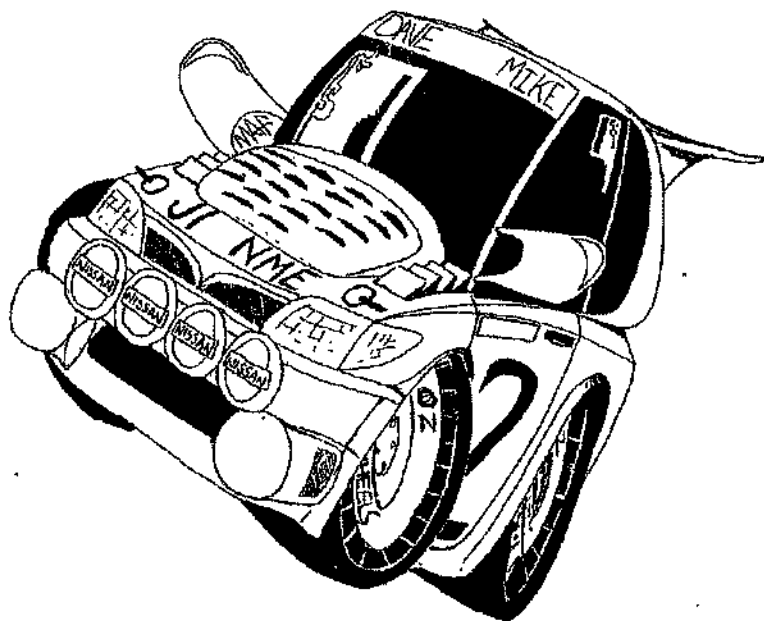




PREPARING FOR THE 21st CENTURY



APRIL 1995

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 290

April 1995

EDITOR

A fairly thin issue this month, due in part to few contributions received although "Wheels" contains an article by our very own John H. Richardson and another members name appears in the ANEMMC News.

Competition wise, it was good to see recent new members Chris Rowson and Dave Hammond on the A19 Recovery Stages Rally at Elvington recently. Congratulations to you both on finishing in what can only be described as appalling weather. Unfortunately the other Trackrod entry, Stuart Drabble, retired due to mechanical problems. This was after the car had been returned from a session on a rolling road to iron out previous engine problems. Bad luck.

The above event was only open to two wheel drive non forced induction cars but the pace at the front was still fast and furious.

Good news for the British Championship with "Formula 2" cars setting an astonishing pace, the win eventually going to the Nissan of Alistair McRae. Also, for the first time in a number of years, foreign entrants have increased in number. Perhaps we are reaching a turning point in British Rallying, I hope so.

Well that's it for another month.

NICK STEVENS (Editor)

**DEADLINE FOR MAY ISSUE IS
TUESDAY 25th APRIL 1995**

CHAIRMAN'S CHAT

Things now seem to be "warming up" after the relative inactivity over the dark days of winter.

Every weekend there are many events running throughout the country and many in our area - keep your eyes on the fixture list for events we are actively involved in. Don't forget however, that there are several other clubs who would welcome help - see Nigel Drayton if you want to help at Harewood Hillclimb, see me or Barry Dove if you are interested in rallying at National level.

Coming soon are: Crystal Stages, Tour of Lincs, Granite City, Manx National, Kerridge, Pirelli, Tour of Cornwall etc. etc. etc. Later in the year several members will be involved in the Tour of Mull (once attended by over 40 Trackrod people!) and don't forget the Millers Oils RAC International Historic Rally of Great Britain (phew Ed.). As well as competing for the longest title of any event it will use plenty of stages - Yorkshire on Saturday 18th November. Yes they seem to be a long time ahead but planning and arranging time of work needs to be done well in advance.

Enjoy your motorsport and remember to tell all past members of Trackrod about the Silver Jubilee Ball on September 2nd - it will be a super event!

ROD PARKIN (Chairman)

ARTEMIS EQUIPMENT FOREST STAGES RALLY 23rd SEPTEMBER 1995

The planning for this year's events is now well under way. Once again it is to be based at the Hilton National in Leeds. Anybody who would like to be involved/more involved please let myself, Rod or Barry have your name over the course of the next few weeks.

Chris Sanderson, Secretary of the meeting

SEC'S BIT

First of all I would like to thank Nick for his helping me with last month's article. (pint in pump!)

We are now well in to the year and everything seems to be going to plan. We have a strong team working with Otley motor Club to run the Colman Tyres at manby in June. The Forest Rally team have got their wheels in motion and the Lookout Rally Team have got their thinking caps on for ways in which to improve this year's event. If you have not got a job on any of the Trackrod promoted events but you feel that you would like to at least find out about helping then, just ask one of the committee to put you in touch with the organisers and get involved, the earlier the better.

