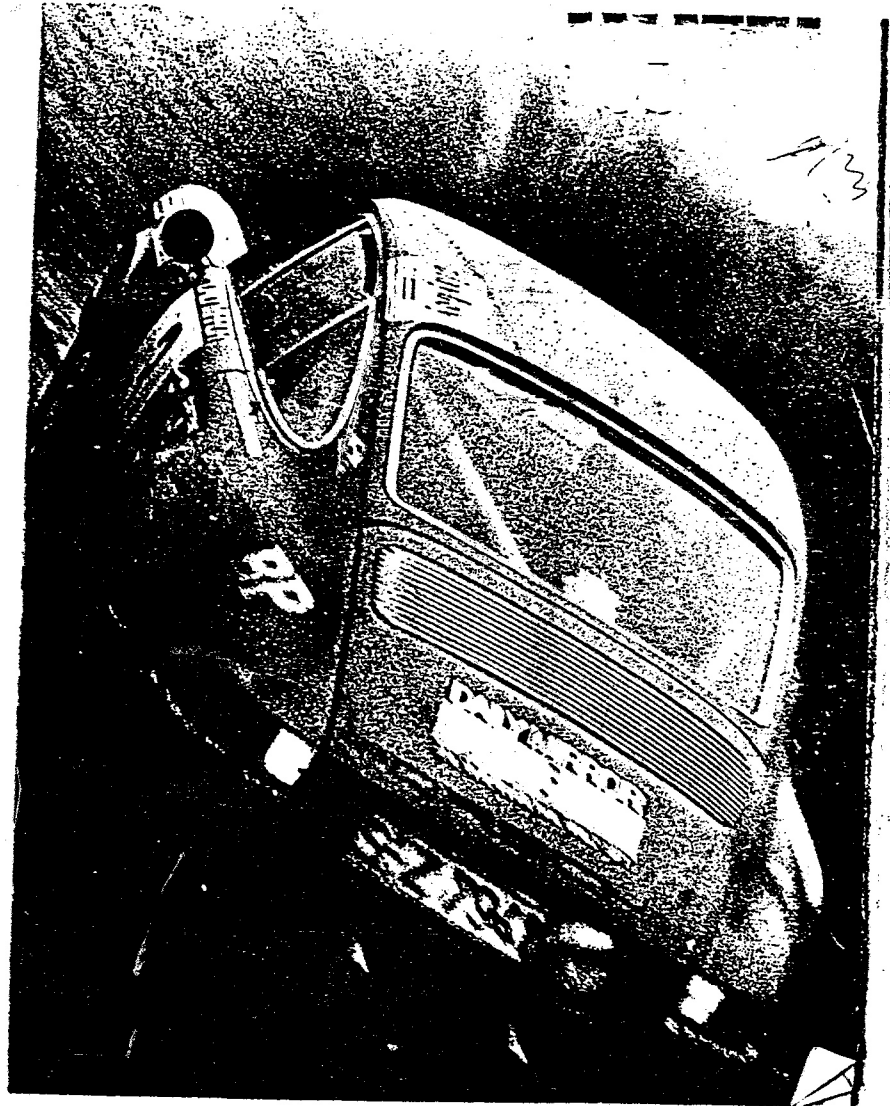


KNOWLDALE CAR CLUB



MAGAZINE - JUNE 1995

KCC SOCIAL CHAMPIONSHIP 1995

	Round 1 SCATTER RALLY	Round 2 PICTURE QUIZ	Round 3 TABLE TOP	Round 4 TREASURE HUNT	Round 5 POOL K.O.	TOTAL
P.GRIFFIN	8	7	8		8	31
J.ENTWISTLE	8	5	9	8		30
P.ENTWISTLE	3		10	9	6	28
T.MILLS		8	8	8	3	27
D.PEDLEY	10		7		10	27
P.HOBSON		8	10		6	24
M.PEDLEY	8		8		6	22
D.LORD	8	8		3	3	22
D.PICKUP		10		10		20
S.WARRINGTON	3	7	8			18
G.CANNON			10		8	18
R.HUDSON	9		7			16
J.BUCKLEY		4	10			14
K.McTIGHE	5				8	13
S.TWEEDALE	9				3	12
P.ARMSTRONG	10					10
P.HADFIELD			9			9
N.FREEMAN		9				9
L.FITCHES			9			9
J.VANCE	6	3				9
J.BEDDOES					9	9
D.AYRES			9			9
P.BUCKLEY			8			8
M.McTIGHE	5				3	8
L.PILKINGTON	7		8			8
P.SIMKINS	7					7
J.SIMKINS	7					7
A.CZAKOW		7				7
L.DICKENSON	6					6
M.CARTWRIGHT	4					4
R.VANCE		3				3
JAN				3		3
A.ROBERTS		3				3
A.McTIGHE	3					3

EDITORIAL

Still short of reports from competing members, I have been forced to compile this magazine on my own (apart from Andy McTighe's which I have just found!). Luckily, Cleggy kindly lent me his box of archives so last night was spent sneezing through the dust he has collected along with his memorabilia! This month we therefore have a competition to guess the event, year and sponsor rally to which the opposite page's entry list belongs. First person with the correct three answers wins a free pint!

From talking to people I managed to find out that the Plant Brothers went up to do the Scottish Rally only to return with a broken diff, meanwhile on the Isle of Man Ian Savage and John Vance went one better by blowing up an engine! On the Aberconwy Rally in North Wales, "new boy" in the lanes - Paul Entwistle navigated me to 6th O/A on a very tough event. Despite a 270° spin and using 2 pints of Castrol R, the Mini lasted the distance (Thanks to Rob Vance for MOT-ing it at the last minute). First time out in their new Escort, Mike Cartwright and Steve Warrington had a good run unfortunately just going OTL at Petrol. They carried on though to have a crack at the selectives through Clocaenog.

God only knows how, but Dave Pedley won the Pool Competition, thus leaping to 5th in the Social Championship. After out-psychoing semi-final opponent Graham Cannon into potting the black, he produced an even more flukey display to beat Jim Beddoes in the final. Afterwards, Jim vowed never to play again! Knowldale's previous so-called Pool King, Ian Savage was unable to compete after his turbo-charged pool cue blew up on the recce!

Speaking of social events, next month's event is the long awaited service team challenge accompanied by a BBQ. No tools are required, although they could be handy if Derek Lord's the cook! Two people per team, entries in advance from Steve Warrington.

Later in the magazine, I have included the route for a 12 Car/Scatter Rally of John Clegg's. If any one of you fancies checking the route and using it in the Social Championship please do so. (N.B. Some of the roads may have been up-graded to Motorways!!).

