

TRACKROD

MOTOR CLUB LIMITED



JUNE 1997

MAGAZINE

The official newsletter of Trackrod Motor Club Ltd.
RAC MSA Affiliated, No. 1230

EDITOR

June edition of the magazine, 6 months to go until Christmas, doesn't time fly when your having so much fun !!

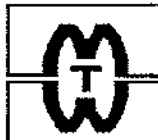
The Lookout Rally ran on the 4th May despite a few problems the day went well. I hope the club members who took part in event enjoyed the added extra of the Bomb Factory. The way the event ran was different from previous years, the service area was moved, scrutineering was off the airfield (well just outside) and like I mentioned the run through the Bomb Factory. Yet again the event was a huge success and next year will be even better. Out of the six or seven crews who entered, only one has put pen to paper (plea time again).

Croft Race Circuit on the 11th May, I took the Wheel of a Super Touring Car (Vauxhall's new special edition Vectra). The chance to drive came by the way of a letter from Vauxhall inviting myself and a guest to have a fun day out at one of three race circuits in the country, Oulton Park, Croft or Knockhill. I've never been to Croft so I decided that this was the track for me. On arrival, signing on, followed by tea coffee and biscuits. Vauxhall must have spent thousands on the three weekends they arranged at the different circuits, when you walked onto the area surrounding the circuit the only thing that could be seen were P registered Vauxhall's. They laid on many different activities, the first we tried out was the ABS braking test. The instructor drove down a small piece of track at about 50 mph with the ABS switched off

and hit the brake pedal hard, straight on, splat went the cones (a small child running in front of you), the second run was with the ABS switched on, same speed, this time the braking was left until later, the difference was unbelievable, the car was under control at all times, no sliding around or going straight ahead, it proved to me that a car with ABS would be much easier to control if you had to stop in an emergency.

I drove round Croft for three laps, each time getting more confident in the Vectra 2.5 V6, this car was a special edition number 0308 (if anyone has bought or knows someone who has bought one, just check the certificate number on the dash is not the same, one careful owner, 300 drivers round a race circuit). It was the first time I had been on a circuit and if felt strange being able to use all the tarmac. The car stuck to the circuit like glue as the tarmac had been finished for this year is the first time the British Touring Cars are using the circuit. Lap three was my fastest, I clocked 136mph along the pit straight. It was then the turn of the instructor who had been sitting by my side for the three laps. Off went the

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SOCIAL CALENDAR

JUNE

**3 Yorkshire Switchgear
ROD'S BLUE BOOK**

10 Admiral Hawke, Boston Spa

17 The Crown, Wetherby

24 Square & Compass, North Rigion

JULY

**1 CONSERVATIVE CLUB,
GILDERSOME, NEW VENUE
RESCUE NIGHT**

8 Admiral Hawke, Boston Spa

15 The Crown, Wetherby

22 Beehive, Thomer

29 Square & Compass, North Rigion

AUGUST

5 Conservative Club, Guildersome

traction control, out of the window went his brain, hold on tight was the last thing he said, well what more can I say apart from how fast can a car go round a 45 left on two wheels and then turn for a 90 right 300 yards away. I still have my underpants if you want to check what happened (I knew I shouldn't have told him I was into rallying when we set off, bad mistake). The day was great and I had lots of fun, cheers Vauxhall.

Well that's it again for this months issue, check out the rest of this months mag for some interesting happenings over the next few months (the new venue 1st July 1997, no more Switchgear !!! don't forget), also the karting Paul Scruton is arranging in August.

Brian Walters

Editor, Trackrod Magazine

SECS BIT

Well doesn't time fly when you are enjoying yourselves! We are now starting the six month of this year and it only seems like the beginning of the year. Well here's to the next six.

On the competition scene you members seem to have taken to the new Single Venue Rally Championship with great enthusiasm and hopefully it will be a success especially come awards time. If this is a success, we are looking at running a second one as a Multi Venue Stage Rally Championship in 1998. The men to talk to about either of these are John Renny and Peter Rutterford.

It is now a month since we ran the Lookout Stages Rally at Melbourne

Airfield and I think that the dust (or should I say rain) has settled. The muttering I have heard so far is that most people seemed to enjoy the way in which we ran the stages, different from previous years. The use of other facilities at the venue including scrutineering at T J Fraziers, my thanks to Tony for letting us use his premises. Behind the scenes there were a few problems we had to overcome on the day and the organising team admitted that we need to improve for next year and may be take on board some more members to ease the work load and help to run the event to it's full potential. I would just like to say a Big Thank You to everyone who was involved in running the Lookout '97.

