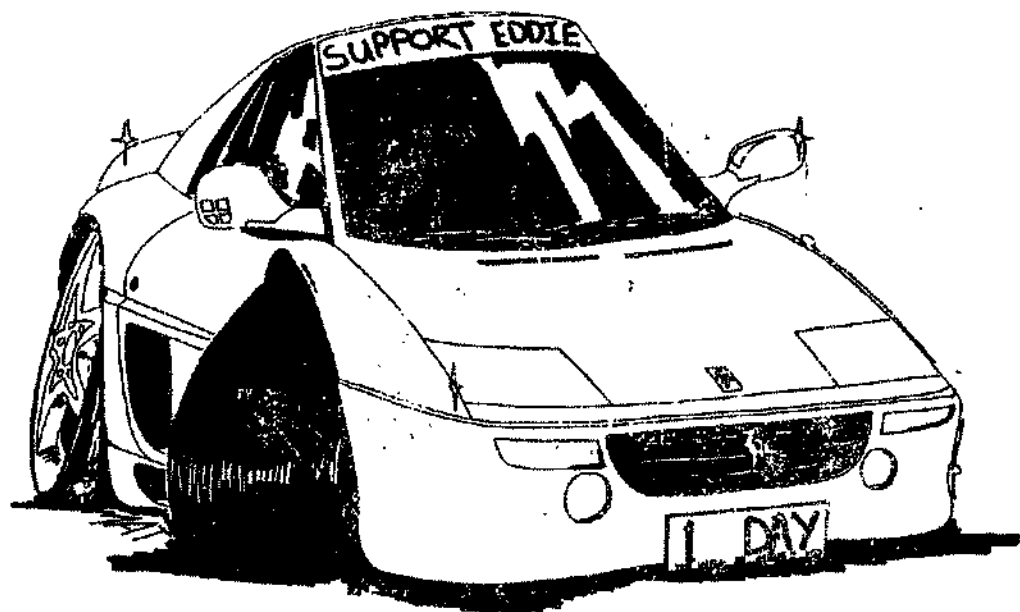


# **TRACKROD**

**MOTOR CLUB LIMITED**



## **NOVEMBER 1997**

### **MAGAZINE**

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

## CHAIRMAN'S CHAT

We haven't had a bonfire Night yet and already I am being sold Christmas Cards!! still, another year is nearly over, and it does seem to have gone quickly. Must be old age I hear you say, well may be, but I just cannot believe that Mull has just come around again and that the Mintex Championship has now finished (apart from the annual bash in Conventry).

Still there are plenty of events left, the Network Q (and historic) Rally in November (book your road space now in Wales because it will be busy), the Grizedale Stages, Cadwell Park, Boxing Day Autotest etc. etc. On the social side we have the Larkspeed "do" (8th November), our Christmas party (hopefully at the Square & Compass) and the Mintex Dinner (13 December), and please do not forget our own Dinner Dance on the 17th January 1998.

We are also planning on reformatting the traditional RAC Dinner early in the new year, to make it a Motorsport Dinner still with a rallying flavour but open to all events and their organising teams in the Yorkshire area (and competitors for that matter!!). If that appeals to you, please let me know because we simply have no idea of what size room to book (50, 100, 200 or 2000 ??)

As always, enjoy your sport, and write to Brian and tell him about it!!!

**Rod Parkin**  
Chairman, Trackrod Motor Club.

It's getting closer to the end of the competition year and there are only a few more events left for you all to chase these remaining trophy points. The Annual Dinner Dance is booked for 17th January 1998 at the Castle Grove again after last year's successful event and that is where all the trophies will be awarded. Get your request for tickets in early, as they will be at a premium, to Caroline Marston or any of the Committee.

The Trackrod Forest Stages Rally & International Peugeot Challenge on 27th September was well received by all I spoke to. Well organised, good stages and plenty of marshals and spectators, a good day had by all. Though being the first car on the road and the last one to finish, Ian Stewart, Phil Barley and myself found that delivering the clocks and then closing some of the stages was quite a long day, thanks Lloyd!! Here's to next year and for whatever Rod has up his sleeve.!

The last round of the Larkspeed League was on Saturday 4th October, the Selby & District MC Stages at Elvington. More than 50 crews competed over 12 stages on a dry and windy day with only a handful of retirements. Top runners being John Haygarth, Rob Hall, Shaun Doughty, Adrian Horsley, Chris Leeming and our very own Alan Larkin. We fielded a full team of 5 being: Alan Larkin/Bernard Fernyhough, Richard Rowley/Dave Hammond, Barry Stoner/Andrew Smith, Steve Sanderson/Rob Buchan and Stuart Drabble/Arthur Heaton. We ended up with three finishers as Stuart and Arthur

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retired with a blown engine and Richard and Dave lost their oil filter. Well that leaves plenty for one of those crews to write an article for next months magazine. OK lads!!

