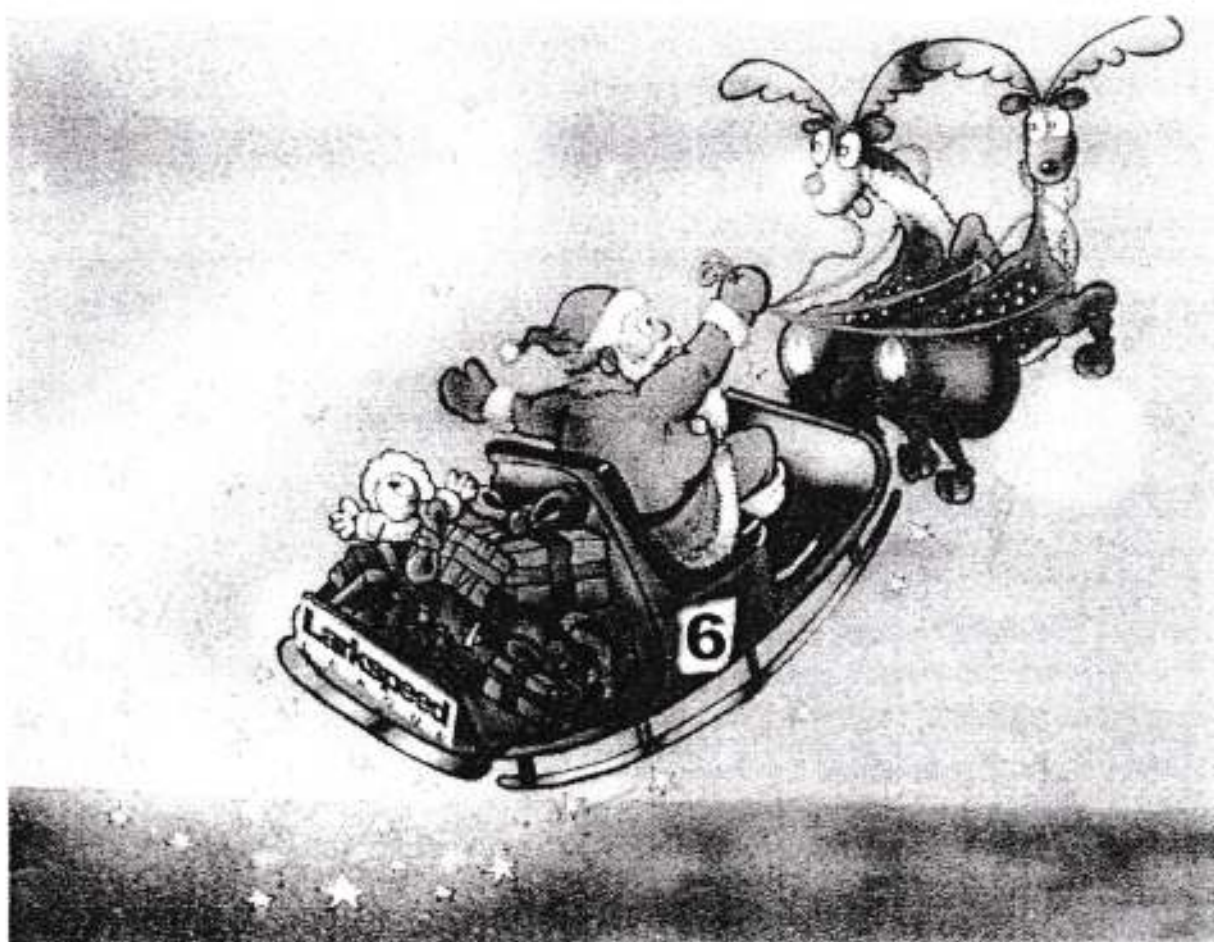


# North Humberside Motor Club Ltd



**Magazine**  
December 2000

I can't believe that I am once again writing the Christmas magazine. Did anyone notice the deliberate error in the last magazine, I printed details of our Christmas doo, time, venue etc, but failed to give the date. The date is Thursday 14<sup>th</sup> December, 8.0 PM for 8.30.

For you whizz kids with E mail, the MSA now has a Website for all details of UK Motorsport, the address is

**WWW.msauk.org**

I have printed a list of 2001 dates elsewhere in the magazine, but please note the following.

**New Year's Autotest is now on Sunday 7<sup>th</sup> January.**

The date for our annual Dinner and Awards presentation is Saturday 10<sup>th</sup> March.

We have had two enjoyable Thursday nights at The Fergy Fawcett, thanks to Lloyd Walker and his team for the talk on Timing Lights etc, and thanks to Ian North for a informative talk on the London to Sydney Rally. It was shame his comedy partner could not attend.

Ken Hailstone has resigned from the committee due to work commitments, we thank him for his work on the committee and trust that he will still be involved with various events, particularly in the classic department..

## **MSA REGIONAL DEVELOPMENT PROJECT**

Earlier this year Ann Parker was hired by the MSA as an independent consultant to investigate the development of Motorsport at Grass roots level. She has produced a fairly critical report of the way the MSA Works. Anyone wishing to view this report can get a copy from any club committee member or download a Word file from [AP@DCOM.PRESTEL.CO.UK](mailto:AP@DCOM.PRESTEL.CO.UK) Any comments or suggestions have to be sent in writing to the MSA by the 20<sup>th</sup> December.

