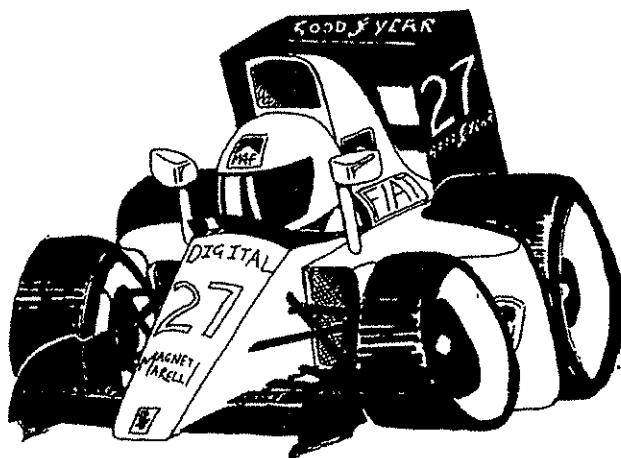




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JULY 1994

MAGAZINE

THE NORTH'S LEADING MOTOR CLUB
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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No.281

July 1994

Hello Members

At long last, its time for the AGM, it feels like this year as Editor has been long and tedious, so I won't be Editor after next month.

Don't forget to attend the AGM on Tuesday 2nd August and nominate someone for committee or perhaps yourself - we need some new faces!

Shame there were not many articles again, but I did try!

Not much new in this month's mag, apart from Regional/International News article.

Hopefully see you all at the AGM.

Happy motoring.

ANNE MOFFAT
Editor

DEADLINE FOR AUGUST ISSUE IS
TUESDAY 26TH JULY 1994

**NOTICE OF THE ANNUAL GENERAL
MEETING OF TRACKROD MOTOR CLUB
LTD**

Notice is hereby given to all members of Trackrod Motor Club Limited that the Annual General Meeting of Trackrod Motor Club Ltd will be held at Yorkshire Switchgear, Meanwood Road, Leeds (MR 104/288 363) on **Tuesday 2nd August 1994 to commence at 8.30pm prompt.**

Any member wishing to be nominated as an Officer of the Club or as a Committee Member, should complete a nomination form and forward it to the Club Secretary by **26th July**. (nomination form enclosed or available from any Committee member).

Any member wishing to have anything raised at the meeting should forward details in writing to the Secretary by **26 July 1994** in order that it may be included on the Agenda.

Please note that only items of the Agenda can be raised on the night. Anything raised on the night under Any Other Business may only be discussed.

DEREK LEE
Secretary

CHAIRMAN'S CHAT

Dear All,

Well, this month appears to have been the weather we've been waiting for, there's just not enough of it!

A new discipline never tried before began with an invitation to Rebecca Kemp and myself to conduct noise checks on cars at an International Rallycross Meeting over the weekend of 18/19th June up at Croft.

They have a different set of regulations to run under being organised under F.I.A. Regulations these stated that a 45 degree to the exhaust outlet half a metre away, the reading should not exceed **100 D.B.A.** At 4500 R.R.M. this in itself was not a problem but written in to the Championship Regulations it quoted that at the sound level check there should be a piece of carpet 1.5 metres square under the exhaust outlet. Strange Regulation, and still some failed even with a Bedhouin Birthing Rug under the car!!

To follow this, to a country that appears to feel or accept that noise is acceptable from rally cars, in fact the more noise the better - **BELGIUM.** Having jumped on the 18.15 ferry from Hull to Zbrugge with Tom Whittaker and a Transit van we went to spectate on the 24 hours of Ypres. Having seen the start area etc., on Friday 24th June, we prepared for the spectating, looking at the stages first, indeed one criteria was to be early and get the best position.

This rally is so fast, it defies explanation - absolutely brilliant. Stage 2 saw our own Richard Moore of Buywell Retail Parks in his Subaru Legacy - it was not to be his event, retiring shortly afterwards. After two nights and a day of spectating we were full of praise for some stunning driving in both light and darkness. In fact, one driver said he was a second per kilometer faster in the dark. This onto the fact that there is **NO** room for errors on these tight and twisting roads.