I would like to bring to your attention that we are shortly coming to the end of the club year and we are looking to have the AGM on the first Tuesday in August, but this date has to be confirmed along with the venue, so keep your eyes on the news letter next month.

Till next month enjoy your motorsport and safe motoring!

Derek Lee, Hon Secretary

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KARTING

Have I got your attention?

Good.

Would you like a good cheap afternoon of fun motorsport?

For just £25 you could take part in 3 hours of non stop racing in teams of four, with endurance racing. This will all take place on **Sunday 17th August at 2:00pm** at the **Indoor Karting Track at Selby**. If you would like to go, please see **Paul Scruton** as soon as possible, to put your name down or call me on **0113 267 2903** or **0467 497519**. I will need a **£10** deposit per person by the end of June.

So forget washing the car or doing the garden, bring the family to watch and have a great afternoon of Motorsport!

Support your Motorclub.

NOT AS MAP CORNER

Since the Trackrod membership is showing it's usual apathy towards Road Rallying, I see no point in regular monthly articles, but here's a review of the season so far.

March opened with Leeds University's new championship Normean Lights Rally, which was not blessed with the best of organisation and attracted rain, hail and floods, just to cheer the marshalls up. However our own Andy Apperley/Jim Pievey persevered and got themselves a top ten finish, **Good Stuff**. Later in the month, the Hall Trophy was cancelled, having received only a handful of entries.

The Yorkshire Rounds started in April with the Three Swans, Selby Motor Club using some new territory near Cropton before sampling the fog shrouded delights of the rest of Map 100. Funny how some people think the quickest way to slot left is to overshoot, handbrake, turn and try again! Not bad watching for a section finish, yet again the Trackrod presence could be counted on one hand.

I has hopes that Trackrod would put out a full 5 car team for Alwoodley's Ridings Rally, using the familiar maps 104 and 99, but no - just 2 and one of them was the **Course Car**.

So car B - Thanks for the seeding boys - making the debut of the new Larkspeed Alan Larkin/Arthur Heaton/Astra GSI combination, rolled away from Otley cattle market (Hotten to Emmerdale fans), clutching a handout giving the location of

MTC 1 just North of Otley. Sport heights and grid lines gave a pair of standard sections around Fewston, Bland Hill and Hampsthwaite Maze! First a herring-bone-dropped four minutes with a combination of poor navigation and overshots - ABS is not recommended for rally cars!, then a tulip, just a minute dropped at TC 7 but no handouts, no nothing, no navigation, like many crews, we found R8 by guesswork, but no more handouts, so along with most crews we headed for the rejoin point at Pateley Bridge, hoping the missing sections would be scrapped (Phew! they were) a blast over the virtually uncleanable West Wood White saw the loss of another minute and then a tight road Section, lead to the break, drove to the second regularity section up out of lothouse, cleaned, WOW! The route then led past Ellistree where Dave Campbell parked his XR2 on a pile of rocks at a brow into 45 right. A trip over tank roads on Hauxwell Moor, down past Homby, across the A1 and then 2 sections around Kiplin and Thrintoft lead to petrol and gossip at Bedale. So far so good, 6 minutes, no fails. The second half of the 185 mile route looped South to Brimham Rocks and back to the finish at Thornton Watlass using all the classics, cocked hat, 5 Lane Ends at Watlass, Fearby Whites cause of at least one smashed rim (not over), Swinton Park, the hairpins above Pateley Bridge, where we missed a code board waving at the stewards! Sawley Load, Lightwater Valley and back round 5 Lane Ends using the famous double junction at 258 846, just dropped a minute on the whole lot.

So to the Buck for a good breakfast and loads of coffee and results after 3 hours

still not sorted out and still not received more than a week after the event, but I believe we finished 6th overall.

All the same though, 185 miles of competition for £45 cannot be bad value, especially when you can use a standard road car, so why don't more of you try Road Rallying.

VIDEO COMMENT

I suppose it was inevitable that with the advent of modern cam-corders etc that videos such as the **CAR WARS** series and locally, of course, **MAD MANOEUVRES** would be spawned. The entertainment value comes from seeing people escape often spectacular accidents unscathed. Once in a while another release comes along to add to the already considerable list available.

There I was browsing in HMV when I saw this particular video from **DUKE** who have been in the business for a number of years. Impulse made me buy it. Back at home I eagerly sat down to watch.

The blurb on the cover promised spectacular action taken from events between 1993 and 1996 filmed by both **DUKE** and **SPORTS SEEN**. Don't be fooled by the cover - **NONE** of the photos on the front cover relate to any of the action on the tape! Nevertheless the initial action was good. For a change there was no inane commentary from would-be comedians who constantly mis-pronounce and make silly gaffs regarding car and driver. Instead there was music (a little poor in reproduction) that was relevant to the subject matter.

