

Committee Meeting 6 February 2001

Present: Warrington, Cruttenden, Murray, Lord, Kitson, Mills, Tweedale, D Pedley

Correspondence: Letter from Council re Summer School activities.

Competitions: Steve W and Dave P going to attend SD34 meetings. Ken M competing on NW stages, group going to marshal.

Social: Dinner Dance 31/3/01 at Bella Vista, Hauglands as guest speakers, tickets £21
White water rafting at lake Bala in summer phone Alan Kitson on 374621. Social championship to be run with High Moor Motor Club.

Committee Meeting 6 March 2001

Present: Mills, Cruttenden, Kitson, Lord, Warrington, Tweedale, Pedley, Clegg.

Correspondence: Minutes recieved from SD34 meeting.

Competitions: Mini Miglia cancelled (Foot & Mouth)

Social: Dinner Dance good response but places still available.

Tim organising Karting on Tuesday 24 April in Manchester. 3 hour endurance event, £30 entry. Milnrow Cricket Club new premises will be ready by May.

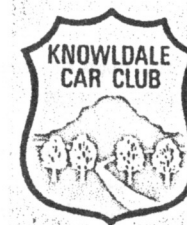
Discussion on possibility of having a Golden Jubilee Dinner at end of 2001 with invited celebrities and past and present members of the club.

Next Committee Meeting Tuesday 3 April

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

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

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



KCC Newsletter

March 2001

**KCC 50th Annual Dinner Dance
Saturday 31 March 2001**

Guest Speakers

John and Julie Haugland

The Bellavista

Wildhouse Lane

Milnrow

Rochdale

**Tickets £21 (Cheques payable to Knowl Dale Car Club)
from Steve Warrington,
6 Weir Rd
Milnrow
Rochdale
OL16 3UX Tel 01706 642302**

Marshalling at the Northwest Stages

What a good day me, Derek, Tim and young Joe had marshalling at Burscough on the Northwest Stages!

We arrived in our own cars so we could tear-arse around the track, Tim nearly losing it through the chicane. We were allocated a 90° bend on the other side of the field, a good spot we thought (well, it was last year.) We all parked on the field, Derek finding the soft spot and nearly getting bogged down in his Shogun (I've told the farmer it was you Derek!)

Out come the Gazebo, table, chairs, cooker (yes, the cooker!), frying pan, bacon, eggs, brown sauce - you name it, we had it!

While Derek got the breakfast on, Tim, young Joe, and I got the bonfire going. It was a dry but cold day- that's why we had the fire going, burning all day to keep our backsides warm!!

It wasn't a very entertaining event; we had two offs all day in fact..... Jerry Morris was more entertaining in his Bedford midivan, sideways every time he came round the track.

I'll be showing you what I've got on video at the club one night.

So if you want a good day out marshalling, chatting, eating ... then come with us!

Alan Kitson

Endurance Karting

Manchester

Tuesday 24 April

£30 Entry

Contact Tim Cruttenden for
details 01706 847348

tim.cruttenden@capgemini.co.uk

Alan's Joke Book

A man surveys the women in a nightclub, decides who he thinks is the most attractive, and takes a seat next to her at the bar. Despite all his best lines, he gets nowhere.

Finally, he reaches into his pocket, takes out a small box, and pulls a frog from it.

'Cute,' says the woman, 'is that a pet?'

The man smiles, 'yes, and he's good at doing tricks too.'

'Like what?'

'He eats pussy. Come back to my place and I'll prove it to you.'

Once in the bedroom, the girl strips and puts the frog between her legs. The frog doesn't move. After a couple of minutes looking at the immobile frog, the woman finally demands, 'Well?'

The man shakes his head sorrowfully, picks up the frog, and says, 'OK, you idiot, but I'm only going to show you one more time!'

