

To all marshals, officials, and supporting bodies on the Pennine Stages Rally:

**Thankyou -
we couldn't do it without you!**

From the organisers

I am sure you have heard this before, but the newsletter can only be as good as the reports and other items which you submit.

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 on this page, **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. If you frequent Oldham Road in Rochdale, 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

September 2000



**Pennine Stages:
Car 18 Sponsored by Event Sponsor Coiln Brennan**

Committee Meeting 5 September 2000

Present:

Lord , Entwistle, Cruttenden, Tweedale, Kitson, Murray, Pedley D, Mills, Czakow, Clegg.

Correspondence:

Letter from E Jones (competitor on Pennine) thanking the club for a good event.

Invitation to marshal on Cambrian Stages on 7th October (Clocaenog or Penmachno)

Competitions:

Vote of thanks to all the marshals and officials on the Pennine.

Autotest will be in November (SD34 and ANWCC round.)

We may be running a stage for Le Jog Historic Rally in December.

Next year's dates 18/19 August Pennine Stages, October Autotest, May Mini Miglia.

New Rep needed for SD34 meetings: Dave Pedley and Terry Mills to oblige.

Discussion held on possibility of second major event next year to complement Pennine Stages.

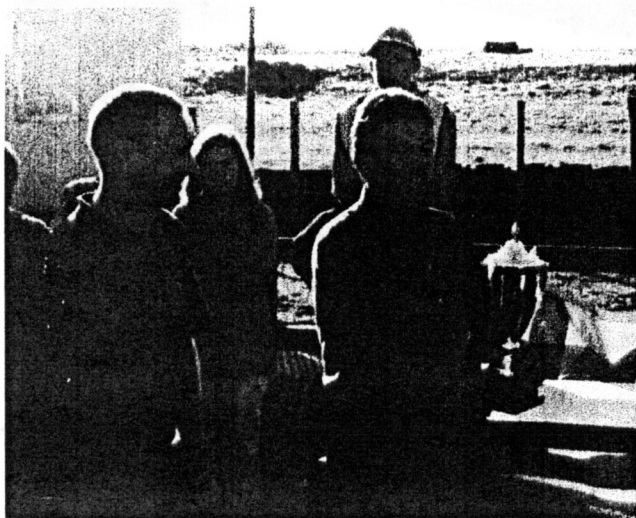
Social:

Christmas meal will be Friday 8 December at the Baum.

Next Meeting Tuesday 3 October

Events Calendar

28/29 September	Illuminations Historic RR	Morecambe
30 September	October Stages Manby	Eastwood DMC
30 September	Yorkshire Stages	Trackrod MC
7/8 October	Seven Dales	De Lacy MC
7 October	Cambrian Rally Contact Tim Cruttenden or ring Terry on 01-492 532213 to marshal on Clocaenog or Penmachno	
17 October	Annual General Meeting at the Baum	KCC
?? November	Autotest, Okham College	KCC
3 December	Le JOG	
8 December	KCC Christmas Dinner at the Baum	



Pennine Stages Photos

Left: Event Sponsor Colin Brennan presents the winners trophy at the Pennine Stages

Right: Victory speech from Dave Willets



British Rally Championship

The dates for next year's British Rally Championship have been agreed. The seven-round series kicks off with the Rally of Wales in March, and ends on mainland UK in September. Several organisers have agreed to move from traditional dates to permit a better spread of events and to avoid clashes with the FIA World Rally Championship.

MSA Chief Executive John Quenby commented: "I am delighted that we have been able to publish our calendar so early. This also makes it possible for all the other UK-based national and regional championships to establish their own schedules and avoid date clashes.

"It was particularly important for us to avoid next year's World Championship dates, because the British series is, of course, open to World Rally Cars for the first time in many years and we want to do everything we can to help all manufacturers wishing to support our UK events."

The main changes in 2001 are the return of the Pirelli Rally to April (creating a five-week break before the Scottish); a much earlier date for the Manx International; the MSA Rally moving to September; and the brand new final round, taking British Championship competitors into the North Yorkshire forests for the first time since 1991.

Provisional calendar:

Rally of Wales on 10/11 March (Wrexham);
Pirelli International on 28/29 April (Kielder);
RSAC Scottish Rally on 9/10 June (Dumfries);

SEAT Jim Clark Memorial Rally on 29 June/1 July (Duns);
Manx International Rally on 2/4 August (Douglas, IoM);
MSA Rally on 31 August/1 September (Grantham);

Trackrod Rally Yorkshire on 29/30 September (York).