Later this month on 31st July, there is another excellent Training Day in Dalby Forest, being organised by Malton Motor Club. Having been to the last one, it really was excellent and very, very realistic, including the accident staged for training. Anyone needing further details, please contact either myself or Rebecca Kemp.

By the time you read this I hope our Editor has recovered from a nasty viral infection. Best regards Anne. (A bad bout of tonsillitis actually, Barry, but I'm fully recovered now thanks - ED).

BARRY DOVE

Chairman

SOCIAL CALENDAR
JULY & AUGUST

JULY

- 5 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)
OPEN FORUM
- 12 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 19 Crown, Wetherby
FREE SANDWICHES
- 26 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

AUGUST

- 2 Yorkshire Switchgear
OPEN FORUM
- 9 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 16 Crown, Wetherby
FREE SANDWICHES

23 Harvester, Wetherby Road, Scarcroft (104/364 417)
30 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

The 1994 TRACKROD GRAND PRIX IS ON.....

DATE: SUNDAY - 11 September 1994
TIME: 1PM PROMPT - Finish approx 5pm
VENUE: BRADFORD KARTING

PRICE: DOWN on last year! Never to be repeated - going, going, gone,
to you friends!! **£28**

See any committee member for details. I will be taking names asap. We need a minimum of **35** drivers to be cost effective, so come and have a great afternoon out and bring your friends. Anybody can race, not just Trackrod members.

A non-refundable deposit of £10 will be taken at the time of booking.

That's all for now folks.

RUSSELL HOLDSWORTH
Secretary

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TROPHY POINTS

Dear Readers

Just a brief word. I fully intended having a League Table out for this month's magazine but owing to various reasons it will now appear in August.

Just one small complaint, one or two claims are still not being fully completed. Please read the claim forms from top to bottom and make sure you tick, cross, ring, and dot everything that's relevant - it makes my job that much easier.

Finally, and once more, where are all these claims from you ladies?? You are out there involved - so remember, get claiming!

VINCE FLETCHER

Trophy Points

WANTED!!!

TEXACO STAR TOKENS

Either free to a good home or any reasonable offer considered!!

Contact JOHN RENNY - 0532 582334



Wheels

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

Terms of engagement

No one would deny that our sport is rather male dominated, in fact I was only saying so to my wife the other day as she was cleaning my shoes. But in today's climate this isn't PC (which stands for Politically Correct, rallyists please note, not Passage Control). Therefore as a sign of social awareness (and as a sign that I'm a craven coward) this page is now handed over to Barbara Camps of the HSCC who has some heartfelt advice for the ladies.

Stuart Turner

BY way of introduction, I am an experienced "racing" wife, mother, groupie, and morale builder – well versed in trotting out "you can do it" when thinking "he has not got a hope in hell". I have shadowed my "other half" for the past 24 years from Snetterton to Lydden, Zandvoort to Dijon and Nurburgring to Pembrey. I hope the following points will help those considering joining or newly joined to the ranks of "other halves".

1. Conjugal rights: no oats unless he finishes in the first six both in practice and the event. (*Women can be very cruel, can't they? S.T.*)
2. Stock up with thermal underwear (bye bye silk) but still be prepared for hypothermia.
3. Take plenty of books to read whilst hanging around between practice and the event.
4. The books will also be useful when timing – it takes some of them that long to come round.
5. Ear plugs are essential – not of course because of the noise of the cars but for all the excuses "if only" or "there I was when", etc.
6. If he is going testing or practising and all catering facilities will be closed – do not and I mean do not offer to



prepare lunch/drinks for the day. It sets a precedent which will hang round your neck for years to come.

7. Keep the countless (well, a few) autograph hunters, TV crews, press etc out of the way, *especially* young female journalists.
 8. Definitely do NOT take future "Our Nige" drivers of the "there-I-was" category breakfast in bed.. Not only is this bad for their cholesterol, it also panders to their physical and mental needs. A definite no-no.
 9. Do not become alarmed if he says "I've bent it". This is a technical not anatomical term meaning that he has crashed the car.
 10. Remember he is no Schumacher but probably a middle aged medallion man/swinger who still relates to Status Quo but has not progressed from Dinky toys and who thinks if Jackie Stewart can... Humour him and look forward with a smile to being taken to truly exotic places like Lydden, Pembrey, Kielder and Snetterton, all for a great build up then only a few minutes' action. Doesn't it remind you of something else?
- Barbara Camps*

