

# Trackrod Times

TRACKROD

MOTOR CLUB LIMITED

The Official Newsletter of Trackrod Motor Club Ltd., RAC Affiliated No. 1230

APRIL 1996

ISSUE 302

## EDITOR

So, this is the second month of the new format and, as yet, no comment from the majority of the membership.

Once more we are pleased to report a number of articles awaiting publication. Look out for reports on the **NORTH HUMBERSIDE FOREST RALLY** and the **THREE SWANS ROAD RALLY**.

On the subject of the latter, it was good to see a number of faces competing on road events for the first time in a long while. This was the first round of the Larkspeed League and Trackrod had three crews out for the night, two of them running as novices. I was able to spectate at a hairpin early on in the first section and it was to say the least interesting. The experts all seemed to know where they were supposed to go although Andy Anderson/Arthur Heaton had a close look at the back of the car in front as he stopped at the junction. Lee Allen/Joe Taylor, seeded as first novices briefly wrong slotted whilst the Dixons were delayed behind a Private Hire Taxi!! A local Bobby seemed to be enjoying himself whilst travelling WD and a local resident was somewhat concerned as he was *not aware the event was running*. Unfortunately, Lee Allen's event ended in disaster when he rolled **HIS DAD'S VAN** at a corner on a neutral.

On the subject of **NAVIGATIONAL EVENTS**, following on from John Richardson's successful training event, plans are afoot to offer a similar event this year. Prior to this I will be running a Table Top at the Beehive at the end of May. Simple navigation on OS 104 B1 (latest edition). A roamer, pencil will be required in addition to the map!

That's it for now,

Nick Stevens/Brian Walters, (Trypists!)

## CHAIRMAN'S CHAT

As I write this, I have just returned from the Pirelli International Rally where Alistair McRae took a convincing win. There must be something in the water near the McRae household!

Hope you like the new format of the magazine which will, I am sure, improve over the coming months with the inclusion of different articles and items of interests. By using this format we have created a more flexible production which can be used to distribute any information, either loose leaf or bound into the magazine itself. We also save a lot of money which can be used for the benefit of everyone - ideas please!

The rallying season is now well under way with plenty of choices from small single venue events to the full European Championship Internationals. All these events need your support either as a marshal or competitor.

Pleasingly the Autotesters seem to be out in force and a healthy entry was received for our recent April Fools event. Several members seem committed to entering Autotests and as these form a significant part of the Larkspeed League we will hopefully have a good chance of improving our overall position - maybe even a win if we also field good teams for the other events as well!

Road rallying also appears to be recovering a little from the dull days and I know that we are looking at running a novice event later this year, with some Table Top Rallies at club-nights to get you into the swing of things.

The Social Committee has been busy again with a very successful Chinese Evening at the Admiral Hawke and you will see from the calendar in due course that we plan a re-run of the successful Country and Western evening.

Rod Parkin, (Chairman)

## SEC'S BIT

Easter arrived at the beginning of April bringing with it 26 willing contenders for the Aprilfools Autotest held at West Street, Car Park. Being ably assisted by Simon Marston and Malcolm Jagger we managed to run 16 tests to try the little grey cells of some of the best Autotesters in the North, which included 3 members of the RAC MSA Autotest Committee (phew!!) I was also pleased to see some of our newer members venturing out to try this grass roots discipline. These included: Lee Allen, Sarah Bartley, Caroline Marston and Andrew Varley who all thoroughly enjoyed themselves. My only disappointment was the decided lack of marshals....., even though Malcolm had been round the club asking people weeks before, only two of them turned up! A few others turned up later, watched for a while, then left! This annoyed me as the same people often moan that no one goes out on other events for the club, but this proves a point that no-one was even bothered to support an event run by our own Club!!!

At the end of April (27/28th) was the first round of the Larkspeed League 1996, the 3 Swans Road Rally organised by Selby & DMC. We managed only to get a team of 3 out to represent the club. However the event was a well enjoyed one and a

clear and fairly dry night saw about 40 crews set off from the Selby & DMC club house to cover the 130 mile route. Again only a few of our members turned out to support the event and to encourage our crews. Hopefully a full report in next months mag.....