Reserve event: Ulster Rally (Belfast).

Channel 4 Television has confirmed that it will broadcast half-hour reports from every round of next year's Championship.

The news was welcomed by MSA Director of Major Events Jonathan Ashman: "This is certainly the earliest we have ever had confirmation of our television coverage. It's a great vote of confidence in the British Rally Championship and our host TV production company, BHP Sport."

The British Rally Championship is a regular part of a prestige roster of Channel 4 sport, which includes test cricket, football from Italy, major horse racing and British Formula 3 and GT car racing.

David Kerr, Channel 4's Editor for Sport, said: "Channel 4 has been delighted with our involvement with the British Rally Championship. It's been attracting good audience figures and has become an important part of our commitment to UK motor sport."

£50,000 rally bonus

An amateur driver and a Network Q dealer could walk away from this year's Network Q Rally of Great Britain with £50,000 under a new bonus scheme.

Network Q and Irmscher UK (official supplier of parts and accessories for Vauxhall and Opel) will hand the cash to the highest-placed amateur driver of a current-model Vauxhall or Opel.

The driver must finish in the top 20 overall and a minimum of ten eligible competitors must start the event, which takes place on 23-26 November.

The money will be shared equally by the driver and the Network Q dealer with whom they form an alliance for the Cardiff-based rally.

Although this is the biggest-ever cash prize exclusively for amateurs on the Rally of Great Britain, a larger prize went unclaimed seven years ago: £100,000 was offered to any British driver who won the event outright in 1993, but Juha Kankkunen of Finland took victory.

Prospective entrants for the Challenge should contact John Horton (tel 0121 378 2828, fax 0121 378 0500, email nqic@jhmm.co.uk). Drivers must apply before the end of October 2000.

New websites

<http://www.bugatti.co.uk> is the official website of the Bugatti Owners' Club and the Bugatti Trust (including the marque archive).

<http://www.prescott-hillclimb-school.co.uk> is the official site of the Prescott Hillclimb Drivers School.

<http://www.diarydates.com> offers free events listings for organisers. The sports section is headed by Tristram Heald, tel 0207 769 7016.

<http://www.legaladvicefree.co.uk> offers free legal advice over the internet.

<http://www.barbaraarmstrong.com> is the official site of double British Ladies Rally Champion Barbara Armstrong, with biography, list of achievements and a diary to keep track of her driving engagements and after-dinner speaking.

Rescue & recovery

The Royal Air Force Motor Sports Association hold their 11th annual rescue & recovery training weekend at RAF Wittering (near Peterborough) on 4/5 November 2000. At least 25 adult 'casualties' are needed for the practical exercises. Contact Rupert Hine (tel 0122 867 0692).

Facts about...

Marlboro Mitsubishi Ralliart

- The team was established in 1981 and has 75 staff based in Rugby.
- Designs, builds and tests rally cars (engines are built in Japan) and enters 2 cars on each world rally – Mitsubishi Lancer Evolution and Carisma GT – the cars are identical but different names are used to promote local brands in Europe and Asia.
- Approx 300bhp – 3 times the power of a 1.6 litre Carisma with 0–100 km/h in less than 4 seconds and 100–0 km/h in under 3 seconds.
- With two cars for 14 rallies plus test and race cars the team builds over 30 cars every year. It takes eight men four weeks to build a pair of rally cars.
- Cars cost around £1¼ million each.
- Forty sets of suspension are made for the Safari rally at £30,000 each set; twelve sets are made for European rounds.
- 320 wheels are used on each rally and over 3,000 Michelin tyres are used by the team over a full season.
- Michelin takes 7 choices of rubber to most rallies and 15 to specialist events like Monte Carlo.
- The team ships five containers of equipment to some rallies (12 in total around the world).
- Five rally cars are used on each event – two for the event and three race cars.
- Fifty meals are cooked three times a day, the team drinks up to 750 litres of water and consumes 3200 grams of tuna per rally.
- Seven tons of parts are shipped. Freight costs £2 million per year.
- After every rally they strip down each car to its shell, test every component then rebuild it in time for the next rally.
- For more information call the website: www.ralliart.com

AUTOSCENE

**Motoring
News**

REVIEWS FROM

CLASSIC
SPORTS CAR

HOT ROD MODEL KITS, by Terry Jessee, MBI Publishing Company, ISBN 0 7603 0731 8. £9.99.