Events Calendar

31 March/1 April	Greenleaves Road Rally	60 & Words MC 01905 770907
31 March/1 April	Eastwood Trophy RR	Morecambe CC 07968 693907
1 April	Lee Holland (Ty Croes)	Pendle/Bury 01282 694341
1 April	Prosport Tour of Epynt	Port Talbot 01792 798499
7 April	Horba D'Iais Stages (MIRA)	Quinton MC 01675 465592
7/8 April	Border 100 Rally	Welsh Border CC 01691 828251
8 April	Jubilee Historic	Ilkley 01904 631810
8 April	Curborough Sprint	Mid Cheshire MRC 0161 976 3004
8 April	Kames Sprint	Wigton DMC 01900 825642
8 April	Three Sisters Sprint	Longton DMC 0151 924 8002
8 April	Sporting Trial	Lancs & Cheshire CC 0161 973 5633
8 April	Presidents Run	Ilkley & DMC 0113 230 0923
14 April	Astra National, Clubmans & Historic Stages	Vauxhall MG 0151 647 5066
15 April	Bartley Trial	Chester MC 01244 570868
18 April	Autotest	Ilkley & DMC 0113 230 0923
21 April	Rali Gogledd Cymru Stages	Rhyl & DMC
22 April	Bolton Autotest	Bolton-le-Moors CC 01772 626116
29 April	Twyford Stages	Mid Derbys. MC 0114 248 7761

Member's E-mail Directory

Mike Pedley
Ken Murray
Tim Cruttenden
Steve Tweedale
Andy Czakow
Graham Sherwood
Dennis Doyle
Jan Lord
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http://www.ancc.co.uk
thekitsons@btinternet.com

Are you dot commed?

Please help me fill this space!

One thing leads to another!

A reader new to competition has asked about high tension (HT) leads in racing engines. Why do some leads cost a lot more than others and can these leads actually produce more power?

The answer is no. HT leads can't generate power as such; all they can do is carry the current for the spark and not leak to earth before that spark has occurred. In order to do that they need very good insulation. Racing ignition systems often produce very high voltages for the leads to carry and

there is more chance of a leak if the insulation isn't up to it.

The resistance in the lead also has to be taken into account. Most ignition systems are designed to account for the lead resistance to arrive at the correct spark firing voltage and duration. Copper wire leads with suppression caps are an exception here, but generally, fitting a different set of leads can change the value of the resistance and hence the spark firing voltage and duration.

continued from page 2

how global the motorsport market is.

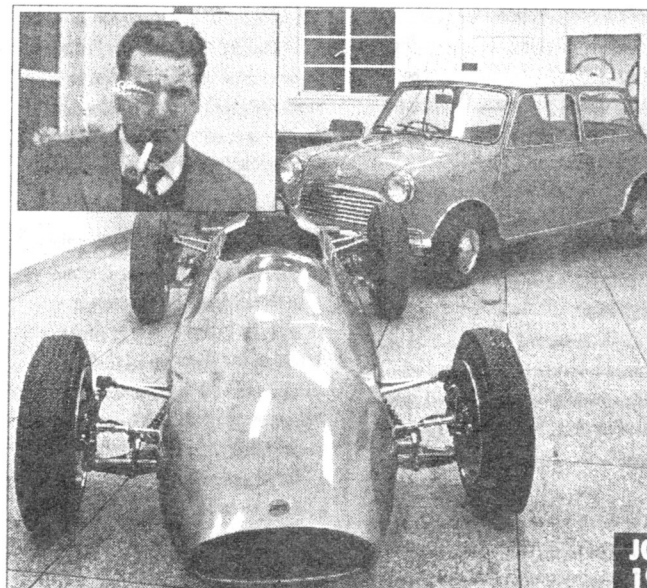
The summary of the MIA's third Japanese trade mission makes impressive reading. Eight companies took advantage of the government-sponsored trip. All are in the motor sport industry, most employ fewer than 50 people and already export to Japan, yet only half had been on a trade mission there before.

Orders valued at £400,000 were taken and business resulting from the trip is estimated at nearly £2 million over the next two years.

Further information from Jane Montgomery, tel 0247 641 4999.