Initial enthusiasm waned after a while when there was a spell of repetition with numerous overshoots at the same junction but other footage was certainly watchable. With coverage from **BTRDA**, **MINTEX**, **IRISH TARMAC**, **BRITISH CHAMPIONSHIP**, **EARS TARMAC** and **BURMAH SCOTTISH** championships and other events such as a very icy **CHRISTMAS STAGES**, there was plenty of variety in terrain and machinery. From clubmen in Mazda RX3's through to MK1 & II Escorts, Mantas, 6R4s and Historics to Escorts Cosworths and Subaru Imprezzas there is something to suit everyone.

TRACKROD doesn't miss out either with footage from the **ARTEMIS/ TRACKROD** forest rallies. Also of note were the appearances of various **TMC members getting things a little wrong**. The guilty can be revealed here as **MARK MIDGLEY**, **RICHARD MOORE** and **JOHN COPE**, with possible sightings of others. Also seen are many local stalwarts including Messers Mennell, Smith, Hioms, Dransfeld, Petch etc getting a look in.

In closing, a reasonable 9 out of 10, helped in some way by the local interest. If this sort of tape is your cup of tea, then I can heartily recommend it. If not then save your money for something sensible such as beer or fags.

Yours etc

BARRY ABNORMAL movie critic
extraordinaire



Wheels

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

SOCIAL SECURITY

THERE was a record entry for the 'Motoring News' Draw for *Wheels* users and it was quite a sobering experience to browse through one hundred club mags at one sitting.

Impressions? Well, many editors still plead for material but the standard generally is high. The competition front seems distinctly patchy this year because while some championships have surged ahead, others are still spluttering.

In general though things seem healthier than they were a year ago. But if the magazines I read are typical then there are two weak areas. The first is *marketing* because you can count on one hand the number of clubs with people nominated to look after promotion. It's a hobby horse of mine which I ride so often that I get saddle sore BUT with the feeding frenzy among sports to get sponsorship and other funding, we simply handicap ourselves by not promoting as hard as we can; as an example I've been to some brilliant dinners recently but how many of the clubs were planning to send photographs of their prize winners to the local papers? Don't ask.

The reluctance of people to take on the PR job for clubs puzzles me because when society is marketing and PR driven (as are governments and the church for that matter) then there are plenty of openings in that field and, believe me, it does no harm when job hunting if you've got club promotion on your cv with a folder of successful results.

Apart from promotion, the other area which seems a bit fragile is the

social side of club life -- all too many magazines have pleas for people to turn up at events and especially (of course) to AGMs. Many of the traditional reasons for clubs meeting have gone ... no need to gather to see an annual oil company film when there's so much motorsport on TV for instance. (I can still remember how thrilled I was to go to a Midnight Matinee of motoring films in London because it was the first time I'd been allowed to stay up so late; mind you, I was only 34 at the time.)

No need to meet to natter about the Damon v. Michael battle either when every pub in the country was talking about it last year. Recently I found a social calendar for a club going back to the 1920's and they had a much more extensive programme than any club today. At their dinner dance for instance "Miss Brown entertained on the pianoforte between courses" and the president gave a song recital after coffee. I suppose we just have to accept that they were different days -- then of course the women would be wearing billowing skirts and voluminous petticoats which must have been marvellous if you were partial to a good fumble I should think.

While one make clubs have obvious reasons for meeting, it's clear from the magazines that many other clubs haven't got very much bounce in their social programmes. Some are obviously geared to a single competitive event which is fine but could make a club vulnerable if the event fails.

There's no magic route to a successful social programme. There

appears to be some evidence that things work better if there is a dedicated team running the social side so that it doesn't get swamped by more pressing competition matters. And it seems to help if social events are linked by a championship of some sort to lead people from a table top rally to a quiz or whatever.

It's probably an area where more inter club liaison would help -- for example motorsport 'names' are more likely to turn out for an audience of 80 than, say, 40. But in the meantime if any clubs do have wildly successful social programmes please reveal all so that we can share the knowledge.

Actually if you think about it, clubs started in the very early days partly to lobby on behalf of motorists. Maybe, just maybe, we'll need to get back to that role. But I hope we don't regress to the point where the secretary of Cod Fillet starts giving vocal recitals at their dinners. I always thought his operetta about all the virgins coming down from Inverness was somewhat implausible anyway.