Plastic model kits boomed in America during the '60s and '70s when the likes of AMT, Monogram and Revell produced a fantastic range of subjects from TV monsters to the human body. Hot rodding and customising inspired the coolest kits and the most creative box art of this colourful era, with well-known figures such as George Barris, Ed Roth and Tom Daniel signed up to design the wildest models.

Jessee's superb paperback covers these now highly collectable kits, packing in a wealth of photos of finished items with vivid marketing artwork.

AUSTIN-HEALEY 100/100-6/3000 Restoration guide, by Gary Anderson and Roger Moment, MBI (via Haynes), ISBN 0 7603 0673 7. £19.99.

This incredibly comprehensive guide to getting your Healey absolutely right is a worthy effort, but has one flaw: it's all in black and white, making checking exact trim colours impossible, and the colour gaffe appears at least once. This is a fantastically detailed effort, though, and certain sections of the community will find joy in the table of British fasteners, and deciphering the paint and parts codes. Charts and tables cover production figures and paint codes.

THOUSAND MILE TRIAL, Elizabeth Bennett, ISBN 0 9537930 0 1, £35 +p&p.

The Veteran Car Club's official editor and photographer's book tells of the conception and execution of a bold plan to run 1000 miles in 1900, from London to Edinburgh and back, at a time when few people had seen a motor car. It's the first time that a full report on the event has been collated, from contemporary newspaper reports

and participants' own accounts.

Aside from the wealth of period shots, the best bits are Montague Grahame-White's account of mapping the run in 1899, in a 4½hp belt-drive Critchley-Daimler fitted with a 6hp engine. And when you realise that this run set the format for long-distance rallies, including road schedules, special tests and the organisational assistance of local clubs, that is little changed today. The hardback is a mixed bag, but comprehensive.

MOTERING MEMORIES CD3 Available from CK Bowers & Sons, Crawley, West Sussex, £19.50

The latest CD from the photographic archives of CK Bowers & Sons is a goldmine of high-quality images of British coachbuilding. The third issue comprehensively covers the work of Freestone and Webb and Carlton, as well as less-known coachbuilders Oxbottom & Fuller, Randalalgh and Ollington. An added bonus is some fascinating images of land speed record cars Golden Arrow and Thunderbolt under construction together with shots of Malcolm Campbell's mansion and road cars in the '20s. Packed with photographs, these impressive CD archives offer great value.

FERRARI The road cars, by Keith Bluemel, Sutton Publishing, ISBN 0 7509 2483 7. £12.99.

The now-familiar Sutton format of half-page pictures with fact-packed captions beneath is enhanced with a larger scale and full-colour in this comprehensive spotter's guide to the road cars of the *cavallino rampante* (Prancing Horse). Reproduction quality is not great, giving the book a bit of an auction catalogue look, but the captions are packed with information and the chapters are neatly separated by major design changes.

Idle remarks!

Not quite, but with all the playing around with electronic injection some readers are beginning to wonder if we have completely forgotten about Weber carbs. Not so! The question was: how do you know when you have the right size idle jet? Different sizes can be compensated for by screwing in the mixture adjusting screw. On a larger jet the screw will be a fair way in: on a smaller one the adjusting screw will be several turns out from closed but the overall idle mixture will be the same for both jets.

Very true, but the idle jet controls more than just the idle mixture. It also controls the fuel flow to the progression drillings. As you open the throttle the mixture on the progression holes wants to be in the right order to avoid spitting back or flat spots.

You can check this by setting the idle mixture screw and then stopping the engine. Remove the bung above the progression drillings and check the position of the butterfly. It should not be so open that the progression drillings are uncovered. If they are, then you need a by-pass and the simplest way to achieve this is drill a small hole in the butterfly.

If this does not solve the problem you can always solder the hole over again.

Having placed the butterfly in the correct idle position, restart the engine and wind in the throttle stop to increase idle speed. A CO meter should show a sensible mixture ratio (somewhere around 2-6% CO). Now you juggle the idle jet to correct the mixture on progression and re-balance the idle mixture each time with the adjusting screw. Obviously real racers never bother with any of this — they're flat out all the time, right?