**The Vintage sports Car Club's Measham Trophy** rally is to be held on 13<sup>th</sup>/14<sup>th</sup> January. It was to be based in the Fridaythorpe area, but I understand that it has reverted back to starting at Leeming Bar on the A1. We usually send out a few marshals, further details from John Newlove

### **Fancy a Holiday in France**

We have for rent a 2000 model 6 berth Mobile Home.

Situated near

Les Sables d'Olonne

On the West Coast Of France (Vendee)

Details contact Robert or Gail Newlove

01377 270888

## A Little Joke

Sherlock Holmes and Mr. Watson went on a camping trip. After a good meal and a bottle of wine they lay down in their tent for the night and went to sleep. Some hours later, Holmes awoke and nudged his faithful friend awake.

"Watson, look up at the sky and tell me what you see." Watson replied, "I see millions and millions of stars." "What does that tell you?" Holmes questioned. Watson pondered for a minute.

"Astronomically, it tells me that there are millions of galaxies and potentially billions of planets. Astrologically, I observe Saturn is in Leo. Logically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all-powerful and that we are small and insignificant.

Meteorologically, I suspect that we will have a beautiful day tomorrow". "Is that all?", Holmes asked. "Yes." Watson replied. "Why, am I missing something?". Holmes was quiet for a moment, then spoke: "Watson, you dickhead. Someone has stolen the f\*\*\*\*\*g tent."



**CHRISTMAS QUIZ**  
**Thursday 14<sup>th</sup> December**  
**Fergy Fawcett 8.0pm for 8.30**  
**Don't Be Late!**



Our usual Christmas extravaganza, a bit of a quiz, if I get around to writing the questions, Dave Watkins has promised to do a video round, our friends from Beverley, Wakefield and Grimsby Clubs have promised to send a team, we will have a few sandwiches etc and hopefully have a good night. Please bring a Raffle prize if you can.





## LEAGUE 2001

Many thanks to Steve Varey for attending the Larkspeed Meeting, here are the dates for 2001.

Notice the league gets underway a lot earlier next year, with the first Autotest in February. Also note there are two Rallies on Melbourne Airfield

25 <sup>th</sup> February	Sporting Escort Owners Club	Autotest
15 <sup>th</sup> April	Keighley & Trackrod M.C	Lookout Stages Melbourne
29 <sup>th</sup> April	YSCC	Autotest
6 <sup>th</sup> May	Sheffield & Hallamshire	Sprint Curboro
9 <sup>th</sup> June	NHMC	John Overend Memorial Stages
8 <sup>th</sup> July	Beverley	Armstrong Massey
29 <sup>th</sup> July	Ilkley	PCT Bolton Abbey
9 <sup>th</sup> September	Alwoodley	StageRally Melbourne
16 <sup>th</sup> September	York	Autotest or Gravel Sprint
Reserve Event 24 <sup>th</sup> June	Huddersfield	Autotest

# **NORTH HUMBERSIDE MOTOR CLUB RALLY CHAMPIONSHIP 2000**



Jane Sturdy has supplied me, with the following scores, she has worked it out on the results sent to her, if you are not included you have probably not sent her your results. There are still some events to take place in December. Any Problems ring Jane 01482 813287

## **DRIVERS**

	<b>SCORE</b>	<b>Number of events</b>
Gavin Ruler	283	6
John Coates	219	6
James Sparrow	175	4
Ken Sturdy	146	4
Tony Dickenson	102	2
Dave Watkins	78	2
Alan Mcdowell	64	1
Rob Pattison	55	1
John Dixon	54	1
Rob Wilson	46	1
Neil Fewlass	30	3
Ollie Smith	20	1

## Rally Championship Cont.

### CO-DRIVERS

Gavin Heseltine	280	6
Bill Thomas	219	6
Chris Omera	175	4
Mike Reed	146	4
Steve Darvell	120	3
Jane Sturdy	69	2
Rob Overend	65	2
Mike Jackson	10	1

### Another Little Joke

A Cowboy rode into town and stopped at a saloon for a drink. Unfortunately, the locals had a habit of picking on strangers, and when the cowboy finished his drink, he found his horse had been stolen. He went back into the bar, flipped his gun into the air, caught it above his head, and without even looking he fired a shot into the ceiling. "Which one of you sidewinders stole my horse?" he bellowed, making the glasses on the bar shake. No-one answered. The cowboy squinted around the room, then, without looking, shoots the tops off 3 bottles of whiskey on the bar. "Alright," he snarled at the room. "I'm gonna have another beer, and if my horse ain't back outside by the time I've finished, I'm gonna have to do what I done back in Texas." The Locals shifted uneasily in their seats, as the cowboy swivelled around suddenly. "And let me tell you - I really don't want to do what I done in Texas." Chairs creaked restlessly. The cowboy sat at the bar again, and quickly downed another beer. The locals watched as he stood up, paid the bill and walked outside to find his horse back where he'd left it. As he saddled up and set off out of town, the bar tender came out of the bar. Unable to control his curiosity, he approached the lone wanderer. "Say partner, before you go, tell me "what happened in Texas?" The cowboy turned back with a long face: "I had to walk home."

