

KNOWLDALE CAR CLUB NEWSLETTER

SEPTEMBER/OCTOBER 1994

KCC AUTOTEST

OLDHAM COLLEGE

13th November 1994

£15 Entry Fee - Club Licence Only Needed
(Non members can join on the day)

MARSHALS AND COMPETITORS NEEDED!!

RALLY FORUM

Tuesday 15 November
MILNROW CRICKET CLUB

Featuring:

Malc GRAHAM
Duncan FORRESTER
Ian SAVAGE

Entry £2 to include Potato Pie Supper
NB: THIS IS NOT A NORMAL CLUB NIGHT

puncture on the trailer. He only found out about this after being told of the problem by someone in a garage on the A5, it brought Joey down to earth a little bit as he thought he was some sort of International Rally Star what with all these people flashing the lights and waving at him. But as Joey will tell you it is very difficult to tell when you have a puncture and it was only 12 months since he lost a complete wheel and stub axle off the trailer whilst on the way to ??? and probably caused a major accident without even knowing it. So as a result of the puncture we had to take the car off the trailer and drive it to the venue for scruterneering, and then over the back lanes to where we were staying.

The event started well with two good times, and then it was down hill from then on. Stage four Mike pulled the handbrake on the exit of a corner?? which jammed the car across the road and whilst we were doing a 42 point turn a sunbeam came round the corner smashing his back lights out against the front of Mike's new car. This was then followed by a few more ragged laps before two good last stages to produce a second in class and 18th O/A with room for improvement. Not bad for a first time out.

P.S. We also beat Hobby because he had overheating/turbo problems, but we also had our fair share of trouble having to change all four wheels on one stage ??? Keep looking in that rear view mirror Hobby.

Pedley / Cartwright

Tanked up

WHAT'S the best petrol to run in a car modified for fast road use? Basically there are three main types of petrol available at the pumps. For anything with a compression ratio that we would call sensible, forget the lowest grade of unleaded, or three-star as it used to be called.

You now have a choice of four-star leaded, or super unleaded. If your cylinder head has been fitted with hardened valve inserts you can run super-unleaded all the time. If not you need to use a tank full of leaded petrol in a ratio of four-to-one, i.e. one tank of leaded for every three of super-unleaded.

The reason for this is easily explained when you understand what is happening inside the combustion chamber. As petrol burns (any type of petrol) some pretty nasty oxides form which have sharp edges. Under the heat of the exhaust gas these become

attached to the exhaust valve seat and, as the valve rotates against the seat, they act like grinding paste, gradually wearing away the valve and the valve seat.

With leaded petrol, oxides of lead form and attach to the valve seat, along with the nasty sharp oxides. The lead can be likened to large beach balls compared to the smaller, sharper, oxides. The lead oxides keep Mr Nasty Oxide out of contact by acting as a large cushion. To avoid seat wear you either need lead in the petrol, or very hard inserts that will not wear away.

The reason you can get away with a tank-full of leaded every fourth fill-up is that the oxides of lead (the beach balls) take a long time to get washed off the seats. As long as you top up the lead protection on a regular basis no wear takes place.

For our part we have done some tests on the rolling road with all types of petrol, to see how much ignition advance the engine would stand at peak torque. Sadly it was a bit of a cock-up, because at the time we didn't

know it would take something like 7000 miles to wash all the lead out of the engine. What we did discover is that super-unleaded and leaded petrol mixed together appear to work better than the straight version of either.

Now you want to know which brand of petrol is the best to use? The answer is we don't know, and neither does anyone else. Petrol companies tend to draw their different brands of petrol from a common pool at a refinery. Some put in additional additives, some don't. The quality of the petrol also varies throughout the year, with certain additives going in for winter use.

QUIZ ANSWERS

1. The Breadvan
2. Type 450
3. Francois Delacour, Escort RS Cosworth, 1994
4. Six (Flying Eight, Nine, Ten, Twelve, Fourteen and Twenty)



Wheels

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

correctors and emulsion (which will be packed in each car. The navigation notes will be marked with appropriate change points and remember that it is more dangerous to run on altitude settings at low levels than it is to run on sea level settings at altitude. This means that while carburettor adjustments may be delayed when climbing they must on no account be delayed when descending.

Day Time Vision Begins to take effect at heights above 10,000 ft. Visual field becomes constricted and the ability to focus clearly diminishes. The ability to change focus from distant objects to near objects (e.g. from road to instrument panel) becomes slower and less efficient.

You are therefore, to ensure that you have a high order of accuracy

Do you have a record?

SUCCESS in motorsport needs an awareness of what is happening to a car, which basically means gathering, analysing and storing information. John Griffiths who handles homologation (an area where precision is vital) for Ford, makes the point that you should start accumulating information from the moment you get a car. Have a file for vehicle documents, homologation form and so on and then, when you compete, keep detailed preparation records – not least to tell you when parts need replacing. Add information on the events you do: stage miles or laps, surface and weather conditions, how the driver performed (be honest), where you finished and so on (all useful later when you become world champion and Alan Henry writes your biography).

Above all, record as much as possible about the car – note things like spring and damper settings, gearbox ratios, brake details and engine spec.