The Silver Jubilee Committee have thing well in hand, everything is pointing to a night to remember so, as places will be limited, get your tickets booked early, see Anne Moffat.

The next round of the Larkspeed League Championship is on April 22nd, the Everquip Stages at Manby (N.Humbs. MC), so if you need some regs contact Peter Rutterford or myself and let's get a full team out because we need the entries to ensure that we get enough points to win the championship this year. The following weekend is the next round, the Three Swans Road Rally (Selby DMC) and once again the more team members the better the chance of scoring valuable points so, don't forget, "What do points make?". "Prizes....." or Championships!

Anyway, until next month, safe motoring.

DEREK LEE, (Secretary)

SOCIAL AND COMPETITION CALENDAR
MARCH/APRIL 1995

SOCIAL

APRIL

4 ROAD RALLY NAVIGATIONAL TRAINING
YORKSHIRE SWITCHGEAR (Theory)

FREE FOOD

11 Admiral Hawke, Boston Spa

ON-ROAD EVENT (NOVICES ONLY)

18 Crown, Wetherby

FREE SANDWICHES

25 New Inn, Eccup

FREE SANDWICHES

MAY

2 Yorkshire Switchgear

OPEN FORUM

9 Admiral Hawke, Boston Spa

Quiz for All

16 Crown, Wetherby

FREE SANDWICHES

23 L.A. Bowl, Sweet Street, Leeds

Inter-Club Bowling Night

30 New Inn, Eccup

FREE SANDWICHES

JUNE

6 Yorkshire Switchgear

COMPETITION

APRIL

1	Crystal MV Stage Rally	North Humbs
	Stage Rally Three Sisters	Glossop & DMC
2	APRIL FOOLS AUTOTEST	TRACK ROD MC
9	Tour of Lincs	Lincs Louth MC
	Stage Rally Ty Croes	Pendle & DMC
	Stage Rally Barford	Durham AC
15/16	Hillclimb Harewood	BARC
16	Stage Rally	Wakefield DMC
	Autotest	Bolton Le Moors

22	Everquip, Manby, L/SPEED ROUND	North Humbs.
22/23	Road Rally	Matlock MC
23	Hillclimb	Scammonden
	Yorkshire Classic (Hist.R.Rally)	Knowldale CC
29/30	Three Swans R.Rally (L/SPEED ROUND)	Otley/Airedale Penn.
30	Stage rally	Selby & DMC
		Bury Auto. Club
MAY		
6	Stage Rally at Aberystwith	Knutsford DMC
7	Hillclimb	Scammonden
	Historic Rally	Mid Cheshire MRC
	Autotest	Kirby Lonsdale MC
	Autotest	Ilkley MC
	Autotest	Keighley DMC
	Autotest	Pendle DMC
13/14	Hillclimb	Harewood
		BARC
13	Road Rally	Northalton AC
20/21	Road Rally	Ecurie Royal Oak
21	Autotest, Foundry St., Bury	Bury Auto Club
	Autotest	Shipley DMC
	Stage Rally Three Sisters	Wigan DMC
27/28	Road Rally	Morecambe CC
	Stage Rally	Ty Croes
		Warrington DMC
28	Stage Rally	Grimsby MC

SOCIAL NEWS

WATCH THIS SPACE for Yorkshire Car Collection;; Barn Dance - A chance to dig out the old Levis and lumberjack shirts folks!!; Boat Trip

Start getting your teams together (^ people) for the inter-club bowling night. This is purely for fun, but there will of course be prizes and we can see what the competition is like from our rivals!! Give me your team member names soon along with a team name.

Don't forget to book your tickets for the Jubilee Ball - 2nd September. Accommodation is also available for those who want to make a real night of it - see separate article.

Happy Days

ANNE MOFFAT (Social Secretary)

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KALL KWIK (HARROGATE) FOREST STAGES

Car 39 Nick Dixon/Jim Dixon

Setting off from home at a leisurely 9:30am for a start time of 11:09am from the Eden Camp Museum at Malton and a steady run out to ATC1 Dalby, entering the forest at Allerstone and running up to Givendale Head revealed, shock horror!, sheet ice and snow under the trees in the shade. A short queue of cars at ATC1 left us with time to reflect on our choice of tyres (Michelin FB80's front and harder 81's on the rear).