Stuart Turner

COD FILLET QUIZ



1. Who, up to the 1962 event, traditionally used to start the Monte Carlo Rally in Great Britain?
2. What make and Type number was the world's first FI Turbine Grand Prix car?
3. What make of car was the GT70?
4. What make of car made in 1917 had a model nicknamed "The Golden Submarine"?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Network Q RAC Rally route published

The 1997 Network Q RAC Rally (23-25 November) will be the shortest since the event was first held in 1932, covering just over 1,100 miles in three days. The organisers promise, however, that the event remains a tough and thorough test of man and machine.

The rally includes 245 miles of timed stages, and the strict limits imposed on servicing and tyre changing under the FIA World Rally Championship regulations mean that drivers will frequently need to nurse their cars over 30 miles of special stages before they can reach their mechanics.

The 1997 event retains the key elements which have made it the largest annual sporting event in Britain: starting with one day of heavily-promoted spectator stages on mixed surfaces, the meal of the event comprises two long days on gravel Forestry Commission roads.

For British spectators, November will be their first chance to see the exciting new breed of rally cars which began contesting the World Championship this year: purpose-built World Rally Cars are expected from Subaru (for 1995 World Champion Colin McRae), Ford and Toyota, while Mitsubishi will participate with Group A cars (for reigning Champion Tommi Makinen and his British team-mate Richard Burns).

New this year

Three special stages at the new start/finish venue, Cheltenham Racecourse, where superb facilities include space for 70,000 spectators and parking for 25,000 cars. Both the first and last stages of the event take place here.

On the purpose-built Superspecial beside the famous Grand Prix circuit at Silverstone, rally cars will tackle a

Two 'conventional' special stages will also be run elsewhere on the 800-acre Silverstone site.

Day 2 features familiar forest roads in central Wales, but with a compact new route centred on the market town of Dolgellau, which is used twice as a main service area.

The final day of the 1997 FIA World Rally Championship takes competitors into the flowing forest roads of south Wales, not used by any international rally for a decade. Drivers face eight long special stages in less than seven hours.

Timetable

The route of the 1997 Network Q RAC Rally covers a total of 1125.00 miles, including 244.60 miles on 28 timed special stages. Entries close on Wednesday 22 October; Reconnaissance takes place between Monday 17 and Thursday 20 November; and the Network Q RAC Rally Show is on Saturday 22 November.

Sunday 23 November

Cheltenham (07.25)
SS1 Racecourse 1 (07.33)
SS2 Blenheim (09.02)
SS3 Silverstone 1 (10.12)
SS4 Silverstone 2 (10.27)
SS5 Millbrook 1 (12.07)
SS6 Millbrook 2 (12.20)
SS7 Woburn (12.48)
SS8 Silverstone Super (14.19)
SS9 Donington 1 (16.38)
SS10 Donington 2 (16.51)
SS11 Racecourse 2 (18.50)
Cheltenham (19.41)

Monday 24 November

Cheltenham (05.00)
SS12 Radnor (07.24)
SS13 Hafren (09.53)
SS14 Pantperthog 1 (12.31)
SS15 Dyfi (13.00)
SS16 Gartelliniog (13.34)
SS17 Pantperthog 2 (15.26)
SS18 Taliesin (16.10)
SS19 Myherin (17.01)
Cheltenham (21.18)

Tuesday 25 November

Cheltenham (05.00)
SS20 Cwmparc (07.10)
SS21 Tyle (08.07)
SS22 St Gwynne (08.30)
SS23 Rheola 1 (10.02)
SS24 Resolven (10.52)
SS25 Rheola 1 (12.46)

SS27 Margam (14.04)
SS28 Racecourse 3 (16.57)
Cheltenham (17.03)

The sponsor

Network Q is the UK's leading used car brand, with over 400 retail outlets throughout the country, selling 90,000 cars of all makes each year. Network Q retailers provide the highest possible quality and service to their customers. Every Network Q vehicle has a rigorous 114-point service and comes with 12 months' warranty and breakdown cover. For added peace of mind, Network Q offers a 30-day exchange pledge.

The Network Q RAC Rally is Great Britain's biggest annual sporting event of any kind, with over two million 'live' spectators and almost 11,000 volunteer officials. The 1997 event will be the 53rd since the rally was first held in 1932. The Network Q RAC Rally is the final round of the 1997 FIA World Rally Championship.