You can keep such facts in a simple notebook but increasingly drivers need to be computer literate (young drivers hoping to progress in the sport should certainly be) because with

sensors able to take readings in excess of 10 times per second you can have access to – and should therefore be able to interpret – endless information about water and oil temperatures, speed of individual wheels, gears used, even tyre temperatures during an event with a gauge or warning light in front of you if this is a particular frailty. Sadly, no one has yet developed the most needed and sensitive sensor of all, one to tell a navigator when a rally driver is about to have brain fade, but give them time.

If you want to garner information on a car, an 8 channel data logging system would probably cost around £1000, high perhaps compared to a tennis bat or whatever those people at Wimbledon use but cheap if it saves you an expensive blow up.

Final advice from John Griffiths: don't clog a notebook or computer system with facts you never use. If you're not using the information why bother collecting it?

Mind, quite apart from helping to improve performance, there's one other joy in having information. Half the fun of motorsport is talking about it; think how much more you'll have to

▲ Although it's not usually necessary to keep information for 25 years, these extracts from team instructions for the 1970 London to Mexico Rally may be just as relevant for the 1995 event. (The notes warned that altitude could lead to irrational behaviour by rally drivers. So what else is new?)

talk about if you have loads of technical facts. Wave a few computer printouts around after every event and in time you'll be able to empty a saloon bar in seconds. *Stuart Turner*

DUCKHAMS T-SHIRTS TO BE WON

JUST ANSWER OUR QUESTIONNAIRE FOR A CHANCE TO WIN ONE OF 50 SHIRTS

As *Wheels* readers include many of Britain's most enthusiastic motorists, we'd value your input to our ongoing market research programme. Spare a few minutes to complete and return post-free our simple questionnaire, and we'll put your name into a special, free draw to win a colourful Duckhams T-shirt.

Which oil(s) do you buy?

- ☐ Always buy the same one
- ☐ Any one from my own 'shortlist'
- ☐ Regularly buy different oils
- ☐ Other (please specify):

From where do you get the information to select the right grade of oil? (tick more than one if required)

- ☐ Vehicle handbook
- ☐ Details on oil pack
- ☐ Leaflets etc in store
- ☐ Garage /retailer recommendation
- ☐ Other (please specify):

How much car/van engine oil do you buy a year (not including any used by a garage during servicing)?

- ☐ Very little/none
- ☐ Several small packs or one 5-litre pack
- ☐ Two to four 5-litre packs (or equivalent)
- ☐ Five or more 5-litre packs

Where do you buy oil? (tick more than one if required)

- ☐ High street motor accessory shop
- ☐ Out-of-town motor superstore
- ☐ Petrol station
- ☐ Supermarket
- ☐ Other (please specify):

Do you do your own vehicle servicing?

- ☐ Never/very rarely
- ☐ Always/almost always
- ☐ Sometimes

(Please specify eg competition car only):

☐ Please tick if you'd be prepared to take part in a longer Duckhams oil questionnaire.

Cars/vans in your household:

Everyday vehicle(s)
(make / model / year)

Other vehicle(s) (eg competition, classics)
(make / model / year)

Name: _____

Address: _____

All responses received before November 30, 1994, will be entered in the free Duckhams T-shirt draw. Winners will be notified by December 31, 1994.



Thank you for your help. Please continue on a separate sheet if you need more space, and return your answers (no stamp required) to:
UK Market Analyst, Duckhams Oils, FREEPOST MB1 060, Bromley, Kent. BR2 9BR

COD FILLET QUIZ



1. What was the nickname of the 3 door Sports racing Ferrari Type 250?
2. Which model of Bristol finished 7th, 8th and 9th at Le Mans in '54?
3. Gatsonides won the Monte for Ford in 1953 – who was the next Ford driver to win?
4. How many different models of Flying Standard were exhibited at the 1938 Earls Court Motor Show?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Festival of Motor Sport

Over 40 motor clubs, and over 100 vehicles will be on display at the British Motor Racing Marshals Club Festival of Motor Sport at Donington on Sunday 2 October.

Based around the BMRMC race meeting on the same day, the RAC Motor Sports Association show will include kart racing, autotests, sporting trials, rallying, racing and four-wheel drive vehicles.

The show is intended to introduce the visiting public to as many aspects of motor sport as possible, with a view to converting spectators into participants.

Visitors will be able to experience the different types of motor sport themselves: experienced competitors will drive them around an autotest, up a trials hill or through an off-road course, while karts can be driven around a short circuit on the Grand Prix loop.

The centre of the circuit will be open to the public, to watch the eight races or to visit the motor club stands. Both the BMRMC and the RACMSA will have stands.

Admission on the day will be £8, but children under 15 get in free.

Peugeot factory drive for British Junior Rally Champion

The winner of next year's British Junior Rally Championship will drive a factory-supported 'Formula 2' Peugeot in the 1996 Mobil 1/Top Gear British Rally Championship.

The 1995 British Junior Championship will be a single-make series, using Group A Peugeot 306 16i cars prepared to a fixed specification.

There will be six events: all five rounds of the Mobil 1/Top Gear British Rally Championship, plus the Rallye du Touquet in France.

Peugeot will pay substantial start money and prizes at each event, plus discounts, bonus awards, technical support and access to the Peugeot Sport Professional Training Programme. The prize fund totals over £30,000.

The series is open to drivers of any nationality who are aged 25 years or under on 1 January 1996. Although the cars will be prepared to a specification aimed at making them affordable for private drivers, all the 'Junior' Peugeots will also be eligible to score overall points in the Mobil 1/Top Gear British Rally Championship.