▲ *Members of the HSCC wait patiently for a good-looking driver to walk by. They say they had to wait for a very long time.*

COD FILLET QUIZ



1. In which years did Nancy Mitchell win the Ladies European Championship?
2. Who did Hazel Williams marry?
3. Who held the Ladies lap record at Brooklands at 135.95 mph in a Derby-Miller?
4. What were the names of the Swedish veterinary assistants who drove for Mercedes?
5. Who was the first woman to be awarded a "Coupe des Alpes"?
6. For which works racing team did Kay Petre drive?
7. Who were the first women to win a National Rally in Britain?
8. In which car did Louise Aitken Walker win the Coupe Des Dames in the Monte Carlo 1983?

ANSWERS ON PAGE 4

NEWS FROM THE RACMSA

National Lottery Rules

Any motor club application for National Lottery funds will have to be ratified by the appropriate regional association. This condition was unanimously approved by the RAC British Motor Sports Council at their May meeting. This will ensure that any grant to the club will fit into the regional development plan, which is an important part of the funding process.

The Lottery promises to create at least £100 million per year for sport. Motor sport can benefit, but there is not much time to prepare: application forms will be available in November and the first money will be paid out in February 1995. It is expected that about 30,000 applications for project money will arrive at the Sports Council on the opening day!

The government has laid down a number of guidelines: the most important is that the money must be spent primarily on capital projects; only in the most exceptional circumstances will funding be available for revenue purposes.

Commercial sporting activities are not eligible, although funds may be provided for non-profit-making activities which benefit the public. Projects will need to conform with a national or regional development plan for the appropriate governing body. All motor sport applications must therefore be made through the RACMSA.

At least 40% of requests are expected to be for £5,000 or less and it has been suggested that these will be automatically be supported provided the applicant can match funding from other sources on a 'pound for pound' basis.

Prince Michael Award of Merit

Nominations are now being sought for the 1994 Prince Michael Award of Merit. This is a prestigious personal award, made by the RAC British Motor Sports Council to a maximum of two recipients each year, in recognition of meritorious service to British motor sport.

Nominations should be made to the General Secretary of the RACMSA at Motor Sports House, before the end of August. A summary of the individual achievements or particular act of meritorious service must be included with any nomination for the Award.

Cut-price hotels for motor club members

Forte Hotels have introduced major cuts in the cost of hotel accommodation for the holders of RACMSA competition licences and members of motor clubs recognised by the RACMSA.

The scheme, offering bed, breakfast and evening meal for only £36 per head, applies at over 175 Forte hotels in England, Scotland and Wales.

Forte Motor Sport Hotel Vouchers – costing £36 per person per night, inclusive of bed, breakfast and evening meal – can be bought only from Forte's Aylesbury reservation centre: tel 0345 543555 from anywhere in the UK for the price of a local call. Payment can be made by cheque or credit card.

Up to two children under 16 stay free when sharing a room with their parent(s). In their own room, up to two children under 16 can pay only 75% of the full adult rate. A supplement of £10 per person per night is payable at 15 of the participating hotels.

A minimum of five (non-refundable) vouchers can be bought at any one time. Each voucher is valid until 22 December 1994. Accommodation must be booked through the reservation centre (not direct with the hotel).

The scheme celebrates Forte's sponsorship of Paul Stewart Racing, winners of the 1993 British Formula 3 and Vauxhall Lotus championships. PSR are taking part in both those championships during 1994, plus the FIA Formula 3000 International Championship.

Competitor safety

Competitors are reminded that the wearing of waterproofs – many such garments being highly flammable – over fire-resistant overalls cannot be recommended and is to be discouraged.

Club Sport Day at Donington

Entry-level motor sport will be on show to the public at a special event organised by the RAC Motor Sports Association on 2 October 1994.

Using a site kindly donated by Donington Circuit, the day will offer a chance for visitors to sample a whole range of disciplines, including trials, autotests, cross-country and autocross.

The day's activities are being co-ordinated by Les Needham. Suggestions and offers of help should be addressed to him at Motor Sports House.