REGIONAL ASSOCIATION NEWS

ASWMC

1996 regional champions
Road Rally Navigator - Phillip Luxton; Road Rally Driver - Barry Luxton; Novice Road Rally Navigator - Jason Hayes; Novice Road Rally Driver - Sheldon Ware; Historic Rally Navigator - Richard Dix; Historic Rally Driver - Paul Heal; Profile Racing Stage Rally Navigator - Yvonne Furland; Profile Racing Stage Rally Driver - Steve Furland; TSR Performance Sprint - Paul Richards; TSR Performance Hillclimb - Dean Vowden; Homesitters Over 50 Hillclimb & Sprint - Derek Mills; Autocross - Malcolm Davies; Autotest - Ernie Burles; Classic Trials - Julian Demmett; Road Rally of the Year - Harvest Rally (South Hams MC); Stage Rally of the Year - Wydean Stages Rally (Forest of Dean MC); Champion Club - Torbay MC.

SILVERSTONE

- The 800 acres which comprise the Silverstone site used to be a WWII bomber station. (A memorial to the 17th Operational Training Unit graces Silverstone's main entrance.)
- Silverstone is 100 per cent owned by the British Racing Drivers' Club which was founded in 1927; every leading British motor racing driver has been a member of the BRDC.
- All profits made by Silverstone are invested in the Circuit and British motorsport.
- Silverstone generates £30 million annually for the local economy and employs 1,200 full time staff over the summer.
- Silverstone is not just one Grand Prix Circuit; it actually comprises ten separate circuits – seven for cars and three for karts.
- Over 30,000 drivers a year take part in race driver training or other driving activities and events through the Silverstone Driving Centre.
- It is the only motor racing circuit in Europe with its own TV channel – Silverstone TV.
- The emergency medical centre is one of the best equipped Accident and Emergency facilities in Northamptonshire and surrounding counties. The 20 bed hospital has its own helipad and can cope with most spectator and participant injuries.
- Six helicopters a minute take off or land from one of Silverstone's two heliports on Grand Prix Sunday making Silverstone the busiest airport in the world on that day.
- During the Grand Prix Silverstone will have in excess of 700 telephone lines on site; 485 TVs will be installed; 44 PA systems will be in operation; over 35,000 cars will be parked on Grand Prix Sunday; an area of 1/2 million square feet will be covered by marquee; circuit caterers will employ 1,800 temporary staff (and serve over 1000 fresh salmon!).
- For more information phone 01327 857271.

AUTOSCIENCE

AUTOSPORT

REVIEWS FROM

CLASSIC

THE LONE FURROW

The story of Arthur Mallock and his U2 racing cars

Paul Lawrence, TFM Publishing (01952 583104), £19.50

Arthur Mallock was a remarkable man who built and raced remarkable cars. Alongside a distinguished army career, he designed, built and raced incredibly successful sports-racing cars for more than 30 years. This book tells his story and that of his sons, Ray and Richard, who followed in his footsteps.

Starting from his earliest Pre-War specials, the book charts the Mallock story right through to the end of the 1996 racing season. A detailed marque history and results section are included and three chapters are devoted to hillclimbing.

RACING THE SILVER ARROWS

Chris Nixon, Transport Bookman Publications, Isleworth, Middlesex, £39.95

With the McLaren-Mercedes Grand Prix cars now sporting silver paintwork, it was perhaps inevitable, although probably perfectly coincidental, that Chris Nixon should re-release his fabulous tome on the 'Silver Arrows' of the pre-war Grand Prix period from 1934–1939.

The Silver Arrows in question were of course Mercedes-Benz and Auto-Union, two giants of the sport, fighting for supremacy with part-funding from the Nazis.

First published in 1986, the book is a celebration of the Golden Age of Motor racing and seeks attention to detail, a wealth of knowledge and painstaking research. Packed with memoirs from the key characters of the period, such as Mercedes engineer Rudolf Uhlenhaut and Ely Beinhorn Rosemeyer, widow of celebrated driver Bernd Rosemeyer, the book offers a complete and thorough

account of what really happened in six short years.

Included in the book is a fascinating chapter on the Nazis themselves, and how Adolf Hitler used motor racing as a tool for propaganda.

If you missed it 10 years ago, this book must be added to your collection not just because it's a cracking read but chiefly because it fills a gap in motor racing history that has lasted for more than 50 years.

BOWLING ALONG

Brooklands, The Birthplace of British Motorsport

From The Brooklands Museum (tel: 01932 857381), £16.99 inc p&p

This is a 50-minute compendium of old films from the Surrey bowl. A brief explanation is provided by Bill Boddy of *Motor Sport* magazine, and there are snippets of Donington and Daytona, plus a few motorbike scenes, but otherwise it's all video bytes of the type familiar from Pathé or British Movietone News, brief snatches of smoking, noisy machines stuttering away from massed starts, bouncing over the notorious bumps, or weaving through the artificial chicanes, not to mention 'The Right Crowd and No Crowding' in the paddock. And some footage has the cars going anti-clockwise: ever seen this before?