QUIZ ANSWERS

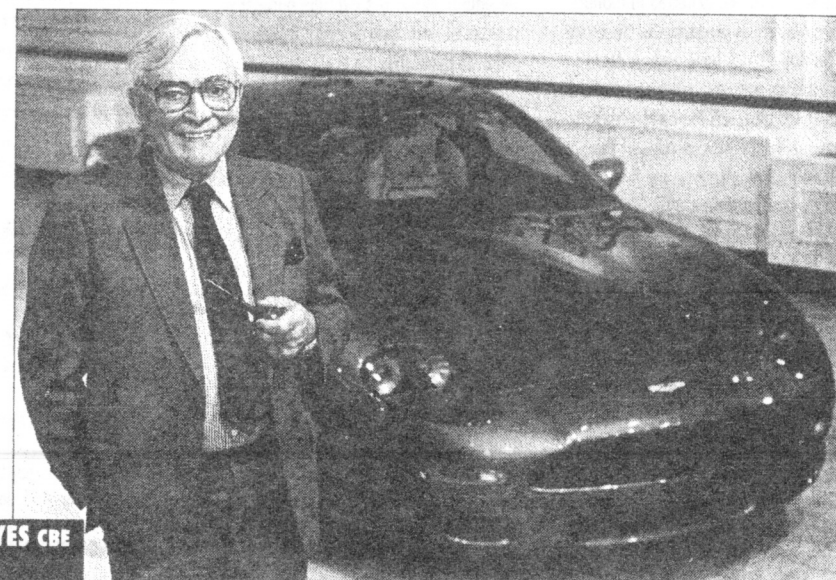
1. Pale Violet (with red on white numbers)
2. Geneva 1946, 48, & 50
3. Aurelio Lampredi
4. Reliant Sabre 6's (Bobby Parkes 1st and Roger Clark 2nd)



JOHN COOPER CBE
1923-2000

In memoriam

Two giants of motorsport history sadly died in the closing days of 2000. Walter Hayes (below) was head of Public Affairs at Ford when he approved the finance of the Cosworth DFV, which became the most successful engine in Formula 1. In the 90s he was chairman of Aston Martin when the DB7 was launched. John Cooper (left) pioneered mid-engined racing cars in Formula 1 and Indianapolis; he also inspired the Mini Cooper, one of Britain's most successful competition cars.



WALTER HAYES CBE
1924-2000

2001

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

RAC breakdown service

An article was published in the 12/00 edition of 'Wheels', explaining that the RAC would still recover members' cars from private ground "where access is permitted and specialist equipment is not required".

That article was printed in good faith and followed extensive research here at Motor Sports House. Nevertheless, it appears that the answers given to MSA were wrong and that RAC recovery from motor sport events on private land has, indeed, been withdrawn.

According to a letter from RAC Motoring Services, "RAC has moved to reaffirm that it does not regard certain 'off road' activities as a reasonable scenario within which a member should always 'expect' to receive service under their terms of membership.

"RAC believe it unreasonable to recover competitors taking part in race meetings or stage rallies where the expectation of damage to a vehicle is known & the competitor could be expected to manage this eventuality in preparing for the event.

"Vehicles which have broken down whilst taking part in a motor sport event which takes place off the road and/or is not subject to the normal rules of the road are excluded from cover."

The same letter does offer a crumb of comfort with respect to events on the public highway: "In respect to the 2000 events taking place on a Public Highway or in a public place where all vehicles comply fully with The Road Traffic Act, I confirm that breakdown cover would be provided. Examples of such events being Navigational Road Rallies, Touring Assemblies and Treasure Hunts."

If any motor club member has been refused service in a situation where service

appears to be on offer, they are asked to forward details to David Bromwich at RAC Feltham (tel 0208 917 2885, fax 0208 917 2879), who "will investigate the requests for assistance in each case & establish whether the breakdown scenario fell within the 'reasonable expectation of damage' description."

A separate issue involves the RAC's payment of commission to motor clubs for enrolling members in the breakdown service. RAC Motoring Services confirms that no commission on enrolment or renewal will be payable to any club for members with a membership date of 1 December 2000 or beyond.

For the record, RAC Motoring Services is wholly owned by the Lex Group and no longer has any legal or commercial connection with The Royal Automobile Club or MSA.

MSA is aware of the existence of other breakdown service providers and will always seek to arrange the highest possible level of recovery for licence holders and members of our affiliated clubs...

Popularity chart

MSA has recently completed analysis of event permits issued in the year ended 31 December 1999. The average number of starters at each type of event is listed in order of popularity.

Car race meeting 112 competitors, schools kart race meeting 107, short circuit kart race meeting 93, hillclimb 89, Formula 6 kart race meeting 89, special stage rally up to 45 miles 75, special stage rally over 45 miles 72, drag race 69, sprint 68, single-venue special stage rally 62, speed event practice day 59, classic trial 55.

Economy run 48 competitors, rally timed trial 47, off road hill rally 46, road rally 45, round the houses kart race meeting 43, rallycross 43, historic road rally 39, autocross 38, long circuit kart race meeting 37, timed road rally 36, car race training meeting 35.