Tour de France Act

The Road Traffic Regulations (Special Events) Act 1994 gained the Royal Assent on 3 May 1994.

The Act gives local authorities powers to close roads, to suspend traffic regulation orders and to redirect traffic to allow large sporting events to take place on public highways. Actual motor sport competition is specifically excluded from the new Act, although roads may still be closed for traffic management, use as a rally service area and other purposes.

Anyone wishing to know more about the Act, please contact the Department of Transport, tel 071- 276 0800.

1/43 SCALE MASERATI 450S

Zagato/Costin Coupe,
by MPH Models, £220

This car was designed by Frank Costin to race at the Le Mans 24 Hours in 1957. It proved a total disaster, primarily thanks to Zagato's misinterpretation of Costin's drawings, and throughout practice several changes had to be made to make it quick, if not reliable.

Similarly, MPH Models has had to alter the NESTOR kit from France to make the Maserati look more accurate. Considering 114 changes had to be made, the high asking price starts to look more reasonable, especially as this is a limited run of just 25 examples.

ROB WALKER

By Michael Cooper-Evans,
published by Hazleton, hardback,
272pp, £40.00

Probably the last gentleman of Grands Prix, Walker lived an exciting life among the greats. Now it can be shared in this excellent volume. A wonderful read.

PRE-WAR MOTOR RACING 1900-1939

From PP Video, 60 minutes, £14.99
To cover 39 years of motor racing in 60 minutes is a tall order and the makers of this film have had a fair stab at it. But, unfortunately, it all becomes too much of a rush racing through tantalising glimpses of

footage that are frustratingly short. It also ends up being disappointingly shallow offering little real information.

PP Video certainly has a talent for finding rare film and much of it is well worth putting on video, but it should try and be less ambitious in its attempts to produce documentaries.

'LA PASSIONE COLLECTION I'

Special edition, by Franco Vasconi, Grand Prix Sportique, 62 x 57cm, £65 plus p&p
The first in a series of eight special signed-edition prints, taken from original paintings by Vasconi, shows a Ferrari F186 being chased by galloping horses. A black and white reproduction is available on request.

Facts about... SAFETY

- The tragic events in F1 this year have highlighted how even the best of us can have accidents, and it behoves us all to do our utmost to reduce the effects as far as is practicable. Unfortunately it is never possible to make our sport 100% safe and accordingly the majority of safety requirements are some form of compromise. They have to be practical, which includes being financially reasonable, and they have to be such that they don't unduly interfere with the nature of the sport.
- At circuits, a further compromise is caused by the large number of different activities catered for; what is suitable for single seaters is not necessarily ideal for saloons, or motor-cycles, or karts, or trucks. Similarly the equipment worn by the F1 driver would be prohibitively expensive for the newly qualified novice.
- The RACMSA lay down safety regulations for events, which have been formulated as the result of many years' experience, and which are constantly reviewed in the light of changing conditions. For many years circuits and venues in this county have been subject to regular inspections by the RACMSA Circuit

Safety and Environmental Inspector and regular reports are made to the RACMSA Safety Committee regarding these inspections.

- Statistics are notoriously fickle but the sport with the worst fatality record is fishing (a surprising number of people are drowned); rock climbing and horse riding also figure higher in the lists than motor sport, which gives a good indication of the value of the various safety regulations.
- Until a few years ago it was simply accepted that motor sport was dangerous, and competitors took part at their own risk. Nowadays, various legislation, including "Health and Safety", and changing public attitudes have put a much greater onus on organisers of events to ensure that participants do not injure themselves, and thus organisers now have a greater duty of care than was the case in the past.
- It is for this reason that many of the newer Safety Regulations have been brought into the RACMSA Regulations.
- Many of the Safety items are rather like insurance, one hopes they will never be needed, but when a disaster does occur, it is too late to decide that they are inadequate.
- Safety barriers at circuits and other permanent venues are primarily designed to protect spectators or

officials, and so often represent a compromise as far as protecting the competitor is concerned.

