



NORTH HUMBERSIDE MOTOR CLUB

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MAGAZINE

August 1997



EDITORS BIT

This magazine is a joint effort by the Gin Twins, I (Robert) am typing this before I go on holiday for a week, our lad is going to finish it off, I hope.

You may have noticed that in the last magazine, anywhere were the word Bulletin should have been(as in Blyton airfield) the word bullitin appeared instead, this seems to be part of the new technology on my new computer, it has decided that bullitin is a better word than Blyton , any body have any ideas on how to stop it!

Also I am now on the internet, well its in my name, but the kids are the only ones that know how to use it. My ID is gin@btinternet.com, it would not let me use Gin Twin it said someone else was already using it!

COVER PICTURE

The rear wheel drive Fiesta of Dave (olly) Smith, Codriven by Gav the Nav on the Viking Tour. This is a before and after sequence, see elsewhere in this magazine for a picture of the car after the rally.

Below is a cutting from the Hull Daily Mail, where Dave Hawkins, a former Club Secretary is taking some disabled guests around the track at RallyDrive, well done Dave

By Rob Simpson

NEWS REPORTER

A RALLY driver gave a group of East Yorkshire disabled people a day to remember by showing them what life in the fast lane really means.

But what was even more special for the seven thrill-seekers was that the driver Dave Hawkins, of Sunk Island, Holderness, is disabled himself.

The event was organised and paid for by the Hull and Humberside Round Table.

Members provided the transport to the track and even the food.

The seven disabled people, all members of the Do Something Different Club and aged between 18 and 36, were treated to a full day's racing in the specially adapted two-litre Astra.

Dave (41) has been rallying for 24 years and is Britain's only



LEFT: The rally car in action.

paraplegic rally driver.

He treated his passengers, all from East Yorkshire, to a memorable day's rallying for up to an hour each at Blyton, Gainsborough, Lincolnshire.

He said: "There is only space in the car to take one other person at a time. Some were in fear of their lives and some were quite macho about it, but they all enjoyed it.

"I got a letter from them afterwards saying they still can't

believe they have been rallying. But it was the Round Table who arranged it and they deserve a lot of the credit."

Andrew Scott, public relations officer for the Hull and Humberside Round Table, said it had been a fantastic day for everyone.

"It was extremely rewarding and everyone we took down there thoroughly enjoyed themselves," he said.

Pictures by Andrew Scott.

P.S Although this is the August magazine it may arrive late, we forgot to get the sticky labels off Alan Carvell before he went on holiday.



Club Captain's Bit

The Dalton park classic was very well received by those who took part and the organisers are to be congratulated, honours on the touring assembly were taken by Tony White/Alan Gilbert MGB GT, whilst concourse was again taken by the outstanding MG of Phil Craven.

The following weekend saw another local event, the Beverley Motor Club's Viking Tour. This multi-venue event followed a slightly revised format to last years event, with Melbourne Airfield providing the Bulk of the mileage, visits to Church Hill H.O.S.M. (Beacon) and woodland tracks at Escrick (Hollicarrs) giving some good loose surface miles. NHMC crews again had mixed fortunes, Rob Wilson and Mike Kitchen in the RJW Motorsport 2 litre Pinto engined escort put in some excellent times to take 4th overall and first in Class. A cam belt change in service (central at Brighton Airfield) being the only drama. Drama of a different kind befell Gavin Ruler Co Driven by Steve Darvell, when clipping one of the course marking tyres on Melbourne wrenched the steering wheel from his hand dislocating his thumb and gashing his hand, a hospital visit ending their rally. Dave Smith and Gav Heseltine had various minor brushes with the stage markers throughout the day, but were not prepared for the final stage incident when something let go at the front nearside, the ensuing carnage leaving the fiesta seriously damaged and Gavin fortunate to escape unhurt(See pictures elsewhere in mag-Ed.)

The two Robbies Pattison and Overend had a trouble free day, this was Rob Overend's debut in the co-driving seat and also the first finish for Pat's 1600 Escort, 27th O/A. Rob and Linda White had a good run on this event last year, and although Rob had misgivings about the health of their escorts engine, they hoped for a good run again, things went ok until a piston burnt out on the afternoon run at Hollicarrs. Derek Briggs accompanied by Tony Dickenson made a bad start by missing the split junction on stage 1 Melbourne and incurring a stage maximum, but continued troublefree for the remainder of the event, Derek's only problem being the barracking from Tony on his style of driving!