## DINNER IS SERVED

I'VE just been browsing through the minutes of a club's committee for a year (everyone should have a hobby). Most discussed topic? Their major competitive event... a shortage of marshals... how to get more young members? Close but not quite. No, most discussed: the annual dinner.

So, a typical club then. Yes, but the minutes in question were for the year 1950! Even then clubs were wrestling with how to make the damn things work, and the minutes recorded debates on whether it should be formal or casual; whether an earlier or later start would increase numbers; whether an increase in ticket prices would cause a collapse. And so on. All things still debated today.

Oh yes, plus one other thing — a guest speaker. In 1950 people like Sydney Allard were approached but with one difference — the minutes made no reference to any fees being paid. Nowadays clubs are sometimes shocked to find that someone who once scraped a third in class on an obscure event thinks this merits a speaking fee. Nonsense, of course, but then if a club is soft enough to pay...

What a club should do instead is look back to the last dinner. Can anyone even remember who the speaker was? No? Did tickets sell OK just the same? Then instead of paying for a speaker, get the local

Borough Surveyor (or his deputy) to say a few words and save the money. Because one thing is certain, guests won't remember individual elements of a dinner — the speaker or whether the disco was too loud (it was) or whatever. They will only remember the function as a whole, whether it was a 'reet good do' as the Ecurie God Fillet secretariat so poetically puts it.

And I think ensuring a reet good do means putting one person in charge — with support as necessary of course. That person should draw up a timetable and then stick to it. Most common cock-up? Starting too late. If the 8 on your '7.30 for 8' becomes 8.30 you will never pull back the half hour and speeches may be starting as dawn is breaking.

The person running the function (and all this applies if you are hosting a function to launch your new competition programme) should ideally also be the master of ceremonies when the speeches start. For instance, he or she should be the one to call for hush if noise levels rise while the mayor is speaking.

But what if it's you whose been asked to speak? Well, there are three golden rules: 1. Don't go on for too long. 2. Don't go on for too long. And, above all, 3. Don't go on for too long. After a quick calculation I find to my horror that I've given over 1500 speeches and listened to

more than 3000 — I mention that not to seek sympathy but to lead in to saying that during all that tedium I have NEVER heard anyone criticised for being too brief. Plenty have been criticised for overstaying their welcome, as well as for going over the heads of the audience by using jargon or telling long rambling tales about events long — and best — forgotten.

One other thing seems to be an instant nose-up-getter: vulgarity. I know that TV has now dumbed down to the extent that you need to go patholing to watch some of it, and it can't be long before a national programme covers the more complicated aspects of the Kama Sutra using only a tube of Smarties, a pop-up toaster and a pretty presenter that the director made earlier, but that's no excuse for four letter words during a speech. If the aforementioned mayor storms out with pursed lips, you won't have done the club much good in its locality and anyway, under the well known workings of Sod's Law, his brother will turn out to be one of your potential sponsors. Curtains.

Finally, before you shut up don't forget to propose any toasts you are down to do. Which reminds me, raise your glass and wish all club members a good Christmas and some exciting and safe motorsport in 2001.

Stuart Turner

Facts about...

### The British Lawn Mower Racing Association

- The Association was founded in 1973 in a local pub by a bunch of sporting enthusiasts bemoaning ever increasing costs in all forms of motor sport. This new and eccentric sport became an almost overnight success and after just two or three events in the first few years, soon became responsible for over a dozen events each season.
- The main aim of the Association is to provide keen, well organised and inexpensive motor sport. Racing takes place between May and October. There are afternoon meetings, the season long British National Championships, the British Grand Prix, the annual 12 Hour Endurance Race and the World Championships at the end of each year.
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- Sir Stirling Moss has raced lawn mowers

continued on page 11

## AUTOSCENE

**Motoring News**

REVIEWS FROM

**CLASSIC**

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Approximate values would be useful, but overall a great book.

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Cannon's heroic efforts at a sodden Laguna Seca to win by a lap. Good value at nearly £25.

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Obviously there are bound to be omissions among the 7,000 covered but

after much head scratching, all we could come up with was the Mini Mouse trike and, surprisingly, HWM which did, of course, build road cars.

But picking fault with such a labour of love is senseless. Georgano should be congratulated on having the vision to produce such an authoritative reference work. He will probably receive no thanks from those who plagiarise this encyclopaedia, but it will probably double in value in time. A must for all students of motoring history.

### COD FILLET QUIZ



1. Which race was known as the 'musical chairs' Grand Prix?
2. Who was nicknamed 'Nina'?
3. When and where did the standard E-Type Jaguar make its' competition debut?
4. Which works rally cars were painted apple-green for 1958?

ANSWERS ON PAGE 11

# MSA NEWS

## MSA-aided club projects top £1 million

Since its introduction as the 'windfall fund' in 1995, the MSA Club Development Fund has aided club motorsport initiatives with a total value of £1,000,890.

A total of 208 projects from MSA clubs have been considered, mainly for the purchase of safety-related equipment or improvement of venues.