By now most of you will know that this years Network Q RAC Rally will not be visiting Yorkshire, as the host town is Cheltenham and the most northerly stage will be at Donnington Park, many thanks RAC. What ever happened to the rotation of regions, missing one out every year? Is the FIA taking over everything in rallying?

Finally, the Larkspeed League Disco is on the 8th November at the Parkside Hotel, Pontefract, just off the M62. I need to book tickets in advance, so contact me now if you want to come along for a cracking good evening's entertainment laid on by Alan Larkin of Larkspeed Performance Centres.

Till next month, safe motoring.

**Derek Lee**  
**Hon Secretary**

## **SOCIAL CALENDAR**

### **NOVEMBER**

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 The Crown, Wetherby
- 25 Square & Compass, North Rigion

### **DECEMBER**

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Christmas Party, Venue to be arranged, see flyer
- 23 To be confirmed in Decembers Mag
- 30 To be confirmed in Decembers mag

## **DINNER DANCE**

If anyone wishing to start paying for this years Dinner Dance in advance (a few pounds per month), please can contact or see Caroline Marston on any club night.

## **AUTOSPORTS SHOW**

After last years very successful trip to the NEC Birmingham, I will be organising another trip for **Sunday 11th January 1998.**

The format will be the same as last year:

**Coach from Leeds**  
**Entrance to the Autosport Show**  
**Entrance to the Live Action Arena.**

Total price will be approx. £25.00 per person (price to be confirmed).

All those wishing to go, please let me know as soon as possible.

This trip is NOT just for Motor Club members, everyone is welcome, so please bring along friends and family.

Confirmed bookings will be made in **EARLY NOVEMBER**, so give me your names as soon as possible.

If you need any more information, please come and see me on any clubnight or ring me at home on 01254 885258.

**Russell Holdsworth**

### TOUR OF MULL

Neil Mackinson won his 5th consecutive victory on this years Tour Of Mull by a shade under 3 minutes in his Subaru Legacy.

This win was no easy task as early on in the tour, Callum Duffy, in his Cosworth powered Escort, held a lead over Mackinson over Friday nights opening stages.

Between both drivers, they secured all the fastest times during the night and Mackinson has to reduce Callums 19 second advantage, he did this by adding slick tyres and pushing even harder then previous.

Mackinson was quickest on the first run of the loop, things then started to go wrong, 1st a puncture and then a blown turbo - SS12 saw his problems increase further, a greasy 90 right on the Mishnish Lock Stages, the car spun, hit the armco and yet another puncture.

Callum Duffy, 22, took advantage on Mackinson's miss fortune by setting the fastest times, the only problem Duffy has was the Tarmac producing too much heat and the tyres were going off.

As Duffy went into his last run of the second loop, the oil light came on, the engine blew ending his run and the possibility of winning this years event - better luck next year !!!

Neil Mackinson's nearest rival, Chris Griffiths, lay 2 minutes behind and could ease off and start on his way to this years victory.

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# **"TOUR OF TOBERMORY"**

## **THE BEER RALLY - 1997**

- Car 0: at the Mishnish after the Fireworks, (approx 8:00pm)
- Four demanding stages, timed to the second.
- Individual and team challenge (team of three)
- Really prestigious prize (a bobble hat)
- No illegal servicing allowed, definitely no chase cars.
- Farting over 110 dB 5 second penalty
- Practising the full route is compulsory.
- For first time entrants - pace notes can be found in the good beer guide.
- Competitors may be breathalised at any time during the event. Any competitor passing the breath test will be immediately excluded.
- Any dead heats will be decided by a re-run or two.
- No forced induction - emissions must be kept to a bare minimum.
- A judge of farts will be appointed whose decision will be fatal in all matters.
- To stand any chance of consideration, any protest must be accompanied by a pint of heavy for Tony (chief beer rally organiser).
- More than 5 protests are unlikely to meet with much sense.

1997 Larkspeed League  
**AWARDS EVENING**

Music By Barry Philips Superior Discos  
Starting 8pm till late

**Julian Caruso**

**Top Clubland**

**Hypnotist**

(team captains will be required to assist!!!)

**Tickets £5.00**

**Available Now From All League Captains  
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**Saturday 8th November 1997**

**at PARKSIDE INN**

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**Larkspeed**  
performance zone



# Wheels

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

## JUNK AND DISORDERLY

**T**RAWLING through a batch of club magazines recently – my copy of *Practical Taxidermy* was late for some reason – I noticed that more clubs are either running autojumbles or taking stands at them. Seems like a good way of getting members involved and perhaps raising funds for a club – some operate on a 50/50 share of revenue like charities often do.