British Team for FIA Touring Car World Cup

The RAC Motor Sports Association is pleased to announce the five drivers who will represent Great Britain in the FIA Touring Car World Cup, which takes place at Donington on 16 October 1994.

As previously announced, the top three British drivers in the *Auto Trader* RAC British Touring Car Championship, following the races at Brands Hatch on 30 August, were automatically selected:

John Cleland, Vauxhall
Steve Soper, BMW

Patrick Watts, Peugeot

In addition, the following two 'wild-card' entries were selected by the RACMSA:

Anthony Reid, Vauxhall
Robb Gravett, Ford

The British team will be managed by Alan Gow, Managing Director of TOCA.

Brands Hatch Forums

The Brands Hatch Leisure Group are holding an open evening at each of their four race circuits during October. The events will provide an update on planned calendar changes

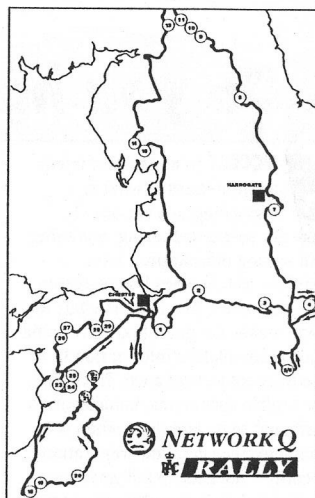
for 1995 and allow questions "on any issue relating to the Group and its venues".

Competitors, marshals, officials and club members are invited. There is no charge and light refreshments will be provided.

The dates are as follows
(each evening starts at 19.00):
24 October: Brands Hatch
25 October: Snetterton
26 October: Cadwell Park
27 October: Oulton Park

Network Q RAC Rally

Following revisions to the route through Wales, the RACMSA has issued a new route map for the 1994 Network Q RAC Rally.



If you want to marshal on the event, please telephone the following staffing officers after 18.00:

Chester: Alan Walton, 0606 76296.
NW England: Trevor Farmer, 0384 230979.

Yorkshire: Geoff Askwith, 0532 682816.

Kielder: Dave Alexander, 0670 861178.

Scotland: Richard Davenport, 0324 637348.

Lake District: Chris Huddleston, 0539 443085.

Mid Wales: Chris Fieldhouse, 0543 684331.

North Wales: Ian and Colette Winterburn, 051-348 1146.

Facts about... SPRINTS

- What is a Sprint? A Sprint is an individual test of outright speed on a good quality tarmac course, laid out on an airfield, private road or race circuit. Cars run individually against the clock, timed to one hundredth of a second. The idea is to traverse the course in a quicker time than the opposition.

- Sprinting is one of the earliest forms of motorsport, Brighton Speed Trials for instance date from the early part of the century. Plain speed for its own sake has always featured high in motorsport's priorities.

- There are over 130 Sprint events in the year, at venues covering the country from the north of Scotland to Cornwall to Northern Ireland to Kent. Sprint courses vary in length from 500 metres to over 3 miles. The majority though tend to be between 2500 yards (1.5 miles) and 4000 yards (2.25 miles). The really short ones are usually found on seafront roads such as Brighton and Blackpool; the longer ones on airfields or race circuits.

- Sprints are open to all types of car, from standard saloons right up to very specially prepared ex-Formula 1 cars and other single-seater racing cars powered by F1 engines. There are championships catering for this range of cars organised by clubs for their own members, through Regional Associations to the RAC MSA British Championship.

- Sprints are fast and often very spectacular too. They demand a high level of skill, concentration, car control and lots of 'bottle' from the drivers. Safety precautions are very necessary, especially when spectators are admitted, so unfortunately they are not a particularly cheap form of sport.

- Road going cars are very popular in sprints, for there is little chance of coming to harm. As a way of 'seeing what your car will do', in terms of outright speed in safety, sprinting takes a lot of beating.

- There is no age bar in sprinting, competitors ages range from under 20 to over 60 or even older. Indeed the driver currently holding 2nd place in the RAC Sprint Championships is a qualified pensioner! *Dick Mayo*

AUTOSCENE

BENETTON FORMULA 1

By Chris Bennett with Maurice Hamilton, published by Osprey, Paperback, £10.99

Chris Bennett is a photographer and this book is a photograph album of Benetton during the 1993 season. His excellent pictures give a revealing insight behind the scenes of the team, both at the races and back at base. The text is mainly confined to long captions, but Maurice Hamilton's main text is informative as far as it goes. The overall effect is, perhaps, rather like a big promotional brochure, but at this price it is certainly worth buying it for a Benetton enthusiast.

SILVERSTONE BOARD GAME & JIGSAW

£7.50 inc. p&p, for Springfield

Boys' Club

Springfield Boys' Club is selling the official Silverstone board game and a jigsaw puzzle of the old Grand Prix circuit at knock-down prices. Donated by the British Racing Drivers' Club, the game and jigsaw, which normally retail at £16 and £5 respectively, are available at £7.50 for the pair.

The club, which is based in East London, was set up for underprivileged children in 1961 with the help of the late Graham Hill and Grand Prix commentator Anthony Marsh. It still owes a great deal to the fund-raising efforts of motorsport celebrities. Three-time world champion Jackie Stewart is president, while many motorsport companies and figures, including Nigel Mansell, are benefactors.