By the time you read this magazine the second round will have taken place that being the Keighley & DMC Autotest 5 May at Bingley, hopefully fielding a larger and stronger team, with support? Results from both in next months issue.

The Haynes Motor Museum are organising the West Country Concours, and Trackrod Members are invited with their classic cars to enter this premier concours which will take place on Sunday 28 July 1996 in the grounds of the largest motor museum in the UK. If you are interested the cost is #10 per vehicle, but for more detail or an entry form just ring them on 01963 440804 during office hours. Fax 01963 441004. Closing date is 15 July 1996. The 1996 Falling Leaves Classic Tour, again organised by the Haynes Museum will run on Sunday 15 September 1996. This is its third year and is run for enthusiasts of classic motoring and has a flexible approach to the definition of "classic" with everything from a Stanley steam car to a 1993 Ferrari competing on last years event. Again regulations from the above phone number or write

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Armstrong Massey Viking Tour Beverley & DMC and Buccaneer MC are to organise a replacement for their event normally run at RAF Leconfield. It will be run on the North Bank of the Humber with approx 50 miles of VIRGIN stages!! This event will be on Sunday 7 July 1996. Entries Secretary, Neil Sargent on 01482 702839.

A final word about the Larkspeed League is that the 3rd Round is the Alwoodley Road Rally on 1/2 June so anyone not going to the Perth Scottish Rally please support this event in some way, thank you!

Till next month, safe motoring.

Derek Lee, Hon Secretary.

## RETROSPECTIVE

From the pages of the Trackrod Newsletter of April 1977

On the cover, works TR7 on the Castrol 76 Stages Rally.

The Crest Stages Rally was on the 3rd April so no details until next month except for the continued (last minute) hype/panic (too late now!!).


Chairman Richardson reported the resignation of the Assistant Competition Secretary, Martin Kemp and the Treasurer Bob Chapman. The latter as a result of contretemps in Committee during which a full briefcase was hurled the length of the table in the direction of your scribe - something I said I think!! (We have met infrequently since and are on speaking terms!) Reshuffling of duties meant that Richard Spurdens became Treasurer and Eddie Baker and Sue Broadbelt were co-opted to assume, as yet, unspecified roles.

The processing of Articles to make us a company limited by liability was continuing - awaiting Companies House to finalise things.

our performance on the recent Mintex saw all our crews finish absolutely nowhere! Richard Jackson? Steve Lloyd collected an award on the Elcar but on the Dukeries they were seen to be floundering on a slag heap mending the electrics. Mike Schofield/Andrew Roddy and Alan Powell/Ron Mackinnon were in the top 20. The Millers (Chris and Martin) and Tony Longstaff/John Fenton were 10th and 8th respectively on the Wakefield & DMC Novice Rally.

After the Elcar Stages we were 5th overall with other points scorers being:- M Brown/J Middleton-Brown and, wait for this, Martin Brown/Alan Larkin!!

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## SOCIAL AND COMPETITION CALENDAR MAY/JUNE 1996

### MAY

- 7 Yorkshire Switchgear  
OPEN FORUM and SCALEXTRIC EVENING  
14 Admiral Hawke, Boston Spa  
FREE SANDWICHES  
21 Crown, Wetherby  
28 Beehive, Thorer  
TABLE TOP RALLY, 104 B1, Details page 4

### JUNE

- 4 Yorkshire Switchgear  
OPEN FORUM?  
11 Admiral Hawke, Boston Spa  
FREE SANDWICHES?  
18 Crown, Wetherby  
25 Beehive, Thorer

### Competition Calendar

#### May

- |       |  |                    |
|-------|--|--------------------|
| 5     | Millbrook Sprint<br>Spring Autotest<br>(LARKSPEED ROUND) | West Essex MC      |
| 6     | Millbrook Rally  | Keighley & DMC     |
| 11/12 | Hill Climb at Harewood                                   | West Essex MC      |
| 18    | Stage Rally at Manby                                     | BARC Yorkshire     |
| 19    | Stage Rally at Three Sisters<br>PCT                      | Nth Humberside MC  |
|       | PCT (ANCC Championship.)                                 | Wigan & DMC        |
| 25/26 | Road Rally   | Loughborough CC    |
| 26    | Bloodhound Stages (ANCC)                                 | Airedale & Pennine |
|       |  | Morecambe CC       |
|       |  | Lincoln MC         |

The indoor rally championship was over, the final round was organised by Jack Coulthard so he couldn't score points and Ian Gurnett? Frank Stuart Brown came through to narrowly take the title by a scant 2 points.