In case the trend grows, I used a visit to this year's Beaulieu Autojumble to ask a few stallholders and visitors for their thoughts on the opportunities and risks for the jumbler. The emphatic view was that if you are selling, pre-planning makes all the difference, not least in how easy it is to set up and take down your display. At the very least have stout boxes; it was noticeable at Beaulieu that many traders had stands built onto trailers to make the whole process simple.

You need to decide what happens if it rains (it probably will) or if a gale blows (ditto). It won't matter too much if your stock already has a charming patina of rust but it will if, say, you are selling literature.

What to sell? There seems relatively little motorsport equipment on sale at autojumbles so perhaps this could be an area for clubs to go for. Members should think of it not so much as losing a turbocharger or gearbox but as regaining a spare bedroom.

Whatever the stock **DON'T** fall in love with it so that it hangs around forever. In the antique world some items seem to be for trading, not selling, and just go round and round the trade. Autojumbling seems similar – the surgical support worn by the legendary Edgar Jessop during his brave championship bid has been

handled by a least five traders to my knowledge. And don't look back – don't agonise over the fact that if you'd held on to something you might have made a few pounds more.

### THANKS!

*With this issue Wheels goes into its fifth year which makes it an appropriate time to thank John Hopwood of Cod Fillet, our advisers and our friends at Autospot, Motoring News, Classic and Sports Car, and Cars and Car Conversions for all their help.*

Few visitors to your stand? Put out a message on the tannoy asking Damon Hill to please return to stand number so and so. If you make that the Spice Girls you'll certainly pull in the punters – half the Cod Fillet members for a start.

And after you've spent a day down among the jumbles, work out the finances; the *proper* finances – don't kid yourself by omitting hotel or camping costs for instance – and only then decide whether to repeat the experiment.

And if you are a *buyer*? If it's a huge show like Beaulieu (incidentally, I drove straight in on the Sunday at 10.30 and out at 3.00 without any delay so don't be put off by the size) then you need to have a very clear idea of what you're looking for otherwise you'll get hopelessly sidetracked or bogged down. People put signs round their necks indicating which make they need parts for but this became a bit embarrassing when I tried it – people either edged nervously to the other side of the aisle or just wished me 'good day'. Then I found that the D and W had dropped off my Dellow sign.

Some organisers allow messages to

be put out over the p.a. (sometimes for a fee) saying that someone is seeking such and such a part. This could cut down a lot of fruitless searching, although such announcements should be done in specific bursts and not scattered throughout the day along with those dreadful ones asking Sharon's boyfriend to please meet her at the personalised windscreen strip stall.

If you find what you want – whether a part or a book or a sales leaflet – you may be shaken by the price. Market forces quite properly prevail and the shorter the supply the higher the asking price will be. You used to have one and only paid twopence for it yet the dealer is now asking twenty pounds? Irrelevant. There's an antique shop on a corner in Cambridge which has a sign which says along one street 'My aunt used to have one'. Round the corner it continues 'but she sold it'. That says it all really.

Stuart Turner

## COD FILLET QUIZ



1. What connection did Commander Lumley Robinson have with the motor industry?
2. When did a driver win the Alpine Rally outright in a car bearing his own name?
3. What was the type number of the first 'proper' Porsche (built in 1948)?
4. At Michelin House, Chelsea opened in 1911, which artist was responsible for the now famous tiles?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Lottery cash for Junior Rally Team?

The RAC Motor Sports Association is to apply for Lottery funding to establish a £1.15 million British Junior Rally Team programme.

Working with the International Rally Drivers Club, a detailed bid for a Lottery Sports Fund grant to support the establishment of a British Junior Rally Team is in the final stages of completion. This will enable the assessment of 30 talented performers, from which a selection panel will appoint ten to take part in a six-year programme.

The total required is £1.15 million, towards which a Lottery grant of £855,000 will be requested. It is anticipated that the remainder will be covered by commercial sponsorship, plus an RACMSA grant of £85,000 spread over the six years.

Future bids are being researched on behalf of speed events, kart racing and car racing.

## Bigger, better Autosport Show

The 1998 Autosport Show at Birmingham's NEC (January 8-11) promises to be bigger and better than ever, as Haymarket Exhibitions have extended both the exhibition and Live Action areas.

The show offers the opportunity for the public to rub shoulders with top names from many motor sport disciplines, and to see the latest Formula One, CART, touring cars and karts close-up.

The Live Action Arena has been moved into a larger hall, to accommodate more people and ensure that everyone has the best possible view of the action.

The Live Action shows offer the first opportunity of the year to see stars and cars competing around a demanding, double figure-of-eight, indoor track.

comprising leading manufacturers and associated companies, with an indoor track operated by Silverstone Circuit. The track will host races for celebrities and media, and visitors can have a go themselves.

The RACMSA will have their usual stand, which anyone involved in motor sport is welcome to visit.

To order advance tickets for Autosport International, please telephone 0121-767-4747.