The club survives totally on donations and the efforts of volunteers. It needs funds for a new minibus, while the clubhouse needs to be rewired.

Saloon car veteran David Brodie, who is the club's vice-president, is dealing with distribution of the games from Brodie Britain Racing Ltd, Oxford Road, Brackley, Northamptonshire NN13 5DY. Tel: 0280 702389.

Anyone wishing to make donations to the club should contact the chairman, Anthony Marsh, Tel: 071-852 8032.

ALL ARMS AND ELBOWS

By Innes Ireland, published by Transport Bookman, 160pp, Hardback, £19.95

Innes Ireland had a reputation as a Grand Prix hellraiser, so his autobiography has got to be worth reading.

Written in 1967, this reprint was added to by Innes before his death last year from cancer. In it he takes us through his career as a Grand Prix driver and, explaining the background to his results, recounts anecdotes and tells the true story behind the 'bad press' he attracted on occasions.

The combination makes for fascinating and hilarious reading and, although quite short, it must rank as an all-time classic. As for Innes, was he a hellraiser? Probably, but I bet he was good company.

MINI COOPER: THE REAL THING

By John Tipler, Foreword by John Cooper, Veloce Publishing, 160pp, £25.00

This is *the* book for all fans of John Cooper's conversion of Sir Alec Issigonis's wonderful Mini Minor. It tells the story from the original concept to the 1993 Mini Cooper Cabriolet, and misses little out in between.

One of the 13 chapters is a profile of Paddy Hopkirk, and naturally the rallying chapter is the biggest. But the on-track tyre-smoking antics of John Rhodes and company are well documented too – as are details of the many special models and specialists that have appeared over the years.

This book is easy reading for both the Mini Cooper devotee and the motor-racing fan.

For further information call Veloce Publishing on 0300 341602.

FEATURE
BY **AUTOSPORT**

Ratio vs pressure

It's very easy to get a bit confused about the difference between compression ratio and compression pressure, and bmep (brake mean effective pressure). Let's take compression ratio first. This is a number, like 10 to 1, which tells you that the combustion chamber is one tenth the capacity of the total volume of the cylinder. Compression pressure, such as 180 psi, is the actual pressure in pounds per square inch, measured by cranking the engine on the starter with a compression gauge fitted into one plug hole. The two are not related in real terms. In theory a higher compression ratio should give you a high compression reading. But, you may have fitted a camshaft with big lift on overlap which gives poor cylinder filling at cranking speed. This will give a lower reading than you might otherwise have got.

Compression readings on cranking are useful for checking for variations and possible faults, not as a guide to engine spec.

Next we have bmep. This is sometimes confused with compression readings because both are measured in psi and both can have similar values. The bmep pressure is measured on an engine brake, or dyno. It is the calculated *average pressure on the piston during one combustion/power stroke of the engine*. An engine may well give 200 psi on cranking but the peak bmep would have to be exceptionally good to see 200 psi bmep.

While we are talking about cylinders and pressure testing we might as well throw in the leakage test. A cylinder leakage test means pumping compressed air into the cylinder via a plug adapter, then measuring the amount of pressure that leaks out. You connect the leakage tester to the compressor

and set the gauge to zero. Then connect it to the engine. Leakage is measured in percentage. A cylinder with less than 5% leakage is very good, with 10% being considered good for a road car. As with a compression test, variation is a better guide than quantity. However, with a leak test you can often diagnose the area of the leak by listening for the escaping air. If the dip-stick blows out of the tube it's a fair bet that the rings are leaking!

QUIZ ANSWERS

1. Bugatti Type 251 (Raced once and retired)
2. Drag racing (USA style)
3. Hannu Mikkola RS 2.0 (with Arnie Hertz) in 1979
4. Twin Boom (fuselage) construction



Wheels

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



WHEELS gets regular calls from readers who enjoy the Cod Fillet Quiz but clearly don't know what on earth Cod Fillet is and, with the diffidence of patients with embarrassing ailments visiting doctors, aren't sure how to raise the subject.

Well, way back before many of you were born – before most people were born for that matter – John Sprinzel and I were trying to launch "Squadra Cinquanta" which was intended to be an elite club for the 50 top rally drivers of the day; it reflected the then vogue on the Continent for Scuderia this and Squadra that.

It was all a bit pretentious and deserved its come-uppance. It got it in 1956 when the bulletin editor of Stockport Motor Club coined the term Ecurie Cod Fillet to describe the motor sport antics of Roy Fidler (fishmonger) and John Hopwood (glove manufacturer) (seen above strutting their stuff on an historic rally) who competed in a 10 hp Buckler-Ford special, a fast machine which hopped about all over the place and collected an undeserved number of trophies because it was very difficult to pass.

Team entries were encouraged in BTRDA Silver Star events in the 50's and 60's and the above duo entered along with other now well known drivers in the name of Ecurie Cod Fillet and found themselves winning. All winners were presented with laboriously hand painted car badges which incorporated the now famous filleted fish logo.

Over the years many of these club rally drivers graduated to the various works teams and the funny fish badge on a car became something of an unofficial emblem of a top rally crew.

There are now more than 300 members world wide and this total includes some 130 works drivers. Once every three years Cod Fillet has a reunion banquet where every rally of the "Golden Age" is re-run over again; results are often temporarily adjusted according to wine, whim and humour.