ILLUSTRATED JAGUAR BUYER'S GUIDE

Michael L Cook, Motorbooks, ISBN 0 7603 0169 7, £13.95

This 160-pager deals with values for all models via a star rating, so investments are timeless. The S890 and 100, the alloy XK12, the Series 1 E-types and the Cs and Ds are five stars, the Mk X big saloon just two. It's not as detailed as Bay View's 'Original' series, but it covers the major pros and cons. A useful reference book.

Chips with everything!

WE'RE always getting asked about alterations to existing standard ECUs as fitted to various cars.

What people don't seem to have understood is that with a manufacturer's standard ECU, you are not supposed to be able to change anything. I know that people do break into chips and change the programme, but that's because they have the technical know-how and the equipment, and they can sell on that modified chip at a profit (some would say a vast profit).

If you have a one-off application like a fuel-injected

Lincoln Continental, then it is unlikely that anyone will offer a modified chip for this car; there simply aren't enough around to make it worth the effort of de-coding the brain and, more importantly, finding out what needs to be changed to produce the power. In most cases a chip for a standard (non turbo) engine will not do very much. Ideally you want a complete package with mechanical changes and a modified chip to suit.

The alternative for most of us is to replace the existing ECU with a brain that we can access. I have used Zytec units in the past and found them sophisticated far in excess of my requirements; fine, but they were expensive. I say were, because some of the ignition-only

units are now more generally available, at under £400 where as they used to retail at £600. But don't forget, buying the brain is only the start. It then has to be fitted and, more importantly, mapped to your engine's requirements. Which will usually mean lots of rolling road time, and even more expense. You should always allow for that in your budget calculations.

QUIZ ANSWERS

1. A.K. Stevenson (R.S.A.C. Glasgow).
2. Lotus Type 56B (1971) (NB the Type 56 was for Indy!).
3. Ford.
4. Miller (USA).



Presented by
Chrysler
July 25-27

The Coys International Historic Festival at Silverstone, Presented by Chrysler (July 25-27) celebrates 50 years of Ferrari in competition and guarantees the best historic motor racing in the world.

Frazer Gonzalez is coming from Argentina and Cliff Allison, Tony Brooks, Phil Hill, Stirling Moss, Ray Salvadori, Jody Scheckter and John Surtees are scheduled to appear. Paul Ferra will be reunited with the Ferrari Super Squalo he drove in 1955, while Clay Regazzoni will give demonstration laps in one of his hand-controlled Ferraris.

With over 500 road and racing Ferraris expected, the Festival promises to be one of the largest such gatherings anywhere in the world.

Over 60 car clubs will be mounting displays, and

The World's Greatest Historic Racing



Bentleys, Jaguars, Lotuses, Maseratis and Porsches will also be seen on the circuit.

FAMILY FUN

It's a fantastic event for all the family, with helicopter rides, hot air balloon flights, aerobics shows, craft fair, karting, tea/coffee, memorabilia stalls and art and photographic exhibitions.

The centrepiece of the Italian Village, a massive Italian display area, will be the Piazza, featuring a choice of bistro, restaurant, 'fast food' Italian-style and even an Italian barbeque. Restaurant bookings and barbeque tickets can be secured in advance by calling 01327 858004. Call 01327 320276 for more Festival information.

Booking in advance offers significant savings - call 01327 857273 before June 30

Silverstone

SIGNAGRAPHIC STAGES

Of course, I don't just do Road Rallies and April saw the seasonal debut of Stuart Drabble's 1300 Fiesta, with your truly navigating. Kelghley & DMC hosted their event at Twyford Wood near Grantham, a venue of character, rough in places and with trees awful close to the road !!!.

The weekend proved to be what is described as character building. Setting up on Saturday included trying to pitch a tent in the semi-dark on a concrete based nettle bed, and then getting thoroughly lost on the way to the Pub, The Ruddles was food thought.

Stage 1: A cautious run, exploring the effects of the newly fitted L.S.D arrive over flying finish line backward, much to the amusement of the Trackrod finish crew.

Stage 2: Going straight, until mother and father of all spins on narrowest piece of road on stage, stalled, cost approx. 90 seconds.

Stage 3: GOOD.

Stage 4: Set off with bonnet open !, had to stop to re-fasten.

Stage 5 & 6: Engine goes sick, initially blamed on broken plug lead.

