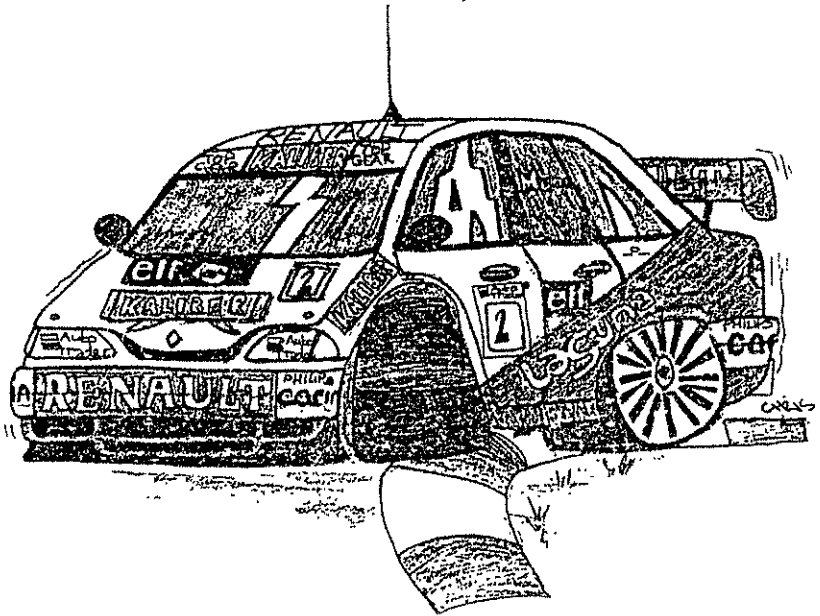


TRACKROD

MOTOR CLUB LIMITED



JANUARY 1998

MAGAZINE

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

CHAIRMAN'S CHAT

Happy New Year !!!

Hope you all had a great christmas and that you are now all ready for the years activities with Trackrod.

Hope fully this magazine will list some of the forthcoming events including the Dinner Dance (Jan 17), and you will already know of the two rally championships and we are working on an autotest championship as well.

December saw an excellent Christmas Party, a well attended Navigational Scatter (Andrew tells me he will be pleased to show anyone how easy it is to organise) and Boxing Day Autotest running at a new venue at Temple Newsam. It is appropriate for me to thank all those of you who organised events and gatherings last year especially those run at short notice !!.

As some of you may know, Brian is relinquishing his post on committee although he has promised to pen the magazine for the next couple of issues to allow the committee to look again at how we produce the monthly magazine. Thanks for all your hard work Brian - I hope your new work still allows some time for motorsport.

Don't forget the reformed Yorkshire Motorsport Dinner (Feb 14) in Harrogate - see me or Derek Lee for details.

Have fun
Rod Parkin.

SECS BIT

Well happy New Year to you all and I hope that it will be a prosperous one. I look forward to this being a good motorsport year for Trackrod and you the members.

First of all I would like to draw your attention to the Yorkshire Motorsport Dinner Dance (formerly the RAC Dinner) at the Moat House International, Harrogate on 14th February 1998 at 19.30, tickets cost £18.50 and limited accommodation will be available at a special rate of £25.50 per person. Don't delay fill in the enclosed application form or contact me as soon as possible. This should be a good night with a live band and Stuart Turner as the guest speaker.

Recently I received a leaflet from a company offering car window etching kits to members of motor clubs. These kits are offered at a special price of £7.50 inc P&P which include 8 printed labels and 8 chemical patches which you immerse in water and then apply to your windows for a few minutes. The labels can be of your Registration Number or the VIN Number or the Chassis Number. If anyone is interested contact me for further details.

This year we are setting up a couple new championships after the success of the Single venue on this year. They are to be one for Multi-Venue Rallies and one for Autotests. They will be linked to the Larkspeed League events which you will find a list of further in this magazine. If you have any queries about any of the

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above championships, please contact Peter Rutterford, Simon Marston or myself. Good luck to you all for 1998.

Don't forget the Annual Dinner Dance on 17th January 1998 at the Castle Grove, Headingley. If you have not got your tickets yet **QUICK PHONE CAROLINE MARSTON NOW !!**

We are also looking for member who would like to get involved in organising events as we need organisers for the Aprilfools Autotest, The June Jesters Autotest, the Wharfedale PCT and helpers for the Lookout Stages Rally, the Forest Rally and the BBQ Hillclimb. Your help will ensure the continuing success of Trackrod Motor Club.