With a maximum contribution of half the project cost up to £5,000, MSA had actually awarded £264,780 at the time of writing. Club investment and third-party sponsorship made up the remainder of project costs.

The future scope of the Fund has now been extended to support inter-association events and 'non-commercial' British championships.

## RAC breakdown service

Rumours have circulated, especially on the internet, to the effect that RAC Motoring Services have ended discount prices for MSA licence holders and will no longer recover competition cars from private property.

MSA has been assured that service will be provided if an Associated Club member (which includes anyone joining through an MSA motor club) is stranded on private ground. According to RAC, "this service is available where access is permitted and specialist equipment is not required".

In other words, if your car has broken down in the paddock or stopped at the side of a Forestry Commission road, the RAC will come and get it; if your car is upside down at the bottom of a 150-foot ravine, they will not. Which seems reasonable.

MSA licence holders wishing to join the RAC should call 0345 414151 during office

hours. To get the special prices and the off road cover, you must quote reference "AU0003".

Associated Club members will receive all benefits enjoyed by members in the public sector, plus 15% discount off applicable RAC enrolment and renewal prices, exclusion from certain surcharges when purchasing RAC Motoring Abroad services, and incentives for switching to a continuous payment method.

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

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

## Careers at Autosport Show

Motorsport enthusiasts visiting Autosport International at Birmingham NEC (11-14 January) will have a chance to convert dream into reality if they visit the dedicated Careers in Motorsport section in Hall 20.

Exhibitors include universities and colleges specialising in motorsport, recruitment consultancies, training agencies, and personnel departments of major employers.

More information at [www.autosportinternational.com](http://www.autosportinternational.com), [www.motorsport.cranfield.ac.uk](http://www.motorsport.cranfield.ac.uk) or [www.myerscough.ac.uk](http://www.myerscough.ac.uk).

## QUIZ ANSWERS

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## REGIONAL COMMITTEE

The final meeting of the year (writes Bob Milloy) commenced with a discussion on two items from the Rally Safety Study Group report: the imminent 'sick' tyre ban and licensing for new competitors.

The committee expressed concern over communication and notification and asked that MSA publicise the background to the ban, and take note of expert views on options for licensing and tuition of rally competitors.

Details were given of the Club of the Year competition, officials' seminars, the Club Development Fund, the MSA website and opportunities for downloading the Club Manual and the newly-warded signing on forms by e-mail.

Aan Parker gave a thought-provoking presentation of her work on the Regional Development project. It was agreed that improvements in communications and opportunities for further development should be investigated.

Items from recent Off-Road, Safety and Rallies committees included voluntary licensing and training of National B stage rally clerks of the course, proposals for voluntary licensing of event safety officers, and the availability and funding of rescue units.

Details of the inter-association events were given, including road rally, off road RTV trial, autohikes, 2000 forest stage rally challenge, and dates for 2001.

David Kersey outlined his Motorsport Facilities Unit report, which included reference to set-aside land guidance, certificates for lawful use as an alternative to planning permission, and the Countryside & Rights of Way Bill amendments.

Items from individual regions for debate included definition of rally finishers, association clinic rally championships, association fixture lists, and licensing and registration of voluntary officials.

Bill Trougher and Nicky Maffitt were elected as Regional Committee chairman and vice-chairman respectively for 2001.

Facts about... Cont'd from page 1

and has won both the British Grand Prix and the annual 12 Hour Race. Derek Bell has won the 12 hour twice having had most of his training while winning the Le Mans five times.

• Further info:  
[www.racemower.co.uk](http://www.racemower.co.uk)

## TECHNICAL TIPS

SUPPLIED BY  CARS AND CAR CONVERSIONS

## Tyre Pressures

THE question is simple enough "how do you know which tyre pressures to run?"

And the simple question is: 'The tyre pressures that give you the best performance from the tyres' - for a competition car, for a road car it's a very different story. With a competition car, finding the optimum pressures is no simple task, so you start at the obvious place, the tyre manufacturer's recommended settings.

From here you go testing with the corner weights adjusted and the steering geometry checked and set to where you think it ought to be. What you then need is a tyre temperature gauge. The tyre manufacturer will also be able to tell you the temperature at which the tyres deliver the best performance and when they are overheating. Off you go for half a dozen laps to get the tyres warm and then you come into the pits. The first thing to check is the hot tyre pressure. This is the pressure you are driving with, not the cold pressure you started with. As the tyre heats up, the air expands and the pressure increases. You also need to know the tyre temperature - measured across the tread, i.e. outside, centre and inside.

For correct tyre pressure the theory says that the average of the inner and outer temperatures should equal the centre reading. For example: 50/60/70 deg across the tread would be right even though the temperature spread might not be ideal. If the centre temperature is higher than the average, you let some air out, if it's lower you put some air in. That's the theory, but it doesn't always work out to be the best setting. The tyre pressures can be used to balance the car, i.e. add some oversteer or understeer and this often gives better lap times, even though the temperature spread is telling you otherwise.

You should, again in theory, alter the camber angles to get an even temperature spread across the tyre, but sometimes you get better lap times with the outside of the tyre running a touch hotter than the rest, and no, I don't know why....