Last weekend I went out doing a bit of a recce for the Mini Miglia (finalised date - 23/24 March 1996) whilst giving my Girlfriend a driving lesson, which was an experience on its own, but what I did find was that we will have problems keeping to a 30mph average due to the nature of the roads. Short of using a lot of Marshals, which let's face it we're not going to get, we must adopt using codeboards. I have enclosed the route from the J.J. Brown last year for interest, and your comments. Pennine Stages is dated for 19th of October - Terry Mills is the contact.

M.P.

12 Car event..

17th April, 1991.

CAR NO. 11.11.11

Black Spots: Burnley, Nelson, 7152, 6950.

Quite Zones: Worsthorne, Haggate, 844 403½, Guisburn, Bolton-by-Bowland, 722½ 515, 710 506½, Sabden, Slack, 957 275.

Drive with dipped heads lights and observe speed limits in all built-up areas.

Start from The Reed Hotel Car Park, Rochdale, first car 11.0'clock.

Control	Ref.	Approach from	Depart to	Time allowed	Remarks
Start SQ1	101/897136½ ✓		NE	24 mins	NEUTRAL
FQ1	95/946265½ ✓	S	W		
TC1	877½302 ✓	S	N	38 mins	
VIA	836399 ✓	SE			
TC2	836417 ✓	S			
TC3	827½474 ✓	SS			
VIA	823533 ✓	WS	EN		
TC4	784511½ ✓	NE	SW	18 mins	
VIA	727½522 ✓	NE	SW		
TC5	657½479 ✓	E	W	20 mins	
VIA	637390 ✓	W	E		
SQ2	723415 ✓	WNW	ESE	8 mins	NEUTRAL
FQ2	754½408½ ✓	NW	SE		
TC6/SQ3	816368½ ✓	N	E	46 mins	14 mins NEUTRAL
FQ3/SS1	883354 ✓	W	E		Bogey 7 mins.
FS1		WNW	ESE		
TC7 = Finish	946265½ ✓	E	S	34 mins	
Finish to be advised.					
20 minutes lateness on all controls.					
Good luck.					

D = WEST GERMANY
DDR = EAST GERMANY
EIR = REPUBLIC OF IRELAND
F = FRANCE

GB = GREAT BRITAIN
I = ITALY
N = NORWAY
NL = NETHERLANDS
NZ = NEW ZEALAND

S = SWEDEN
SA = SOUTH AFRICA
SF = FINLAND
TR = TURKEY
USA = UNITED STATES OF AMERICA

Rally No.	Driver/Co-Driver	Nationality	Entrant	Car	Capacity (cc's)	Rally Class
1	Seig Blomqvist Arne Hertz	S	Saab-Scania	Saab V4	1815	6
2	Harry Kallstrom Gunnar Haggbom	S	Lancia Marlboro	Lancia Fulvia 1.6 HF	1558	7
3	Hakan Lindberg Helmut Eisendle	S/I	H. Lindberg	Fiat 124 Spyder	1608	8
4	Roger Clark Tony Mason	GB	Team Esso Uniflo/ Roger Clark	Ford Escort RS 1600	1700	6
5	Bjorn Waldegard	S/	B. Waldegard	Porsche	2002	8
6	Rauno Aaltonen Paul Easter	SF/GB	Nissan Europe Rally Team	Datsun 240 Z	2394	8
7	Gunnar Blomqvist Mrs. Ingelov Blomqvist	S	General Motors Dealers Association	Opel Ascona	1980	6
8	Simo Lampinen Solve Andreasson	SF/S	Lancia Marlboro	Lancia Fulvia 1.6 HF	1558	7
9	Per Eklund Bo Reinicke	S	Saab-Scania	Saab V4	1815	6
10	Hannu Mikkola John Davenport	SF/GB	Embassy Team	Ford Escort RS 1600	1700	6
11	Ove Andersson Geraint Phillips	S/GB	David Stone	Toyota Celica	1588	5
12	Raffaele Pinto Luigi Macaluso	I	R. Pinto	Fiat 124 Spyder	1608	8
13						
14	Anders Kullang Donald Karlsson	S	General Motors Dealers Association	Opel Ascona Rallye	1897	6
15	Timo Mäkinen Henry Liddon	SF/GB	Embassy Team	Ford Escort RS 1600	1700	6
16	Carl O. Renius Lars Persson	S	Saab-Scania	Sabb V4	1815	6
17	Markku Alén Atso Ahho	SF	Oy Volvo-Auto Ab.	Volvo 142	1986	6
18	Tony Fall II Mike Wood	GB	Nissan Europe Rally Team	Datsun 240 Z	2394	8
19	Ove Eriksson Lars Eric Carlstrom	S	General Motors Dealers Association	Opel Ascona Rallye	1897	6
20	Aldice Paganelli Domenico Russo	I	A. Paganelli	Fiat 124 Spyder	1608	8
21	Pertti Lehtonen Klaus Lehto	SF	Oy Scan-Auto Ab.	Saab 96 V4	1815	6
22	Andrew Cowan Brian Coyle	GB	The Scotsman	Ford Escort RS 1600	1791	6
23	Lille-Bror Nasenius Björn Cederberg	S	General Motors Dealers Association	Opel Ascona Rallye	1897	6
24	Chris Slater Howard Scott	GB	Centre Hotels	Ford Escort RS 1600	1800	6
25	Heikki Majander Aimo Virtanen	SF	Heikki Majander	Opel Ascona	1900	6*
26	Shekar Mehta Martin Holmes	GB	Withers of Winsford	Datsun 240 Z	2394	8
27	Eeva Heinonen Elizabeth Crellin	SF/GB	Oy Volvo-Auto AB.	Volvo 142	1986	6
28	Brian Culcheth Johnstone Syer	GB	Dunlop Limited	Morris Marina	1293	4
29	Tapio Rainio Philip Short	SF/GB	T. Rainio	Opel Ascona	1900	6*
30	Per-Inge Wolfridsson Kjell Nilsson	S	Per-Inge Wolfridsson	Volvo 142	2000	6
31	Antony Fowkes Bryan Harris	GB	Cables & Components Ltd.	Ford Escort TC	1598	5

SERVICE VAN CHALLENGE

+

BBQ

TUES. 25th JULY

[7.30pm] START.

2 PERSONS PER TEAM

22 ENTRY.

CAR, VAN & RATTLE GUNS PROVIDED.

REPORT ON THE BRITISH OPEN RALLY CHAMPIONSHIP

THE STORY SO FAR - JULIE ENTWISTLE

The first Rally of the Championship was the Vauxhall Sport Rally of Wales and started from Chester on Friday 17th March.