## New web sites

The RAC has launched the UK's first live traffic news on the web. The information superhighway can now help motorists avoid congestion on real roads.

Anyone accessing the RAC web site ([www.rac.co.uk](http://www.rac.co.uk)) can select traffic and travel information in a format to suit their journey. Traffic news is structured to provide regional details, traffic problems on the motorways, or specific routes.

By using the Personal Traffic Profile, a route can be selected in advance and stored on the site to give a regular update on the latest traffic developments.

Curborough Sprint Course, near Lichfield, now has its own web site ([www.suckdemon.co.uk](http://www.suckdemon.co.uk)) offering full information about this popular Midlands venue, including calendar, times, archives and much more.

The 30-page site includes details of Shenstone & District Car Club, leaseholders of the site. You will not find any "under construction" headers, as the site is complete and will be regularly updated.

## Club workshops

The second series of RACMSA Club Workshops, with support from *Motoring News* and Adstitch, has commenced, using the same presentation team of Stuart Turner and Allan Dean-Lewis.

The Workshops are open to RACMSA registered clubs, each of whom was invited to send up to three delegates. Sessions at Telford, Leicester, Brands Hatch, Carlisle, Perth, Inverness and Newcastle had already been held by early October 1997.

The workshops offer a mix of

presentation and feedback. Topics include sponsorship and funding, using information technology, recruiting and involving club members, and jobs in motoring and motor sport. There will be a free raffle at each venue for an annual subscription to *Motoring News*.

Workshops will be held throughout the UK during 1998 as follows: 24 March at Lancaster, 25 March at Glasgow, 29 March at Portadown, 31 March at Worsop, 1 April at Cambridge, 7 April at Silverstone, 8 April at Gloucester, 8 April at Cardiff, 21 April at Basingstoke, 22 April at Taunton, 22 April at Bodmin, 28 April at Brighouse, and 29 April at Runcorn.

Places remain at all these venues. For details and to reserve your place, contact Allan Dean-Lewis, RACMSA Training & Development Co-ordinator, tel/fax 01492 546688.

## Fast BTCC race justice

Anyone convicted of a driving offence in next year's *Auto Trader* RAC Touring Car Championship may face an immediate one-race ban and/or a fine of up to £5,000, under an experimental judicial procedure approved by the RAC Motor Sports Council.

A permanent panel of RACMSA Stewards of the Meeting will be appointed for the season, empowered to sit as a Council tribunal, although they will meet at the circuit on the same day as the race.

With each round of the *Auto Trader* Championship comprising two races, the Stewards will have the power to ban any driver from the first race at the next meeting.

To comply with the FIA International Sporting Code (and Royal Automobile Club rules), a convicted driver will have the right to apply for leave to appeal to The Stewards of the RAC. If granted, such leave to appeal will not suspend any penalty. The Stewards of the RAC will hear any appeal before the next relevant championship round.

The RACMSA consulted widely before proposing the new procedure, which has the unanimous support of the manufacturers taking part in the *Auto Trader* Championship. The new procedure will be tested during 1998 only in that championship; other races will be governed by existing regulations.



## Facts about... **TOWING**

- Speed limits for towing are 50mph on single carriageway roads, and 60mph on dual carriageways and motorways. You must not go into lane 3 on motorways.
- Increased size, weight and stopping distances emphasise the need for forward planning, clear signalling and consideration for others.
- When reversing a car/trailer combination, you steer the opposite way to turn but fine tuning of the line demands adjustment. When you first couple up, take a few cones to a large open space and practise. Oddly, a small trailer is more difficult to reverse than a large one – it changes direction so quickly.
- Load your trailer so that it presses down on the tow hook by about 50kg. This makes the trailer stable yet does not overload the rear suspension of the towing vehicle. Check maximum trailer nose weights in the tow car's handbook; too light is also bad.
- Trailers and caravans need servicing too. Check lights, wheels, tyres and brakes regularly. If your trailer is to remain in one place for any length of time, jack it up so the tyres don't suffer from flat spots or sidewall damage, or remove the tyres and put them in a dark and dry store.
- Drivers who passed their test before 31st December 1996 are generally entitled to drive a vehicle and trailer combination up to 8.25 tonnes MAM (maximum authorised mass). For towing weights for your vehicle, consult your handbook. This will also tell you above which weight the trailer will require brakes.
- Drivers who have passed their test since 1st January 1997 are restricted to lesser weights – a 3.5 tonne vehicle with a 750kg trailer, or a 3.5 tonne combination, providing the MAM of the trailer is less than that of the towing vehicle.
- For further information: DVLA Customer Enquiries are on 01792 772151 (for licensing queries); Vehicle Standards Engineering are on 0171 271 4633 (for construction and use enquiries).