But on **Stage 7** engine lets fly, dropped inlet valve and small fire, caused by spit back through carbs. Reason, Ian Maddison wanted to put camera in car for Mad Videos ???

So a non-finish, but great to see all the Trackrod crews there, especially Jim Plevy picking up a spare ride to 1st overall. Some people have all the luck.

More to follow later including Bloodhound Stages and more from the Lanes.

Arthur Heaton.

AUTOTEST'S AND PCT'S. JUST WHAT ARE THEY ?

I sometimes get members asking me that question and the simple answer is that they are the grass root events in Motorsports. They are often quite cheap to enter and can be quite fun. You do not have to have a special car with all the up to date technology, a bog standard road car will often do.

Autotest's are set on a car park or something similar, where organisers use the orange traffic cones set out across the car park in a series of gates and with the aid of a diagram, you then attempt these tests against the clock. It is common for the organisers to run the tests twice before changing them around. These events usually have about 15 to 20 tests, so there are plenty for you to have a go at.

PCT's or to give them their full name, Production Car Trials are run in fields, usually ones with hills or slopes in them. The organisers set up a number of tests using canes or stakes to mark out the course up the slope. They use two stakes to make a gate for you to drive through. They are set out in a way that from the

start line you then travel up the slope through the gates numbered from 12 to 1. The aim is to get as far up the slope as possible passing through as many gates as possible. You are awarded points as to the gates you have passed. The best score is the smallest. The higher up the slope the smaller the score.

I hope that this has given you some idea of these types of event and how easy it is to get involved in events. You will find that you will make more friends who will be only too willing to help you with advice on each type of event.

There are three Autotests and one PCT included in the Larkspeed League, which if anyone competes on events in the League as well as getting positions and awards in those events, you can also gain points for the Motor Club you enter under. In our case Trackrod Motor Club. Each club can nominate up to five competitors to score points in the Larkspeed League, so the more competitors, the more points that are available.

If you are interested then give me call or speak to me at any clubnight, or to any of the committee members.

The next round of the Larkspeed League is the Huddersfield Motor Club Autotest **29 June** at Stothes Hall Park, Huddersfield, followed by the Sheffield & Hallamshire Sprint at Curborough **6 July**, Regs now available. The Ilkley PCT is on the **27 July**, regs soon...

Derek Lee
Larkspeed League Captain

POEM

Tina's Sunday Outing

We bought ourselves a rally car
not so long ago
Tom's little Peugeot 205
She's anything but slow
"Your turn to navigate", Russell said
"so study the map, then straight to bed".

So off to Melbourne, first event
To do his best, Russ was hell bent
Waiting on the starting line
Tummies turning, feeling fine
Eyes on stalks, foot at the ready
He said we'd take it nice and steady.

As we battle our way around
Maps upside down! Russell found
"We all have to learn" I said
as 3 miles of driver, I was ahead.

Getting better by stage 3
Faster Russell, mind that tree
get your foot down to the floor
wing mirror gone off the passenger door.

Muddy, dirty, tired and wet
Faces stuck in grins of sweat
we really did enjoy our day
so when can I go out to play?

So to Derek, Jean and all the rest
you really put us to the test
But many thanks for a brilliant day
I now am stuck for what to say!

Tina Grant & Russell Holdsworth
(Tina, you can't be busy at work !!...Ed)

NEW VENUE FOR A TUESDAY NIGHT....

**1st JULY 1997
MEETING PLACE
CONSERVATIVE
CLUB
GILDERSOME**

**ASK ANY OF THE
COMMITTEE MEMBER FOR
DIRECTIONS**

**WE'VE ARRANGED FOR RICHARD
ASHTON OF CALDER RESCUE TO
COME ALONG AND SHOW US HIS
GEAR !!!!! AND HOW TO USE IT !!!**

Larkspeed

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MARTIN ROBINSON (A REVIEW FROM ANEMMC)

At the last meeting of the ANEMMC the Chairman asked all delegates and officials for a one minute silence as a mark of respect for the tragic death in a rallying accident of twice ANEMMC Stage Rally Championship Winner Martin Robinson which had sent a wreath on behalf of the Association to the funeral directors. Many clubs were represented at the funeral along with all officials with between 400 and 500 people attending.

A letter and card of sympathy had also been sent to Mrs Robinson and family. A proposal was put forward that the Evening Telegraph Trophy currently in possession of the Robinson family should be kept by them as a permanent memento of Martins involvement in the Championship, this was unanimously agreed.