Off road promotional event 27 competitors, off road point-to-point 24, production car trial 23, off road safari 23, off road trial 21, sporting trial 21, sand race meeting 20, endurance kart race meeting 20, off road gymkhana 19, truck race meeting 18, navigation road rally 17, off road treasure hunt 17, autotest 16, minicross 15, off road tyro trial 12, off road timed trial 11, standard car trial 10, off road team recovery 8, production car trial 6.

Competitor statistics are not detailed for events run under certificates of exemption, such as touring assemblies, veteran runs, marshal training days, treasure hunts and concours d'elegance.

MIA Export Council

With the rapid growth of export activity, plus Grand Prix conferences, overseas trade missions, and involvement in America, an Export Council has been formed by the Motorsport Industry Association (MIA) to advise about such key matters as which markets to concentrate on and where to focus support.

The new council has already carried out a survey on behalf of the 150-plus MIA members. This revealed that approximately 33% of members export over 50% of their turnover; the USA was identified both as the top export market and the best potential market (46%), followed by Japan (21%) and Germany (13%).

More surprising, Denmark, Israel, Portugal and Poland also featured among 'best' or 'most potential' markets, proving

continued on page 4

COD FILLET QUIZ



1. What were the racing colours of Egypt?
2. Where was the Grand Prix des Nations held?
3. Who designed the Ferrari Tipo 375 (4.5 litre)?
4. The 1963 Alpine rally. Which cars beat the works Healey 3000's to win their class?

ANSWERS ON PAGE iv

Facts about... The Rally of the Tests

- This year sees the 50th anniversary of the first truly-competitive RAC Rally. The event was revived after the war, running to a new format in 1951 with a General Classification for the first time.
- Ian Appleyard took the factory's white XK120 rallycar, NUB 120, to best performance on the tests.

- The new format was a success, and for the next 10 years this was how the RAC Rally ran before it switched from being a road-rally to the forests.

- A limit on entries was imposed in 1954, and 50 crews had their entry turned down. There were 33 Fords, 30 Jaguars, 15 Sunbeam Talbots, and 12 Healeys.

- The smallest British car to win outright was the Standard 10 of Jimmy Ray in 1955 — and the biggest must be the remarkable 5.4-litre Cadillac-engined Allard J2X of Goff Inhoff, who took "best on the tests" in 1952.

- Blackpool was always the start, and the last of the Tests format finished at Brighton seafront in 1961, and these are the Start and Finish venues for a revival-rally to celebrate the anniversary, to be held over the weekend of December 1 with the support of the Classic Rally Association.

- The plan is to run a Historic road-rally under an MSA permit down the length of England for three days very much in the format of the Fifties, even down to authentic route instructions. So ... no Tulip Road Books.

- A booklet has been produced on the RAC Rally of the 1950s, and is available from the Classic Rally Association, price £5. It charts the top-ten results from '51 to '61 and has lots of old photos, some never published before.

- More details from the C.R.A., on 01235 851291, fax 851292, at the Rally Office, Westbrook St., Blewbury, OX11 9QA.

RALLY CARS, ISBN 3 8390 4625 1, Reinhard Klein, Könemann, £19.99.

How do they do it for the money? Here we have a huge, weighty, beautifully shot, reproduced and presented book for the price of a motor manual. You'd happily pay twice or three times this much to obtain insight and depth of this quality. Klein is the world's premier rally photographer — his work appears regularly in *Autosport* — and the images here tell of the changing face of the sport over the past four decades, bearing testimony that the constant struggle to win doesn't get any easier.

This should really be called 'Works Rally Cars', as the story essentially starts with the homologation specials, from the Mini Cooper to today's world rally cars. After a quick introduction to what it's all about — getting down a country road as fast as possible — all aspects of rallying are covered here, short stages to safari marathons.

But it's the images that really make this book, rich in tone from all around the world, and most shot by Klein himself over his 25-year career.

STEVE MCQUEEN, William Claxton, Arena Editions, £44. Available from Zwemmer Books; tel: 020 7240 4157. ISBN 1 892041 37 5.

Acclaimed fashion and jazz photographer Claxton was a buddy of McQueen and his stylish photographs capture him at his most natural. McQueen's passion for cars and bikes features extensively here including his treasured XKSS, 289 Cobra and '63 250 GT Lusso as well as favourite Triumph dirt bikes.