How do you join? You can't. Even though membership is free and for life it is strictly by invitation only to rally drivers, co-drivers and organisers who have made their mark and have a proven pedigree. Even Stirling Moss had difficulty joining until he reminded members that he had an

Alpine Gold cup on his sideboard.

So that's Cod Fillet. A bit like the Ovaltines really but without their sophistication. As the sport increasingly takes itself so absurdly seriously, it needs organisations like Cod Fillet to prick the pomposity occasionally. Under its President for Life and Official Custodian of the Mushy Pea, the legendary Edgar Jessop, ECF seems set to continue such deflation for many more years. For which much thanks.

Stuart Turner

COD FILLET QUIZ



1. Which was the first F1 GP car fitted with a transversely mounted 8 cyl engine?
2. In which branch of the sport is 'Big Daddy' Garlits best known?
3. Who drove the Ford Escort to its EIGHTH successive RAC Rally victory?
4. What was unusual about the TARF record breaking cars?

ANSWERS ON PAGE iv

FORTE
HOTELS

Great value hotel accommodation for motor sport enthusiasts ~ countrywide



INCLUDING
DINNER & BREAKFAST



An exclusive offer to RAC Competition
Licence holders and members of
RAC-affiliated motor clubs.

To celebrate Forte Hotels' sponsorship of Paul Stewart Racing, winners of the British Formula 3 and Vauxhall Lotus championships in 1993, Forte Hotels and the RAC MSA have come together to offer an exclusive money-saving voucher scheme to those who are frequently travelling around the country on motor sport business.

Each voucher entitles a holder to one night's dinner, bed and breakfast at the outstanding value of £36 per person per night from a choice of over 175 hotels ranging from traditional inns and country houses to more modern city hotels. (A £10 supplement is payable on departure at 15 of the hotels). Up to two children under 16 stay free when sharing a room with their parent(s). In their own room, up to two children under 16 pay 75% of the full adult rate.

To request a leaflet, order vouchers (minimum of 5) or make hotel bookings, call our RESERVATIONS CENTRE on:

0345 543 555

for the cost of a local call from anywhere in the UK.

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

NEWS FROM THE RACMSA

Network Q RAC Rally regulations published

This is a landmark year for the Network Q RAC Rally: 1994 will be the 50th running of Britain's biggest annual sporting event. This is also the second year of the RACMSA's partnership with Network Q, the country's premier national brand name in used car retailing.

This year's rally is based for the sixth time in Chester, where both the authorities and the people of this historic city have always offered a particularly warm welcome. Only one night will be spent away from Chester, in the Yorkshire spa town of Harrogate on Sunday night.

Once again, the organisers offer competitors some of the best value for money in British forest rallying, with over 300 miles of fine gravel stages at a very competitive entry fee, especially for amateur drivers. The lowest entry fee, for amateur drivers signing up before 26 September is \$950 (plus £60 for a service plate); by contrast, a manufacturer must pay up to \$5,800 per car!

The Network Q RAC Rally continues to offer all the features which make it one of the most popular motor sport events in the world. There are 29 superb special stages in England, Wales and Scotland, and competitors will be delighted to know that only the very smoothest stages will be used more than once.

The route travels further south in Wales than for many years, to take in stages in Brechfa and Trawscoed Forests.

Scrutineering takes place in Chester (Northgate Arena) on Saturday 19 November; the rally starts at 08.00 on Sunday 29 November and finishes at 15.00 on Wednesday 23 November.

Standard car trials

Following the popular introduction of Production Car Autotests, an equivalent 'entry-level' formula has been created for production car trials.

Draft regulations were approved by the RAC Motor Sports Council in May and will be valid from 1 January 1995 if they are ratified at the Council's September meeting.

A Standard Car Trial can only be run at Clubmans status. Each trial section must be no less than 5m wide with a minimum 14m turning circle.

The event regulations may make the carrying of a passenger optional; any passenger must wear a properly fastened seat belt.

A standard car is defined as a model having been produced in quantities of not fewer than 5,000 per annum, regardless of engine capacity.

The car must be in current production or have been in production during the preceding ten calendar years.

The car must have been available through a dealer network and must be to standard UK specification, as detailed in the handbook.

Classes will be for cars with an overall length of 12ft or less; cars with an overall length of more than 12ft up to and including 14ft; and cars with an overall length exceeding 14ft. Lengths will be as specified in the handbook for the model.

An official handbook issued by the manufacturer, showing the specification normally sold on the UK market, must be produced on demand. Optional or alternative equipment as listed in the manufacturer's handbook may be fitted, with the exception of gear and final drive ratios.

A valid tax disc must be displayed and a current MoT Certificate (where appropriate) must be produced at events.

Cars must comply with Construction & Use Regulations. Fire extinguishers are recommended.

The weight distribution of the vehicle may not be altered by the addition of any form of ballast.

The fitting of sump, chassis and exhaust underbody guards is not permitted.

The engine must be as originally

specified by the manufacturer, with no modifications except that cylinders may be rebored to a maximum of +0.060 in.

The car must use only gear and final drive ratios as stated in the official manufacturer's handbook for the model and year of manufacture.

The car must not have separate braking of individual wheels (fiddle brakes), but it is permitted to increase the braking power.