# AUTOSCENE

**AUTOSPORT**

REVIEWS FROM

**CLASSIC**

**SAAB: half a century of achievement**

Eric Dymock, GT Foulis & Co, ISBN 0 9518750 8 6, £24.99

For a company that has produced relatively few models, Saab's 50-year lifespan has seen some amazing and quirky machinery, starting with the radical and aerodynamic 92 prototype 'people's car' and finishing with the 9-5 of 1997, a Vauxhall in drag. Written by Eric Dymock, *Saab* is a fascinating look at the cars from Trollhättan, especially the early days when the company struggled to make its mark, followed by production of the 92, the rallying days with Eric Carlsson in full flight, and the later 99, 900s and 9000s. It's a superb publication, with a multitude of glorious illustrations and photographs. Recommended.

**V RALLY 97 CHAMPIONSHIP EDITION**, for the Sony Playstation By Ocean Software, £45.99

V Rally is probably the best of its kind on any format. It features every major World Rally Championship contender from rorty Subaru Impreza 555s, to Mitsubishi Lancers and Escort Cosworths. It even has Citroen Saxo and Renault Megane kit cars included in its comprehensive range.

40 stages, set in different countries, and offering varying levels of realism and simulation, the game has lasting authenticity and takes some time to get used to – each car requires a different driving style. It even features a top two player mode.

A simply mega buy.

**LIVING WITH SPEED**

Norman Burr, From Steel King Ltd, tel: 01933 314141, £24.95

This book chronicling the 1996 season of the RAC Hillclimb Championship is very much about Roy Lane, who's sponsored by the people who paid for the book, but that's no bad thing. Roy's the guv'nor: four times championship winner and in the top 10 every year since '68. There are 168

pages – 32 colour – profiling cars, drivers and hills, with good technical details and contact numbers. Only downfall is some weak photography and poor reproduction – but it's a good companion to the seasoned hillclimber or introduction for the novice.

**'MANAGING A LEGEND'** – Stirling Moss, Ken Gregory and the British Racing Partnership

Published by Haynes, £19.99

These days, Formula 1 racing and big business go together like Williams and Renault, but this book tells the story of Grand Prix racing's transformation from a sport into a business at a time when the commercial aspect of Formula 1 was in its infancy.

Ken Gregory played a vital role in turning motorsport into the creature we recognise today – 'A great occasion, but not a sport,' in the words of Stirling Moss.

It is an intelligent, perceptive, and well-written account of Gregory's association with the British Racing Partnership and Moss, whom he managed. Through his sponsorship arrangements with Yeoman Credit and later with UDT Laystall, Gregory became a financial supremo and the first person to operate a Formula 1 team funded entirely with somebody else's money. Clearly, his ideas then were as revolutionary and controversial as those of Bernie Ecclestone now, to whom he is often compared.

Examples of his financial foresight are numerous: many are quite remarkable. Rest assured, though, that there is a lot more to this book than just mega-bucks and wheeling and dealing. The detail is meticulous, and the input from Moss means the drivers' point of view is always conveyed.

There are 48 pages of photos, including many rare shots of Moss's early cars. For all aficionados of British Motor Racing history, this has to be essential behind-the-scenes reading.

## Get well oiled!

**W**HEN asked which is the best oil some magazines will never give you an answer! But not CCC: we will dance around the subject like a politician faced with a query on poll tax (just a little joke!). In reality there is no such thing as a 'best' oil, it all depends on what you are looking for in your lubricant.

Competition engines have very frequent oil changes compared to road cars. Sure, the oil gets a hard life when it is working, but deposit build-up isn't going to happen without high mileage. Competition engines generally are in better condition than road engines contending with fewer cold starts.

For a race engine we are interested in minimum friction and optimum film strength. A synthetic oil generally has film strength six times greater than a mineral oil and sophisticated

additive packages reduce friction to a minimum. But the majority of synthetic oils are designed for road engines running hydraulic tappets. The low viscosity numbers are designed not only for good cold starting, but also so that the oil gets up to the hydraulic tappets very quickly on start-up, in order to pump them up. That is why a 5W50 oil is not necessarily the best thing for a Pinto or Crossflow engine, or a tuned engine designed with hydraulic tappets, but using solid tappets. But as informed enthusiasts most of us warm our engines up before giving them some stick, an oil with more attention paid to the film strength is of more interest to us than one loaded with dispersant additives intended to give a 20,000 mile service interval. 5W oils also tend to find every loose join in the engine and leaks can be a problem.

For all these reasons, the 'best' oil surely has to be one developed for competition use. There are plenty of race oils about; ideally look for one that is synthetic based.

Finally, before we leave oils, a word about oil pressure. Yes, we all like to see high oil pressure, because we have been conditioned to believe that this means all is well. Talking in generalities is difficult, but often higher oil pressure is simply circulating oil from the sump around the pressure release valve and back into sump. Oil circulation is more important and this isn't dependent entirely on oil pressure. If you want high oil pressure, just run a higher viscosity oil like a 20W50 instead of a 5W one. Although higher pressure has to be paid for in power loss from driving the pump. As always, you never get something for nothing in motor racing.