That's all for now till next month, safe motoring.

**Derek Lee
Hon Secretary**

SOCIAL CALENDAR

JANUARY 1998

6th Conservative Club Gildersome

13th Admiral Hawke, Boston Spa

20th Crown, Wetherby

27th Square & Compass, North Ripton

FEBRUARY 1998

3rd Conservative Club, Gildersome

10th Admiral Hawke, Boston Spa

17th Crown, Wetherby

24th Square & Compass, North Ripton

MARCH 1998

3rd Conservative Club, Gildersome

10th Admiral Hawke, Boston Spa

17th Crown, Wetherby

24th Beehive, Thomer

31st Square & Compass, North Ripton

Some of the above venues may change in further issues, please check the magazine each month

WANTED

To all you co-drivers !!!!!

I am looking for a co-driver (navigator) for my Group 4 Escort Mk2. The only requirement is to help with the cost of the event(s). I would like to compete in a few stage rallies next year, single venue stage and multi venue (possibly the Trackrod Championship).

I have press-ganged my close associates into being the service crew etc. The car is ready to go, service van, wheels tyres and spares !!!

If anyone is interested could you please phone me after 7pm on 0113 271 8122.

Cheers.....John Shaw.

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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, please complete and return your booking form to Caroline Marston with your money (deposit or in full) as soon as possible.

ONLY THE COLOUR HAS CHANGED

I was delighted when Nigel asked me to co-drive for him on some events in 1997. It was 1979 when I last sat in the co-drivers seat but had always wanted to do so again.

I thought 'after all this time it's the same type of car', the last events I did were in a Mk1 Escort, only the colour has changed.

Looking back at some old entry lists, (why do we hoard all this old rubbish ? - mine has moved house with me three times, once from Hull to Leeds !!!) it made some interesting reading and brought back the memories. Seeded at 43 on the St Wilfreds following J Stephenson and J Bownas in a Mexico we were followed by a tam of D Lee and B Dove at 44 in another Mexico. Other Trackrod entries included R & A Sutcliffe at No 8 in an Escort, J Marfitt and P Howell both in Mini's and T Whittaker with P Crouvh in an Escort.

Sitting on the start line at Twyford Wood in April, I thought "no, a lot more than the colour has changed". 18 years ago there were no 4 wheel drive cars, no turbo chargers and not even single venue events. We finished the event in a reasonable position bearing in mind the combined age of the car driver and co-driver approached 120. Another thing has changed, I don't remember having many finishes back then !!

Further events followed at Melbourne and Manby either as co-driver or service

crew as we competed in the clubs single venue championship,. Unfortunately we were unable to compete in the last event at Elvington which disappointing as Nigel was in second place in the Championship with an excellent chance of winning it.

Looking back on the season whilst a lot has changed since 1979 a lot is just the same. There are still lots of Escorts and some Minis, you still have to get up early, there is still a lost of support from fellow competitors, from the club but most of all it's still great fun.

Thanks to Nigel, Edith, Simon, Caroline. Carol and Andrew for their help and support. Looking forward to 1998, but we've got a lot of work ahead of us before then haven't we !!!

Graham Wride

AUTOSPORT SHOW

**PICKUP TIME 8.30 PROMPT
AT AIRE STREET CAR PARK
(OPPOSITE JOLLY GIANT),
LEEDS**

**DINNER DANCE TICKETS
£18.00 :- RING CAROLINE
MARSTON NOW -- LAST FEW
PLACES LEFT.
Tel:- 0113 248 1323.**

North West Stages 8.11.97

Ian Tunney & Stephen Lancaster Car No 34
Mitsubishi Starion 2.0 Turbo.

This was the first event to be organised by six North West Motor Clubs centred around Chorley and Wigan attracting a good entry of over 80 with the top ten made up of 6R4's Escort Cosworths and a Impreza. It promised 20 stages, 90% Tarmac and 50 stage miles for £150.00. The venues were park Hall (rally HQ), Three Sisters, Haigh Hall and the Vehicle Test Track just outside Leyland, this was also the first time this test track has been used, we were told the Owners were nervous.

Friday night we drove the car over for Scrutineering and documentation, leaving it in a secure park and home to study the route. the stages were only 2.5 mile or shorter and they planned to run them in pairs, once you had completed on then it was back in straight away for another play.