The pictures are highlighted with anecdotes such as the story of the Ford trashed while on set in Texas, and McQueen's new 250 Lusso, a gift from wife Neile: they

headed off on a motoring trip up Highway 1 with Claxton's new 356 in company. The Ferrari would regularly buzz by at 130 mph,' recalls Claxton who features the car in a high camp fashion shoot for *Cosmo*.

FERRARI THE RACING CARS, Keith Blumel, Sutton Publishing, £19.99. ISBN 0 7509 2487 X.

Trying to cram Ferrari's motor sport history into 150 pages is a tall order. But this is a surprisingly good read and the author is evidently familiar with the subject matter, honest in his assessment of the cars, drivers and the famed *scuderia*.

What is especially welcome is the inclusion of lesser-known Ferrari racers such as the indescribably ugly Bellancauto 512BB/LM from Le Mans in '84 or the fragile 308-based Carma FF of 1980; just a couple of the cars that usually don't even receive a token mention in most marque histories. On the debit side, there are too many happy snaps among the period pictures, and reproduction is variable. A good introduction.

COOL CARS, SQUARE ROLL BARS, Arnie and Bernie Shuman, Hammershop Press Inc, £39.90.

There seems to be no end to books on California hot rod culture, but this inspired publication proves that the scene was as alive on the East coast. Enthusiastically written by a pair of hot rodders active in New England in the '50s, this book is packed with stories from Orange airport drags and other Massachusetts events.

The cars are not as slick as West coast designs but this only makes the activities of the Tyrods, Falcons, SCATS *et al* more intriguing. The variety of drag machines is fascinating, with Allards and XKs popping up.

Going nuts

Ever thought about nuts? Or bolts and thread types and sizes? One of the points sometimes raised is about bolts or studs with a 'rolled' thread.

Basically you are probably more familiar with cut threads. You take a rod or bolt and cut the thread onto the shank with a die, or a die nut. Naturally this leaves you a thread that is cut from the original material, which means you have some stress raiser points in the teeth of the thread. The form of the thread will dictate how high or low they are.

With a rolled thread you take your shank and force a wheel into the material, squeezing the material up

from the surface to form a thread. It often takes several goes at this before you get the finished thread, at the required size. A rolled thread can be likened to a forging because the original grain of the material flows into and along the threaded section, rather than being cut at 90 degrees to the flow of the grain.

Rolled threads are therefore felt to be superior in terms of mechanical strength (size for size) to a cut thread. The best bolts, or at least the more expensive ones, tend to have a waisted section, perhaps with a shoulder at one end and a thicker section half way down if it is a long bolt. The theory is that the bolt will only be as strong as the thinnest cross section at the

base of the thread, so the shank need not be any thicker than this. The raised sections are simply there to provide location within the hole, since the hole must be size of the outside of the thread, not the base of it.

On most bolts you will find a number on the top of the bolt. This represents the tensile strength of the bolt. For example, an 8.8 would be a general purpose steel bolt, while a 10.9 is higher tensile. If you are replacing bolts around the car, always check the rating and replace like with like.

QUIZ ANSWERS

1. Indianapolis 500
2. Riley Imp
3. Cooper 500
4. F.R.W. 'Lofty' England

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



Wheels

FURTHER OUTLOOK UNSETTLED

The postman staggered to the door recently with a parcel of around 100 club magazines, representing about a quarter of the clubs taking *Wheels*. Not a scientific sample size I admit but nevertheless a trawl through the mags was perhaps as good a way as any of feeling the pulse of clubs. The exercise left me thinking I was wrong in saying in a recent *Wheels* that all was well with the world.

While a few clubs were upbeat, there seemed to be a lot more bad news around. Examples: one club's committee had dwindled to four, all of whom were planning to resign at the next AGM ... several 12-car events cancelled through lack of entries ... universal despair over finding marshals ...

Perhaps most unexpected was that some of the clubs affected were well known ones, not struggling newcomers.

Whether or not it's because the dot.com bubble has burst I don't know (a couple of the 100 clubs even reported that they were abandoning their web sites) but in an IT world, poor communications still seem to be a problem. A fairly common complaint was that 'there are rumblings in the club' about this or that, instead of open debate.

And whatever social or sporting group you talk to – not just in motorsport – they all report that people seem to be reluctant to get involved. An example from our world – a bright Regional Association laid on a seminar for clubs to cover all the vital things concerning them today ... and had to cancel through lack of interest.