Springs and dampers may not be changed. Anti-roll and anti-tramp bars must remain if fitted as standard.

Only the standard size of wheel for the model is permitted; any size of tyre suitable for the standard wheel is permissible.

The minimum tyre pressures on the driven wheels will be: front-wheel drive cars, 18 psi; front engine rear-wheel drive, 18 psi; rear engine rear-wheel drive, 22 psi. Any car with a torque biasing differential or any other form of traction control must add 5 psi to the above figures.

In brief:

- Subject to final approval by the RAC British Motor Sports Council in September, Group B cars will not be permitted to compete in UK rallycross events after 31 December 1995.
- The RACMSA and the International Karting Commission (CIK) have joined forces to sponsor a British driver at this year's World Karting Championship. Michael Simpson, the reigning British Formula A Champion, will race in the Formula Super-A World Championship at Cordoba, Argentina.
- The following received awards in the Queen's Birthday Honours: Roger Hay, Director of Engineering at Forest Enterprise, was awarded a CBE (Mr Hay is responsible for rallying's use of Forestry Commission roads); Peter Morley, an RACMSA Steward for many years, mainly at race meetings, received a CBE; Michael Limb, Vice Chairman of the RAC British Motor Sports Council and a board member of the RACMSA was awarded an OBE.

Facts about... FEDERATION INTERNATIONALE DE L'AUTOMOBILE

- The Federation Internationale de L'Automobile (FIA) is the federation of motoring authorities throughout the World and in addition governs motor sport.
- It was founded in 1904 by 13 countries, including Great Britain, France, Germany, Italy, Russia and the USA.
- The FIA now represents the interests of 127 National Motor Clubs and has consultative status at both the United Nations and the European Parliament. This consultative status relates to all issues associated with the automobile such as tourism, traffic, safety and the environment.
- FIA headquarters are in Paris, where a General Assembly elects the President and the two World Councils: the World Council for Touring and the Automobile, and the World Motorsport Council. The General Assembly, made up of representatives from the member countries, also elects the FIA Senate. Its eight members advise both World Councils on current and long term strategy.

• The decision making process of the FIA relies upon the work of individual commissions which consider the various aspects of policy in their given areas (e.g. Tourism, Traffic, Formula One, Rally, Safety, etc.) and then submit decisions for ratification by the relevant World Council. The World Councils sit a minimum of three times a year.

• The FIA delegates control of motor sport in individual countries to National Clubs e.g. the RAC.

• Operational funding for the FIA, a non-profit making organisation, is derived from the subscriptions of member countries, the registration of events on the international sporting calendar, homologation of competition cars and other revenue producing sources.

• Looking towards the future of the FIA, President Max Mosley says: "For the roaduser safety is a key issue and the FIA is currently studying its many aspects. The organisation has also

AUTOSCENE

ACCELERATION

Monthly rally video by Sports-Seen Ltd, 60 mins, £6.00

Sports-Seen, the motorsport video company, has launched a monthly rally 'magazine' - *Acceleration* - which offers an hour's coverage of the latest and best rally action, from the FIA World Championship to club events.

The videos also feature driver profiles, archive footage plus competitions, and are available by mail order on a monthly basis. The enthusiast can take advantage of a generous annual subscription offer.

For details call Sports-Seen on 0829 71222 (24-hour).

WHEN NUVOLARI RACED...

By Valerio Moretti, Veloce Publishing, 272pp, £75.00

Take a look at the evocative cover of this chunky hardback and you know you have to have it. Few looked moodier than Tazio Nuvolari when he was about to race. Take a glance at the price tag, though, and you will suddenly feel that it is your local library that should buy it.

If you want Tazio's family tree, endless documentation, early photographs and his life story, then this is the book for you. However, Moretti's prose runs only for the first 70 pages, the rest of the book being filled with lists of each and every one of his races from his motorcycle days

been involved in the recent creation of the European Parliament Automobile Users Intergroup, the aims of which are to analyse and develop the leading role Europe plays in the development of the automobile. In *sport*, we are trying to preserve the role of the driver whose skill must not be overcome by electronic chips and, at the same time, to insure that the research effort produces useful results for the automobile industry. We are also anxious to encourage the 'grass roots' of motorsport because we recognise that World Championship events cannot exist except at the top of a structured pyramid of other events.

Martin Whitaker

in 1920 through to his final outing in 1950 on the Palermo-Monte Pellegrino road race, with a short section covering each of the cars he drove. It's comprehensive, sure, backed up with some cracking photographs of the little man. But it is not the ripping yarn many would want.

4 SMALL WHEELS

Published 10 times a year by Grand Prix Models, £2.50 per Issue, UK Subs £20.00

If you like your racing cars small, then you will probably like this magazine. Published by acknowledged experts in rarer models, Grand Prix Models, it features all the latest specialist models. The most common products featured are limited production 1/43rd scale die-cast models or resin kits of racing and rally cars and the quality of some is simply stunning. Also, many of the cars have never been modelled before. The latest issue features the Allard J2X that ran at Laguna Seca last year, the Voisin Laboratoire streamliner and the 1964 F1 transporter among others. If you are interested, contact Grand Prix Models at 3 Noke Lane, Business Centre, St. Albans, Hertfordshire AL2 3NY. Telephone 0727 845645 or fax 0727 845858.