After driving the car like a complete tart! on the Riponian Stages we decided to "have a go". SS1 5,4,3,2,1 GO! Flat 300 to narrow 90R uphill, 500 90L, logs on exit, brakes locked up and not stopping, throw it sideways and pray, round the corner in very spectacular fashion almost collecting a log pile and the event photographer, another very scary moment at a very slippery Mikkola's bend but no more problems before the end of the stage. A short run up forest drive to ATC2 Staindale and we decided to turn the wick up a bit!! and try to make full use of the four wheel drive in the very slippery conditions, going very well until the open 90R after Staindale hairpin when the back end got wide onto the ice and we performed a 180 degree pirouette with the car wedged between a banking and a big ditch, we had to do a 5 point turn to face the right way losing about 20 seconds, no more problems to the end of SS2. Quick spanner check, 4 gallons of fuel and a pork pie, deciding not to change tyres as the conditions were so mixed no one tyre was the right choice.

ATC3 Raindale interim results put us inside the top twenty which pleased and inspired us to try harder!! This probably contributed to the clipping of a log-pile on a very muddy uphill K-Left, fortunately only superficial damage was sustained to the rear bumper and an otherwise trouble free run to the finish. Onto ATC4, Cropton, and a ten minute delay due to a car being off at Stape corner, SS4 passed without incident other than driver induced brain fade on the Spiers House junction where the route turned left and we tried to turn right, resulting in a big Scandinavian Flick, honest!!

Service at Wombledon airfield, more fuel, another spanner check and more

pork pies. ATC5 Riccal Dale no problems to report having decided to slow down having had too many close shaves for one day. ATC6 Roppa, big problems with the low winter sun glaring through the trees and down the straights reflecting off the wet roads. Onto Trackrod's stage, SS7 Waterloo, 4.5 miles of very narrow and incredibly twisty forest track with many hairpins, cattle grids and gates. At the arrival control our very own magazine editor requested, nay demanded, this very article. After SS7 the long run back to Harrogate gave us time to deliberate and moan about the 32mm turbo restrictor which, in my opinion, is totally unnecessary and has lost the car about 40bhp and made it much more difficult to drive in the mid range, although it's better now with the re-mapped ECU from Mountune.

Anyway, enough moaning because it's time to get back to the workshop to earn a crust, see you all on the "Crystal" in April...

Thanks to you both for complying with my demands and congratulations on a well earned finish. It would, of course be nice for others to let us know how they went on too so put pen to paper NOW! Ed.

*****ATTENTION!*****

Have you any photographs of club activities or club members in competition from the last 25 years? If so I would like to hear from you and take a look at what you've got. The intention is to present a photographic history of the club at the Celebratory Dinner in September so obviously I would like to retain the selected photographs until then - I promise you you will get them back! - so please, get searching, anything relevant to Trackrod will be considered but please try to provide details of the subject matter e.g. year, venue, event, who etc. etc.!

See me with your findings at any clubnight or contact a committee member.

Thanks, RICHARD INESON

COMMITTEE MATTERS

There has been much discussion about the 25th Anniversary Ball and the entertainment that will be provided throughout the evening. Much has been said regarding future events and more details will be posted soon.

Thoughts on how to increase membership whilst still catering for existing members have been raised and we are aiming to increase membership to 150 by the end of 1995 rising to 200 by the end of 1996.

We regret that, due to work commitments, Russell Holdsworth has found it necessary to resign from the committee. Paul Scruton will assume the role of Chief Marshal and a new Equipment Officer will be appointed.

THE COMMITTEE TRACKROD MOTOR CLUB LTD.

FRESH THOUGHTS

We would just like to say thank you to all the Trackrod members for having made us so welcome. We've only been members for about three months and, already, have become involved in many of the club activities, helping on events, ten-pin bowling, dinner dance, marshalling and generally being helped in any way to improve our understanding of motorsport.

Despite Andy Walters offensive tie, people have still wanted to talk to us (why I don't know A.V.!). We were encouraged/persuaded/mugged/cajoled/conned whilst drunk (delete as required) into doing the Economy Run and, having never driven so slowly, didn't finish last!!

Even in the cold in January, Rod persuaded us to stay out late at night, in the snow (aren't road rallies cold!?). We've learnt plenty and enjoyed ourselves so, new and old members alike, get involved, no-one bites (or if they do they don't want to bite us).

Thanks once again to you all.

ANDY WALTERS, ANDY VARLEY, BRIAN WALTERS.