QUIZ ANSWERS

1. BOAC 500 miles at Brands. Phil Hill/Mike Spence
2. 500 mile race Brooklands
3. 500F2 (2 litre) (Ascari champion)
4. Indianapolis 500 (miles)

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



Wheels

SEEING JUSTICE DONE

FOOTBALL, tennis, golf, rugby, cricket... what do they have in common? More boring than motorsport? Well, sometimes, I agree. But not the answer I was looking for.

In fact they all share one significant advantage over our sport and that is that when an event finishes everyone leaves knowing exactly who won. When Pete Sampras has taken his last wicket (or whatever it is they do at Wimbledon) or Tiger Woods has scored his last try, that's it. There's a result.

We on the other hand all too often have to wait while appeals grind their way up the judicial system as drivers, who perhaps lack the talent to win at the wheel, look for ways of winning in the courtroom. What sponsors must make of it all I shudder to think — I sometimes wonder if we deserve to have any.

Anyway, what it means is that like it or not, our sport has to have proper channels of appeal in place. I've never been a great lover of the legal system... I find it difficult to take judges seriously when they dress as if they're ready for the walkdown at the end of a pantomime... but I can see why people who genuinely feel they have a motorsport grievance must have a way of getting satisfaction.

All of which makes it unfortunate that just as a few issues ago I was writing about the need to find more timekeepers, now I find myself penning a similar plea for Stewards.

With around 100 events run every week by recognised clubs, a shortage of

Stewards in certain areas has become evident — Scotland, Cumbria, South West England and the Home Counties in particular seem to be suffering, although volunteers from any area of the UK would be welcomed.

So if you live within reach of those areas and would like to be considered as a Steward, how do you go about it? Well, first recognise that you don't have to be an old fogie or wear a blazer. The ideal age is probably late 30s to early 40s, with a ceiling of 60 (there goes 95% of Ecurie Cod Fillet members). You have to be a fairly sober individual (there goes the other 5%) and you can be of either sex — there are already one or two successful lady stewards and more would be welcome.

You don't have to come from a specific discipline, in fact a mix of previous motorsport experience is preferred, ideally including stewarding at club level or experience of other decision making roles involving judicial processes.

Trainee Stewards 'shadow' various experienced ones for around twelve months as part of their training — watching and learning — all designed to give the trainee experience of as many disciplines as possible. Not unlike being a trainee magistrate I suppose. The maximum the process is likely to take is a couple of years after which people will be appointed to events according to demand and availability. Few Stewards cover less than six events a year, many do considerably more and travel costs and other approved expenses can be claimed. And no, despite

what are seen as declining standards, Stewards do not get physically assaulted, in fact the last time that happened was ten or twelve years ago when an irate mother went on the attack with her handbag. No, no, not that handbag.

Once you're a fully trained Steward you become in effect the 'conscience' for an event to ensure it's run properly and, not least, safely. You'll need to be 'aware' but not in the way; something of a diplomat. You'll probably have a busy hour at the start of the event checking that everything's in order and then not so much a Happy Hour in the early evening but maybe an Unhappy Half Hour hearing any appeals.

All vital work if this sport of ours is to run smoothly. If you think you've got the makings of a Steward, why not write to David Donnelly-Emms at the MSA with a brief note detailing your motorsport background and take it further?

Stuart Turner

COD FILLET QUIZ



1. The innovative Chapparral 2F won just one race in 1967. Where and who drove?
2. The 4.5 litre Bentley driven by Clement and Barclay won which 1929 race?
3. What model of Ferrari won the F2 Grands Prix in 52-53?
4. In the Drivers World Championship from 1950, which race had the longest distance required to win?

ANSWERS ON PAGE iv



Knowldale Car Club

48th Annual General Meeting

Tuesday October 17th, 2000 9.00pm

The Baum, Toad Lane, Rochdale

All members invited and welcome

Agenda

- 1 To read and, if approved, adopt the minutes of the 47th Annual General Meeting held on 26 October 1999.
- 2 To read and, if approved, adopt the Annual Report of the Committee.
- 3 To read and, if approved, adopt the Balance Sheet and Approved Accounts.
- 4 To elect accountants for the ensuing year.
- 5 To elect six members of the council and co-opt if appropriate.
- 6 To consider the rate of subscription.
- 7 Any other business.

Committee For Election

John Clegg	Andy Czakow
Paul Entwistle	Derek Lord
Steve Warrington	Terry Mills

Other Committee Members

Michael Pedley	Richard Hudson
Steve Tweedale	David Pedley
Ken Murray	Jan Lord

Co-opted

Tim Cruttenden