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A Merry Christmas  
and a Happy New Year  
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Motoring  
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CLASSIC  
CARS

MSA  
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DUNLOP

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**Motoring  
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**CLASSIC**  
A SPORTS CAR

**MSA**  
MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

**CARS**  
and CAR CONVERSIONS

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

## NATIONAL TREASURE

**A**s a rule I avoid writing about an individual make of car in *Wheels* because quite a number of the 400 or so clubs taking it are one-makes and I know how sensitive and protective they can be. And, of course, as a Dellow owner it would be difficult to stop a patronising sense of superiority creeping in. But I think there's one make that it is quite safe to discuss because I'm sure every right thinking enthusiast regards it with affection. Morgan.

I began to appreciate some of the make's magic when a neighbour, driving me to the factory in his +8, casually let slip that he has had hesting put in the side of the garage where the Morgan lives... while his XKR shivers in the other section.

The magic became even more obvious on the road. With the top down and the wind in the hair (and in virtually everywhere else) the sense of speed is such that it must be one of the safest cars around - 60 feels like 80 so you don't need to drive like a Hatchback Henry to prove that your testosterone tank is full. At one point I thought we were about to break the Land Speed Record and looked up to find that we were actually overtaking a Monda... towing a caravan.

There isn't a lot of fun in motoring today but the Morgan certainly puts plenty back. It's probably politically incorrect to

mention it but girls actually smile at you in towns which, believe me, is a major plus when you've reached the age where you're glad if even mosquitoes take an interest in your body.

Approaching Malvern I expected to see large brown signs directing people to the factory as a national heritage site. Zilch. Which either means the town isn't as proud of the place as it should be, or they think the cars are like pigeons and have an inbuilt homing instinct.

I thought the reception area would be quiet and sleepy. Wrong. It was like a busy United Nations with four other nationalities having already signed in that day before us. Posters and plaques on the walls remind you that this is a company with motorsport in its very soul - trials awards in 1911 for instance only a year after the company was formed. I remember that at the height of the TR domination of the UK rally scene in the '50s you always had to keep a wary eye on any Morgans, and the car has been in step with the sport ever since.

If you saw that TV programme by the management guru, you might expect a workforce hauling water from a well, pausing only occasionally for a spell of fence wotting or Morris dancing. Forget it. I found a bunch of people who looked as if they knew exactly what they were doing and with a very keen eye on quality. One

car had a small ding which on many more expensive machines would have been dismissed as patina... from the concern being shown I felt rather sorry for whoever had done the deed. My guess is that if the stocks are still working in Malvern, he's in them.

And as for the woodwork, well it reminded me of the Mouseman making furniture up in Yorkshire in the lee of Sutton Bank. And anyone who has been there will know what a compliment that is.

If the calls and letters cascading in about the new Aero 8 are anything to go by (the tub incidentally looks as if it is straight out of a competition shop) then the future of Morgan is assured.

Just one tiny concern. Although we were shown round by a keen member of Ross and District Motor Club (another celebrating a 50th this year) we talked more about the terrors of Type Approval than the majesty of our sport.

So here's a suggestion. If rules and regulations ever put the future of companies like Morgan in peril, club members should rise and march en masse on Brussels and with drawings (in quintuplicate if necessary), show the bureaucrats exactly where they should put their legislation.

I hope you will allow me the honour of carrying the banner. *Stuart Turner*

## Facts about... Autotesting

- With over 450 events each year, Autotesting is one of the top "entry level" categories of motorsport.
- The aim is to drive around a set of marker pylons and across lines on a set route as fast as possible. Often reverse manoeuvres will be included. Time penalties of 5 or 10 seconds will be added for line and pylon faults.
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"A series of four posts will be arranged at equal distance apart, hoop-in rings and coconuts will be placed on the posts. The entrant who dislodges the coconuts and impales the rings on his "sword" in the fastest time will be the winner!"

- Up to the late 1970s most Autotest competitors drove their cars to the event, competed in the tests, and drove home again in their everyday cars.
- Now many Autotest Cars have become lightweight specialised machines, brought to the event on trailers. However these cars only account for part of the Autotest scene, and are used mainly for MSA British, BTRDA and Association Autotest Championship events, normally using fairly complex test layouts.
- At Clubman level you can compete in production car autotests, all forward autotests, grass autotests and simple test-

*continued on page 11*

## AUTOSCENE

**Motoring News**

REVIEWS FROM

**CLASSIC**

**THE DERBY BUILT BENTLEYS**, by Bernard L King, published by Complete Classics, PO Box 2004, Coulsdon, Surrey CR5 2ZP, £18.95, ISBN 0 9530451 3 7

Like its three Rolls-Royce predecessors in Bernard King's privately published series, this unpretentious 350-page paperback is stuffed with so much information, much of it completely fresh, that no Derby Bentley lover can be without it.

Coachbuilders' profiles, published references, specifications, experimental cars, handbooks and catalogues are all covered in this labour of love. Excellent.

**DAN GURNEY** The ultimate racer, by Karl Ludvigsen, Haynes, £25, ISBN 1 85960 655 5.

Fourth in Ludvigsen's series on racers, following Fangio, Moss and Stewart - and the first book devoted entirely to Gurney's

racing career - this is packed with racing images from the '60s, Gurney's heyday, from the early Parsches to the stock cars, Ford to Mopar. There's just one picture of Ol' Yeller; Gurney only drove it once. Words are focused, and offer much insight into the character of the icy-calm all-American racer. Worth having.