Mark Nicholson had a short event, the Peugeot broke a drive shaft and Dave and John Everard retired with valve train troubles. Steve Magson entered his Sunbeam under the NHMC Banner and also Chris Bursell/Gary Russell who did not finish.

Our regular BTRDA Silver Star crew, Tony Dickenson and Gavin Heseltine had a character building weekend on their outing to the 7th Round of the championship; the Quinton based in Llandrindod Wells. Tony's penchant for visiting rolling roads prior to an event proved fruitless when engine troubles on stage 2 caused retirement at first service and then a early return home became a very late one when the trailer wheelbearing collapsed causing havoc on the A38.

The next event on the club calendar should have been our single venue at Blyton Airfield, but very limited response from competitors forced the organisers to cancel the event, a disappointment for the organising team after putting in the groundwork.

John Dixon

LARKSPEED LEAGUE

After moving up to third place, we dropped back to fourth after the Curbrough Sprint, as it is a long way to travel and not really our scene we had no entries.

Glen Simpson, Steve Woolaston entered the Ilkley PCT but no results to hand as yet. YSCC had a grass Autotest on the 10th August and Airedale & Pennine have a PCT on the 7th September.

The final round is Selby Motor Clubs rally on October 4th on Elvington airfield.

Results to hand.

1st Ilkley	1425.4
2nd Sporting Escort Owners Club	1005.1
3rd Kieghly	928.1
4th NHMC	789
5th YSCC	742.9

RALLY DRIVE STAGES

Unfortunately we had to cancel this event due to a very small number of entries.

SLEDMERE PCT

Our annual Production Car Trial was held on an extremely hot day, we only had 9 entries but a good day was had by all concerned, see results on another page. Many thanks to clerks of the Course Malc Mumby & Dave Cogan as well as everyone who helped out with marshalling etc., lets hope we can have a few more entries next year.

CROFT

We have had a leaflet from Croft Circuit, some dates of events are listed below.

September 28 th	RallyCross
October 4/5	Motorcycle Club Meeting
October 19 th	Rallycross (Final Round BRDA)
November 9 th	Rallycross
December 14 th	Rallycross

NORTH HUMBERSIDE MOTOR CLUB LTD SLEDMERE PRODUCTION CAR TRIAL 20TH JULY 1997

N0	NAME	CAR	CL	1	2	3	4	5	T	6	7	8	9	10	T	11	12	13	14	15	T	16	17	18	19	20	T
1	DAVE SMOLEY	NOVA	O	0	6	4	6	6	22	0	0	0	6	7	35	0	0	1	1	4	41	0	0	0	0	4	45
2	KEN STURDY	MINI	O	0	7	4	9	6	26	0	0	0	6	6	38	0	0	0	3	5	46	0	0	0	6	4	56
3	ALAN GILBERT	NOVA	O	1	3	5	9	7	25	0	0	3	5	6	39	2	0	4	2	6	53	0	0	2	0	5	60
4	PHIL CRAVEN	GOLF	O	0	0	0	8	6	14	0	0	0	8	6	28	1	3	1	4	5	42	0	0	0	1	4	47
5	GLEN SIMPSON	RENAULT	O	0	0	2	9	7	18	0	0	0	3	6	27	1	0	0	2	5	35	0	0	0	0	5	40
6	STEVE WOOLASTON	RENAULT	O	1	2	3	10	7	23	0	0	3	9	6	41	2	1	3	2	5	54	1	0	2	4	6	67
7	ROY WEBSTER	NOVA	O	9	6	2	4	7	28	0	0	0	6	6	40	4	0	1	3	6	54	1	0	0	2	4	61
10	JOHN BEADLE	LANCIA	1	0	0	3	4	7	14	0	0	0	2	8	24	0	0	1	0	7	32	0	0	0	0	4	36
11	MIKE JACKSON	CARLTON	1	0	0	6	5	7	18	0	0	0	5	7	30	1	0	0	0	5	36	0	0	0	2	3	41