Saturday morning I awoke with just a little nervous anticipation !! this being my first multi venue event, my second with Ian and having to learn how to use a trip meter and tulips (not the ones you plant in the garden). Ian was also nervous, this being his second event for two years. The first pair of stages was 3 sisters, a 14 mile run down the M6 from Park Hall, within five minutes of leaving Park Hall all my nervousness with the trip meter and Tulips had faded away and I never

had a problem for the rest of the day. The weather was not ideal, rain on and off through out the morning but drying later in the afternoon, making life a little interesting with 260bhp and cut slicks.

SS1/2 3 Sisters. 3-2-1 Go ! 1st Gear the car stayed put mmmm. 2nd Gear, car thinks about forward motion mmmmm, try 3rd gear, finally move off start line and we're off and running. Would this be a sign of things to come !! 3 Sisters is mainly used for karting so we found it very tight and twisty costing a big spin in the wet conditions. The 2nd was completed without incident but along way of the pace.

SS3/4 - Haigh Hall. This is similar to Roundhay Park, fast tarmac roads with a section of loose in the middle through a small wood. This turned out to be nothing more than a very rough narrow muddy track between big trees. (Langdale after two runs of the RAC is smoother) not very loose so two cautious runs which included a wrong slot on stage 3.

SS5/6 - Leyland test Track. A one mile banked high speed oval 3 lane track with road in the in field which included a water splash. The organisers had placed three big chicanes around the track to keep speeds down. Excellent value, fast and furious, great fun, the car was in its elements, we put in two top twenty times and looked forward to returning later.

SS&/8 - Park Hall. Twisty tarmac perimeter roads around a lake with the Start.Finish on a loose gravel car park, Again with the conditions being wet and muddy the tarmac was very slippery so a

egree of caution was called for as three ars had gone of termanilly. We did nanage to cross the flying finish totally ideways on the second run.

SS9/10 - 3 Sisters. With a few changes o the circuit and the rain stopped and hings drying out we had two reasonable runs but concluded the circuit too tight and twisty for the car having had it sideways heading for a tyre wall whilst flat in fifth.

SS11/12 - Haigh Hall. Not looking forward to this . A repeat of the first two stages, a lot rougher and very slippery on the tarmac roads. Slid off after a 90R down a back on the first run fortunately missing all the trees. We would like to thank all the marshals/spectators who pushed us back onto the road. Lost over a minute. Second run was steady just to get to the finish. We still had to do this in the dark !!!

SS13/14 - Leyland, run opposite ways to morning runs - clockwise. First run 1/4 mile straight throughout chicane into long right unseen chicane. With the track dry lan has decided he was going to enjoy himself but failed to mention that to ME. By this time we were turning into a right hander, the car was high on the banked track kissing the rather substantial Armco flat in fifth when I called the entry to the chicane - on the right, at the bottom of the track. lan dropped the car down and braked - the car decided it wanted to go back up on the banking and we were heading straight for a Big bale of straw, OH S***!!!. Fortunately they has left a car size gap between the Armco and bales, just with some tape across - our

escape - within a minute we were back and a quick wave and toot of the horn to the marshals as we negotiated the chicane correctly. One brave/stupid ??? marshal decided to repair our damage as cars approached unseen at 100+mph. Our second run we set 13th fastest O/A. Absolutely Fabulous, can we do that again PLEASE. Having had slick tyres on all day lan decided we would be better with forest tyres for Park Hall & Haigh Hall so a quick change after this stage.

SS15/16 - Park Hall. Again a reverse of the mornings runs except little longer at 2.5 laps. After Leyland we were really starting to enjoy ourselves, we set 8th and 5th fastest times here catching our 30 second man on the second run.

SS17/18 - 3 Sisters. Reverse stages again, two steady runs.

SS19/20 - Haigh Hall. No heroics for these, just drive for a finish. By now it was dark and I didn't enjoy these, half way through the first run getting lost on the map. We still managed two top twenty times, lan saying the tyres transforming the car. We will know better next year !!

Back to Park Hall for a finish and a drink. We finished a very respectable 27th O/A & &th in class.

The car ran perfect all day the only real problems being intercom failure on and off through out the day (or was that me not saying anything !!!), the sump guard trying to part company and the car has too much power for the wet. Our thanks to Stuart, John, Tony and Gareth + friend

for Servicing.

The event was very well organised and ran to time all day with no problems, a credit to the clubs involved. A lot of competitors including ourselves, disliked the Haigh Hall stages, this was noted by the organisers, the finish crew throughout the day were subject to a lot of flack. The organisers are already talking about next year, possibly a two day event, I can recommend this event to anyone who would lie to do some tarmac rallying, certainly good value for money. We thoroughly enjoyed ourselves and look forward to the next event. Well done also to Paul Burns/ Graham Wild for finishing 34th O/A, 6th in Class.