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researched - Morgan has talked to all the right people, including Helmut Flagl and Peter Falk - and absorbing.

**ROAD AND TRACK ILLUSTRATED AUTOMOTIVE DICTIONARY**, by John Dinkel, Bentley Publishers, \$19.95, ISBN 0 8376 0143 6.

A crucial book for those who don't find technical and mechanical details as natural as breathing. In 250 pages there are thousands of entries explaining in layman's terms just about every phrase that will ever arise about a car. This often borders on the simplistic - "Fuel consumption: the amount of fuel consumed divided by the distance driven" - but the information is relevant and useful. If talk of torsion bar suspension or swing axles has ever left you numb, you'll find the answer here.

**THE BMW 02 SERIES** The cult car, by Walter Zeichner/Dirk Strassl, BMW Mobile Tradition, £30, ISBN 01 09 0 035 276.

The cult car will grace any '02 fan's coffee table, at a price. Its excellent illustrations

include Georg Bartram's final drawing that defined the car's shape in May 1965 and lots of period photos with German landmarks as backdrops - including the 1600's debut in front of Munich's Opera House, on BMW's 50th anniversary, March 9, 1966. All the model variants are described with amusing understatement - such as 'a good compromise' (for the large convertible) and 'an experiment' (for the touring). And there's a fabulous selection of motor sport photos, including Hans-Joachim "Straitzel" Stuck at the old Ring - his '02 cocking its nearside front wheel at least six inches in the air.

### COD FILLET QUIZ



1. Who designed the Beatrice-Lola THL-1?
2. With which team did Ayrton Senna drive after his first season with Toleman?
3. For how many years was Sir Stirling Moss runner up in the World Championship?
4. Who was known as 'Motor racing's finest ambassador'?

ANSWERS ON PAGE 11

## Moulded tyres for UK stages

Slick and cut slick racing tyres will be banned from UK special stage rallies after 31 December 2000. Exceptionally, Dunlop will be permitted to supply factory-cut slick tyres until 1 July 2001, but competitors will not be allowed to make any alteration to the Dunlop tread pattern.

This decision by the Motor Sports Council was among the changes recommended by the MSA Rally Safety Study Group, which met earlier this year to examine every aspect of rally safety, including vehicle regulations, organising rules, and protection of spectators, officials and competitors.

From 1 January 2002, a new Stage Rally Driver competition licence will be introduced, together with a mandatory 'starter pack' similar to those already supplied to novice drivers in car and kart racing. Mandatory attendance at an approved rally school will apply from the same date, subject to the Council being satisfied that suitable schools are available in all parts of the UK.

The starter pack and rally school attendance will be highly recommended for new special stage drivers in 2001.

## Rally reminder

The Network Q Rally of Great Britain takes place on 23-26 November, based in Cardiff. Admission to all rally venues is by ticket only. Advance tickets can be bought by credit card, either from the booking office (tel 0132 785 0291) or on the official website ([www.network-q.co.uk](http://www.network-q.co.uk)).

## British GP

The FIA World Motor Sport Council has confirmed that there will be a British Grand Prix at Silverstone next year, and that the event will return to its more traditional

date of Sunday 15 July.

The definitive F1 calendar now looks like this:

March 4	Australia (Melbourne),
March 18	Malaysia (Kuala Lumpur),
April 1	Brazil (São Paulo),
April 15	San Marino (Imola),
April 29	Spain (Barcelona),
May 13	Austria (Spielberg),
May 27	Monaco (Monaco),
June 10	Canada (Montreal),
June 24	Europe (Nürburgring),
July 1	France (Magny-Cours),
July 15	Great Britain (Silverstone),
July 29	Germany (Hockenheim),
August 19	Hungary (Budapest),
September 2	Belgium (Spa),
September 16	Italy (Monza),
September 30	United States (Indianapolis),
October 14	Japan (Suzuka).

## British Rally Championship

Motor Sports Association is pleased to announce that – following intensive discussions with interested manufacturers and teams – a new format for the British Super 1600 Rally Championship has been agreed for 2001 and beyond.

Acting as a 'curtain-raiser' to each round of the British Rally Championship (World Rally Cars, Production Cars, etc), the new Super 1600 series will run as stand-alone one-day events. Each will take place on the first day of the British Championship round and will include a number of innovations aimed at improving publicity and reducing costs.

It is proposed that reconnaissance and scrutineering for Super 1600 drivers will take place on the day before their rally. A manufacturer-organised Rally Show will take place that evening. Strong single-make championship support is expected from the participating Super 1600 manufacturers.

First Motorsport will be retained to promote both the British Rally Championship and the British Super 1600 Rally Championship.

Facts about... *Contd from page 1*

layout autotests using your everyday saloon or sports car, with very few modifications necessary.

• Drivers can compete in Autotests at 16 years old and in Production Car Autotests at 14 years old.