## QUIZ ANSWERS

1. He invented the Jubilee clip in 1921.
2. 1954 Denzel.
3. Type 356.
4. Ernest Mangot.

## REGIONAL COMMITTEE REVIEW

The third and final meeting of the year was attended by John Quenby to hear discussion on our considered proposal document formalising the role, responsibilities and authority for the 15 Regional Associations. Universal endorsement passed the document on for Council acceptance.

A 'Clubcross' event has happened! Debate on the likelihood of any more centred on the awkward combination of safety, speed, cost and fun.

Reports from recent Rallies and Safety Committees followed, with additional comments being passed on other Specialist Committee minutes, exercising one of our roles. Appointments to Committees is under

review and our views were noted.

Mr Quenby then explained ideas for the 1998 Fixture List, including the well received proposal to subsidise Regional Associations to publish the Clubman events calendar, which may be omitted from the National listing. Contact your own Association for details.

The Club Workshop programme was drawn to our attention, and deserves clubs' support. We also heard that 1998 insurance levels are likely to remain static again. Insurance related comments are welcomed by the MSA.

Club Development Fund money continues to be handed out, with £28,000 now assisting 29 schemes

with a total value of £90,000. News from the National Lottery was given — there should be further information in a later 'RACMSA News'. Committee also heard about the Inter-Association Autotest and Autocross events and that the Road Rally is in December.

Use of paramedics was again clarified. Red Book section S gives details, or contact Tony Newsum if still in doubt. Appointment of Speed Event Clerks, confirmation that National A and B events are different, and that Indemnity signatures are only definitive at events and not in SR's almost concluded proceedings. The re-appointment of our Chairman and Vice-Chairman did. *Bob Milloy*

## **DINNER DANCE**

This years Dinner Dance will again be held at Castle Grove in Headingley on Saturday 17th January 1998. The menu is as follows:

**Smoked Salmon Mousse with  
sliced granary cob.**

-----

**Roast Loin of Pork Served with  
Cider Sauce  
Roast Potatoes, Melange of  
Vegetables**

-----

**Individual Caramelised Lemon  
Tart served with Double Cream**

-----

**Coffee or Tea**

Tickets are priced at £18.00 per person, enclosed with this months magazine is a booking form, please complete and return to Caroline Marston with your money (deposit or in full) as soon as possible.

## LARKSPEED LEAGUE

The last round of the larkspeed League was the Elvington Stages on Saturday 4th October organised by Selby & DMC. They has laid out two stages to run straight after each other. A long one and a short one. The weather conditions were dry and breezy which generally added to an enjoyable day for all.

Trackrod fielded a full team and finished 6th on the day just 3.3 points behind Sheffield and Hallamshire. Honours went to Malton MC with York a close second.

The champions for 1997 are Ilkley & DMC, with Sporting Escort Owners Club as Runners up. After the early efforts of Trackrod's rally crews with a rewarding 3rd we have slowly dropped down the league to our final position of 8th. We are looking for more competitors in other fields of the sport, mainly Autotests and Production Car Trials, for the next season in 1998.

The overall positions at the end of the year are as follows:-

1. Ilkley	2263.3
2. Sporting Escorts Owners	1821.1
3. Sheffield & Hallamshire	1380.8
4. Y.S.C.C.	1351.8
5. Keighley	1026.6
6. North Humberside	998.8
7. Airedale & Pennine	935.4
8. TRACKROD	802.8
9. York	718.3
10. Selby	618.5
11. Huddersfield	480.9
12. Malton	448.6
13. Wakefield	419.1
14. Beverley	376.8

15. David Brown	342.9
16. Alwoodley	312.3
17. Ripon	310.1
18. Northallerton	165.2
19. Leeds	100.5
20. Otley	71.8
21. Slaithwaite	41.4

It must be remembered that only the **TOP TEN CLUBS** will organise the events for next year's larkspeed League and at 8th we only just made it!!!

**Derek Lee**  
**Larkspeed Captain.**

## *Larkspeed*

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AGENTS FOR

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## FANS FOR EUROPE

Great News! The European Union commission have agreed that English will be the approved language rather than German (the only other main competitor). Our Government has, however, in the spirit of international co-operation, agreed to some minor improvements phased over 5 years as follows:

### Year 1

The letter "s" will be used instead of the soft "c". Certainly, civil servants will receive this new with joy. Also that hard "c" will be replaced with "k". Not only will this clear up confusion, but keyboards can have one fewer letter.

### Year 2

There will be growing public enthusiasm in the second year when the troublesome "ph" will be replaced by "f". This will make words like "fotograf" 20% shorter.