Wheels

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



CHIPS WITH EVERYTHING

YOU probably saw TV shots a few weeks ago of two Mercedes (shown above) on ice at the Arctic Circle, one slithering about while the other – with all the latest gizmos fitted – stayed firmly on course. Impressive. It reinforced some of the points in a paper by Peter Riches, chairman of the Technical Core Group (ie scrutineers) which looks at technical advances affecting the car which could in turn affect our sport.

Historically the car was mechanical with a basic (sometimes very basic) electrical system and most people could understand the technology. Enter the microchip and with it systems of the level seen in F1. But road cars were not far behind and in fact produced technology which F1 has banned – oval pistons, charge coolers, four wheel drive, traction control, four wheel steering etc.

But as far as road cars are concerned, you ain't seen nothing yet, as they say. Stand by for: variable inlet systems to increase engine speed range and modify cylinder air motion for improved emissions; valve deactivation on multi valve engines; electronic throttle control; intelligent boost control of turbochargers;

continuously variable software controlled real time damping; steering by wire with no mechanical linkages. Give up? Well, that list covers barely 5% of the things Peter forecasts.

You can't stop the march of technology and after all it's helped to produce safer, friendlier and greener cars. And there's little doubt that technology will eventually be used to stop traffic gridlock – how long before you can 'dial a destination' and sit reading while your car automatically takes you where you want to go? Ten years is my guess. The technology is available now and it all sounds less difficult than landing a plane hands-off.

But where will it all leave motorsport using road cars? Well, I can do no better than quote Peter: "classes for road cars at both international and domestic level must accept standard production systems; in some instances it would be politically unwise to ban safer and environmental technologies". So even if technology produces road cars which will never go off on a rally (some drivers will still find a way ...) or be stopped by a hill on a trial ... well, we'll just have to accept it. Scrutineers would certainly need more than bifocals to monitor any ban

on production car technology and anyway as well as being politically unwise such bans could well be illegal.

We don't need to panic. Motorsport has been around for a hundred years and of course it will survive. But we do need to recognise and adjust to the fact that technology is going to affect our sport just as it's affecting virtually every aspect of life. What saddens me about the technology is that the days of going to a scrapper for some bits or fiddling – in my case fruitlessly – with twin SU's may be gone forever. Along with stockings and suspenders, damn it.

Stuart Turner

COD FILLET QUIZ



1. Who won the 1994 F3000 Championship?
2. SAAB works team for the 1980 RAC rally, Blomqvist and two other drivers. Who?
3. What was the first competition outing for the Haulay 'Silverstone'?
4. In which year was the RAC rally won outright by a woman?

ANSWERS ON PAGE 19

NEWS FROM THE RACMSA

Three "Grass-roots" Days in 1995

Based on the success of last year's RACMSA organised exhibition of Motor Clubs held at Donington Park, which was designed to promote the sport at entry level, three similar events are to be held during the coming months.

Each will be entitled "Introducing Motor Sport" and will broadly follow the lines of the experimental inaugural event of last October. The basis will be static displays of motor sport and club interest, together with, where possible, demonstrations of auto-testing, trials and karting.

Two dates are already confirmed: Oulton Park 8 July, Castle Combe 17 September, together with a return to Donington probably in October.

The intention is that motor clubs should either have a club stand, or should display one or two cars representative of the type of events and/or championships they organise. Possible participants in the sport, beginners, would have the chance to chat about activities, possibly try them out, and be encouraged to join a club and take part in events.

Each club attending one of these special days will be allocated an appropriate area and it will be the club's responsibility to arrange a suitable display. The club would incur no charge in respect of the area used and a limited number of free admission tickets will be made available to each exhibitor.

The event is being co-ordinated by Les Needham. Interested clubs should contact him directly, giving an outline of the type and number of vehicles that might be displayed together with the discipline and championship represented. Mr Needham can be contacted at "Mirwood", Windmill Close, Inginghoe, LU7 9EW.

George Hall and John Felix receive Prince Michael Awards of Merit

Two of motor sport's best known personalities were presented with Prince Michael Awards of Merit at the annual dinner of the RAC British Motor Sports Council in February.

George Hall has been described as "the father of British timekeeping". His work over 35 years has touched every aspect of motor sport timing, where he has played a crucial role in improving standards of excellence and accuracy.

He served for many years on the RAC British Motor Sports Council as Chairman of the Timekeeping Committee. Now retired, he still takes an active interest in all timekeeping matters.

John Felix was a founder member of the British Motor Racing Marshals Club and now serves as its Chairman. He was for many years a member of the RAC British Motor Sports Council.