## QUIZ ANSWERS

1. Ross Brown
2. John Player Special Team Lotus
3. 4 times (55/56/57/58)
4. Graham Hill

Commented MSA Chief Executive John Quenby: "This is very good news for British rallying. It means that the resources and promotional expertise of all the manufacturers involved in the sport can now be focussed on a common aim, working with the governing body to develop the two British championships for the long-term benefit of rallying as a whole."

Requests for 2001 British Rally Championship regulations should be sent to: John Horton Motorsport Management, PO Box 200, Sutton Coldfield, West Midlands B75 7TR (tel 0121 378 2828, fax 0121 378 0500, email [brc2001@jhmm.co.uk](mailto:brc2001@jhmm.co.uk)).

## New websites

[www.f1fanclub.com](http://www.f1fanclub.com) promises exclusive interviews, news and images direct from grand prix and access to F1 teams and events. [www.cybersnippets.com](http://www.cybersnippets.com) is an online magazine biased towards vintage and classic car competition.

[www.itouch.co.uk](http://www.itouch.co.uk) offers live coverage of F1 on mobile telephones, plus news between events.

[www.autosport-international.com](http://www.autosport-international.com) is the official site for next January's show at the NEC. Trade visitors can register on line.

[www.colinmoss.com](http://www.colinmoss.com) is the personal website of Britain's favourite rally driver, which promises unpublished photographs, live World Championship results and an email postcard service.

# TECHNICAL TIPS

SUPPLIED BY  CARBS  
AND CAR CONVERSIONS

## Loss of Power

ONE question that is constantly cropping up is that of BHP at the wheels. Some people appear to be at a loss to understand how some engines can lose a lot more through the transmission than others, and why do rolling roads vary so much?

First let's make it clear that BHP is a specific measurement. If rolling roads vary then one or more is inaccurate. OK, if you keep to the same rolling road on an increase in an increase, but we think this is misleading.

Brake Horse Power is a rate of doing work. If I can move a 33,000lb load one foot in one minute, I have expended 1 bhp in doing so. The 'B' in bhp stands for 'Brake' or engine brake which is a machine for measuring torque and engine speed. The machine holds the engine at a specific rpm and measures the torque generated at the flywheel. Combine this with engine speed (revolution) in a given time (minutes) and we can calculate bhp.

A rolling road operates against the driving wheels and therefore measures the torque at the wheels and the speed of the wheels in rpm. Hence the bhp at the wheels figure takes whatever torque is multiplied by the gearbox and diff ratio into account. Now, in theory, a gearbox will multiply the torque, but the rpm will come down and the end result should be the same, e.g. introduce a two-to-one gear ratio and torque is doubled, but speed is halved. The end result is the same. So why is it that when you run a car in second gear as opposed to top, you get a much higher bhp reading at the wheels?

The answer is transmission losses. The friction losses in the drive train increase with speed. If you run in top gear, you are maybe doing 120mph, compared to perhaps 60mph in second. Therefore the bhp at the wheels will be much higher in second gear than in top. Next let's consider how high those losses will be. Much of the lost power is absorbed by the tyre. On a rolling road, flexing the sidewall takes up a fair amount of effort. A car with a big power output will dig in on the rollers as you nail the throttle, plus you will need a body or two in the boot to prevent wheelpin. The total loss in this case might be as much as 35bhp. Now fit a much less powerful engine and you only measure 15bhp transmission loss. The answer is to measure everything on an engine dyno directly from the flywheel and only use the rolling road as a setting-up device. Sadly not many of us have an engine dyno facility!

2000

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Date	Event	Club	Based	Type	Surface	IRISH FOREST	IRISH TARMAC	DUNLOP NATIONAL	WORLD RC	BHC	SCOTTISH	BTRDA	WELSH N	WELSH C	S/DEVICES TAR	ANCRO
01-Sep	Speyside		Elgin	M	F						Y					
01-02 Sep	Woodpecker	60 & Worcs	Ludlow	M	F						Y	Y				
02-Sep	Galway		Eire	M	T											
08-Sep	Centurion	Hadrian	Hexham	M	F											Y
09-Sep	Cork 01/02	Cork	Eire	M	F	Y										
09-Sep	Castle Single Stage		Eire	S												
15-16 Sep	Wexford		Eire	M	T										Y	
16-Sep	Lindsfame			M	T					R						
20-23 Sep	NEW ZEALAND								Y							
22-Sep	Plains	Knutsford	Newtown	M	F							Y	Y			
23-Sep	Clare		Eire	M	T			Y								
29-Sep	Trackrod	Trackrod	York	M	F					Y						
30-Sep	Birr 01/02	Birr	Eire	M	F	Y										
04-07 Oct	SANREMO								Y							
06-07 Oct	Cork 20		Eire	M	T		Y									
06-Oct	Park Systems	Machars	Ayr	M	F						Y					
13-Oct	Harvest	Donegal	Eire	M	T			Y								
18-21 Oct	CORSICA								Y							
20-Oct	Bulldog		Shrewsbury	M	F					Y			Y			Y
21-Oct	Limerick 01/02	Limerick	Eire	M	F	Y										
28-Oct	Fastnet	Skibbereen	Eire	M	T			Y								
01-04 Nov	AUSTRALIA								Y							
02-03 Nov	Galway West 2001		Eire	M	T		Y									
03-Nov	Cambrian	North Wales	Llandudno	M	F							Y	Y			
04-Nov	TBA Single Stage		Eire	S												
18-Nov	Kerry Single Stage		Eire	S												
22-25 Nov	RALLY GB								Y							
02-Dec	Killamey Historic		Eire	M												
09-Dec	Wexford 01/02		Eire	M	F	Y										
16-Dec	TBA Single Stage		Eire	S												