At Martin Robinsons funeral Reception Lincs Louth MC committee member Norman Walters suggested an idea that Martin had made Manby Showground his own and a fitting memento if agreeable to James Tointon and the family would be to plant a tree at Manby showground in memory of Martin. This was taken up by the Association with James Tointon totally supporting the idea and Gerry Blythe would write to the Robinson family for their support and agreement to this idea with them planting the tree which the Association would purchase.

Peter Rutterford
Competition Secretary.

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MARSHALS REQUIRED

DUKERIES RALLY SATURDAY 21ST JUNE 1997

The rally uses 7 forest venues in the Sherwood Forest Complex, centred around Mansfield, the stages are:

Run Twice: Blidworth, Portland, Clipstone South and Blooms Gorse.

Run Once: Watchwood, Thieves Wood and Harlow Wood.

All marshals attending get a year badge, each stage also has a marshals draw with numerous goodies on (totalling 250 pounds) on offer. The event as a whole will also have a marshals prize draw for 3 large prizes (totalling 250 pounds), (for example some electrical goods worth 150, 70 and 30 pounds respectively).

As with all events we are seeking additional marshals and radio crews, in order for the rally to successfully run we require a total of 350 marshals and 60 radio crews.

If you would like an exciting days rallying, on an event which traditionally has a full 150 car entry then contact Anthony Northcote or David Baugh on the numbers below who will co-ordinate

the responses and allocate marshals to those stages in most need:

Anthony Northcote, Chief Marshal,
The Walnuts, Stayhorpe Road, Newark
NG23 5SG Tel: 01636 812579 or David
Baugh, Assistant Chief Marshal, 110
Forest Road, Mansfield, Notts NG18
4BU Tel: 01623 23842.

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1997 MOTOR SPORT CALENDAR

FEBRUARY 1997

1/2	Mini Miglia Road Rally	Knowlside C.C
2	Riponian Stage Rally	Ripon MSC
15/16	Phoenix Stages (Cadwell)	
16	Road Rally	Lincoln MC & CC
	Wycoller P.C.T	Pendle & District MC
	Chevet Stages Rally	Whickham DMC
22	Bay Stages	Morecambe C.C
23	Kail Kwak	De Lacy MC

MARCH 1997

1	Malcolm Wilson Stages	Morecambe C Club
		West Cumbria MSC
	Manby Stage Rally	Matlock M.C
1/2	Northern Lights Road Rally	Leeds Uni M.C
2	Autotest	Alwoodley
	PCT	Knutsford & DMC
8	Stage Rally (Elvington)	York Motor Club
9	Robin Hood Forest	
	Stages Rally	Lindholme MSC
15/16	Hall Trophy Road Rally	Cithorpe & DMC
	Autowindscreens Road Rally	Matlock MC
16	Autotest	Lancashire & Cheshire
	Haverigg Stage Rally	Furness & DMC
23	Practice Day/Marshals	
	Training Day	Harwood Hill Climb
23	Autotest	High Moor Motor Club
29/30	Ty Croes Stage Rally	Pendle & Bury MC
30	Three Sisters Circuit	
	Stage Rally	Glossop & Drs MC
	Twyford Wood Stage Rally	Mid-Derbyshire MC
	Spring National Meeting	Harwood Hillclimb

APRIL 1997

19	Single Venue Stage Rally (Larkspeed League)	Keighley
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MAY 1997

4	Lookout Rally (Larkspeed League)	TRACKROD
6	ROD PARKIN, BLUE BOOK (club night)	
10/11	Road rally (Larkspeed League)	Alwoodley
10	Open, Novices, One Makes	Harwood Hillclimb
11	Open Championship	Harwood Hillclimb

JUNE 1997

5 - 7	Perth Scottish Rally	
7	Single Venue Rally (Larkspeed League)	North Humberside
15	Jim Thomson Trophy	Harwood Hillclimb
26	Autotest (Larkspeed League)	Huddersfield

JULY 1997

1	RESCUE NIGHT (club night)	
5 & 6	RAC British Championship	Harwood Hillclimb
8	Sprint (Curbarough) (Larkspeed League)	Sheffield
27	P.C.T	Ilkley

AUGUST 1997

3	Montague Burton Trophy (Harwood)	
10	Autotest (Larkspeed League)	YSCC

SEPTEMBER 1997

7 or 14	Autotest (Larkspeed League)	A & P
14	Harwood Finals	Harwood
27	FOREST STAGES RALLY	TRACKROD

NOVEMBER 1997

22 - 26	NETWORK Q RAC RALLY	
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DECEMBER 1997

26	Boxing Day Autotest	TRACKROD
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JANUARY 1998

17	TRACKROD DINNER DANCE	
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Peter Rutherford & A.N.Other Derek Lee