Steve Lloyd again put his prolific pen to paper to report on his SPY44 activities with Richard Jackson - giving us a blow by blow account of their outings mentioned earlier.

no new members reported this month.

Trackrod.....Ends

RICHARD INESON

## KALL KWIK STAGES RALLY

First of all an apology for the lateness of this article, but we have been very busy working on the latest acquisition (A Peugeot 106 Rallye). Anyway enough excuses on with the report.

Scrutineering for the event was held on the Saturday evening at Nidd Vale Motors Harrogate, we passed without any problems and proceeded to signing on at the very impressive Majestic Hotel, a quick beer and then an early night.

Sunday morning and a very leisurely run up to Eden Camp on the A64 at Malton. Our due start time of 10.30am was in bright sun shine (unusual for February). A long road section out to SS1 Riccal Dale, as usual the stage was very slippery through the farm yard gates, where extensive logging had been done, no excitement until junction 14 a flat left over brow to finish that was extremely greasy causing the back of the car to go light and try to get the trees, as anybody who has been down Riccal Dale know's it's too narrow to make any mistakes, this was only a small one and we escaped unscathed.

SS2 Roppa, no problems as such except we were too slow !!! SS3 Middlesheads only a slight misfire after the water splash at junction 6 caused any concern (still it makes good photographs).

SS4 Waterloo, run by Trackrod same stage as last year, and we didn't like it then either, 4 1/2 miles of narrow and slippery road with no less than 6 hairpins, some of which are very tight, perhaps a little cautious with the accident on the Christmas Stages still fresh in our minds, but we still managed a respectable time. After this stage it was service at Duncombe Park for a 20 min service, spanner check and tyre decision, we decided to stay on the narrow M4's rather than switch to the wider FB 80's given the wet conditions. SS5 Cropton 10 1/2 miles of stunning forest roads running south to north via Blackpark Lodge and Stape, finishing just west of the Roman road, wrong tyre choice as the stage was surprisingly dry and the wider tyres would have been letter (sodslaw), by now the sun was low in the sky and Nick was driving one handed down the 0.75 mile Spire House straight, using his other hand as a sun visor (not recommended at 100mph + !!!).

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SS6 Gale Rigg ran without trouble other than a brief excursion on junction 13 again due to the low sun, back to service this time we had only 15 mins. A quick check revealed a leaking fuel tank a rock had hit the kevlar tank guard and split the tank so temporary repairs were carried out, we only just made it to the time control on the last second of our minute. Back to Riccal Dale SS7 and join the queue, a car rolled in the stage and was being moved into a safe place, after a 40 minute delay the stage was under way, as we pulled up to the start Nick noticed that the car was pulling to the left a quick inspection revealed a slow puncture in the N/S front tyre !!! we had no time to change it so we decided to run through the stage and change it on the next road section. We pulled onto the public road after SS7 behind the chase car and I suddenly realised how tight the timing was only 4 mins to next ATC, foot pump out pump it up and GO GO GO!!.

Due to the tightness of the road timing we had to do the rest of the event by pumping the tyre up at every available opportunity, a steady run back to Harrogate and the majestic Hotel a look at the results showed us 5th in class which was not too bad for what was quit a hectic day. That's enough waffling, time to go back to the workshop as there is plenty to do.

See you all later Jim Dixon & Nick Dixon (Car 50)

P.S. hand up all those who saw the red "MND MOTORSPORT" sapphire on Look North's T.V. report on the "Kall Kwik" (A good bit of P.R. for Trackrod).....

## HALL TROPHY RALLY

Time 10.10 pm, Date 10th March, there I am slumped in my chair watching Cracker when the phone rings. "Arthur, I've got the cage in, and the car works, can we get a late entry, and can you make a sumpguard?"