It was my second rally with Jane Gunningham in the Peugeot 306, a pretty sort of car, yellow with blue spots on it! It was the car's first outing after Jane collected it from Jonny Milner who had been preparing it. Scrutineering was early on the Friday morning and the rally started at 3pm from Chester Racecourse.

We were allowed to use unchecked pace-notes supplied by Brian Patterson but we had to pay £46 for them. They were ok but obviously not a patch on ones which you make yourself. Actually, when drivers make their own notes and can check them, they probably remember a lot of the stage and on the rally it all seems familiar to them. Those who whinge about these notes are probably missing the feel good factor of having seen the stages first with their own eyes.

The weather when we set off was blustery and spitting with rain, but as the evening wore on, Wales decided to unleash the worst possible weather on the poor marshalls and service crews. They got it all! - rain, snow, hail and most of it was coming at them horizontally!

The first 3 stages were at Clocaenog and were pretty rough, but it was on stage 4, Penmachno South, that the rear brakepipes on the 306 were completely severed when we went over a particularly big rut. The service crew, ie Jane's dad, discovered that when the car had been prepared, no bump stops had been put on the rear suspension, hence the slicing through the pipes.

Jane's dad and Graham Middleton, who had come along in the chase car, managed to wind all the brakes onto the front, and clamped the pipes to the rear to stop us losing all our brake fluid.

Temporary repairs followed temporary repairs, and the problem continued to dog us all through the event. It meant that Jane couldn't drive with total commitment and our times showed it. Stephanie Simmonite, our closest rival for the Ladies Award, was taking time out of us even though she was in a Group N Honda and we were in Group A. (Actually I suspect hers is Group N and a bit, and Jane's is Group A less a bit!)

To say we were gutted when we found out on the second day that Stephanie had gone out of the event, would be a complete lie! We were pleased that she and Rachael were ok though. There is no animosity between us all, but there is fierce competition.

(Women drivers, I am discovering, are incredibly competitive between each other, much more so than the men I have sat next to.)

Caernarvonshire & Anglesey Motor Club Limited

DINAM HALL AUTOTEST

4th June 1995

A Round of the 1995 Glynne Edwards Memorial Championship.

RESULTS

Position	No.	Driver	Club	Car	Class	Total Time	Award
1st	3	N Michael Pedley	C&A M.C.	Honda Civic	B	809	1st Overall
2nd	1	N Gary Matthews	Caern & Ang	Datsun Stanza	B	818	1st Class B
3rd	4	N Gareth Williams	Harlech & DMC	V.W. Polo	B	843	
4th	8	E Duncan Littler	Caern & Ang	Datsun 120Y	C	870	1st D
5th	7	N Gareth Evans	Caern & Ang	Mini Traveler	B	921	Best C&A
6th	2	N Kath Rumney	Caern & Ang	Fiesta	B	945	
7th	9	N Steve Warrington	Rhyl & DMC	Sunbeam	C	985	
8th	5	N David Pedley	C&A M.C.	Sunbeam	C	1015	
9th	6	N Yvonne Matthews	Caern & Ang	Escort Mk1	C	1081	

N = Novice E = Expert

Due to low number of entries, the Closed to Club Event competitors were amalgamated with the Clubmans (Competitors No. 7 & 8). Classes were therefore: B=F.W.D. C=R.W.D. Awards will be issued to the winners at the Club's Dinner & Dance in early 1996.

No.	driver	test1	test2	test3	test4	test5	test6	test7	test8	test9	test10	test11	test12	total	O/Apos
1	Gary	58	53	56	54PP	52P	47	88	78	89	85	61	77	828	2
2	Kath	74	58PP	64	57	50P	51	89	88	107P	113	54	80	925	6
3	Michael	54	53	50P	53	47	47	86	92	93	86	55	93	819	1
4	Gareth	70P	55	59	58	47	47	89P	87	91	93	53	74	843	3
5	David	57P	59	55P	55	71	52	124	113	108P	94PP	78P	79P	1015	8
6	Yvonne	91M	81	81	74	58	50	123	110	104	123	68	119W	1092	9
7	G.Evans	51PP	52	60	56	47	45	90	80	119M	115M	83M	103M	921	5
8	Duncan	62	58	57	56	51	46	97	83	100	94	63	103	870	4
9	Steve	61	57	58P	65	66	55	105	97P	105P	111P	71	94	985	7

M= Maximum Time (Fastest in class + 30 secs)

W= Wrong Test (Fastest in class + 30 secs)

P= Line or Pole Penalty (+10secs each)

Underline Times are fastest on each test

Next C&A MC Event... Kennings' Autotest on 30th July.

If you know of anyone wanting a Nissan Coupé (low mileage MOT failure) to 'do up' please contact Steve Tweedale on 01706 878275. It is one owner, cheap, looking for a good home.

DINAM HALL FARM AUTOTEST

At Dinam Hall Farm on Anglesey, Knowldale was well represented at the anual C&A Motor Club Autotest. I can honestly say this was better than any Autotest I could imagine, and was more like a mini-stage rally. Also this is probably the only Club who would not moan at the sight of two Chimpanzees in a Sunbeam trying to hit everything in sight!

Tests 1-4 were in the large farmyard - concrete and cow-muck, who needs a handbrake! Unfeasibly wide gates deviously positioned next to stone walls led to some spectacular action, especially when Lee Mathews brought out his pinto engined Dutton with an RSJ for a handbrake lever. The Sunbeam's welded up diff was working well as the Chimps were finely poised as we headed into a field for the next tests.

Highlight of the event was a blast along the gravel tracks circling the farm for a further four tests. Fast and slippery, the concept of "bring a scrapper" made more sense as I tip-toed around in my road car. One of the lads escaped rolling his mini by a hairs breadth, and Kath Rumney went one better by hitting a wall in her Fiesta - Mr.Auto Salvage was heard to shout "I could've got a tenner for that front wing!" Needless to say, Oldham College gym wall had nothing on the stone gatepost that Dave Pedley hit. "Sensible" Steve Warrington upheld Knowldale honours by finishing 2nd RWD. (P.S....I won!)

Michael Pedley

Anyway, we soldiered on to the finish to pick up maximum points towards the Pirelli Ladies Cup and Jane picked up a cheque from Peugeot as she was the third Junior.

We came 33rd overall and 20 something in class.

The scoring in the Peugeot Masters and Juniors is the daftest I have ever come across. The winner gets his actual total time for the rally. Providing that they come within 3% of his/her time, runners up get their actual times. If however they don't, they get a nominal time, as does everybody else. That is, they ALL get the same time, even those who don't start!

The next event was the Pirelli Rally, based in Carlisle. This was a forest event mainly in Kielder, on maps only.

