

**KNOWLDALE CAR CLUB
NEWSLETTER**

Inside Cover: Invitation to AGM

Forthcoming Events:

*President Hudson's Dinner Dance - see back
page*

*Scammonden Hillclimb
Sunday next, 23 April*

Pool Competition starts Tuesday 9 May

*Wheel Changing Competition
Tuesday 20 June*

March/April 1995

**The Knowldale Car Club
Presidents Dinner Dance
and
Club Awards Prize Giving Ceremony**

Saturday 29th April 1995

Scaitcliffe Hall, Todmorden

Three Course Dinner
and Dancing till 2am.

Rooms available at very reasonable rates

Tickets £ 15.00 per person
from Derek Lord at the address below or
grab him at the club on Tuesday nights

The Knowldale Car Club Presidents Dinner Dance

I would like Tickets at £ 15 each

Name: _____

Address: _____

Please send your cheque made payable to Knowldale Car Club to
Derek Lord
39 Braddon Road, Woodley, Stockport, SK6 1RE

KNOWDALE CAR CLUB LTD
43rd ANNUAL GENERAL MEETING
25th APRIL 1995
Milnrow Cricket Club 9pm

AGENDA

- 1 To read and if approved adopt the minutes of the 42nd AGM
- 2 To read and if approved accept the Annual Report of the Committee
- 3 To read and if approved adopt the Balance Sheet and Audited Accounts
- 4 To elect Auditors for the ensuing year
- 5 To elect three of the Council, if necessary appointing scrutineers for that purpose
- 6 To consider the annual subscription rate
- 7 Any other business, by leave of the meeting

Committee Members & Attendances

John Clegg	10
Andy Czakow	11
Julie Entwistle	8
Richard Hudson	11*
Derek Lord	11
Terry Mills	11
Steve Tweedale	10*
Peter Whatmough	6*
David Redly (co-opted)	6
Michael Redly (co-opted)	6
Paul Griffin (co-opted)	6

* Due for retirement but eligible for re-election

NEWS FROM THE SCOTTISH ASSOCIATIONS

George Gauld and Roy Campbell took an early lead in the ESACC Stage Rally Championship after the Snowman, with Malloch Nicoll the pace setter in the "Second" Championship. Dave Weston, Ian Maxwell, George McDonald and Sam Mullen are class leaders.

Points tables after the Valentine haven't appeared yet, but Callum Guy's win in the snow will move him into contention. The next round of the ESACC series is the Granite on 8 April - remembering last year's Arctic weather, it may be another day for snow tyres and unexpected results.

This year sees the fiftieth running of the Scottish Rally (2-4 June), and the RSAC is looking for the competitor who has taken part most times and the marshal who has helped most often. Contact Jonathan Lord on 0141-221 3850 if you think you have any candidates. They may learn something to their advantage.

Despite the snows of March, spring is in the air, and the sprinters, hillclimbers, autotesters and navigational rally crews are emerging from hibernation. Association championships will be getting under way soon, and *Wheels* will be keeping you informed of progress.

Pumping for Power

We often receive questions on fuel pumps and running pressures, as in: "what fuel pressure should I be running for x amount of power?". Now as CCC has said in the past, it isn't the fuel pressure that matters, it's the fuel *flow* into the carbs which dictates your ultimate power output. If you haven't got the fuel you can't burn it.

To check fuel delivery the best method is to remove the carb tops and hold them over a container. Start your pump and collect the fuel for 30 seconds. Measure the amount of fuel that you have collected. Now double this for a fuel delivery in minutes and then multiply by 60 to give you an

hourly delivery rate. To some extent you have to guess at the mixture ratio. Some engines like to run richer than others, but theoretically you need one half pint of petrol to generate one bhp for one hour. If you calculate that you would have collected 50 pints of fuel in an hour, that would give you enough supply for around 100bhp. If you are running an engine that is supposed to give 200 bhp you have got big problems!

On a rolling road a shortage in fuel supply does not normally show up on the relatively slow reading CO meter. All you see is a tail off in power, as if the engine has run past peak power. Some years ago we ran up a Pinto which gave a reasonable 120bhp at the wheels with a flywheel figure of 142bhp. When this same engine was put on the dyno it gave 143bhp, but when we switched the carb needle seats for larger ones we then measured 155bhp at the same engine

revs. Not a bad increase for the price of a couple of jets.

