



Wheels

CHRISTMAS CRACKERS

A recent newspaper article highlighted the fact that keeping the brain active helps stop memory loss (I'd quote from the piece in more detail but I can't remember where I've put it) so to help this noble process here is a longer Cod Fillet Quiz to drive you crackers whilst whiling away the winter hours. Before turning you loose on it though, on behalf of all those involved in Wheels I'd like to wish you a very Merry Christmas and great motorsport in 2007.

Stuart Turner

COD FILLET QUIZ

1. What engine powered the Morgan Type F Super 3 wheeler?
2. Which racing driver was known as "Il Pirata" (the Pirate)?
3. In 1952 which coachbuilder bodied the Continental Bentley (the fastest 4 seater in the world)?
4. Who won the first Dundrod TT?
5. Who designed the Alfa Romeo Monoposto Tipo B GP car?
6. When and where was the first victory for the H.W. Alta?
7. Which make of British car was the first to have a steering column gearchange?
8. In what year was the Monte Carlo Rally and Le Mans won by the same make of car?

9. Where, when and who drove the FI Shadow-Ford to its GP victory?
10. The 1928 TT held at ARDS ... Who won and what was unusual about the winning car?
11. Name the drivers/co-drivers of the factory team of Riley 1.5's in the 1958 RAC Rally?
12. Whose initials did FI teams MARCH and ARROWS have in common?
13. Name the co-driver to Jim Clark in the 1966 RAC Rally?
14. Which car was noted for being advertised in the 'Church Times'?
15. In which year was the Formula 1 manufacturers championship inaugurated?
16. Which car is reputed to have had the original team GT model?
17. Name the two Triumph works drivers who should have driven the prototype 2.5 saloons in the ill-fated 1967 RAC rally.
18. What make was the much loved Brooklands racing car called 'Vieux Charles Trois'?
19. Who was the first official World Rally Champion and when?
20. Who joined forces with John Heath to form HWM?
21. Who designed the Jaguar E type and the XJ13?
22. Who was 'The Flying Celt'?
23. Who, in 1951, won the last major Formula libre race at Gamston, Notts?
24. What do the initials NASCAR stand for?
25. What is the colour 'Granatelli Green' as described by Colin Chapman?
26. Who was the 'second' driver to Jim Clark (Team Lotus) at the '65 Indy 500?
27. Who won the 57th and last Targa Florio?
28. In 1967 Alvis ceased car production. What was the last model?
29. When and where was the first Grand Prix win for BRM?
30. Who won the very first Motoring News rally and when?
31. When did A.J. Foyt win his first Indy 500?
32. Who won the inaugural Birmingham 3000 super prix?
33. Name the first woman to start a World Championship GP.
34. How many times have SAAB won the RAC Rally?
35. Tiff Needell started in which WRC F1 race only to retire with engine problems?
36. On the 1981 Liege-Rome-Liege there were 85 starters. How many finished?
37. What was the make and type number of the 'Birdcage'?
38. What make and type number were the 'Cream Crackers'?
39. On which car did the name 'Jaguar' first appear?
40. Which was the first British car to sell one million examples?

ANSWERS ON PAGE ii

CROSS-COUNTRY

New BORC Champion:

Four drivers went into the final round of the Matador British Off-Road Championship with a chance of taking the 2006 title. The wet conditions on the Army test track at Driffeld in East Yorkshire caused problems for some drivers on the first days runs, but on Day 2 dry conditions saw quicker times being posted by most, as the championship was still to be won or for that matter lost. The 2005 title, holder Keith Lewis, went into the last round leading the championship but was forced to retire 3 runs short of the finish complete with a mechanical failure. It was Colin Gould who set the best times of the day, with Simon Bown just a couple of seconds behind, but just unable to better Colin's times. Meaning Colin took the 2006 MSA Matador British Off-Road Championship by a narrow margin, after a close and hard fought season.

Results for the 2006 Championship

- 1st Colin Gould, Mattserati: 327 points
- 2nd Simon Bown, Land Rover Special: 314
- 3rd Keith Lewis, Simmbugghini: 299
- 4th Alec Lofthouse, Lofthouse Pro LD4: 287
- 5th Carl Duffield, Tornado 2: 279

AUTOSCENE



REVIEWS FROM



THE LOST GENERATION - The brilliant but tragic lives of rising British F1 stars Roger Williamson, Tony Brise and Tom Pryce

ISBN 1 84425 205 1
David Tremayne, Haynes Publishing, £30
Beautifully written and exhaustively researched, this moving story chronicles the lives of F1 hopefuls, Williamson, Brise and Pryce, whose lives were cut short by tragic accidents - two on the track and one in an aeroplane.