Under his guidance, enormous improvements have been made in all levels of marshalling, not only in this country but all over the world where his experience has been sought. He has been a true ambassador for motor sport and still marshals or officiates at over 120 days of motor sport each year.

The awards were presented personally by HRH Prince Michael of Kent, President of the RAC British Motor Sports Council, at a the RAC Club in London's Pall Mall.

Leeds overnight halt for Network Q RAC Rally

This year's Network Q RAC Rally will spend one night in the City of Leeds. The city will also become a co-sponsor of the Millers Oils RAC International Historic Rally, which will be entirely based in Leeds.

The Network Q RAC Rally will visit Leeds at the end of the first leg of the 1995 event, on Sunday November 19. Rally headquarters will be in the City's magnificent Art Gallery, with the

overnight parc ferme on the Headrow and an official service area in the Elland Road area.

The new partnership was welcomed by rally manager Malcolm Neill: "Leeds is really laying out the red carpet for us. The facilities are superb, including the efficient communications, crowd control, and security needed for a World Championship sporting event. I'm confident that competitors and media will enjoy their stay in the City."

Councillor Jon Trickett, Leader of the Council, said: "The City of Leeds is very excited that this high profile, international rally is coming to Leeds. We have a long list of successful major sporting events staged in the City, notably the Leeds International Classic Cycling event, which has brought Leeds a reputation around the world for our organisational abilities.

"The Network Q RAC Rally is seen across the world and this is going to be a fantastic opportunity to show off the attractions of our great City.

"We will now be working closely with the RAC Motor Sports Association in the lead up to the event, to ensure that thousands of spectators will have the opportunity to view at first hand the spectacle of this world famous event, and see the very best rally drivers in the heart of our city."

New noise monitoring system

Donington Park race circuit operators, in conjunction with their local authority, North West Leicestershire District Council, have pioneered a new noise monitoring system.

This will be introduced in March to ensure that noise controls enforced on the circuit during non-racing activities are complied with.

The system dispenses with the normal static test, which has not proved to be a practical method of avoiding disturbance to the local community, and introduces a measuring system while the vehicles are actually out on the circuit.

The drive by test, evolved by Dr Michael Filley of the University of Derby, more fully reflects the noise impact of each car in what is viewed as a fairer method.

AUTOMOBILE YEAR 1994/95

Editor Ian Norris, Publisher Editions JR Piccard, \$29.95

A thorough and concise review of the year on four wheels, with features on new cars, technical developments and motoring history. The book includes a healthy slice of motorsport, and all the major championships are reviewed by top writers including *Autosport's* Nigel Roebuck and Keith Oswin.

Illustrated by excellent colour photos, the book finishes with a full set of international championship results at the back. An evergreen publication of quality that is a valuable addition to any library.

1994 ALFA ROMEO 155

By Grand Prix Models, 1/43 scale kit, \$27.85, or fully built, \$131.30

This is a model of the car that Gabriele Tarquini convincingly took to victory in the British Touring Car Championship last year.

Grand Prix Models of St Albans has collaborated with BBR in Italy to produce the model, which is

accurately detailed inside and out. Alfa Romeo wanted to capitalise on its success in Britain and has officially approved the model.

Available from Grand Prix Models, 3 Noke Lane Business Centre, St Albans, Herts AL2 3NY. Tel: 01727 845645.

JUST ANOTHER INSTANT

Jack Kemaley, father of the modern RAC Rally has published a most entertaining book covering his lifetime experiences in motorsport, and particularly rallying.

Copies of the book are available from the RACMSA, price \$5.99 including postage and packaging.

Those wishing to purchase the book should write to Derek Tye at the RACMSA, enclosing the appropriate amount.

RACE WITHOUT END

By Maurice Hamilton, Published by Patrick Stephens Ltd, \$15.99

A strong contender for the title of book of the year. A rollercoaster ride through a season with the Jordan

team. Thrilling, involving, emotional, direct and beautifully written. Buy it for a real, rare insight into how F1 teams work.

CATALOGO BOLAFFI DELLE AUTOMOBILI DA COLLEZIONE 1995

Edited and published by Giulio Bolaffi, \$35.85

In its third year of publication, this is rapidly becoming an essential addition to the book shelves of the well heeled car collector.

It is a list of all the cars sold at major classic car auctions over a 12-month period in 1993 and '94. Listed by make, the basic details of the cars are accompanied by the date of the sale, the auctioneers, the lot number and the price in pounds, dollars and lira.

The top-10 most expensive cars are also profiled in depth in a separate chapter. In all a simple idea, but beautifully produced in a form that would not disgrace any library. The only drawback is that it is written in Italian.