NORTH HUMBERSIDE MOTOR CLUB LTD SLEDMERE PRODUCTION CAR TRIAL 20TH JULY 1997

No	NAME	21	22	23	24	25	T	2	27	28	29	30	T	31	32	33	34	35	T	36	37	38	39	40	TOT	INDEX	C	O	
1	DAVE SMOLEY	2	1	7	4	12	71	0	0	5	2	2	80	0	1	5	4	6	96	0	0	3	4	4	107	100.0	2	2	3
2	KEN STURDY	1	2	7	5	12	83	0	1	6	4	12	106	0	3	4	4	3	120	0	0	4	4	1	129	82.94	4	4	6
3	ALAN GILBERT	1	3	9	5	12	90	1	2	6	5	12	116	7	3	5	5	12	148	0	2	2	5	5	162	66.05	6	8	8
4	PHIL CRAVEN	2	0	7	4	6	66	1	0	6	3	12	88	0	1	3	5	10	107	0	1	3	4	6	121	88.43	3	75	75
5	GLEN SIMPSON	1	2	6	4	0	53	0	0	5	4	0	62	1	1	4	5	2	75	0	1	3	4	6	89	120.2	1	1	1
6	STEVE WOOLASTON	3	4	8	6	12	100	2	3	6	4	12	127	1	9	4	6	5	152	1	5	4	5	4	171	62.57	7		
7	ROY WEBSTER	1	2	6	5	0	75	2	0	5	4	12	98	0	1	5	5	3	112	0	1	4	12	2	131	81.68	5		
10	JOHN BEADLE	2	1	12	5	4	60	2	6	8	4	0	80	1	1	0	6	1	89	2	0	1	6	1	99	102.6	1	2	2
11	MIKE JACKSON	2	2	6	4	12	67	1	0	5	0	12	85	6	4	3	4	4	106	0	1	0	5	0	112	90.71	2	4	4

Best Performance EllaField Trophy

Glen Simpson

1st Class 0

Dave Smoley

1st Class 1

John Beadle

2nd Class 0

Phil Craven

Thanks to everyone for turning up, we hope you had a good day.



Wheels

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

A WING AND A PRAYER

THE piece in a recent *Wheels* which discussed who is the greatest individual sportsman attracted more mail than usual although, mercifully, no one tried to argue for tennis players (how could they after the yawn of Wimbledon?). And I think we can dismiss the letter from an elderly reader in Stockport suggesting that swimmers should be considered – he is clearly influenced by watching too much *Baywatch* (the shaky handwriting was a giveaway).

But those who put forward cyclists for consideration may be onto something. Anyone who has been up some of the mountains used in the Tour de France in a rally car can only marvel at people who are capable of pedalling up them, and the way Jan Ullrich dominated this year's Tour must put him among the sporting greats. And how splendid that in all the excellent TV coverage there was never a mention about what tyres they were using on the bikes. The only time technology intruded was when aerodynamics cropped up, with special helmets worn for the time trials.

As aerodynamics are so pervasive in our own sport, I thought I'd try to get a firmer fix on the subject from Gary Anderson at Jordan, a good choice I felt because he has his feet in an unusual position for someone so high in F1 – firmly on the ground.

According to Gary, aerodynamics make perhaps the most significant contribution of all to a car's performance today, especially in F1 – if for instance a car had 100 bhp less it might be one second a lap slower but if it had no aerodynamic downforce it would probably be ten slower. Apparently the oft quoted tale that an F1 car generates so much downforce that it could run upside down on a ceiling is true. Mind you, as aerodynamics work as the square of the speed, the car would have to be doing at least 100 mph to generate enough downforce to overcome gravity so you'd probably have to build an extension on your lounge and you'd certainly bring a whole new dimension to the phrase 'neighbours from hell'.

But it's small wonder that teams crave their own wind tunnels and are prepared to build models costing up to \$50,000 and then spend two to three thousand pounds per day on tunnel costs. The bigger the model the better – as Page 3 enthusiasts have always believed – with 40% now the minimum.

Wind tunnel results translate across to the real thing, provided the operator of the tunnel is honest – it's vital that the model is run in a proper tunnel in race spec. One problem is that the study of aerodynamics is both a science and an art and it's all too easy to kid yourself (which means if

you want to take it up as a career the best way is to try to join a team because there's now to beat experience of the real thing). Sure, you may know all the theory but hunches still play a part – this perhaps explains why most F1 teams seem to get confused at times, with trial and error tactics at tracks and top places almost literally gone with the wind, as drivers struggle to balance the need for lots of wing to produce high cornering speeds without totally losing any oomph on the straights. One problem is that aerodynamics can camouflage other problems with a car.