Tremayne tracks down family, friends, rivals, wives and lovers to bring this story vividly to life. It's an emotional rollercoaster, from early success to the tragic inadequacies of 1970s motor sport safety and the pain of those

closest at each grim end. Tremayne's aim was to ensure Williamson, Pryce and Brise are not forgotten and this is better than any cold statue or memorial stone. You can't help but be absorbed by the poignant story and, like foreword author Tom Wheatcroft you'll want to read it from cover to cover undisturbed.

MOTOR RACING AT OULTON PARK IN THE 1960s

ISBN 1 84584 038 0 Peter McFadyen, Veloce, £12.99
We're fans of Veloce's enjoyable picture-led *Those were the days...* series and this latest effort focuses on the action at Britain's most beautiful racing circuit, Oulton Park, during its glory years. Author McFadyen was

Autosport's regular photographer in Cheshire during this era and saw the racing first hand, so the extensive captions to his evocative photographs make this much more than simply a picture book. Most of the top formulae appeared at Oulton - F5000, F3, saloons and big-banger sports-prototypes - and as well as vivid action studies there are some intriguing behind-the-scenes paddock studies.

Anyone with fond memories of spectating at Oulton will relish this bargain paperback.

AVE ATQUE VALE - The story of the Vale Special

ISBN 0 9553010 0 9 Dave Cox, Martin Publications, £25.95 plus £5.25 p&p (available from Dave Cox, Brambles, Tavern Lane, Newnham Bridge, Tenbury Wells, Worcs WR15 8LR)
Thank heavens for amateur publishing. No mainstream company would consider a

history of the 1932-'35 Vale Special and its captivating story would have gone untold. Marque fanatic Cox has done a superb job in unearthing every facet of the life and times of the Triumph-powered, double-underslung sports car. Conceived by a tuberculosis-afflicted aristocrat whose dancer girlfriend went on to be one of film director David Lean's six wives, the Vale might have survived longer had its creator not been forced to retire to a sanatorium and his lieutenant not smashed himself up in a racing accident. Using the testimony of key players, and a comprehensive selection of photos, Cox tells the colourful saga well, details the car's racing successes, and lists all known Vales from the 60-odd produced. A superb effort.

The phone number for Veloce in the 9/06 issue of Wheels should have been 01305 260068.

Marshals to be heard

The MSA has announced a series of initiatives to ensure that the 13,000 registered marshals and volunteer officials have a stronger voice in the development of the sport.

In 2007, under the existing Training Steering Group, the MSA will create the Marshals Working Group and the Volunteers in Motorsport Working Group. These sub-committees will be responsible for bringing issues affecting marshals and volunteer officials to the legislative process, particularly pertaining to recruitment, retention, training and working conditions.

It has also been proposed that marshals' interests should be better represented on the Motor Sports Council and this particular responsibility will be taken on by Nicky Moffitt, Chairman of the Regional Committee.

In addition, the hugely respected Barry 'Whizzo' Williams – President of the British Motorsport Marshals Club – will join the Race Committee from the start of 2007, bringing his wealth of experience to the table with regard to circuit racing.

Colin Hilton, Chief Executive of the MSA, said: "Volunteer officials and marshals are essential to the sport and the falling numbers have been identified as one of the most serious issues facing the future development of the sport. In recognition of this, we launched the MSA Volunteers in Motorsport programme last year

and this has not only helped to halt the decline but has led to an increase of more than 500 registered marshals in its first year.

"We have now looked at the structure of the sport to make sure that the marshalling community is well represented on our committees and these changes should ensure that they have a stronger voice in the legislative process. We believe that this is a significant step forward and is recognition of the important role of marshals and volunteer officials in the sport."

These proposals will be taken to the Motor Sports Council for approval at its next meeting in February 2007, after which time the composition of the sub-committees will be finalised.

International Baja GB

The Baja GB, on 17-19 August, is now a round of the 2007 FIA International Cup for Cross-Country Bajas, following the World Motor Sport Council's decision to include the event in the FIA championship calendar.

FIA Cup for MSA

The MSA congratulated Scottish driver, Ryan Sharp, on his title-winning weekend at Estoril Circuit, Portugal on 21/22 October). The 27-year old dominated both \$2000 races at the wheel of his GR Asia Seat Leon to take the 2006 FIA European Touring Car Cup. Sharp's achievement also earned the MSA the FIA Touring Car Nations Cup.

Third young Brit

The MSA also congratulated British driver, Paul di Resta, on winning the 2006 Formula 3 Euro Series championship. The 20-year-old Scotsman – a cousin

of IRL star Dario Franchitti – is the third British driver in succession to lift the coveted junior title.