So what's to be done? Well, maybe there's a case for doing absolutely nothing on the basis that you can't fight market forces. It's only a personal view but I reckon that instead of 750 clubs in 15 Associations, we'll eventually end up with 500 in 10 – the challenge will be to stop at that and not drop even further.

I met a Round Tabler recently who felt that if a Table goes into decline then it's best to let it die and start a new one so that you throw off all the inherited baggage. Seems a bit drastic to me; I think it's better to try to fight. And I reckon the fight starts by trying to step back from the daily struggle to run a club, to take a longer term view – some clubs have successfully developed five year plans although in this changing world even a 2 year one is better than nothing.

Is there scope for more liaison with other clubs – joint

social programmes, joint magazines, or whatever? Even outright mergers? One thing's for sure – we can't afford the lunacy of carrying on feuds between neighbouring clubs for reasons long forgotten.

To end on a happier note – an example of the benefits of planning. At the end of last year the Lancashire Automobile Club ran a Motorsport Lunch, in the wilds and on a Sunday, at which two old timers answered questions and demonstrated the truth of the adage that 'the older you get, the better you used to be'. With club dinners struggling to survive, you might guess that 60 or so turned up. Wrong. 380 (the maximum the hotel could take). Why? Because the club had a small organising team which started the planning eighteen months ago. QED. *Stuart Turner*



COD FILLET QUIZ

1. After winning what, do you traditionally drink the milk?
2. In which car did Mike Hawthorn win his first races?
3. In which car did Peter Collins win his first race?
4. Who was placed 2nd in the 1932 RAC Rally?

ANSWERS ON PAGE iv

Classic events

A new-look calendar of MSA events promises opportunities for owners of all types of classic car to enjoy their treasures throughout the summer.

Three professionally-run events take place on good driving roads, include visits to interesting locations and give participants track-driving experiences around the UK and Europe.

The MSA Classics cater for cars built as recently as 20 years ago, offering the chance of participating in top-class events with the highest levels of planning, excellent route instructions and the security of full breakdown and technical support.

The 2001 season kicks off with the MSA Motorsport Classic Experience on 30/31 March, a fantastic opportunity for classic owners to enjoy some of the UK's most original and famous racing circuits.

Just 1,200 cars will be accepted in the 2001 MSA Classic on 3 June, Britain's largest single classic car event. The event offers a choice of six starting points around the UK, plus a two-day route from Scarborough and a new, shorter route from Aylesbury for pre-1940 cars.

Each route features a stately home, a driving experience and a place of special interest. All routes feature some of Britain's finest driving roads and finish at Rockingham Motor Speedway, the UK's brand new banked oval. Participants will have a chance to drive the new circuit, only the second event to use

Rockingham.

For those with a more adventurous streak, the MSA Euro Classic in September is the 'Blue Riband' of classic car runs. From its start in Brussels, it runs to northern Italy and allows drivers to make the most of their classics at some of Europe's finest motorsport facilities, such as the Imola GP circuit.

Regulations from MSA Classic Events at Motor Sports House, Riverside Park, Colnbrook SL3 0HG (tel 0175 376 5000).

Championship News

The first important entries for the 2001 British Rally Championship were announced at the Autosport International Show in Birmingham.

The British Championship remains the only national rally series in the UK with confirmed terrestrial television coverage of each round, with seven 30-minute prime-time programmes on Channel 4, a further seven 60-minute programmes on Sky and additional British coverage to be announced.

Figures released by the MSA's production company show that last year's Channel 4 coverage was watched by over 2.1 million viewers in the UK alone. Regular programmes were also seen in Europe, the Middle East, the Far East, South Africa and the USA and Canada.

Ford confirmed at the Autosport Show that Mark Higgins will drive a Focus RS World Rally Car on all seven rounds, prepared and run by M-Sport.

In the British Super 1600 Rally Championship, which runs alongside the outright title at all seven events, the first entrant was a factory-specification Peugeot 206 Super 1600 car run

by the Ryton Employee Rally Team. (For more details see *Facts About ...*)

Award of Merit

One of the best-known personalities in British motor sport was presented with the Prince Michael Award of Merit at the annual dinner of the Motor Sports Council in February.

Robert Rae has for many years made an outstanding contribution to safety in motor sport, notably with his work for the Motorsport Safety Fund (MSF) and the British Motorsport Marshals Club (BMMC).

He created the text for the booklet which the MSF published as "A Pocket Guide to Rescue & Resuscitation". He followed that with "A Pocket Guide to Marshalling", of which over 24,000 copies have been distributed.