The moral is to measure fuel flow and forget about line pressure. When we ran the above engine in a car with the restricted fuel supply of a standard pump, it simply slowed, almost to a standstill, after a rapid blast in any low gear. It was literally running out of fuel even though there was plenty of juice in the fuel tank.

QUIZ ANSWERS

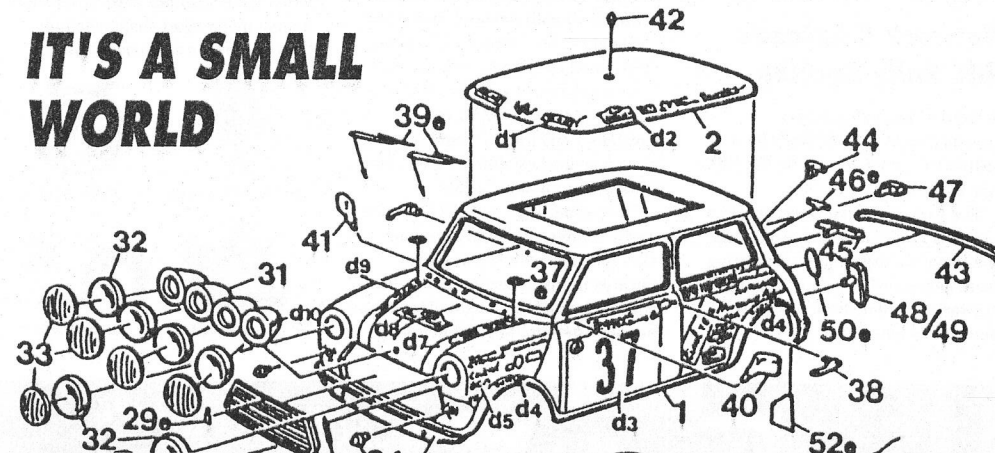
1. Jim Rathmann (USA) 8 points for winning the 1960 Indy 500. Since 1961 the Indy race does NOT count for the Championship.
2. 1988. Portugal (Port Wine rally).
3. It was the 'streamliner' version built for Reims GP.
4. Citroen 2CV (Traction Avant).



Wheels

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

IT'S A SMALL WORLD



OWNING a full blooded competition car is beyond the reach of many enthusiasts so it's not surprising that collecting model cars is an exploding hobby. As well as mass produced die cast models, the size of the explosion in more detailed products is illustrated by the fact that when I called on Brian Harvey at Grand Prix Models recently I found he had no less than 5254 models on his stock list. Around 1000 new ones are hitting the market each year which would cost you around fifty thousand pounds to buy retail.

Good reasons for giving some thought to what scale and what cars to collect before getting too involved. Scale is easy because the majority of models are O gauge (well known to railway modellers) which is a scale of 1:43, big enough for accuracy but small enough to handle and display.

To become a serious collector you really need a *theme* if you are to stay sane, just as you do with music (remind me to show you my collection of raunchy Doris Day records sometime). Possible themes? Cars you've driven or simply like; versions of one particular model; cars driven by

one star driver; Le Mans or World Championship winners; Land Speed Record holders ... whatever the theme, you'll be able to find the models. Best advice according to Brian is to *collect what you enjoy* because there is really no great investment potential in the models. With die cast toys you're advised to keep the boxes; the same applies to small scale kits but mainly because it will often be the only way of identifying the manufacturers.

Kit or ready built? More rewarding to build if you've got the spare evenings you'll need, although there are several people who will assemble kits for you. It's easy to get the bug - visit top motor industry executives and you'll invariably find a model or two in their offices. If the bug strikes you, the magazine "4 Small Wheels", published 10 times a year by Grand Prix Models (01727 845645) reviews all the kits and goes into fascinating detail.

Good models deserve displaying properly. Increasingly people are creating dioramas of workshops, racing grids, rally corners and so on and companies are now producing the ancillaries you'll need for these (I reckon there's still some way to go

before models of people look totally lifelike) and of course railway modelling material can be incorporated. Display your models behind glass because dust doesn't improve them; remove dust with a soft paintbrush by the way. Photograph and list your collection and notify your insurers.

Then all you've got to do is follow our Nige in getting a black belt in judo. That should stop people referring to your treasures as "toys".