And for we lesser mortals? Don't clutter a car seems to be the message whatever the event – an unnecessary spot light for instance could knock a few mph off your top speed and mildly impair acceleration. Small things really can make a difference – we Dellow drivers notice a distinct surge in performance if we turn our peaked caps back to front for example.

As a general rule what looks right is right. Many of the old record breakers, like Bluebird, looked right and – for their day – clearly were right, although by modern standards the detail aerodynamics were poor. It's worth keeping in mind that something as simple and pure in shape as an egg is not bad aerodynamically. Which must be a considerable comfort to the hen.

Stuart Turner

Facts about... THE HISTORIC RALLY CAR REGISTER

- The Register was founded in 1984 to promote activities for owners of rally cars from the fifties and sixties. Initially a club just for the owners of cars which actually competed during the period, the group found enormous enthusiasm for the idea of having fun in cars of the type that competed in rallies of the time.
- Numbers grew steadily, but with the first Pirelli Classic Marathon, there was an explosion of interest and membership doubled from 500 to 1,000 in 1990, growing steadily to the 1600 at which it stands today.
- The Register aims to act as an 'umbrella group' representing the interests of all those involved in historic rallying. For the competing member there are three different championships – The Speedsport Design Championship, a series of low budget one day road rallies; The Safety Devices Historic Rally Challenge, a combination of road and special stage events designed to find the all round historic rally driver and co-driver; and the Demon Tweaks' Classic and Sportscar Historic Rally Championship, a special stage rally championship which runs on selected rounds of the Mobil 1 British Rally Championship as well as the 24 Heures d'Ypres in Belgium.
- The club also organises its own one day road and special stage events and is responsible for the organisation of the RAC International Historic Rally – the final round of the FIA European Historic Rally Championship.
- For those who do not wish to compete there is a regular monthly newsletter and bi-monthly magazine.
- The club has a dozen regional groups, meeting monthly for social activities and occasional treasure hunts or 12 Car Rallies.

Cont'd on page 11

AUTOSCENE



REVIEWS FROM



FORMULA 1 CD-ROM interactive guide for Windows '95
Koch Media, £19.99

This CD-ROM takes you through the 46 years of the F1 World Championship with a unique, interactive guide to the cars and the stars.

The statistics come thick and fast, the memory capabilities of the CD are astonishing – meet over 500 drivers, from World Champions to the also-rans, visit 60 circuits around the world to discover their World Championship history, and get the low-down on over 100 different manufacturers and the 1,000-plus cars they've built.

But the best bit has to be the 45 minutes of full motion video footage filmed from inside the cockpit. Your computer transforms into a television and gives a stunning bird's-eye view of the action.

If you've got an IBM compatible PC with a CD-ROM drive and at least 5MB of free hard disc space, then call Koch Media, based in Basingstoke, on 01256 707767. Or you can contact them on the

internet on www.kochmedia.co.uk for more information. Alternatively, E-mail the firm at sales@kochmedia.co.uk.

The CD-ROM is remarkable value for money. It costs little more than a conventional compact disc, but is truly overflowing with information.

RACERS

Richard Williams, Viking, £16.99

Without a doubt, Williams is one of the most incisive, intelligent writers in Formula 1 and with this book he takes us back to 1996 from the viewpoint of Damon Hill, Michael Schumacher and Jacques Villeneuve.

But far from being another rehash of a season dead and buried, the book's strength comes from Williams' ability to get below the surface and convey what makes a driver tick. It goes way beyond the mechanics of the sport and becomes a study of three distinct personalities and why they do what they do.

The old cliché about not being able to put it down rings true for this one.

BUGATTI – Le Pur-Sang Des Automobiles

Hugh Conway, Haynes Publishing, ISBN 0 85429 970 X, £35
The late Hugh Conway's definitive *Bugatti – Le Pur-Sang Des Automobiles* was first published in 1963 and has been reprinted five times, the final version being overseen by his son. By now all mistakes have been corrected and additions or exclusions completed, so we can assume it's the ultimate book on the subject.