- In deciding what Safety equipment to purchase, always go for the best quality that you can afford. It could be YOUR life on the line.
- If you are involved in an accident, always renew Safety Harnesses, Crash Helmets (if appropriate) etc. Harnesses stretch in an accident and thus lose their effectiveness. Helmets may well be damaged or weakened internally where they cannot be seen. Roll-over bars may be stressed as a result of the forces applied to them.
- The safety of competitors in Historic vehicles is causing much concern. Modern devices such as roll-over bars and safety harnesses can reduce the value of such a vehicle, and can also alter its road holding characteristics. However, these vehicles can have just as nasty an accident as more modern vehicles, and competitors are advised to seriously consider whether such devices should be fitted. Modern tyres and track surfaces can be much more "grippy" than those current when the vehicle was originally built, and can introduce a further possible hazard.
- It is in everyone's interest to make motor sport as safe as possible, and this can only be done by constant alertness.

Les Needham

First be safe

Motor sport is dangerous. Well, we all know that, and accept it - with one particular exception. While recognising the risk while you are on the track or special stage, how often do you consider safety before you start competing? Preparing the car, transporting the car and servicing the car prior and during an event, that's all kid's stuff is it?

Ours is not a magazine to preach, but taking a few sensible precautions can make a big difference. Recently, we were transporting our Project Mexico to the paint shop for a minor repair (rust, not accident!). A complete wally in a Fiesta caused us to hammer on the anchors for an emergency stop. The result was so severe, the straps holding the Mexico on the trailer snapped and the car slid forward and was only prevented from hitting the tow car by the tall jockey wheel! No great damage occurred but it made us

think. The straps weren't that old, but when had we last really looked at them to check condition? We have now bought some tougher new ones.

When on an event, you are always going to want to look under a car. No matter how little time you've got, always use axle stands to support the vehicle. You should never roll under a car balanced precariously on a single trolley jack. It's also worth considering taking some strong flat pieces of wood with you so you can support the jack and the supports; British motorsport always seems to have grassy service areas and with the rain we get, jacks and stands often just sink gently in the mud, which is both frustrating and potentially dangerous.

It's also worth carrying a spare hand-held extinguisher and keeping it with your tool kit. A fantastic 'plumbed-in' extinguisher system isn't that much use for a small localised burn up. Also, think about wearing gloves as often as you can. Keep some over-shoes for those expensive race boots, or stick on

your tatty trainers when servicing the car; far better than slipping off the pedals when you next jump in the car.

And finally, First Aid. It makes a great deal of sense to do a course and pick up some useful tips. Talk to your instructor about the specific needs that you might need. Hopefully, you'll never need to use any of it, but you never know.

QUIZ ANSWERS

1. 1956 and 1957
2. Colin Chapman
3. Gwenda Hawkes
4. Eyv Rosqvist and Ursula Wirth
5. Shiela Van Damm, 1953 (Sunbeam)
6. Austin (1937)
7. Anne Hall and Val Domleo.
Morecombe National Rally 1962
8. Alfa Romeo


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

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

0345 543 555

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

THE ASSOCIATION OF NORTHERN CAR CLUBS
AUTOTEST CHAMPIONSHIP 1994

EVENTS

- 10 July Huddersfield Motor Club**
- 17 July Alwoodley Motor Club**
- 28 August North Humberside M.C.**
- 18 September Knutsford & District M.C.**
- 9 October Pendle & District M.C.**

Details from Andrew Cohen - 0532 648265

LARKSPEED LEAGUE - 1994

The events left this year are as follows:-

- July 10 Armstrong Massey Stages Beverley & Dist MC**
- July 31 Production Car Trial Ilkley & Dist MC**
- Aug 21 Autotest Y.S.C.C.**
- Sep 11 Autotest Slaithwaite**
- Sep 25 Autotest York MC**
- Nov 6 Lookout Stage Rally TRACKROD MC**

PETER RUTTERFORD
Competition Secretary

ANSWERS TO JUNE X-WORD

AGAIN - WELL DONE to Ken Turpin for yet another correctly completed x-word - you win again!

Across

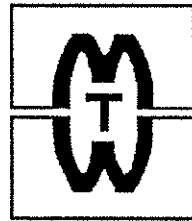
1. Garnet; 5. String; 9. Aisle; 10. Oxford; 11. Ornate; 12. Salon; 14. Soso; 17. Lap; 18. Site; 20. Evert; 22. Local; 23. Bristow; 24. Arc; 26. Egg; 27. Pitch; 28. Broke; 29. Mod; 31. Err; 32. Conifer; 34. Debar; 36. Sauna; 39. Arab; 40. SOS; 42. Fret; 43. Fence; 45. Gallon; 46. Opiate; 47. Issue; 48. Rattle; 49. Resent.