Facts about... **STAGE RALLYING**

- Of all the various sporting disciplines, stage rallying is probably the one that most motor club members would wish to participate in.
- It is a sport of teamwork, needing a driver and a navigator able to work together. The driver obviously needs to be able to handle the car under a variety of different conditions with some degree of skill, if only to get to the end of the event. The navigator is effectively the office manager, dealing with the time schedules, route identification and all other aspects which will help his driver to complete the course without mishap.
- Events vary from all tarmac airfields or private roads (such as those on Eppynt or Otterburn on military land) to loose surface events on farm tracks, private estate roads or forestry complexes.
- You can compete in any car which has an RACMSA logbook and your

local Scrutineer can help you with this if you are preparing a car; another way is to acquire a car which is already in competition and has a logbook. Only on International events do cars have to be currently within homologation; you do not need to worry about this when starting in the sport.

- All events run capacity classes so whatever the size of your engine, you will be competing against similar vehicles and many one make series are promoted within events.
- While four wheeled drive, turbocharged cars have been very successful over the last several years, there is a move taking place at the moment for more standard (although modified) Formula 2 cars. These are non-turbo, two wheeled drive cars in which much interest by manufacturers and clubmen is being shown.

- Competitive sections are called 'special stages' and are timed to the second. Events should also have an overall time schedule and specific routes between stages with time intervals.
- Events vary in status, from small club events which usually invite other local clubs within the area to compete, through to World Championship events such as the Network Q RAC Rally.
- Many clubs run their own championships; all Regional Associations run tarmac, loose or combined championships within their geographical area. The BTRDA run a Clubman Forest series. The Mintex National Series and Ears/Motoring News National Tarmac Series cater for top level competition with rounds throughout the UK (Scotland has its own Forest Championship) and the Mobil 1 Top Gear British Rally Championship is our own International competition.

John H. Richardson

Wheels 4/95 III

A Question of Sparks

MAPPED ignition systems are complex subjects and cause much confusion. The ECU is a sophisticated clock. It first measures the speed of a rotating mass, turning at a given speed, then calculates how long to delay the spark so that it will arrive at the right number of degrees BTDC.

Provided the rotational speed is constant, it's deadly accurate; you could hardly measure the error. But our engines do not operate at a constant speed, they are usually accelerating, or decelerating. Acceleration is a rate of change of speed. Cranking with a healthy battery, your engine may be making 200rpm. As soon as it fires on one single cylinder, it accelerates to 800rpm in just one stroke of the piston. Step it at any point during that initial acceleration and you get a different rpm rate. Therefore your ignition timing can be out by a given

amount, depending on where you last measured the rpm change. A new system from Voyd with its four-part crankshaft rotor samples the rpm rate four times per crankshaft rev, rather than just once, since it is theoretically more accurate than say the early Zylek boxes, which sampled twice per crankshaft rev.

My Emerald M3D system samples every half a rev, i.e., twice per revolution. But we think that we have been clever with our system. The biggest problem area for sudden acceleration is on starting. The first cylinder to fire kicks the engine up to 800rpm, even though it might be groaning over with a nearly flat battery. This is the reason that Zylek, Lumention, etc, use a mechanical link during starting, starting on one fixed edge of a rotor, running off the other edge once the engine is running. We have looked at the problem from a different perspective.

Voyd have an increased sampling rate; we use very clever software, achieving exactly the same result. Our M3D system can dial in timing

advances from 30° BTDC to 30° ATDC without reference to any alternative fixed edge.

Putting accuracy into perspective, consider this: a fair spark duration at 8000rpm might be 1 millisecond (0.001 secs) during which time the crankshaft will have rotated 48°. So when did the mixture start to burn? The difference between the beginning and the end of the spark is a massive amount at those rpm. We can't speak for all mapped ignitions, but our M3D unit is accurate to 0.2 of a degree at 8000rpm!

QUIZ ANSWERS

1. Jean (Jules) Bouillon - Reynard 940-AC.
2. Olo Stromberg (99 Turbo) and Kalle Grundel (96 V4).
3. The Alpine Rally 1949 (D. Hecsey / I. Appleyard) Class Winners
4. 1933 (Kitty Brunell - AC 4 seater tourer).

oil change



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performance cars driven to the limit in competition, there is a Duckhams oil to suit.

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0NG

SILVER JUBILEE BALL
Saturday 2nd September 1995
Marriott Hotel, Leeds

Because it's going to be such a memorable occasion, places will be getting booked well in advance. Obviously there is a limit to the amount of tickets we can sell so I wanted to ensure that Trackrod members get the opportunity to get their names down fast.