Mon. 11th March, 6.00 pm We have a sumpguard (5.6mm 5083 "O" Aluminium to be precise!) and an entry - having promised to pay on the night.

Sat 16th March 6.00 pm Instant repairs to spots before heading for 7.30 Scrutineering in Clitheroe.

Later, 9.14 pm. Pick up route card to plot while the driver performs a manoeuvrability test and discover that the whole route to petrol is defined by 15 references, 5 spot heights and 19 full square black spots - easy peasy!

Of course - The Hall Trophy has a virtually unique timing system, the event running wholly as 30mph regularity sections with unknown intermediate time controls. To be spot on, stop watch and tripmeter are the minimum requirements.

But at RS1 10.23pm just north of Clitheroe, 8 miles of ice, snow, mist, falling snow, stuck cars and not as map sheep await, so regularity goes out of the window along with a cold hand reaching for a mud and snow covered "clicker" used at most unmanned controls, this is going to be a rough night.

Second Section, 15 miles of Lythe Fell featured more of the same, but in addition, ditched marshals Transit van and a snow bank featuring the course car! Also, worse was a struggling Mini, holding up at least six crews but, there again 4" of ground clearance doesn't help in 6" of snow.

Barbondale promised more but turned out to be clear so out with the pace notes - "It's not as map, all slights and Yumps, you're on your own mate!"

Dentdale, 5 miles to the east was blocked by 4 foot drifts - section cancelled - funny stuff weather isn't it?

Malham Tarn, back to thick snow, on top of rutted ice and the Mini - we dropped 24 mins on a 14 minute section and this was about average since the front runners had to dig the course car out again!

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Petrol, back at Clitheroe, was reached by three shorter sections - all tight. However, dryer tarmac and more trustworthy maps speeded us up to reveal lack of brakes. "It doesn't half make you concentrate" says Andy.

Second Half was a single, 41 mile, section defined by a minimum of references and blackspots, dead easy to plot but featuring at least 10 intermediate controls in the maze of lanes to the west of Clitheroe. By now we were concentrating on getting a finish but along with several others we went flat out onto a white at the end of a 1km straight - it wasn't exactly smooth and I found the roll cage with my ear!!

No more real dramas on the way to the finish and results show us 4th overall.

ANDY ANDERSON/ARTHUR HEATON.

## TABLE TOP RALLY

I have organised a TABLE TOP event aimed primarily at the novice navigators as a training exercise although there is nothing to stop more experienced members having a go too. You will need OS Landranger Sheet 104 edition B1 (most recent)

Enough information will be supplied so that even if you cannot finish a section you'll still be able to start the next one and navigation will be by simple methods (Herringbones, Grid Refs, Spot-heights, tulips etc.)

BEEHIVE, THORNER  
28TH MAY, 9.00PM

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## NOT AS MAP CORNER

So, back in action again, and Selby's Three Swans Rally, last Saturday night. Trackrod was represented by three crews who had varying fortunes throughout the night. No results were known, though since I left while the argument over badly sited P.C's was just starting !! Interesting, though, most of the novices were struggling against O.T.L pressure. You can't please everybody.

The next championship round, and LARKSPEED LEAGUE round is Alwoodley's RIDINGS RALLY on 1/2 June, on maps 104 and 99 - backyard stuff !!! So lets see a good Trackrod presence again both Crews and Marshals

(Thanks Derek, Stephen, Malcolm, Nick, Paul, Louise and others)

Arthur Heaton

P.S. Why did everybody go off on a N.A.M Hairpin on a neutral section ???

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## NEXT MONTH.....

With any luck.....

A report on the North Humberside Forest Stages by Steve Sanderson, this time as a NAVI-GATOR! How did he get on, did he wrong slot? All will be revealed A Report on a Female Novices first event, The APRIL FOOLS. Would the cones get in the way or what!!! ARFFER should submit a detailed report on the THREE SWANS but that's only if he doesn't let his holiday interfere too much!!!