THE BRM COLLECTION, VOLUME 3, 1957 & 1959, VICTORY AT LAST! From Terrific Stuff Videos, VHS, 50 mins, £17.99

This is the third collection of films produced by Rivers Fletcher for the Owen organisation, and it's every bit as good as the first two. With plummy narration and excellent colour footage, this is a period piece to savour. Admittedly there is a strong bias, but it is easy to read between the lines. And much of this film cannot be found anywhere else. This is one to watch again and again.

Available from specialist shops or ring Terrific Stuff Video's credit card hotline on 0962 856546.

FEATURE **AUTOSPORT**
BY

This event was the second round of the Welsh road rally championship based in Lampeter it promised 130 miles all on map 146.

Michael and I were out in the Avenger, whilst Steve had brought Mr Cartwright out to drive the Mr Sheen Motorsport Alfa. The event started from under the arch way of the local Hotel and then off down the main street, with a full 90 car entry the stage was set for a difficult night. Seeded at 14 it wasn't long before we were off, as we left the arch way we were given a hand out which contained the first competitive section and a route amendment which changed the position of passage check C. Due to all the rain of the last few weeks it had been found that the white that passage check C was on could not be passed, hence the route amendment. In stead of plotting this on the map I just made a note of the amendment, so as we were on the run out to the first competitive and I was plotting the route I plotted the old reference for Pc C. The first section began on a white which wound its way up through the forest which was not on the map all you had was an exit point, so you just followed the arrows. As we got off the white we had caught the car in front, at passage checks you had to sign your self in so in catching cars in to passage checks you drop double the time you should. Towards the end of the section was Pc C which should have been on a white which ran parallel to the road, the white was at a 25 degree angle with big tractor ruts at the bottom of the slope so as you are trying to run along the slope the diff keeps grabbing throwing you into the ruts. In a nut shell we got stuck ended up towing out another car and dropped too much time to continue.

Steve and Mike weren't doing much better after Chippy Minton had fitted a sump guard which hit the ground every time you tried to stop and wore out before we got to the start, they removed the sump guard before they started. on the first white they flattened all the exhaust, the next white they broke the manifold and took the exhaust clean off and had a puncture so they retired before petrol. Due to the Alfa being broke we had to drive the Avenger home from Lampeter 4 hours and 15 gallon of fuel later we arrived home.

Pedley Bros

Ty-Croes 9/10 April

This event was the first outing for Mikes Nova which he had spent over a year at Terry's building. So Mike was a little bit scared/worried over the fact that me Joey and Mike Pedley (Three of the most trust worthy and likeable people you are ever going to meet, and the chance of us having a quick blast round the island whilst Mike was not there was very slim???) were to take his car to the Friday scruterneering. As usual Joey decided that he should drive the van and proceeded to drive 100 miles with a

RALLY CHAMPIONSHIP OF THAILAND - ROUND TWO

ON THE LOOSE IN LAOS

Four hundred miles north east of Bangkok on the banks of the Mekong river lies the sleepy border town of Nong Khai. With a pace of life more suited to snail racing than rallying Nong Khai was to be rudely awakened one fine morning in May as fifty or so rallycars descended on the town. The Rally Championship of Thailand had arrived.

One of the many peculiarities of rallying here is that there is no noise limit, consequently we use a straight through exhaust (no cat and no silencers). You'd never get it off the trailer in Wales, you'd be excluded just turning the key. Last time I drove mine into a multi storey car park in Bangkok it set off about thirty car alarms! The poor security guard nearly had a heart attack. Anyway, all this noise has a startling effect on country folk here, they genuinely jump when you press the GO pedal.

Once again last minute preparations served to limit our practise to two recce laps and I had another new navigator. This won't surprise my old navigators, most of whom have since retired to Eastbourne where there is nothing quicker than a bathchair! This one knows left (left) from right (right) but speaks vely limited Engrish. No plobrem, I want to know where I am going not how to say it.

This time the cars had got proper job close ratio gear kits and the right step off and final drive ratios but still no bushes or LSDs. Result - the car still won't turn in but now it doesn't turn in far faster than it didn't turn in before.

I finished 17th overall but was significantly nearer the top ten pace and I expect to be up there before the season is out.

Safety is not an issue here. On SS8 a local flier in a Cossie was tanking down a 4 mile straight absolutely flat out (147mph I'm told) when a herd of water buffalo wandered into the road. These animals are seriously big! A fully grown water buffalo stands about 1.8 metres high and weighs 600 kgs. A fully grown Cossie stands about 1.3 metres high and weighs two buffaloes. In this case the buffaloes outnumbered the Cossie by eleven to one. The driver snatched fourth gear, lost it and hit a small tree that rolled the car over and launched it upside down into the herd. The impact killed two of the buffaloes outright and two more had to be put down. The car was comprehensively destroyed and the engine block was in two pieces, the front calipers were found 200 metres past the accident! The driver was hospitalised overnight with shock, cuts, bruises and a severe case of the shits. The navigator walked away without a mark on him! With the scene looking like a car bomb attack on Dewhursts the stage was cancelled. In all the Welsh rallies I did I never once hit a water buffalo - I guess I was just plain lucky!

We had our own horrifying moment when a dog ran out in front of us closely followed by it's owner and we passed inbetween them, missing both by inches. I should point out that at the time we were on a 2 mile straight pulling 6000 rpm in fifth (about 120mph). No harm done but it took a while for the smell to clear.