There were the strictest controls over the use of pace-notes I have ever seen on a rally. I was asked to leave the car at the start of stage 7, was thoroughly frisked by a stage commander who SAID he was sorry to have to do it, and had my bags searched as well! I thought it was all a bit over the top but no doubt he felt thoroughly vindicated when he found notes in the car of Trevor Cathers and they were excluded forthwith!

We had nothing but trauma on this event! Every time we stuck on the two opening stages, 2 quick blasts around Carlisle Forest, but on the way to the third stage, we could both smell burning. Jane thought that the brakes may have stuck on but after checking, they were found to be ok.

We did stage 3 and then went to service where the service crew again checked over everything. We had also developed a misfire by now and that familiar feeling was beginning to envelop me! WE'RE DOOMED! We struggled through the stages thoroughly fed up but things livened up a lot after stage 5. As we were leaving the stage we got a strong whiff of petrol every time we opened the doors. We pulled into the emergency service area at Kielder village to find petrol streaming out of the sump and running down the road.

My first instinct was to run around shrieking "RUN AWAY, RUN AWAY" in true Monty Python style, but I curbed it and stood around watching as the service crews from 4 different cars pushed the 306 on it's side, drained all the remaining petrol out and then tried to gunge it up with something sticky! Don't ask me what, it seemed better not to ask at the time!

This temporary repair lasted us to the end of the next stage, but then the all familiar smell was back with us again. We actually ran out of fuel on the way to the emergency service area, and the ever present Jane's dad pushed us with his Mondeo. To me, it all seemed rather hopeless and not a little dangerous to be driving around in an unexploded bomb, but I'm only the co-driver so I kept my mouth shut! Another temporary repair meant that we were

now approaching the point of no return, going OTL. We managed to get to the start of stage 7, where I was duly frisked. I pointed out to the commander that we were actually OTL at the start of the stage, but it didn't stop him.

We started the 18 mile stage, Newcastleton, and got 5 miles into it when we got a puncture on the front nearside. We had nothing to gain and much more to lose so we stopped to change the wheel. By this time it was throwing it down and we were getting soaked but the final straw was when the ***** jack broke halfway up! After fiddling and messing with it for 10 minutes we set off again along the stage, only to run out of petrol 3 miles later.

It was a fitting end to the rally, It started badly and continued that way all the way through! We parked up next to Jarmo Kytehlehto's car which coincidentally had also run out of petrol.

We trudged 3 miles back to the radio car, by this time soaking wet and wondering why we were here in the middle of nowhere having a bloody awful time and paying a lot of money for it to boot! You know, the usual questions you ask yourself!

The only bright spot of the weekend was that SS went out of the event on the Sunday morning so nobody got any points towards the Ladies Cup!

Next event was the Scottish. Report will be in the next mag.

Julie Entwistle

MANBY - WHEELS 95

Our first outing with the newly acquired Talbot Sunbeam it was decided, after much deliberating, would be MANBY. A nice peaceful weekend away for the Wife and kids!!! A chance to open the car up, give it a thorough testing, sort out any hitches that may crop up (never!) and hopefully have a good laugh and see if my service crew were up to scratch (Who just happen to be friends who also fancied a cheap weekend away)

We arrived very late on Saturday night to find our pitches saved (by the said service crew!) and we proceeded to pitch out tents, not an easy task at 11pm and its blowing a gale! Eventually we called it a night after we'd fed our faces and sunk the odd bevvy or two !!!

Sunday morning arrived and true to British tradition, the rain was pouring down (We mean Pouring down!!) The field was so waterlogged it was yet to be seen as to whether or not we could get the car off the field never mind onto the Stage!! the camping field also passed as the service area.

The car then set fastest time on SS9 before the clutch blew on SS10. Just as the joke was beginning to wear a bit thin it stripped third gear in SS11. With no more parts available the car limped round for a finish. To cap it all off my own car threw fifth gear on the last stage in response to a flat in fifth jump. The Gp A problems stemmed from too much power for the type of gearbox it had coupled to the driver not lifting off over the jumps, quite simply the shock loadings were stripping the teeth off the mainshafts. I've had some expensive experiences in the past but nothing like this. It's a great game this rallying.

The service crew performed miracles to keep the car going achieving a best gearbox change of 19 minutes just 2 minutes slower than the works team. I was being careful not to risk damaging or breaking my car because the boys were flat out on the other one, this was a mistake really and I should have paid no attention to what was going on, a view shared by Martyn as team manager. Operationally the team is set up to run the two cars independently of each other and is quite capable of doing so. Another lesson learned.

Jon Joannides finished 7th and was a bit put out by the speed of the locals. believe me they are not hanging about, but this is the national championship and pretty well all the top ten are professionals. We have a vague idea to bring Surakit and the Group A car over to do the RAC either this year or next so we might get a chance to see how he goes against the Brits, I think a top 25 finish would be on.

The third round of the championship will take us back to Chumphon in the south. I stuffed it there last year in the only non-finish I've had in eight rallies, this must be some sort of a record for me with the last five being top ten results. I have a feeling I shouldn't have said that.....

Andy McTighe
Bangkok, Thailand

2nd

Castrol Subaru Rallyteam

Rally Championship of Thailand 1995 - Round Two

The second round of the championship saw our return to Nong Khai in the far north east of Thailand. Last years event being memorable for the coming together of one Cosworth and eleven waterbuffalo.

As is our habit practice started on Monday and, for once, the route was compact enough to allow 6 recce laps before the stages closed on Thursday night. The entry list showed some interesting information such as a total of 10 Subarus in the field, compared to 2 last year, and the inclusion of a certain Mr. Jon Joannides whom some of you will no doubt know. Apparently Jon had supplied an Escort Cosworth to the Singha Beer Team and they had entered him in their own Lancer Evolution. This added some interest to the event, to see how another foreigner would find rallying in Thailand without the frills of the international, especially someone with a reputation for (amongst other things) being quite a quick driver. Jon's initial reaction to the recce was that he couldn't believe how rough the roads were, the rest of us thought that 13 of the 15 stages were smooth! I recall being equally flabbergasted on my first event here but I wasn't about to be fooled into thinking somebody with his experience couldn't handle it, after all he does carry a National seeding and they aren't easily come by.

Casting my mind back to the Mazda days when Jon owned the famous (read infamous) Diamond Motorsport with Walter Wotsisname he was way quicker than me. Things have changed somewhat and on this rally he beat me on stage times by just 12 seconds and for reasons that will become clear I really should have beaten him.