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Larkspeed Team Leader, Derek Lee

ANCC Representatives Peter Rutterford  
& A.N.Other

*Andrew  
Fliggey*  
*17th Aug 2016*  
*TJW*

## Loss of Power

**O**NE 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 an increase is 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 specified rpm and measures 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 wheelspin. 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!

torque generated at the flywheel. Combine this with engine speed (revolutions) 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

## QUIZ ANSWERS

1. 1987.
2. Ari Vatanien called correctly to beat Ickx (1989 both driving Peugeot).
3. Gordon Murray.
4. H.R.G. '1500' (Circa 1948).



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

## OUT OF THE CAR



*Planning meetings may become all part of the job for a top driver. JYS in conference.*

aspects of being a race or rally driver, and this very much includes the business side, sponsors' needs and the values concerned. (I've heard more than one team chief muse that if a driver can't handle his private affairs, how on earth will he cope with the pressures if he climbs to the top.)

Anyway, I then asked JYS how a young driver (with or without a manager) can maintain momentum in a career - is there an element of luck or can he make his own luck? He feels drivers who want to reach the top need ambition, desire and sometimes hunger. A desire for self-improvement is most important, he reckons, because everyone can improve and develop a skill, sometimes far beyond what was initially perceived as good. Incidentally, he believes in good luck not bad luck, there is usually a reason for a continuous run of the latter.

As the average age of many motor clubs' members seems to creep up, I thought I'd better query if it is now vital to have come through karting for a successful race career. He agrees it seems increasingly difficult to make the big time without a heavy involvement in karting because it teaches you so much about car control, race craft etc. Mind as he says, not everyone reading this will want to become a professional so it's never too late to take up our glorious sport.

## A FEW

readers queried what Jackie Stewart meant in the last *Wheels* by 'mind management' which he put just after natural talent as an essential for ambitious drivers. Well basically, he says, it means being properly focused in your approach to the sport so that you give yourself every opportunity to perform at your best when at the wheel. I suppose "getting your act together" is another way of putting it and it makes the difference between drivers who win sporadically (if at all) and those who are always in the running.

With that out of the way, I then turned to the qualities a driver needs away from the car. First I asked Jackie if a young driver should have a manager in the early stages of his or her career. He feels not, in fact it can even be seen as a disadvantage in some cases. A young driver needs to learn about all the

But whatever your age, you're going to need cash so what about sponsors? Well, he stresses that you must give them value for money - they must enjoy the experience and consider that they are getting more out of the involvement than they are putting in. So don't take their money then forget them.

Two final points from JYS. It's worth mastering public speaking because in these marketing driven days if two drivers have similar skills at the wheel, the more articulate one is likely to progress further. (Having seen him in action several times including holding an audience of Swiss bankers enthralled in Geneva, I can vouch for how skillful he is on his feet). And, quote, motorsport is wonderfully exciting, stimulating and enjoyable, but it is dangerous. So buy and wear the best equipment.

After a final and fruitless attempt to get a drive in his second car (a decision he'll come to regret) I closed by wishing him well on behalf of *Wheels* with the new F1 project.

Stuart Turner

## COD FILLET QUIZ



1. When did Jaguars first win the World Sports Car Championship?
2. Who won the Paris Dakar Rally by the loss of a coin?
3. Who designed the FI BRABHAM 'Fan' car?
4. Which car was affectionately known as "The last of the square riggers"?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## RACMSA Club Development Fund

The RAC Motor Sports Association has another £40,000 available this year to help its member clubs. As in 1995, the money will be distributed to motor clubs on the same basis as National Lottery funds.

Because National Lottery applications must be for projects of at least £5,000, it is intended that the RACMSA funds will be used to fill the gap, so the minimum project will be £1,000. Each application for a grant must come from an RACMSA-registered motor club in membership of a regional association for which a regional plan exists. The proposed spending must be on a capital project (the money cannot be used to subsidise day-to-day running) and it must be matched 'pound for pound' from other sources.

"This scheme will only run while funds last, thus I urge clubs to apply as quickly as possible," explained RACMSA Chief Executive John Quenby. "We will favour projects which improve safety in motor sport, such as radios or rescue units, and those designed to attract new members."