Etore wasn't a truly great engineer – he had no technical training – but he had the knack of hiring talented engineers, all anonymous. But, if nothing else, he had an exquisite eye for a line: and his devices – cars and others – looked and on the whole worked brilliantly. In hindsight, this book's a little bit, with large chunks from *Bugattis* and other sources, but it reads remarkably well. The pictures are in black and white, so there aren't modern shots of overblown and over-restored cars. And what pictures there are! The Type 36, an eight-cylinder minus rear springs: a stagecoach-like 'fiacre' body on both a tiny Type 13 Brescia and a massive Type 41 Royale; the 32-cylinder Breguet-Bugatti engine and more. Highly recommended.

AUTOMOBILE QUARTERLY VOL 36

NO 3, ISSN 0005 1438, Knutztown Publishing Co, \$19.95

The 144th issue contains the wealth of in-depth features we now expect. Jim Stutz on ex-pat racer and Cobra tamer Ken Miles is worth the price alone. Other highlights are Nicholas Whitman's photography of the AK Miller Stutz tomb, and fresh research on the Marmon-Herrington 4WD pickup and Hearse design.

COD FILLET QUIZ



1. How many World Championship points did Jackie Stewart achieve in his F1 years from 1965-73?
2. In 1957-58 a team of drivers drove an Austin A35 and later an Austin Healey 100 Six to various records at Montlhéry. From which Club were they members?
3. The 1966 Monte – who were the Coupe des dames Winners who were disqualified by the organisers?
4. The Bryne Brothers India Rubber Company changed to what name in 1900?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

Network Q RAC Rally news

This year's Network Q RAC Rally will make use of the Grand Prix ticketing system at Silverstone Circuit. For the first time, rally spectators will be able to buy tickets in advance, pay with credit cards and take advantage of special prices for multi-venue and group tickets.

Silverstone Circuits will also bring their promotional skills to bear on all aspects of the 1997 Rally, and on the pre-event Network Q RAC Rally Show. Silverstone itself hosts three special stages on Sunday 23 November: two runs over a 'conventional' 5.5-mile route, plus the exciting side-by-side Superspecial on the new rallysprint track.

Said Denis Rohan, Chief Executive of Silverstone Circuits: "Our booking office handles around 200,000 tickets for the RAC British Grand Prix, so we are confident we can handle the work. The Network Q RAC Rally, coming at the end of the year, is a perfect fit for both parties. The RACMSA gets the benefit of our state-of-the-art booking office technology at a time when Silverstone promotes no events."

Network Q Manager John Rees commented: "Silverstone's involvement in the Network Q RAC Rally - both running their special stages and bringing their expertise into the promotion of the event - is good news. It looks like the 1997 Rally is going to be great for spectators and great for us."

The Network Q RAC Rally booking office is on 01327 857273. It will still be possible to buy tickets on the day at most venues.

Facts about... Contd from page 1

- The Register employs a General Secretary who operates an office at Tibberton near Gloucester which those interested in membership are welcome to contact for information. Tel. 01452 790648.

When the rally visits Millbrook Proving Ground in Bedfordshire, attendance will be strictly limited to just 6,000 spectators. Using the venue's demanding Hill Road - described as "awesome" by Rally Manager Malcolm Neill - the all-new, 3.5-mile asphalt stage will be used twice at lunch-time on Sunday 23 November.

Explained Neill: "Millbrook is normally firmly closed to the public. This is the first time it has ever been opened to such a high-profile event and we want to keep the numbers manageable. I'm quite sure all the tickets will be sold out in advance."

Off-road passengers

For competitive safaris, passengers should be identified by suitable means, such as a rubber stamp or a wrist tag of plastic or nylon which shall only be issued at signing-on.

The identity marking must not be able to be removed and re-used, and must be fitted so as not to cause discomfort to the crew member. It is recommended that the identity markings are worn under clothing, to prevent the identity marking becoming entangled with fittings inside the vehicle.

Passengers will be required to show the identity marking to officials on the start line.

This change, proposed by the Off Road Committee, was approved by the RAC Motor Sports Council in June. Subject to final ratification in September, it will be adopted from 1 January 1998.

Mobil extend rally sponsorship

The Mobil 1 British Rally Championship received a major boost when Mobil Oil agreed to continue sponsoring the series for a further three years, until at least the end of the year 2000.