Colin Hilton, MSA Chief Executive, comments: "The achievement of Paul di Resta is truly outstanding and hugely significant for UK motor sport. What is especially pleasing is that like so many other aspiring F1 drivers Paul began his career in UK karting before graduating to the Formula Renault UK Championship. His success in the F3 Euro Series, added to that of Jamie Green and Lewis Hamilton in previous years, is a great inspiration for all young drivers currently racing in the junior categories in the UK".

No piercing

Extract from recent MSA Scrutineers e-bulletin

Some competitors pierce the shoulder straps on harnesses to use such as small tie wraps to secure communication cables etc. This is not acceptable and any harness that has had such or similar treatment is to be rejected. Some harness manufacturers now provide small Velcro loops or similar and if part of the original harness then that is fine. It is generally very obvious if the harness is as originally supplied by the manufacturer or otherwise.

This issue of *Wheels* is dedicated to the memory of JOHN HOPWOOD who died recently. The driving force behind *Ecurie Cod Fillet*, John brought much-needed fun and laughter to our sport. He will be greatly missed.

QUIZ ANSWERS

1. Ford I I 72cc
2. Felice Bonetto
3. H J Mulliner, costing £6,928
4. Stirling Moss, Jaguar, 1950
5. Vittorio Jano
6. MANX Cup 1949
7. Triumph (1946)
8. 1956 (Jaguar)
9. Austrian GP, 1977, Alan Jones
10. Kaye Don in a S/c Hyper Lea-Francis with Front Wheel Drive
11. Nancy Mitchell and Joan Johns, Ken Lee and Archie Sinclair
12. Alan Rees (AR)
13. Brian Melia
14. Trojan
15. 1958, won first by Vanwall

16. Lancia Aurelia GT (Gran Turismo) from 1951. The term GT has been devalued since due to indiscriminate use!!
17. Roy Fidler and Denny Hulme
18. Lorraine – Dietrich 15 litre, 1912
19. Bjorn Waldegard in 1979 (Ford)
20. George Abecassis.
21. Malcolm Sayer
22. John Godfrey Parry Thomas, died 1927, Pendine Sands
23. Reg Parnell, 2 ltr ERA R4Dsc
24. National Association of Stock Car Auto Racing
25. Red (STP colours)
26. Bobby Johns (finished 7th behind winner Jim C)
27. Gijs van Lennep, Herbert Muller, Porsche 911 Carrera

28. Alvis TF 21
29. Dutch GP 1959, Jo Bonnier, BRM P25
30. Michael Sutcliffe/Phil Crabtree, Mini – Yorkshire Rally 1961
31. 1961
32. Luis Sala (rain stopped the race after 24 laps)
33. Maria-teresa de Filippis – Belgian GP '58
34. 5 times (3x Carlsson, Blomqvist, Lampinen)
35. 1980 Belgian GP, Zoldar, Ensign N180
36. Eight
37. Maserati Tipo 60/61
38. 1937 MG Type TA
39. The 1935 SS Jaguar 2 1/2 litre
40. The Morris Minor (1948 to 1961)

For some, the Marshalling season is over, for the hardier among us, the best is yet to come.

But, if you are taking to the woods this winter, it's not a bad idea to pause for thought first and do a few checks.

Start with "Number 1." Are you going to be warm enough? Thermal "long combs" might still arouse derision amongst some, but there are plenty of bright – and warm – people under the age of 30 who wouldn't be without them on a winter rally.

Whether you go for them or something else, wrap up warm and take plenty of extra layers.

Keeping warm means not neglecting the extremities, either, so pack a woolly hat – or two – some thermal gloves – and some waterproof gloves that will fit over them – and wear thick socks inside those stout boots.

Always, always have a decent waterproof coat, with a hood that will cover your thermal hat and a pair of waterproof trousers with you. If your waterproofs aren't reflective, then pack a reflective vest, too.

Next comes internal warmth – a flask or two of hot coffee, tea or, best of all soup, plus plenty of food and chocolate. Forget the diet for a day and make sure you have all the additional energy you are likely to need. The really well equipped will pack a camping stove, food to cook and water, with a windshield and other ancillaries.

Then there's the torch – and plenty of spare batteries. Having a head torch – the sort that cavers use – is not a bad idea to avoid stumbling in the dark, but also have a traditional "flashlight," that can throw a big beam with you too.

Pack your First Aid kit – and make sure it's bigger and more comprehensive than the standard car kit. If you know how to use them, include Guedel airways and a set of collars. You don't have to be a doctor or a paramedic to use either, but you do need to know what you are doing.

Almost there now, but a fire extinguisher would be nice. A hand held, dry powder extinguisher is perfect – but make sure it has an "ABC" rating. Some dry powder extinguishers sold for car use are "BC" rated, which means they will deal with fuel and gasses, but aren't intended for paper or wood.

Last of all, pen, paper and something waterproof to put them in – and don't forget the kitchen sink!