### Year 3

In the third year, public acceptance of the new spelling can be expected to reach the stage where more complicated changes are possible. Governments will encourage the removal of double letters, which have always been a deterrent to accurate spelling. Also, it will agree that the horrible mess of silent "e"s in the language is disgraceful, and they would go.

### Year 4/5

By the fourth year, people will be receptive to steps such as replacing "th" by "z", and "w" by "v". During the fifth year, the unnecessary "o" can be dropped from words containing "ou", and similar changes would of course be applied to other combinations of letters.

After the fifth year, we will have a really sensible written style. There will be no more troubles or difficulties and everyone will find it easy to understand each other.

**Ze drem vill finali kum tru !!!**

(Cheers Rod, this was a pain to type  
....Ed!)

**SATURDAY NIGHT ROLL  
OVER !!!!!**

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**MAY P/X FOR A NEW PAIR OF  
UNDIES**

**I know that you don't know that we know**

## RETROSPECTIVE

From the pages of the Trackrod magazine of November 1978 (Issue 97). On the cover: Ari Vatanen on the 1977 RAC Rally (MK11 Escort).

Different names at the top of the trophy points were Steve Wood ANCC Rally Drive and R Spencerley ANCC Navigator, all the rest as per last month though point gaps are marginally different.

RAC Rally this month, our stage to be Boltby, first car 16:40 everyone in position by 14:30, stage commander Nigel Drayton.

Personality profile this month on Alan Powell, then a Tate Truck salesman and fan of: Penelope Keith, Leeds United, Pink Panther Films, John Millington, RS2000's etc. etc. Worst rally, rolling out of the lead on the JJ Brown Motoring News event! The editor now has the task of finding someone else to reveal all about themselves.

Nick Leuchers provided a comprehensive report on the Alwoodley MC's Pennine Rally on which he read the maps for John Palmer. Other crews out were Alan Powell/?, Geoff Birkett/Dave Orrick, Clive Simons/Kevin Savage, John Haygarth/J Coppin, Martin Kemp/Steve Mills, Steve Wood /R Spencerley, David Marshall/Charlie Palmer and H Thompson/Bob Chapman. A very hectic night for all and a high rate of attrition. Alan Powell rolled on the approach to Coydale Ford where Kemp/Mills drowned

out having earlier collected two punctures and suffered an electrical fire! The BMW of Ken Murray/John Millington got caught out on the Gouthwaite reservoir road and the event of some happening put paid to their rally on the spot. Apparently Milly and Ron Beecroft went off on the same bend some time before on a previous event, just goes to show that local knowledge doesn't always pay.

Trackrod.....Ends

Richard Ineson

## WORLD RALLY SCENE

Carlos Sainz moves from Ford to a Toyota drive and partners Didier Auriol in 98.

Tormi Mäkinen to stay at Mitsubishi - his partner in crime for 98 will be the young an upcoming Richard Burns.

Colin McRae has had interest shown from other teams for a 98 drive, he's still got an optional 1 year left with Prodrive and Subaru - what will he do !!! Ford have a spare seat now Carlos has gone - will he stay with Subaru.

Gwyndaf Evans has lost his Ford drive for the RAC - but has gained a Drive in a SEAT. Seat plan to build a WRC for the 98 season, can they dominate the WRC scene like they have in F2.

\* \* \* \* \*

Michael Schumacher signs a major deal with a top Stock Car Team !!!

Jacques Villeneuve takes the F1 World Title.

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### INFO:

Top Gear Motor Sport, Friday 7th  
November - A review of the Mintex  
Series winner Bryan Lyle.

Who's owns Ned Glover's land Rover  
on Emmerdale Farm - Have you seen  
the Trackrod Motor Club sticker in the  
front windscreen - fame at last!!!!  
watch and see. Let's see if we can get  
on Eastenders and Coronation Street.

Talk to Russell Holdsworth and put  
your name down for the Motorsports  
Motorshow.....spaces are limited and  
filling up fast.

See Caroline Marston about the  
Christmas Party and also the Dinner  
Dance. Book your place now.

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**TRACKROD MOTOR CLUB**  
**CHRISTMAS PARTY**  
**TUESDAY 16TH DECEMBER**  
**GILDERSOME CONSERVATIVE CLUB**  
**Festivities Start at 9.00**

---

A buffet will be available at a cost of £4.00 per person.

Please fill out the portion below and return to one of the  
Social Committee with your payment.