Tickets will cost 25 Guineas (~~£26.25~~) each which will include a 5 course meal, excellent entertainment and lots of surprises throughout the night. **YOU WILL NOT BE DISAPPOINTED!** I'm taking bookings NOW so please give/send your **£10 deposit** (I will not be collecting money on the night. Tickets have to be paid in full at least a month prior to the function.)

I will be taking instalments from anyone who wishes to pay that way to ease the burden. I'll keep a book with names and amounts and you will be issued with a receipt for each instalment.

Please book tickets for the ball through me, a deposit of £10 per person will suffice, alternatively, pay in full.

ANNE MOFFAT,
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Accommodation is also available for the Saturday night at special rates of £50 double/twin and £45 single. Includes breakfast, you could make a weekend of it if you choose. Leisure facilities available including pool. Let me know if you would like a booking form (being distributed soon).

NOT AS MAP CORNER

Firstly an apology, I was given the wrong date for the Hall Trophy Rally - it actually ran a week earlier, could this account for the lack of entries and marshals?

On the subject of marshals, rallies, especially road rallies, cannot run without plenty of marshals, so why do Trackrod often give such a poor turn-out? We tend to see more people at clubnights than on stage rallies, a case in point being the A19 stages near York which managed only two crews of marshals and three competitors. Come on - get involved. If we ever do run an old style road event, there will be 80 controls to man at least.

On the road side (where most of my cars oil is!) there are two contrasting events in April. First up is the Autowindscreens Rally (22/23 April) which has a classic format - rough whites - grid ref. and tulip navigation - run by Matlock MC on map 119 not for the faint hearted but a great event.

Second is the Three Swans (29/30 April), which is Novice friendly, using ANCC style navigation and a Larkspeed League round to boot!

Details:-

Autowindscreens	Entries; Suzi Stone 01246 221683
	Marshals; Jez Hunt 01246 863954
Three Swans	Entries; Clive Smith 01904 470461
	Marshals; Ralph Jackson 01904 425932

Last months poser: Remember, grid refs. are, in effect distances, so add or subtract thus 985207 becomes:-

	985		207	
minus	97	minus	108	
	888		199	or 888199 (so there!)

This months poser is stage rally related, name driver, venue, and navigator.

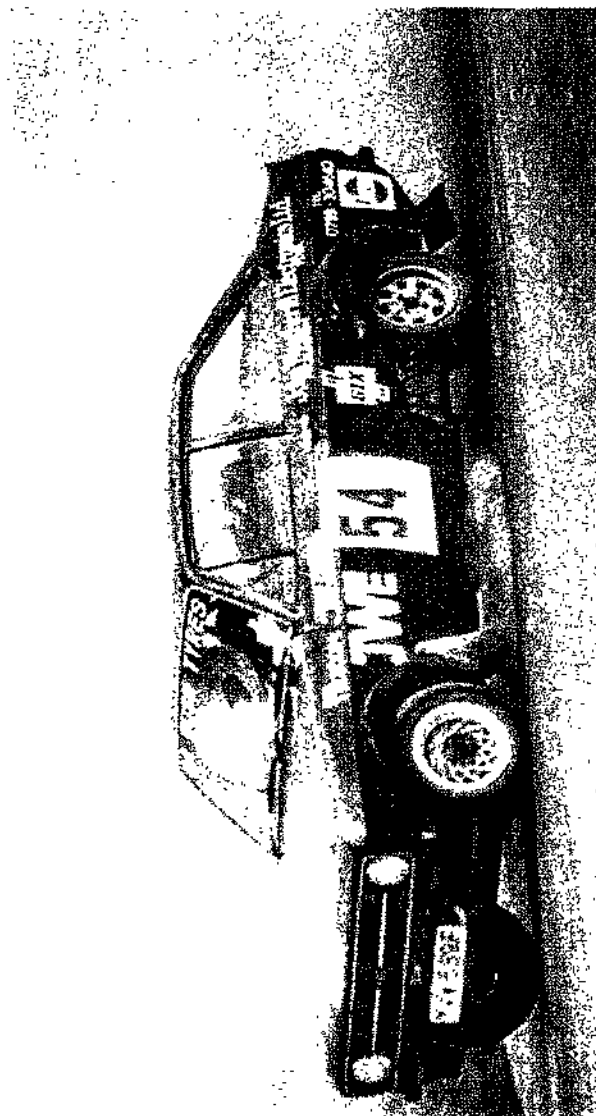
JOE SEZ:

1. Try not to disappear down the road like Colin McRae after the countdown.

Remember the first slot may be only 50m down the road.