#### Championships

BHC	British Historic Championship	6 from 8
SCO	Scottish Championship	6 from 8
BTR	B.T.R.D.A.	6 from 10 (9)
WEN	Welsh National	6 from 9
WEC	Welsh Clubman	

Gavin Heseltine has supplied this chart of events for 2001, it may come out a little small in the magazine

This interesting piece of information was E mailed to me, it may be of interest

## **NOTICE OF REVOCATION OF INDEPENDENCE**

**To the citizens of the United States of America,**

In the light of your failure to elect a President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective today.

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all States, Commonwealths and other territories, except Utah, which she does not fancy.

Your new Prime Minister ,The Rt. Hon. Tony Blair, MP( for the 97.85% of you who have until now been unaware that there is a world outside your borders) will appoint a minister for America without the need for further elections. Congress and the Senate will be disbanded. A questionnaire will be circulated next year to determine whether any of you noticed. To aid in the transition to a British Crown Dependency, the following rules are introduced with immediate effect:

1. You should look up "revocation" in the Oxford English Dictionary. Then look up "aluminium". Check the pronunciation guide. You will be amazed at just how wrongly you have been pronouncing it. Generally, you should raise your vocabulary to acceptable levels. Look up "vocabulary". Using the same twenty seven words interspersed with filler noises such as "like"and "you know" is an unacceptable and inefficient form of communication. Look up"interspersed".

2. There is no such thing as "US English". We will let Microsoft know on your behalf.

3. You should learn to distinguish between the English and Australian accents. It really isn't that hard.

4. Hollywood will be required occasionally to cast English actors as the good guys.

5. You should relearn your original national anthem, "God Save The Queen", but only after fully carrying out task 1. We would not want you to get confused and give up half way through.

6. You should stop playing American "football". There is only one kind of football. What you refer to as American "football" is not a very good game.

The 2.15% of you who are aware that there is a world outside your borders may have noticed that no one else plays "American" football. You will no longer be allowed to play it, and should instead play proper football. Initially, it would be best if you played with the girls. It is a difficult game. Those of you brave enough will, in time, be allowed to play rugby(which is similar to American "football", but does not involve , stopping for a rest every twenty seconds or wearing full kevlar body armour like nancies). We are hoping to get together at least a US rugby sevens side by 2005.

7. You should declare war on Quebec and France, using nuclear weapons if they give you any merde. The 98.85% of you who were not aware that there is a world outside your borders should count yourselves lucky. The Russians have never been the bad guys. "Merde" is French for "shit".

8. July 4th is no longer a public holiday. November 8th will be a new national holiday, but only in England. It will be called "Indecisive Day".

9. All American cars are hereby banned. They are crap and it is for your own good. When we show you German cars, you will understand what we mean.

10. Please tell us who killed JFK. It's been driving us crazy.

## **AUTOTEST CHAMPIONSHIP 2000**

These are the overall positions, all contenders have been sent a complete score sheet.

Rob White	307
John Taylor	301
Dave Short	287
Richard Wood	171
Howard Everingham	167
Roy Heath	91
Steve Young	60
Graham Hardwick	35



I have been sent some info on the above event. It is an endurance rally for amateur teams in standard production cars. The aim is to drive the length of Europe from the Royal North Cape Club at Nordkapp in Norway to the Citadel in Cape Tarifa, in southern Spain a distance of some 4000 miles.

The event is between Sunday 1<sup>st</sup> July  
Scrutineering in Newcastle upon Tyne  
Ferry departs Newcastle Monday 2<sup>nd</sup> July  
Finish Cape Tarifa ,Spain Sunday 8<sup>th</sup>/Monday 9<sup>th</sup> July.

Further details from Tony Stubbs at Motor Challenges Ltd, on 01209 842448  
Or E mail [tony@capetocape.co.uk](mailto:tony@capetocape.co.uk).

## North Humberside Motor Club Calendar 2001

7 <sup>th</sup> January	Autotest
13/14 <sup>th</sup> January	Measham Trophy Rally (Vintage)
4 <sup>th</sup> February	Riponian Rally
11 <sup>th</sup> February	Autotest
17 <sup>th</sup> February (I think, it may be 24 <sup>th</sup> .)	Delacy Forest Rally
10 <sup>th</sup> March	Dinner and Awards Presentation
31 <sup>st</sup> March	North Humberside Forest Rally
15 <sup>th</sup> April	Lookout Stages Rally Melbourne
9 <sup>th</sup> June	John Overend Memorial Stages Rally Manby
1 <sup>st</sup> July	Dalton Park Classic
2 <sup>nd</sup> September	Sledmere PCT
29 <sup>th</sup> /30 <sup>th</sup> September	Trackrod Yorkshire Forest Rally
4 <sup>th</sup> November	Autotest

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