The news was welcomed by the Chief Executive of the RAC Motor Sports Association, John Quenby: "Our decision to base the championship on two-litre, two-wheel drive cars has proved outstandingly successful, with eight manufacturers now participating in the series.

"I am naturally delighted to have the continuing support of our main sponsor for what has become perhaps

the most hotly-contested national rally championship in the world.

"This is a wonderful demonstration of confidence in the Mobil 1 British Rally Championship, which I am confident will continue to go from strength to strength."

Peter White, Mobil Sponsorship Manager, said: "The British Rally Championship seems to grow in stature and popularity every year. It is very pleasing to be receiving such strong support from car manufacturers. I believe this is the best vote of confidence the championship can get."

Facts & figures

Statistics published in the Summer edition of RACMSA News show that the RACMSA issued 31,663 competition licences in 1996 (up from 30,937 in 1995). The most popular licence was again the Non-Race National B (issued to 9,097 drivers), followed by race (7,307) and kart (6,368). Exactly 4,700 events were authorised by the RACMSA last year (up from 4,575 in 1995). The most popular disciplines were rallying (1080 events), off road (992), kart races (440), autotests (437), speed events (374), trials (284) and circuit races (251). Over half the events were Clubman status (2,642), followed by National (1,157) and International (59).

In brief...

- Formula Cadet two-stroke and Honda Cadet ProKart four-stroke classes can now be amalgamated.
- Satisfactory attendance at an RACMSA hillclimb or sprint school now qualifies for two signatories towards a National A Speed licence.
- With immediate effect, the spinning of wheels for tyre-warming at speed events (except drag races) will only be permitted in a designated area, which should be clearly defined.

Congratulations!

The first 10 clubs out of the hat for the Coys Wheels Draw were: Spadeadam MC, Southern CC, Bedford CC, Alwoodley MC, Jaguar CC, Central Sussex MC, Bognor Regis MC, Exeter MC, Peak Duheries Land Rover Club, Hants & Berks MC. -- Tickets for the 1998 Festival will be on their way in due course.

TECHNICAL TIPS

SUPPLIED BY  CARSA
AND CAR CONVERSIONS

Rules, regs and the money principle

WE often get asked why so many forms and restrictions which appear to make it so difficult to build a half-decent engine on a reasonable budget. One reader recently pointed out a race series which insists on standard cylinder head castings, valves and springs, but gives free reign to camshafts and followers on Pinto engines.

The result is that those with the money can have a large number of heads flow tested and then pick the best standard casting. They fit new valve springs every time the car goes out and dyno test dozens of cams to find the best one for the standard head casting with stock compression ratio - something that most camshaft companies can't tell you since they only make cams for modified heads, not half-modified engines. The question, however, is why does this have to happen?

The answer is probably buried in good intentions. Organisers devise rules for new championships with the general idea of making racing both fair and affordable, and therefore close and exciting - both for participant and spectator. Of course, if it wasn't fair and affordable, then they wouldn't have anyone racing in their series.

The trouble starts when you get some competitors actually trying very hard to win - and prepared to spend money in order to gain an edge. Any edge.

If someone is prepared to spend, there is always going to be an advantage to be had; it's impossible to legislate against it. Often as not, the rules which are designed to limit expense simply result in even more money having to be spent in order to gain any advantage. So long as we want to compete against each other, this is always going to be the case. Human nature, unfortunately, isn't?

QUIZ ANSWERS

1. Total of 360 points.
2. Cambridge University Automobile Club.
3. Rosemary Smith/Ved Dames - Willman Imp.
4. Dunlop.

The Coys
**INTERNATIONAL
HISTORIC
FESTIVAL**
Presented by
CHRYSLER

The British Racing Drivers' Club and Silverstone Circuits would like to thank everyone involved in The Coys International Historic Festival, Presented by Chrysler (July 25-27), particularly the marshals and volunteers who worked so hard to make the event such a success. To do so just two weeks after their outstanding efforts at the British Grand Prix shows great dedication to motorsport.

Simply the Best!



Thanks also to the owners who brought their fabulous machines from around the world, the drivers who put on such a spectacular display for the crowds, the traders who presented such a wide variety of stands, the motor clubs, our sponsors, Coys of Kensington and Chrysler, and the participants on the Footman James RetroRacer - especially those entrants in period dress who added extra colour to the proceedings.