2. If you have to stop to plot a complex hand-out e.g. 20 blackspots, get the driver to read them out. It's quicker in the long run.

HALF EATEN.



See the preceeding article for questions relating to this photo.

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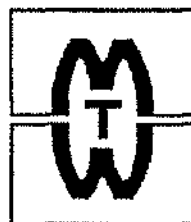
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It must be 1988 (I think!) but who are these TMC members?

ASSOCIATION OF NORTH EAST MIDLAND MOTOR CLUBS

The 1995 Rally championships are now up and running and the leading positions are:

PHOENIX AWARDS SINGLE VENUE STAGES

<u>DRIVERS</u>		<u>CO-DRIVERS</u>	
1ST O/A = D.Till	50	= J.Barton	50
2nd O/A = M.Robinson	50	= D.Robinson	50
3rd O/A G.Nicholls	49	A.Fell	49

ROAD RALLIES

1st O/A E.Bairstone	J.Early
2nd O/A J.Haigh	M.Yates
3rd O/A A.Larkin	R.Norbury

FUTURE ROUNDS

SV STAGES. Apr.30. Coalville MC. Twyford
 MV STAGES. Apr.1. N.Humberside. Crystal Stages
 Apr.9. Lincs Louth. Tour of Lincs.
 ROAD RALLIES. Apr 22/23. Matlock. Auto Windscreens
 Apr 29/30. Selby Three swans.

Next Association Meeting. Tues. 4th April.

RETROSPECTIVE

From the pages of the Trackrod Magazine of April 1975.

Cover pic. of Ronnie Mackinnon and Chris Perkins in the Rallye Team Effort 1300 Sport Escort on the 1973 Dalesman. Editorial plea for more photographs though magazine reproduction was not great and may have deterred a lot of photographers whose work was not always done justice.

Still rattling on about the club presidency, do we need one?

The magazine also contained a photocopy of the club's entrants license, a practice now frowned upon.

New members in April were: Paul Noon, Patrick Braithwaite, Paul Adelman, J.Nicholson, David Hobbs, Gill Edmonds and David Snoddy.

Vincent Girardier had just taken over responsibility for club regalia and club (inside) stickers cost a princely 10p!

Martin Kemp/Ian Buchanan were pictured in the Mini on the 1973 C.D.Bramall and there was also a "Ditty about our Committee" published that was by an unnamed observer at Committee meetings whose critical eye had been well turned to prose!

Vince Girardier reported on out special stage practice day at Full Sutton which wasn't without incident with many spins and Vince losing a front wheel when the studs decided to let go - they continued in the proceedings after "borrowing" a stud from each of the other wheels!

John Richardson provided a report on the recent Riponian Rally on which Ken Goodall had a lurid moment approaching a cattle grid. Ken had, by all accounts, given up hope of collecting everything together and was waiting for his big bang (he still is!!) as the car was longer than the gate was wide when everything straightened up and went through the gap - he and Steve Hazeldine finished 9th)/A. The event was won by Geoff Birkett/Dave Orrick, with Ron Beecroft /John Millington 4th and Vince Girardier/John

Richardson 8th in the newly acquired ex Paul Faulkner RS1600

Steve Lloyd gave us the written report on the recent Mintex Seven Dales Rally with emphasis on the crews of Vince Girardier/Ian Garnett, Richard Jackson/Steve Lloyd and Steve Rathbone/Frank Stuart-Brown. Vince and Ian managed a storming 2nd O/A on the Mini Mintex which, alas, got abysmal press coverage and the others finished 67th and 69th O/A respectively in the main event.

Trackrod.....Ends

RICHARD INESON

ANCC. HIGHLAND PINE
AUTOTEST CHAMPIONSHIP 1995

Just too late to make the pages of the last issue came the news that the ANCC Autotest Championship had attracted the support of Trackrod member and demon autotester Ronnie MacKinnon. By the time you read this the first two rounds will have been and gone including our very own April Fools Autotest. The remaining rounds are as follows:

16th April	Bolton Le Moors CC
30th April	Ilkley and District MC
7th May	Keighley and District MC
21st May	Airedale and Pennine MCC
25th June	Hartlepool & District MC
9th July	Huddersfield MC
16th July	Alwoodley MC
13th August	YSCC
3rd September	High Moor MC
1st October	Knutsford & District MC

**Further details from the championship co-ordinator:- Andrew Cohen,
The Grove, Marsh Lane, Beal, DN14 0SL (01977) 673646.**

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