Bob recently finished editing the "Rescue Manual", which makes another important addition to event safety, and he helped with the script for the new MSF video "First Aid in Motorsport".

In addition to his writing, Bob still finds time for extensive marshalling duties with the BMMC. He is a past winner of both the Unipart Marshal of the Year Award and the MSF-Ferno Trophy.

Born on 22 April 1954, Bob works as a journalist and lives in Sheffield.

The Prince Michael Award of Merit is presented for meritorious service to British motor sport. The award is open only to people who do not principally earn their living from the sport. Among those not eligible are current members of the Motor Sports Council, and serving directors of The Royal Automobile Club and MSA.

FACTS ABOUT...

THE BRITISH RALLY

CHAMPIONSHIP

- First run in 1958, the British Rally Championship has been contested every year since. Four of the champion drivers have gone on to win the World Championship drivers' title.
- The record for the most titles is held by Jimmy McRae with five wins between 1981 and 1988, followed by Roger Clark with four.
- All FIA homologated cars are eligible for the 2001 Championship, including World Rally Cars and FIA 1600cc cars. The homologation for the Escort WRC, Escort Cosworth, Nova GTE and other popular Group A and N cars has been extended.
- There are overall and 1600cc Championships for drivers, co-drivers and makes.
- There are seven rounds between March and September: four gravel and three tarmac.
- Independent drivers in Group N cars can compete for the National Group N Champion title.
- The 2001 Championship begins on 10-11 March with the Rally of Wales. Other rounds are the Pirelli International Rally (28-29 April), the RSAC Scottish Rally (9-10 June), the Jim Clark Memorial Rally (29 June-1 July), the Manx International Rally (2-4 August), the Stena Line Ulster Rally (31 August-1 September) and the Trackrod Rally Yorkshire (29-30 September).
- More details from Catherine Higgins, Championship Co-ordinator, 11 Blythwood Square, Glasgow, G2 4AG (phone 0141 204 4999, fax 0141 204 4949). email rsac_motorsport@compuserve.com

MGF, David Knowles, Haynes Publishing, ISBN 1 85960 637 7, £17.99.

The best bits of this book are on the development of the 'mid-engined Metro', the first 'proper' dedicated model MG since the B variants.

Knowles tackles the subject with the insight of an enthusiast, from the ADO21 prototypes and the EX-E of 1985, where the seed was really sown, through the prophetically named 'Phoenix Route' prototypes, but has to include the debacle of the '98 Bonneville record attempt.

He has talked to all the crucial people involved, up to the Phoenix acquisition. Photos tend to be more recent, but archive shots include those hilarious Metro 'pizza delivery' van mules. Comprehensive, professional, well laid-out and easy to read.

JAGUAR The Sporting Heritage, Paul Skilleter, Virgin Publishing, £35, ISBN 1 85227 889 7.

At first glance you might mistake this book for *The Glory of Goodwood* from the same stable, so similar is the design. But it is none the worse for that, even though the occasional spreads of big text might not be to all tastes.

Generally this is an excellent book and especially good visually as there are no qualms about using pictures over entire spreads of the wide format. It is not big on words, but those there are are informative and entertaining.

We do, however, question the excessive shots from the past few

years' Goodwood Revival meetings, which, though adding colour, surely would have been better supplanted by period action.

MEN AND MOTORS OF 'THE AUSTIN' Barney Sharratt, Haynes, £30. ISBN 1 85960 671 7.

Twenty years of research have gone into this book – at the sharp end – talking to people who designed the cars, who tested them, who built them, and who sold them.

Taking the story from 1905 through to BMW's recent disengagement from Rover, it's a massive achievement. *Men and Motors of 'The Austin'* brims with fascinating information, amusing and sometimes plain appalling anecdotes, plus 1001 insights into life at Longbridge.

Not setting out to be a detailed chronicle of Austin cars, it tells instead the human story behind the vehicles, bringing industrial history alive with a directness shaming more academic studies. We're talking about a cracking read here: you don't need to be an Austin buff – or indeed an engineer or historian – to find Sharratt's narrative un-put-downable.

A substantial 270-odd pages in length, the book contains a superb selection of 300 photos – carefully chosen and many of them new to this reviewer. The reproduction is high-quality on top grade paper.

This is a landmark book, and the extra £10 over the average marque history is well worth it for such an indispensable addition to the shelves.