I made my usual slow start and SS1 and SS2 passed without incident. SS3 was cancelled due to an accident that happened before the stage was opened, we were told later that the organiser's safety vehicle had rolled while checking the tapes were in place! I ask you, what kind of mentality are we dealing with here?

In the midst of all the confusion of not doing the stage, going to service instead and then queueing up for the start of SS4 my navigator's brain went to sleep. Now, when any navigator opens a conversation with the words 'you are going to kill me' you can be fairly confident that the cock up they have made is of monumental proportions. Sure enough he had 'forgotten' to check in at the TC and had eventually done so nine minutes late incurring a penalty of four and a half minutes. 'Oh dear' I said 'what jolly bad luck. God does move in mysterious ways doesn't he? And in a minute you'll be able to ask him why, personally!'

Actually I felt sorry for him, well to be precise after I had left lunar orbit and returned to earth I felt sorry for him, he is so dedicated to the job he was nearly in tears and was completely distraught. He was still breathing though which must have come as a surprise.

Following a quick radio conference we decided to carry on for practice but I had no real interest in the next few stages. In fact when we did the repeat stages the next day I was 47 seconds quicker over 10 miles! We settled for making sure we ran as quickest Gp N Subaru. In the end going for the finish paid dividends as I am now just one point off the lead in the Gp N Championship and despite the problems we are running within 1.5 seconds per km of the best Rallyart Gp N Mitsubishi, within striking distance.

Meanwhile things were not going to plan in the Gp A camp. 3rd fastest on SS1 and 2nd on SS2 meant the day had started brightly enough. However, just before the finish of SS2 there was a bang from the gearbox as third gear passed into history. In went the spare gearbox and the car was 2nd fastest on SS4, SS5, SS6 and SS7. The second gearbox blew up in SS8 and the car limped out of the stage. As it happens my old Legacy had been entered by it's new owner and had retired earlier in the rally with busted gear links so we were able to borrow his gearbox.

Our trusty steed started first time and without more ado we made our way to the organisers caravan, who then proceeded to tell everyone that unless it stopped raining they would not be running the Rally Stage!!! we were not impressed, as you can well imagine!!!

We went back to the caravan and sat drinking coffee, until the rain miraculously stopped and blue skies started to appear. Somebody up there does love us! At 12.30 the Stage was declared open and we were off like a herd of sheep stampeding the Arena for our Debut! (after which we were lined up on the start line to be allotted our first victims (sorry-passengers!) It was an agreement with the organisers that we each take 5 members of the public round the stage to qualify for a free days testing at Manby later in the year)

The stage length was 1.2 miles long and had a few little testers in it, unfortunately after the first lap we lost 3 wheel studs off the front and limped out of the stage with one very loose wheel jammed up against the bulkhead, however not to let the public down we had the technology to rebuild it!! and all went well for the rest of the day.

Sunday afternoon Mr 'Want to buy some Tyres' Savage and his family turned up and later joined our Party for drinks etc. A good night was enjoyed by all, - more so by Jan (but don't ask her about OOH AHH !!!!!)

Monday morning dawned bright and sunny and we all enjoyed a good day, we were also joined by Julie and John (Thanks for the advice John the works in hand)

On the penultimate round the brakes started to fade and go spongy however undaunted and seeing a big queue and having full confidence that they will be there at the end of the straight I took out the last victim! On strapping him in, He was warned that the brakes were a little iffy but he seemed undeterred, however after seeing me pumping them He seemed to be A LITTLE uneasy as I think he realised I was'nt kidding!!!!

However at the end of the long straight pumping frantically the car was'nt stopping it was going even faster!!! The Victims face was now different shades of WHITE, unable to speak I did what ALL Knowldale member do - I closed my eyes and prayed to the God Of Know!! We got to the end in one piece and called it a day!

On reaching the service area with a funny knock, I now know what caused the wheel to come off! CHEAP WHEEL SPACERS!!!!!!!!!!!!!!!!!!!!