---

Name:-

No. of Tickets:

Amount Paid:



**The December Meeting**

**at**

**The Admiral Hawke, Boston Spa**

**will be a Navigational Scatter**

**Please see your December Magazine for  
Further Details**

# 1997/98 MOTOR SPORT CALENDAR

## SEPTEMBER 1997

- |       |  |                         |
|-------|--|-------------------------|
| 6     | Simpson Salvage Stages Rally - Elvington     | York MC                 |
| 6/7   | Rally of the Dams (ANCC Champs)              | Sheff & Hallam          |
| 7     | P.C.T. (Larkspeed League at Kelghly)         | Airedale & Pennine      |
|       | MAD Video Stages                             | Linc & Louth MC         |
|       | Hillclimb at Scammonden Water                | Lancashire AC           |
|       | Sporting Trail (Stone Trough)                | YSCC                    |
| 11    | ANCC MEETING CLECKHEATON                     | ANCC                    |
| 13    | Sprint Meeting at Elvington                  | York MC                 |
| 14    | Harwood Hillclimb Finals                     | BARC (Yorkshire)        |
| 20/21 | Premier Autotest at Derby                    | Loughborough CC         |
| 20    | Autumn Mist Road Rally                       | Mablethorpe/Border MC   |
| 21    | Darwent Stages                               | West Cumbria            |
|       | Autotest at Barnoldswick                     | Pendle & District MC    |
|       | Single Venue Stage Rally at Sweettamb        | Ecurie Royal Oak MC     |
| 27    | TRACKROD INTERNATIONAL FOREST RALLY          |                         |
|       | TRACKROD CLUBMAN FOREST STAGES (ANCC CHAMPS) |                         |
| 27/28 | Phoenix Road Rally Maps 132/133              | Sporting C C Of Norfolk |
| 28    | Autotest                                     | Knutstord & DMC         |

## OCTOBER 1997

- |       |   |                    |
|-------|---|--------------------|
| 4     | Stage Rally at Elvington (LARKSPEED & T.M.C CHAMPS) | Selby & Dist MC    |
|       | October Stages (Manby)                              | CSMA/EASTWOOD      |
|       | Hillclimb at Dalby Forest                           | Auto 66 Club       |
| 4/5   | Danum Road Rally (ANCC CHAMPS)                      | Lindholme MSC      |
| 6     | Single Venue Rally                                  | De Lacy MC         |
|       | Hillclimb at Olivers Mount                          | Auto 66 Club       |
|       | Pennine Sporting Trial                              | YSCC               |
|       | Classic Trial                                       | Ilkley & Dist MC   |
| 12    | Haverigg Multi-Use Stage Rally                      | Furness & Dist MC  |
| 17/19 | Tour of Mull  | 2300 Club          |
| 19    | Single Venue Rally at Three Sisters Circuit         | High Moor MC       |
| 25/26 | Humations Classic Rally                             | Morcambe CC        |
| 26    | Premier Stages Rally                                | Dukeries           |
|       | Autotests At Foundry Street                         | Bury AC            |
|       | High Peak Trial                                     | Sheffield & Hallam |

## NOVEMBER

- |       |   |                     |
|-------|---|---------------------|
| 1/2   | Cossock Road Rally (ANCC Champs)        | Eastwood & DMC      |
|       | Poacher Road Rally                      | Grimsby MC          |
|       | Pennine Road Rally                      | Alwoodley           |
| 2     | Castrol Flookburgh Stages (ANCC Champs) | Wigan & DMC         |
| 3/4   | Clitheroe Road Rally                    | Clitheroe & Dist MC |
| 9     | Lynn Single Venue at Snetterton         | Kings Lynn MC       |
| 16    | Multi-Use Stage Rally                   | Eastwood & DMC      |
| 23/25 | NETWORK Q RAC RALLY                     | RACMSA              |
| 29/30 | Teeside Trophy Rally                    | Stockton & DMC      |

## DECEMBER

- |     |                                       |                    |
|-----|---------------------------------------|--------------------|
| 6   | Grizedale Stages (ANCC CHAMPS)        | Furness & DMC      |
| 6/7 | Beaver Road Rally (ANCC CHAMPS)       | Beverley & DMC     |
|     | Cadwell Park Single Venue Stage Rally | South Bank MC      |
| 7   | BTRDA Gold Star Sporting Trial        | Sheffield & Hallam |
|     | Multi-Use Stage Rally at Flookburgh   | Ecurie Royal Oak   |

## DECEMBER cont'd.....

- |    |                              |           |
|----|------------------------------|-----------|
| 26 | Boxing Day Autotest          | Trackrod  |
| 27 | Park Hall Single Venue Rally | Bolton CC |

## JANUARY 1998

- |    |                             |
|----|-----------------------------|
| 9  | ANCC Awards Meeting         |
| 15 | ANCC Meeting at Cleckheaton |
| 17 | TRACKROD DINNER DANCE       |
| 11 | MOTORSPOrts MOTOR SHOW      |

## FEBRUARY 1998

- |   |                       |           |
|---|-----------------------|-----------|
| 1 | Riponian Stages Rally | Ripon MSC |
|---|-----------------------|-----------|

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