I had another altercation with the scrutineer, I am working up a real relationship with this guy I can tell you. This time he told me that Group N cars had to have a 14" spare wheel regardless of the fact that Subaru Legacy's have 15" wheels as standard! Eventually to prove his point he produced a set of homologation papers for a Mitsubishi Lancer Evolution!! I couldn't speak for what seemed like hours. Only careful consideration of the consequences of pulling the scrutineer's head off saved his life.

We have until the end of July to get the cars right and a chap from Prodrive is due here to do some serious sorting out - I wonder if his suitcase has room for a couple of diffs?

The local importer that we are contracted to has big ambitions for the team and there is talk of switching to the Impreza for next year but more of that in the next report.

The next round of the championship is in the coastal fishing town of Chumphon - watch this space for The Woodcutter Goes South - and may the good citizens of Chumphon be warned - lock up your daughters!!

Andy McTighe
Bangkok, Thailand

NATIONAL & INTERNATIONAL EVENTS

OCTOBER 1994

- 2 FIA Formula 3000 Championship, Magny Cours, *France*
- 2 British Formula 3 Championship, *Silverstone*
- 9/12 FIA World Rally Championship, Rallye Sanremo, *Italy*
- 16 FIA World Touring Car Cup, *Donington*
- 16 FIA Formula 1 Championship, European GP, *Jerez*
- 16 Indycar World Series, Laguna Seca, *California*
- 28/29 Motor Sports Days at the Motor Show, NEC, *Birmingham*

NOVEMBER

- 1-4 FIA 2-Litre World Cup, Rally of Spain
- 6 RAC Veteran Car Run, London to Brighton
- 6 FIA Formula 1 Championship, Japanese GP, *Suzuka*
- 13 FIA Formula 1 Championship, Australian GP, *Adelaide*
- 19-20 Millers Oil RAC Historic Rally, *Nottingham*
- 20-23 Network Q RAC Rally, *Chester*

R E G I O N A L N E W S

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

Lyn Dimelow recently made history by becoming the first lady to lead an ANWCC Rally Championship, her 205GTi being placed at the top in both the Autoquip and the Shropshire Rally School Novice series at the same time. Unfortunately, a non-finish on the Ranges has allowed Ian Savage's Escort Cosworth and Chris Phillips' Samba back into the lead of the respective championships.

Leading drivers in the Autoquip Stage Rally Championship after 13 events are: 1st. Ian Savage (Knowldale) 592 points; 2nd. Dale Crompton (Stockport) 528; 3rd. Lyn Dimelow (High Moor) 510; 4th. Wil Owen (C&A) 492; 5th. Gary Fincher (ERO) 476. In the Shropshire Rally School Novice series the leading drivers after 9 rounds are: 1st. Chris Phillips (North Wales) 75 points; 2nd. Lyn Dimelow (High Moor) 67; 3rd. Andy Davies (Wallasey) 61; 4th. Dale Crompton (Stockport) 51; 5th. David Quigley (Warrington) 50.

Quiz - who co-drives for Lyn Dimelow? Send your answers by 31 October 1994, along with your name, address and club to Dave Thomas, 11 Maes Canol, Llan-dudno Junction, Gwynedd, LL31 9UX. First correct answer drawn out of the hat will win a £5 voucher. No answers received for July question, so no prize!

(8)

Invitation Events open to all members of ANCC Clubs

- 8/9 Oct 94 - Lindholme Motor Sports Club - Danum Trophy Road Rally
Regs from M Lister, 33 High Street, Hatfield, Doncaster, DN7 6RS
- 9 Oct 94 - Longton & District Motor Club - Sprint Meeting at Three Sisters, Wigan
Regs from P Nelson, Briggs Brow Bungalow, Moss Ln, Thurnham, Lancaster, LA2 0AB
- 9 Oct 94 - Furness District Motor Club - Multi-Use Stages Rally at Haverigg
Regs from A Smith, 5 Salthouse Gardens, Barrow-in-Furness, Cumbria., LA13 9TU
- 15/16 Oct 94 - Stockton & District Motor Club - Three Rivers Road Rally
Regs from N Brook, 38 Addison Road, Great Ayton, Middlesbrough, TS9 6AW
- 22/23 Oct 94 - Morecambe Car Club - Illuminations Rally
Regs from Mrs R Sandham, 144 Coastal Road, Bolton-le-Sands, Carnforth, LA5 8JW
- 23 Oct 94 - Malton Motor Club - Multi-Use Stages at Wombledon
Regs from Mrs J Stephenson, Allotment Farm, Goodmanham, Mkt Weighton, York, YO4 3LT
- 29 Oct 94 - North Humberside Motor Club - Crystal Stages Rally
Regs from R Newlove, Nans Cottage, Orchard Lane, Hutton, Driffield, YO25 9PZ
- 30 Oct 94 - Ilkley & District Motor Club - Ilkley Classic Trial
Regs from P Colman, PO Box 46, Wheatley Works, Ilkley, LS29 8PY
- 30 Oct 94 - High Moor Motor Club Oldham - Multi-Use Stages Rally at Three Sisters
Regs from G Morriss 22 Peel Street, Littleborough, Lancashire, OL15 8AQ

The Association of Northern Car Clubs