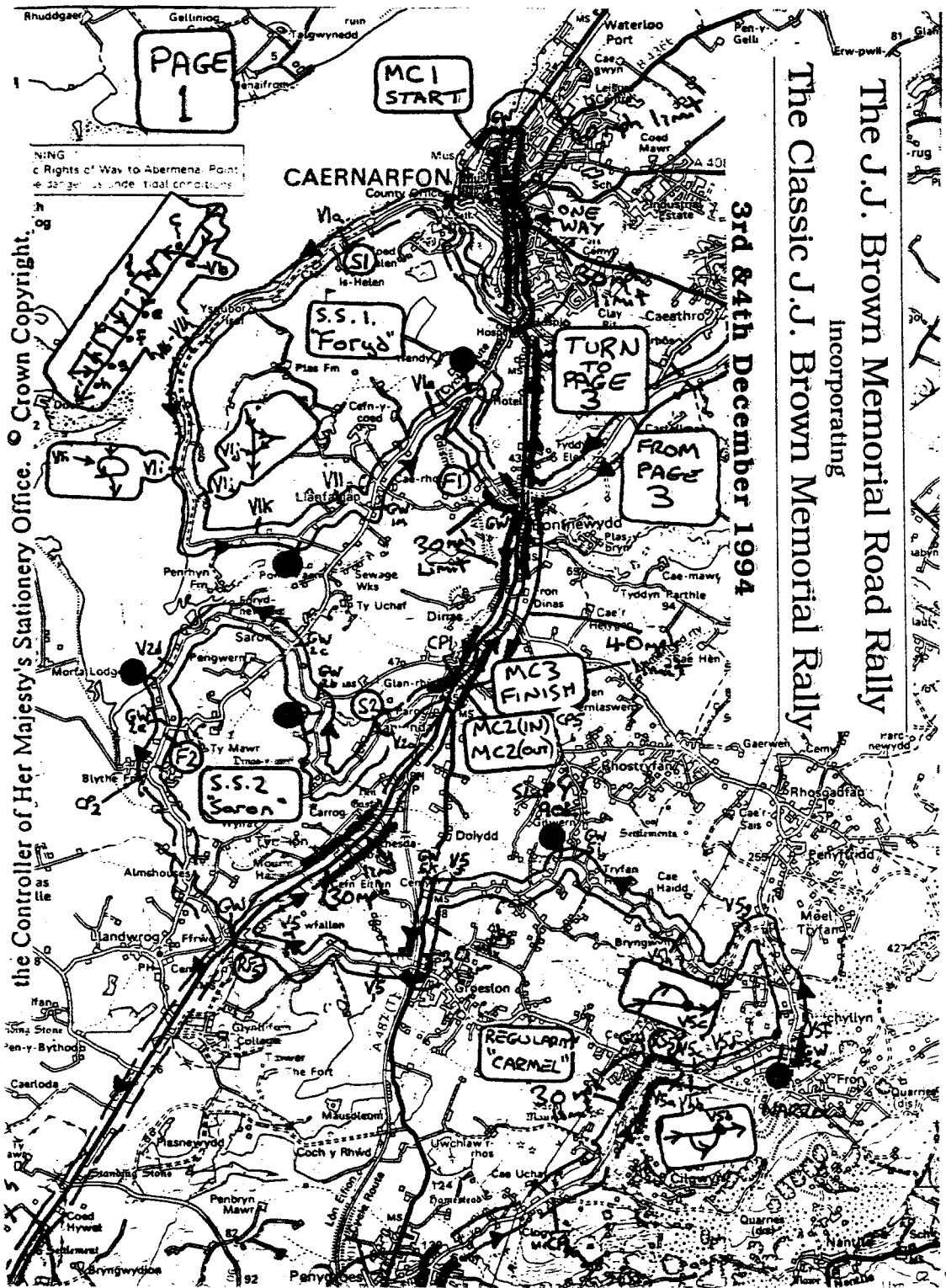
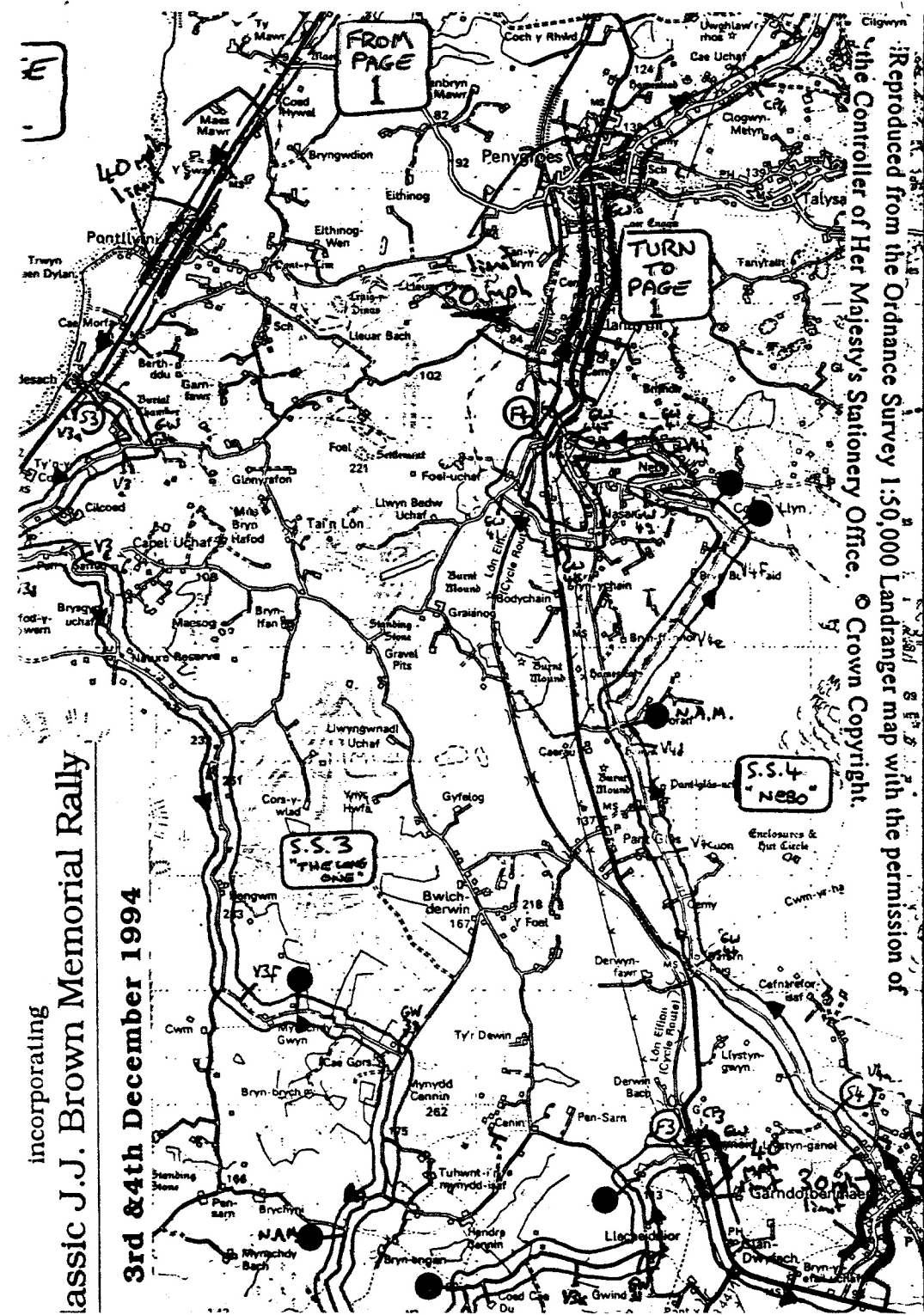
We left Manby on Tuesday Morning for the drive home, after having a fantastic weekend, I can honestly say that WHEELS 95 was a Value for money experience, one which I would do again.

DEREK LORD

incorporating

Classic J.J. Brown Memorial Rally

3rd & 4th December 1994



Singles or Doubles

NOT tennis or badminton, but valve springs. If you ever have your valve springs pounded tested, you could be amazed at the results. In one recent example in the magazine, for instance, two sets of Ford Pinto valve springs were tested, one competition single type, and one race double spring. In each case the poundage rate came out the same, at 240lb/in. You might well ask why. How does the valve know whether there are two springs or one controlling it if the poundage is the same?

The answer lies in something called 'harmonics', which is to say the natural frequency of the spring. With a single spring there will be a point where the weight of the valve and the natural frequency of the spring coincide and result in valve float.

If you use two springs, when one of them reaches this critical point, the other will not, having a different natural frequency. This tends to cancel out the problem area. Hence a double spring may have exactly the same poundage as a single spring, but allow higher revs.

Another point to watch out for is compression length. A single spring will (usually) have less of a working length than a double set. For example, take a single spring of 47mm free length with a maximum compression of 18mm. If you fit the spring with an installed height of 37mm, that only leaves you with 8mm of safe working compression left. If the cam lifts the valve 10mm (0.400in) you will soon find that the spring loses tension or breaks all together.