Over 62,000 people attended this year's Festival - thanks again to all of you for helping to entertain them so well.

Next year's Coys International Historic Festival, Presented by Chrysler runs from July 24 to 26, and will celebrate 50 years of motor racing at Silverstone. Put it in your diaries now!

Silverstone

Armstrong Masey Viking Tour

After servicing on last years event and hearing how good the stages were I decided to have a go myself. After Melbourne Stages in May I had a bit of work to do due to a blown headgasket, badly bent rear wing and general shabby appearance of the car. The time had come for a revamp everything sorted sign writing etc.

We went to scrutineering on Saturday night everything OK apart from the fact that we'd forgotten to replace the exterior fire extinguisher and battery isolator switch got that sorted went for a beer & curry with Gav and Dave.

Sunday morning arrived with a damp start and made our way to Melbourne for SS1. On arrival noticed how much dust was being kicked up, could be a problem at the merge/split board. I had decided to go for it from the start which we promptly did, half way round the first stage we caught a Nova which hadn't seen us tried to pass him, but couldn't, so we just had to barge our way past. First dent on front wing and only 2 miles into the first stage, got through the merge boards easily (cheers Mike) but caught another Nova halfway round lap 2, oh no! Dave Everard car 54, followed him round head lights on full, horn blasting, but there was no shifting him scratch and dent no 2 occurred muscling way by (see items wanted). Got way and finished lap 1, lap 2 was just a repeat of lap 1 cleared first lap but approaching a pylon the afore mentioned Everard brothers has stopped in middle of the stage, on approach Dave's door opened so I went left onto the loose, only to get Everard No2 to open his door, nice one John (trying to get their own back I thought). No I didn't I was swearing like a, like a, like a Rob Wilson I suppose

Into service with a small clutch cable problem. Ade Hannah, Steve Nolan and our Dan soon had it sorted, out to Escrick No 1 brilliant stage, stage 4 was a re-run of the previous one with a bit more added, just mint. The weather was roasting hot, we were sweating like pigs but the car was going well, management car was following us and doing a good job but thankfully hadn't been needed, decent road section to Church Hill (beacon) had us nice and cool. Only a short stage but very enjoyable all the same, back at service & halfway we got some interim results 8th overall & 3rd in class, everything OK in service thanks to Joanie, Michele & Claire for the catering (bacon was a bit well done). Back to Melbourne for a re-run of the morning stages equally as rough & dusty as previous second stage. Throttle springs fell off leaving throttle jammed on full, needless to say making driving conditions fairly hairy but got round, expecting to have dropped lots of time. On the road section back to service got balked by Gav Rulers taxi sorry Ambulance which was required due to a broken thumb nail, sorry again thumb, joking apart looked quite nasty, hope its getting better.

Back at service everything seemed OK, ten minutes to go I noticed the cam belt was starting to fray, fifteen fraught minutes later another fitted thanks to John Dixon & off for the final 3 stages, interim results showed us 4th overall & 1st in class with only 5 seconds from 5th place. The pressure was on Escrick 8 & 9 went brilliant seemed to just flow and felt fairly fast, back to Church Hill for the final stage, had we lost any time? decided to go balls out, yellow board in view so were Dave Smith/Gav Hessletine on the last 90 right, they had tried a very unsuccessful attempt at tree felling & came second best, car looked very poorly but thankfully both were OK.

We were very pleased to get to the end, got our time & set off on road section. Shelly was waiting in the distance showing us a pair of puppies up her jumper she must have just found, sadly I missed them due to watching temp/oil gauges, better next time I suppose.

Back at Brantingham Park got the beer in & collected cup and glass, dead chuffed looking forward to Trackrod Forest event.

Many thanks firstly to RJW Motorsport service crew, Ade Hannah, Steve & Claire Nolan, Danny Wilson, Shelly & Tom Kitching (management car) Chris Gaydon & Rich Wilson, Shellys PR & Photo Work. Thanks also to Kitch, Job well done! (fancy ago in the forests). Last but not least for financial and moral support Joanie cheers luv.

ITEMS WANTED

2 x 2ft x 3ft Rear View Mirrors
To fit Vauxhall Nova

Also car approaching alarm with
12" Diam Flashing Dashboard Light
Contact Dave Everard c/o NHMC

Rob Wilson

Before.....



After.....