Down

1. Grouse; 2. Refuse; 3. Ears; 4. Tidal; 5. Sloop; 6. Tern; 7. Italic; 8. Gretel; 13. Lasso; 15. Overpower; 16. Orb; 18. Sow; 19. Tangerine; 21. Tractor; 22. Lorries; 25. Cid; 26. Eke; 30. Bison; 32. Cab; 33. RAF; 34. Danger; 35. Ballot; 37. Urbane; 40. Sense; 41. Scour; 43. Foil; 44. Epee.

Editor

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RETROSPECTIVE

From the pages of 'Trackrod' Magazine of July 1975.....

Nigel Drayton took our cover photograph - a somewhat blurred likeness of an Escort on our stage (Boltby) on the 75 Mintex Dales - driver is one Eric Jackson. Other photos depict SPY 44 of Jackson/Lloyd on 74 Crystal Stages and the old 'Anglebox' of Steve Lloyd on an autocross in 1966 (all vintage stuff is this!!)

New members were listed as Richard Ashcroft; Bob Chapman; Derek Lee (who?); John Spencer and Tom Tidswell.

The last named made a good start to his membership by presenting the Editor with a two-page report of the Michelin Foreign Car test day at Silverstone, courtesy of Dealer Opel Team!

Our own Costa Di Plenty Rally was a resounding success and of our 18(!) club entries Steve Rathbone was 4th overall and Ken Goodall 5th. Other names down the list included Alan Powell; Martin Kemp; Steve Wood; Ron White; Elvin Garnett; Dennis Dickinson (Hugh Edwards co-driving) and John Fairweather.

With the AGM looming on the horizon, the magazine included a nomination form for Committee and a copy of the Club balance sheet for the year - our turnover for the year totalled some £1400 though there were some outstanding debts - one of which still is!!

Trackrod.....ends

RICHARD INESON

REGIONAL NEWS

NEWS

REGIONAL

NEWS

Marshals Training Day

Everyone knows that training of Rally marshals is of paramount importance for the survival of the sport and we are happy to announce that a second Rally Marshals training day will be held in Dalby Forest on Sunday 31st July. This will involve both theoretical and hands-on involvement in stage operation, timekeeping, first aid, radio procedure etc. - All are welcome, please enquire for details.

Dates for the 1995 Calendar

One of the most important functions of a Regional Association is the compilation of their draft calendar so that clubs have a forum for the discussion and resolution of date, map and venue clashes before submitting date applications to RACMSA.

In the ANCC this is done in two stages, A Rally Dates Meeting which was held on 9th. June and a main Dates Meeting to be held on 14th. July. If your club are promoting any events which run through the ANCC area please contact us about coming along to the meeting.



The Association of Northern Car Clubs

0947-820682 Steve Smith or 0532-533722 Mike Wilson

Next Meeting - 7.30pm Thursday 14th. July 1994

AGM and Dates Meeting

Whitcliffe Mount Sports Complex Cleckheaton West Yorks (6)

NATIONAL & INTERNATIONAL EVENTS

NATIONAL

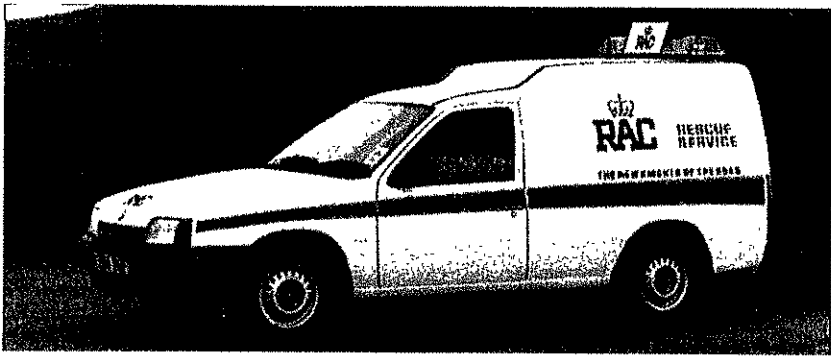
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INTERNATIONAL