Stuart Turner

COD FILLET QUIZ



1. Who last scored maximum World Championship points at Indianapolis?
2. When and where was the rally debut of the Lancia Integral?
3. What was different about the VANWALL WW6 (1957)?
4. 'You undo a few buttons and it all comes unput!' To which car does this classic piece refer?

ANSWERS ON PAGE iv

THE BEST TWENTY QUID YOU'LL SPEND THIS SEASON!

Special Subscription offer



to all
Wheels
readers
Have CCC
delivered
and save
£7.60

PLEASE START MY SUBSCRIPTION TO CARS & CAR CONVERSIONS WITH THE NEXT ISSUE

- ☐ UK £20.00 **SAVE £7.60**
☐ Europe £30.00 **SAVE £8.70**
☐ I enclose a cheque for £ _____ in pounds sterling,
 payable to: **LINK HOUSE MAGAZINES LTD**
☐ Please charge my credit card:

Expiry Date: _____ Date: _____

Signed: _____

Please return to: WH51,
 CCC Subscription Dept,
 120-126 Lavender Ave,
 Mitcham,
 Surrey CR4 3HP



NEWS FROM THE RACMSA

Network Q Extends RAC Rally Backing

Network Q has extended its sponsorship of the RAC Rally for a further two years, to include the 1996 and 1997 events.

The partnership between the UK's foremost name in used-car retailing and Britain's largest annual sporting event began in 1993, since when the Network Q dealer chain has grown from 245 to almost 400.

The announcement was welcomed on behalf of the organisers by John Quenby, Chief Executive of the RAC Motor Sports Association: "This is great news for British rallying and a vote of confidence in the high standards of our most important event. This announcement allows us to continue development of the Network Q RAC Rally with renewed confidence."

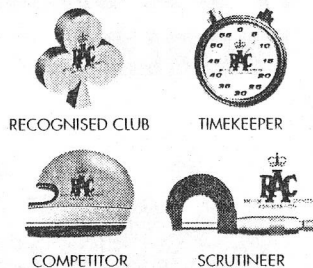
Speaking for Network Q, Sponsorship Manager Mike Nicholson said: "Our involvement with this highly successful event, with its many spectators and huge TV audience, has already helped establish the Network Q name throughout Britain."

"The years 1996 and 1997 will see major changes in World Championship rallying, as the sport moves towards normally-aspirated two-litre cars. Network Q is delighted to extend our sponsorship into that new era."

The 1995 Network Q RAC Rally takes place on 19-22 November. Rally Headquarters will again be in Chester.

In brief...

● The RACMSA has launched a series of logos for use by licensed officials, motor clubs, regional associations and British motor sport championships. Some examples are shown below.



The annual 'Night of Champions' was held at the Royal Automobile Club in London, where Derek Warwick presented RAC trophies to the winners of last year's British motor sport championships. The successful competitors are shown from l to r.

Back row: Duncan and Michael Stephens (*Direct Wool Group British Production Car Trial champions*), Ian Bell (*British Sporting Trial champion*), Peter Jackson (*British Autotest champion*), Barry Sheavills (*Torco Oil British Drag Racing champion*), Richard Hutton (*Division 1 FIA European Rallycross champion*), Dermot Carnegie (*British Rallycross champion*), Robert Synge (*representing Luis de Palma, British Formula 2 champion*), Brian Thomas (*winning co-driver, Mobil 1/Top Gear British Rally Championship*), James Blades (*Managing Director of Alfa Romeo GB, collecting the manufacturer trophy for the Auto Trader British Touring Car Championship and representing champion driver Gabriele Tarquini*), Ian Boyles (*collecting the Castrol Motor Club of the Year Award for Aberdeen & DMC*), Charles Golding (*British Autocross champion*), and Dick Mayo (*representing Gulf Oil British Hillclimb champion David Grace*).

Front row: Paul Stewart (*representing British Formula 3 champion Jan Magnussen*), Patrick Wood (*British Sprint champion*), Derek Warwick, Malcolm Wilson (*winning driver, Mobil 1/Top Gear British Rally Championship*), Nick Palmer (*representing Paul Radisich, holder of the RAC Tourist Trophy for winning the FIA Touring Car World Cup*), Anthony Davidson (*British Junior Kart champion*), Matthew Davies (*British Formula A Kart champion*), Colin Pook (*representing British 250E Kart champion Chris Stoney*), and Bruce Tigwell (*British Cross Country champion*).