On the other hand, a double set will have coils with a thinner wire which allow more compression. The doubles will perhaps have 20mm of compression length, which allows you to run the same cam without any

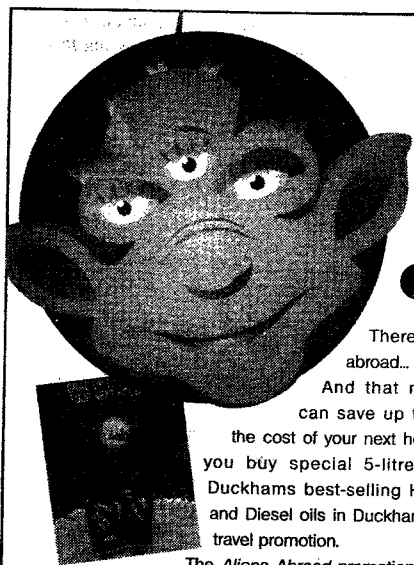
problems. It may seem that double valve springs appear to be all gain compared to singles, but this isn't exactly the case: they often cost more than twice as much!

IN THE NEXT ISSUE OF WHEELS:

The next Cars and Car Conversions Tech Tip will look at the fitting of Weber side-draught carburettors and your engine's HT leads ... not together you understand! If you have any technical queries, please write to Cars and Car Conversions magazine direct.

QUIZ ANSWERS

1. Paul Tracy.
2. Richard Hutton, Escort RS Cosworth.
3. Brescia Bugatti (Italian GP 1921).
4. Philbeam (Roy Lane driving).



Keep all your eyes peeled for a money saving offer that's out of this world!

There are aliens abroad...

And that means you can save up to £100 on the cost of your next holiday when you buy special 5-litre packs of Duckhams best-selling Hypergrade and Diesel oils in Duckhams fabulous travel promotion.

The Aliens Abroad promotional collar on

each pack is worth £50 when redeemed against the cost of a holiday featured in any of 52 famous name holiday brochures, and gives full details of how to take advantage of this amazing offer which is available while stocks last.

Look out for this intrepid little traveller featured on the eye catching displays at your local stockist. He has covered a lot of miles with Duckhams to get here, but he's more than well equipped to recognise a great money-saving offer when he sees one!



ALEXANDER DUCKHAM & CO LIMITED, 157/159 MASON'S HILL, BROMLEY, KENT BR2 9HU

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Coinbrook, Slough SL3 0HG



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

LIGHTS ... CAMERA ... ACTION ...

ONCE upon a time it was possible for competition drivers to drop clangers yet get away with wild and wonderful excuses. No longer. Nowadays if someone has an 'off' it's almost certain that even if official camera crews aren't present, some amateur will be in action with a camcorder. You perhaps?

Well, if you're thinking of videoing motorsport, Barrie Hinchliffe (left in photograph) of BHP – one of the most respected names in the TV world and the man responsible for the superb BTCC coverage – reckons you'll need to spend between £700 and £1000 on equipment. Look for a camcorder with a long focal length zoom lens and wide aperture to cope with poor light. The tape you use isn't critical – all the well known brands are OK.

If you are to get good results, get totally familiar with the equipment so that your fingers find the right controls instinctively. Use a tripod whenever possible and don't pan (sideways movement) or tilt (vertical movement) unnecessarily or violently. If only some drivers would avoid similar movements...

Keep the camcorder as still as possible, in fact imagine you are taking a still photograph and let the action do the talking. And give some thought to where to film from. Height is the most important aspect according to Barrie. Find somewhere that lets you look down on the track or rally stage (or any other branch of the sport for that matter). Apart from



giving the best results this is also safer because you should be protected from flying stones and flying cars. You won't get so absorbed in filming that you become a danger to yourself or other people will you?

And what if you get an exclusive dream sequence of a driver doing a triple salko which he will later tell his team was due to chillblains, the sun getting in his eyes or a mosquito bite – anything rather than incompetence? Well first contact the Clerk of the Course because he or she may well be glad to see the footage if it's a controversial incident (and it will also avoid any dispute over who holds the TV rights) and then with their blessing get in touch with the nearest TV station or BHP if it's the BTCC. You could earn anything from £50 to £1000; if nothing else you should get an on-screen credit.

Finally, a heartfelt plea just

from Barrie but from me and enthusiasts everywhere. *Do edit your material* and cut out bits where nothing is happening. The normal professional shooting ratio to material used is anything from 10:1 to 25:1 so be ruthless.

Stuart Turner

COD FILLET QUIZ



1. Which Indy driver tested for Benetton in October 1994?
2. Who won the 1994 European Rallycross Championship title (Division one)?
3. Which model of a well known French car was named after winning a race in ITALY?
4. What make of car has won the BMTR Hill climb championship for the last 3 years?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Mini 'National Lottery' for motor clubs

The RAC Motor Sports Association has £50,000 available this year to help clubs. The money – which represents a windfall surplus arising from recent changes in the VAT structure – will be distributed on the same basis as National Lottery funds.

Because National Lottery applications must be for projects of at least £5,000, it is intended that the RACMSA funds will be used to fill the gap, so the minimum project will be £1,000.

Each application for a grant must come from an RACMSA registered motor club in membership of a regional association for which a regional plan exists (the money cannot be used to subsidise day-to-day running) and it must be matched 'pound for pound' from other sources.

'This scheme will only run while funds last,' explained RACMSA Chief Executive John Quenby. 'This income will not be repeated next year, thus I urge clubs to apply as quickly as possible. We will favour projects which improve safety in motor sport, such as radios or rescue units, and those designed to attract new members.'

The application form will be closely based on that for National Lottery funds and every application will be vetted by the same committee, which comprises Stuart Turner (RAC British Motor Sports Council), Allan Dean-Lewis (ANWCC) and Bill Troughear (Chairman of the Regional Committee).

This system means that any application which appears to be worthy of Lottery funds can be forwarded to the Sports Council with a minimum of additional work. It will also help club officials to become familiar with the National Lottery application system, which will continue long after the RACMSA funding has been used up.

Survey shows club membership solid

Result of the 1994 survey of motor clubs – the fifth to be carried out since 1983 – shows a small decrease in total membership over the past three years to 250,040 but a twofold increase in lady members in the corresponding period. Over half of the 665 member clubs responded to the questionnaire and valuable information into the sport can be derived.

The average club has been in existence for 33 years, and there has been a slowing down of new club registrations. Average membership is 376, of which 83% are males, paying an average annual subscription of £13.

The major slice of club membership (66%) by age is in the 17–50 age group but there is growth in the under 17s with a widening scope for activities away from solely karting.

Membership of clubs is described as stable by 62%, and the trend of clubs showing decreasing membership slowed, 14% compared with 17% in 1991 but a fifth of all clubs have a membership of less than 50. Problems with 'leakage' of membership mean a hard time for the smaller clubs both in financial terms and in manpower to run events and general club business.

Cost of taking part in the sport is given as a key reason for members to cease activity in clubs, but the major reason for members quitting clubs is work and family commitments, not pressure from other sports.