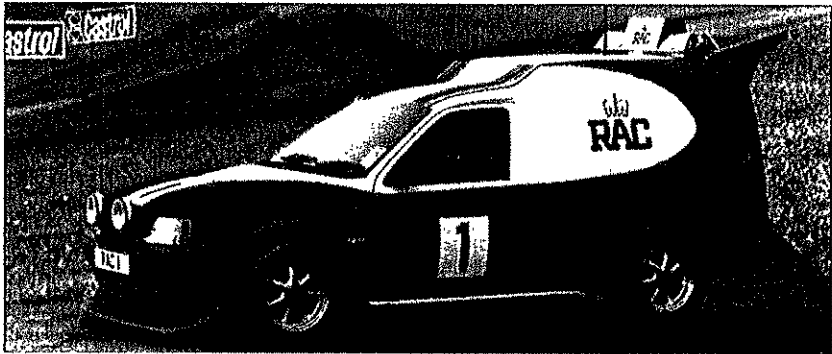
EVENTS

JULY 1994

1/3	24 Hour Race, <i>Snetterton</i>
2/3	John Surtees car & bike races, <i>Brands Hatch</i>
3	FIA Formula 1 Championship French GP, <i>Magny Cours</i>
3	British Rallycross Championship, <i>Pembrey</i>
8/10	FIA Formula 1 Championship British GP, <i>Silverstone</i>
9/10	Mopar Euro Nationals drag races, <i>Santa Pod</i>
10	Indycar World Series, <i>Cleveland</i>
15/17	German Touring Cars, <i>Donington</i>
16/17	British Hillclimb Championship, <i>Harewood</i>
17	Indycar World Series, <i>Toronto</i>
17	British Rallycross Championship, <i>Ty Croes, Anglesey</i>
23	British Sprint Championship, <i>Pembrey</i>
23/24	British F3 Championship, <i>Snetterton</i>
29/30	Mobil Top Gear British Rally Ch. Ulster Rally, <i>Belfast</i>
29/31	European Truck Grand Prix, <i>Donington</i>
30	FIA Formula 3000 Championship, <i>Hockenheim, Germany</i>
30/31	British Touring Car Championship, <i>Knockhill (2 races)</i>
30/31	International Historic Festival, <i>Silverstone</i>
30/2	FIA World Rally Championship, <i>New Zealand</i>
31	FIA Formula 1 Championship German GP, <i>Hockenheim</i>
31	Indycar World Series, <i>Michigan</i>
6/7 August	British Kart GP, <i>Silverstone</i>
6/7	British Formula 2 Championship, <i>Snetterton</i>
7	Truck Superprix, <i>Mallory</i>



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ACROSS

- 1 Capital of Oregon, USA (5)
- 5 Atmosphere (3)
- 6 Tropical root veg. (3)
- 7 Indigenous New Zealander (5)
- 8 Little white lie (3)
- 9 Moose (3)
- 10 Hoover (abbr.) (3)
- 12 Devon Rex, eg (3)
- 14 Desert state in SW USA (7)
- 15 Zilch (7)
- 16 Ridged, fluted (7)
- 19 Goes to work on an egg! (3)
- 20 Blinking equipment (3)
- 21 Suitable (3)
- 23 Tachometer: the — in the cab (3)
- 24 Test (5)
- 25 Vegetable (3)
- 26 Not many (3)
- 27 — Cup: golf competition (5)

DOWN

- 1 Related (7)
- 2 Tunisian, eg (4)
- 3 *Jane* —: C Brontë novel (4)
- 4 Post Office worker (7)
- 10 Glossy coating (7)
- 11 Water tank (7)
- 12 Amusing (7)
- 13 'O what a — web we weave': Scott (7)
- 17 Enticer (7)
- 18 Constant drinker (7)
- 22 Used for carrying (4)
- 23 Bank's stronghold (4)



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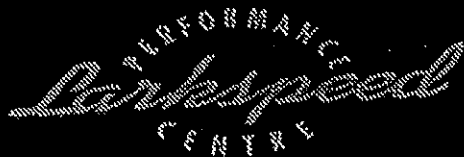
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