The application form - which can be obtained from Colin Hilton at the RACMSA - is closely based on that for National Lottery funds, and every application will be vetted by the same committee, which comprises Stuart Turner (RAC Motor Sports Council), Allan Dean-Lewis (RACMSA Training & Development Co-ordinator) and Bill Troughear (Chairman of the Motor Sports Council's Regional Committee).

This system also means that any application which appears worthy of Lottery funds can be forwarded to the Sports Council with a minimum of additional work. It will also help club officials to become familiar with the National Lottery application system.

## More good insurance news

The RAC Motor Sports Association is pleased to announce more good news arising from the recent appointment of Bradstock as the RACMSA's insurance brokers.

Bradstock report an excellent response to the questionnaire sent to club secretaries, designed to help the insurers devise products appropriate for clubs.

The winners of the prize draw were: MG Car Club, London Counties Association of Motor Clubs, Lindholme MSC, Beverley & DMC and Ferrari Owners Club.

The Bradstock Motor Sports Club scheme was launched to meet the requirements of the Road Traffic Act in a simpler and less expensive way than previously. The response from secretaries is steadily increasing as they become familiar with what appears very different initially, but is soon perceived correctly as offering considerable advantages to individual competition licence holders, as well as clubs.

It is a significant benefit to the club and to motor sport that the insurer of the Road Traffic Act risk is the same insurer as the one covering the public liability risk under the RACMSA's main scheme. The risk of gaps or overlaps between the two covers is minimised by using the Bradstock Motor Sports Club Scheme. To use the old scheme as well is only to duplicate work.

Bradstock will shortly announce a new scheme to protect trailers and competitors' vehicles when off track. It will include elements of cover for race wear and tools. It will also link in with RAC recovery facilities if loss occurs en route to an event.

## Could you govern the sport?

Nominations for new members to sit on any of the specialist committees of the RAC Motor Sports Council should be submitted to the RACMSA's Director of Sporting Services, Colin Hilton, by the end of June 1996 at the latest. Committee seats become vacant on a rotational basis, with members normally retiring after a three-year term.

## Facts about... WOMEN IN MOTOR SPORT

Women in Motor Sport is a working group of volunteers set up by the RACMSA in September 1995. The group reports directly into the RAC Motor Sport Council.

The group's objective is to increase female participation in motor sport, both active and passive.

The aims are to devise and promote schemes which will enable the objective to be met in the medium term (3-5 years).

Members of the group are: Lorraine Freeman (Chair), Paul Gladstone (Secretariat), Heather Bradshaw (Young Persons Liaison), Judy Eaton (Research), Susan T-F Jamieson (Competitors), Sue Taylor (External Organisations) and Clare Burgess (Officials).

In their initial discussions, the group looked at available research concerning possible reasons why more women aren't participating (in particular, as competitors). From this information, it appears that the reasons go beyond a mere cost factor. Further research will be carried out to provide a sound basis on which to guide any future initiatives.

The majority of the work the group is currently undertaking relates to creating a greater awareness and understanding of motor sport. The knock-on effect will be not only more women who start making a more informed choice about whether or not to enter the sport, but also many more young people - regardless of gender.

A database is being formulated to collate details about national organisations, clubs and individuals who are already working on similar initiatives to promote women in sport.

RACMSA affiliated motor clubs will be pivotal in any increased group has suggested that female regional representatives should be recruited to act as points of contact and to initiate schemes in their areas. Please contact Women in Motor Sport via the RACMSA if you have any ideas, comments or developments you wish to put forward.

# AUTOSCIENCE

REVIEWS FROM

AUTOSPORT

CLASSIC

**AUTOMOBILE YEAR 1995/96**  
ISBN 2 88324 038 8, Editions  
Jr Piccard, \$29.95

Without a doubt *Automobile Year* is the most famous automotive annual. Thanks to erudite words and superb photography on new models, the industry and the sport: it is, simply, the best. This year it surpasses itself, with features on the historic scene including a photo tribute to Fangio, a look at the Goodwood Festival of Speed, the background to Japan's minicars, the roots of Audi (aka Auto Union) and oddball stories on the hot-rod scene and the dry lakes record breaking in the USA. All good heady stuff.