Active membership of clubs, in terms of competition or officiating has increased, while social membership has dropped by 16%.

Clubs are organising an equally wide range of events and disciplines as in previous surveys. A doubling of clubs organising karting reflects both growing interest in the sport and its corporate appeal. A decline in venues probably accounts for the small decrease in clubs organising speed events.

Clubs viewed membership of regional associations most strongly in terms of their championships and also in resolving date clashes, providing a forum for discussion and the expansion of contacts.

To help spread the message 81% of

clubs responding to the questionnaire produced their own club magazine with the *Wheels* supplement playing an important role in over half of these publications, but some clubs did not even appoint a press officer.

Only 2% of clubs used the services of the Motorsports Facilities Unit (MFU), prompting calls for its better promotion while 93% backed the appointment of a Motor Sports Development Officer by the RACMSA – two thirds felt this would be best done at regional level.

Funding from the National Lottery was felt most appropriately used in the provision of new permanent venues with the progression to the establishment of Regional Motor Sports Centres of Excellence.

Clubs also underlined the need for lottery cash to be used to offset the rising costs of supporting rescue vehicles and the purchase of equipment for timekeeping, scrutineering and noise control.

The publications and communications of the RACMSA scored well with clubs as did the handling of telephone enquiries, permit issues and insurance matters but training of officials and support on land access were reckoned to be below par.

Further development on training, and an associated awareness campaign, is in hand and promotion of the MFU is essential.

In brief...

● Britain's first international event for electrically propelled racing cars is to be held at Mallory Park on Bank Holiday Monday 28 August, when the Leicestershire circuit hosts a round of the FIA Electro Solar Cup.

● Nominations for new members to sit on any of the specialist committees of the RAC British Motor Sports Council are always welcome. Committee seats become vacant on a rotational basis and "new blood" with suitable qualifications and the commitment in terms of time should be put forward by motor clubs or regional associations to Colin Hilton, the RACMSA's Director of Sporting Services at RACMSA, Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG.

Facts about... THE MOTORSPORTS FACILITIES UNIT

• The MFU was established jointly by the RACMSA and the ACU in 1991 to assist affiliated clubs with the problems they face when organising events.

• The MFU is part of the Land Access Recreation Association (LARA).

• The MFU assists clubs to protect existing facilities under threat from anything from complaints to the local authority from local residents, and gives advice on environmental and legislation related matters.

• The MFU helps clubs develop existing sites by offering advice on planning matters, and assists in the acquisition of new facilities. It also protects clubs' rights of access to new and existing facilities.

• The MFU seeks to monitor new legislation and inform clubs accordingly and lobbies to ensure that the rights of motorsport are protected as far as possible. For example, the MFU is assisting both the Sports Council and the Central Council of Physical Recreation in their campaign to prevent the proposed amendment of the Environment Bill being passed. The amendment, if passed by Parliament, will give National Parks Authorities the power to ban any activity not deemed to be 'quiet enjoyment' and this could have severe ramifications on motorsport.

• The MFU seeks to identify environmental bodies exerting pressure on legislators in order to establish within them a better understanding of motorsport and its structure. Motorsport has used the countryside for nigh-on 100 years (or more), with no lasting effect on the countryside, and legislators and environmentalists need to be constantly reminded of this.

• A further leg of MFU's activities is the promotion of the positive aspects of motorsport. Statutory Bodies, Local Authorities, Landowners and other Countryside agencies, plus our friends at the Sports Council and CCPR all need to keep the positive aspects of motorsport uppermost in their mind if they are to resist the propaganda put

AUTOSCENE

FOUR WHEEL DRIFT 1945-1959
By Mike Lawrence, Published by Teesdale Publishing, paperback, 142pp, £13.95

Unashamedly a picture book, with a wealth of black and white pictures it captures the atmosphere of racing during this era. The range of subjects is remarkable too, covering everything from Formula 500s through sportscars to Grands Prix. There is also some text, though, from the very knowledgeable Mike Lawrence, who sets the scene with informed insight and anecdotes.

Sadly some of the pictures suffer from less than ideal crops and many are dropped across the gutter, but it is still a treasure chest of wonderful images to browse through and enjoy.

LARROUSSE LH94
1/43 Scale, £19.95

Models of Formula 1 cars from the front of the grid are easy to find with Benetton, Ferraris, McLarens and Williams in plentiful supply but farther down the order, models become rarer.

Now, for the 1/43rd Formula 1 completeist, the Larrousse has been taken care of by Eligor of France. Four versions are available carrying numbers 19 or 20 and Tourtel or Kronenberg sponsorship as raced by Eric Comas or Olivier Berreta in 1994.

forward by environmentalists.

• The MFU office is managed by David Kersey, the Motorsport Development Officer, assisted by Geraldine Baumber. The office is based at the HQ of the ACU and can be contacted for advice and assistance on 01788 541137.

• The MFU has approximately 30 Regional Officers around the UK. All are volunteers who have been nominated by either an RACMSA or ACU club and they can provide advice and help on a local basis if required. We desperately need more volunteers so if you are interested, please give us a call.

David Kersey

Not content with making the cars, the company is also producing the transporters in full team livery. The cars will retail for £19.95 and the transporters for £86.00. For details of your nearest stockist call 01327 261631.

MICHAEL SCHUMACHER
By Timothy Collings, published by Bloomsbury, £14.99.

The best Michael Schumacher biography around at the moment. Loads of information, plenty of first person stuff from the man himself, and a damn good read. A real insight into the character of the best driver in F1, and it pulls no punches on the controversy either.

LE MANS 1954
By Nicholas Watts, 500 Limited Edition, £95.00

Le Mans 1954 was the race that Jaguar did not win and Ferrari benefited from the break in the British assault to snatch victory. Artist Nicholas Watts has captured the atmosphere of the event with the victorious car of Froilan Gonzalez and Maurice Trintignant passing Jaci Fairman and Tommy Wisdom's Bristol.

The print is limited to 500 copies and each one is signed by Jack Fairman and Maurice Trintignant. They are available from Alex Reade Automotive Art at 50 Heathfield Road, Keston, Kent, BR2 6BE. Telephone them on 0171 434 4324 or fax on 0171 437 4714.

KANKKUNEN – PROFILE OF A LEGEND Duke Marketing, £12.99. With four World Rally Championship crowns to his name, Juha Kankkunen is perfect fodder for Duke Marketing's 'Champions' series.

This 70 minute video covers Kankkunen's career from the early days in Laukaa to his quest for the 1993 championship and his place among the 'Flying Finns'.

FEATURE BY **AUTOSPORT**