AUTOSCENE

FEATURE
BY **AUTOSPORT**

PIRELLI WORLD RALLYING 17
By Martin Holmes, published by MH Rallying, £19.95
Martin Holmes has been covering the sport for – probably – more years than he cares to recall, but his depth of knowledge is unchallenged. Once again, his rally annual is the definitive statistical record of the 1994 season, backed with feature material covering the career of Ari Vatanen, the engineers' views of their drivers, the importance of Formula 2, and the emergence of the Asia-Pacific Rally Championship. Maurice Selden's pictures enhance the book, but a more aggressive design could be employed to bring it more visually up to date.

variation on the theme, depicting Graham Hill above son Damon's Williams. The other pictures portray Jim Clark, Mike Hawthorn, Michael Schumacher, Ayrton Senna, James Hunt and Gilles Villeneuve.

All prints are available for £45 from Jeremy Mallard through the Pen & Think Publishing Company, 5 Station Road, Stottesdon, Nr Kidderminster, Worcs, DY14 8TT. Tel: 01746 718 697.

ANDRETTI – Mario's
Autobiography, priced at £19.99
Written by the great man, this book provides an informative insight into his long and distinguished racing career. However, it is sadly let down by some slack subbing, giving rise to a large number of spelling mistakes.

The foreword is written by Paul Newman, his boss at Newman Haas, who sums the man up perfectly with the words: 'He's moral, he's ethical and he's quick. You can't do better than that.'

The strongest element of the book is the excellent range of pictures. Ranging from his days of dirt racing to his final year of competition, they pro-

vide a colourful and evocative insight into the man both on and off the track.

For anyone who considers themselves a committed armchair enthusiast, the book is an essential addition to any motoring library.

GRAND PRIX – A CENTURY OF RACING

By Patrick O'Brien, published by AA Racing, hardback, £27
Statistics are what this book is about, with Patrick O'Brien having dissected a century of motor racing in more ways than you'd believe possible. There's a table analysing flag-to-flag wins – did you know there was only one in 1993, when Damon broke his duck at the Hungarian Grand Prix?

Other tables analyse such matters as one-two finishes across the years, and an imagined championship awarded according to which team led the most races.

Unusually, there's not a single photograph. But it's not text heavy. And it's not the kind of book you'll read from cover to cover, but rather dip into and discover interesting facts and figures.

Facts about... LOTTERY FUNDING

- Funds allocated to sport from the National Lottery will be distributed by the Sports Council.
- Completed applications should be made direct to the Sports Council, who will in turn seek the views of local authorities and governing bodies (ie the RACMSA for motor sport) as well as Regional Associations and Regional Sports Councils.
- Discussions with Sports Council officials indicate that membership of a Regional Association which has a forward plan for motorsport in its area may help an application.
- The Sports Council operates under a Royal Charter and recognises more than 100 sports; these are the only ones eligible for funding. Motor sport is included among a select number for whom, for safety reasons, applicants must be a member of the National

Governing Body.

- Lottery money is aimed at increasing participation in sport so schemes for funding spectator or social accommodation (eg club houses) are not eligible unless they are a necessary part of a larger scheme which is about the development of sporting opportunity.
- One of the key words for the Sports Council is 'partnership' so the involvement of other sports in a project could be an advantage.
- Funding is almost exclusively for capital projects.
- Applicants must represent an organisation. Applications from individuals are ruled out – sorry but funds won't be given to run a race or rally car! Organisations must have written constitutions etc. Beyond that the main condition is that Lottery

Funding must be for the public good and community benefit, not for projects intended primarily for private gain.

- A Regional Association and/or an ad hoc group of clubs could apply for funds.
- All applicants will normally be expected to find a contribution to the cost of a project of at least 35%, with a target of 50%. An organisation's contribution need not all be in cash eg donations of materials could count.
- The Lottery Sports Fund will not normally consider projects of less than £5000. There is no upper limit. It is believed that at least half the successful applications will be for district projects of less than £10,000.
- More details are included in Guideline 36 of the Motor Club Manual which has recently been sent to all Club Secretaries. Detailed information and application packs can be obtained from the Lottery Line on 01345 649649