**RENAULT FORMULA 1 MOTOR RACING**

By Xavier Chimits and Francois Granet, Published by Dorling Kindersley, \$9.99

With a preface written by Frank Williams and Flavio Briatore, this book is Formula 1 made easy. Endorsed by Renault Sport and principally featuring Williams and Benetton, the Regie's Formula 1 teams, it takes the reader into the team's workshops, explains the parameters engineers must work to and gives a guide to who's who in the driver world. Illustrated with wonderful graphics, for the casual F1 fan or even the more dedicated observer, this book is a must.

**VILLENEUVE - A RACING LEGEND**  
By Allan de la Plante, Published by Turn Five, \$49.99

What a book! There are very few publications that ooze racing fever quite the way this one does. The late, great Gilles Villeneuve's career is portrayed through a stunning visual journey, both with superb photographs in the book, and the interactive CD-ROM that comes with it.

The words do not rival Gerald Donaldson's wonderful biography on Gilles, but this book features images that evoke all sorts of memories. Worth the high asking price. For more information call Turn Five on 001 800 795 1777.

**MG MIDGET & AUSTIN HEALEY SPRITE SERVICE GUIDE AND OWNER'S MANUAL**

By Lindsay Porter and Peter Wallace, ISBN 1 899238 07 7, Porter Publishing, \$9.99

**Lindsay Porter's MG Midget & Austin-Healey Sprite Service Guide** hits its target most impressively. Crisply presented and extensively illustrated, it adopts an in-depth and non-technical approach to every aspect of servicing and preventive maintenance. With a wealth of helpful tips, DIY greenhorns should find it removes many of the fears of tackling basic servicing. Recommended.

**ECHOES OF IMOLA**,  
By David Tremayne, Published by MRP, £16.99

The Autodromo Enzo e Dino Ferrari in the principality of San Marino is famous for the wrong reasons, having claimed the life of Ayrton Senna and Roland Ratzenberger during the 1994 Grand Prix.

This book, however, looks at a wide variety of highs and lows from the last 15 years, and relives the most memorable, nail-biting and nerve-racking incidents seen on the circuit before it was changed forever in deference to safety.

Enthusiasts will revel in Tremayne's eye-witness accounts of Imola's triumphs and tragedies. It is a well documented account of a Grand Prix venue steeped in history and ought to be part of any Formula 1 fan's collection, if not or not!

# 1996 Scottish Rally

## SS1 Pitmedden Stage

*Central Scotland Motor Club  
&  
Trackrod Motor Club*

**Friday 31st May  
First Car 08:30 (approx.).**

For more details please contact either:  
Peter Stanhope - 01259 760611

or

Derek Lee - 01943 875231

(If any members have any timber that could be used to make stacks, please contact Peter on the above telephone number).

Plans are well in hand for this years Perth Scottish Rally. As part of the Mobile 1, Scottish and other championships, I am sure there will be a good entry to watch.

Central Scotland Motor Club, and Trackrod, have been long associated with the event , and this year we have been asked to run the same stage as last year - Pitmedden. A lovely 4 mile stage set in some beautiful Scottish scenery (all Scottish scenery is beautiful - and that is from a Yorkshire man!), looking down on the Tay river. Let's hope the weather will be a lot better than last year!

Apart from the event being run a day earlier this year, the event will be similar to last, set-up on *Thursday afternoon/evening, back home* for an early night, final setting up of the stage from 05:00, 1st car approx. 08:30, finished for lunch, tidy up, then back home or watch/help at Knockhill - the final stage of the day which is on route home.

Saturday can then be either a lazy day, or go north to do some watching, followed by a BBQ in the evening at the 'Stanhope ' residence. Food will be supplied, with a nominal charge to cover costs, all that is then required are the drinks that you need.

Accommodation can be arranged in the area, B&B, small Hotels, caravan/tent space etc. To help with the catering please contact Peter/Susanne or Derek with numbers prior to the event.

Most jobs are 'vacant' at the present, so please contact me if you have a job in mind. We look forward to welcoming you all.

Peter Stanhope,  
Stage Commander

PS One thing not to forget, when the course closer has been through please tidy up your junction/sector ready for the equipment collection, Thank you.