We will be back next year.

Stephen Lancaster.

**PLEASE FILL MEMBERSHIP FORM
IN FULL FOR NEW OR RENEWALS
TO UPDATE CLUB RECORDS**

CONGRATULATIONS TO

**PETER & JULIE RUTTERFORD ON
THE BIRTH OF YOUR BABY BOY**

**MR & MRS D MOON ON THE BIRTH
OF YOUR BABY GIRL**

**JO BRAND WHO GOT MARRIED ON
NEW YEARS DAY**

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1 Light alloy navigator footrest	£10.00
4 No Blue Sparco	
Harness Pads	£15.00
2 No Red Sparco/sabell harness pads	8.00
2 No 4 slot fiberglass Rally Seats Black	£150.00 (pair)
3 No 4 point sabell harnesses	£ 30.00 (each)
1 No Willans blue harness	
4 point aircraft	£ 40.00
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1 set Escort front Leda Struts & Springs	£ 50.00

TEL:- 01924 220816 OR 0378 016625

NEWS FROM THE RACMSA

Campbell Trophy goes to Andy Green

The Sir Malcolm Campbell Memorial Trophy has been awarded to Squadron Leader Andy Green in recognition of his achievement in setting the first-ever supersonic world land speed record.

Sq Ldr Green (age 34) raised the record to 763.035 mph on Wednesday 15 October. He drove at up to 15 mph above the speed of sound (which was around 750 mph in the temperature at the time).

New web sites

Port Talbot Motor Club has won an Editors Choice award from Associated Newspapers for their site at www.cyberstop.co.uk/ptmc. Managed by Cyberstop Cafe of Swansea, the site is supported by Fairfield Motorsport.

Lancashire Automobile Club can be found at www.lacauto.mcmill.com.uk. The site includes details of club events, membership details and photos from past LAC veteran and vintage rallies.

The new Ordnance Survey website (www.ordsvy.gov.uk/) features over 1,000 pages, including a video sequence, a free screensaver, a complete list of OS maps and books and the history of OS since it was founded in 1791.

Network Q RAC Rally thanks

Many thousands of *Wheels* readers were among the volunteers who worked on the Network Q RAC Rally. John Quenby, Chief Executive of the RACMSA, sends you the following message.

"Readers will I am sure wish to join me in praising the patience and skill of thousands of volunteer marshals, medical, rescue and timekeeping personnel and all the

club officials who contributed so much to the success of the 1997 Network Q RAC Rally.

"My thanks also go to our sponsors; to Cheltenham Borough Council; Cheltenham Racecourse; the owners of the special stages, especially the Forestry Commission; Silverstone Circuits Ltd; and the many Police forces whose assistance is such a vital part of the event.

"Finally, I offer the warmest congratulations of the RAC Motor Sports Association to Colin McRae, Nicky Grist and the 555 Subaru World Rally Team on their magnificent victory after one of the closest-fought events in recent memory, and to Tommi Makinen and Seppo Harjanne on their second consecutive World Championship."

1998 national Fixture List

The RAC Motor Sports Association *Fixture List* for the 1998 season has been published in a new compact format (A6 size), featuring all national and international status events on the UK calendar.

The new booklet will be distributed free of charge to every competition licence holder, licensed official, registered motor club and Regional Association.

Separate regional fixture lists – including all events at Clubman status – will be published by each Regional Association and distributed among its own member clubs. The RACMSA will provide funds to assist Associations with the cost of publishing these lists, to underwrite their commitment to a consistent high standard.

RACMSA Chief Executive John Quenby welcomed the unanimous support of the new scheme by the Regional Associations: "This will further endorse the important role of the associations in UK motor sport".

Insurance

Competitors are reminded that most motor insurance policies specifically exclude use on rallies. This normally applies to 12-car rallies, as well as to bigger events, so a competitor must either make arrangements with his own motor insurer or take advantage

of cover arranged by an organiser with one of various insurers who offer such arrangements.

RACMSA policies do not carry any element of cover relating to the use of a motor vehicle on the public highway and thus cannot be relied upon to provide any protection in the case of an accident occurring on such a highway.

Bradstock Motor Club of the Year

Torbay Motor Club have won the 1997 Bradstock Motor Club of the Year Award. The club will be presented with a cheque for £1,000 and the Bradstock RACMSA Motor Club of the Year Trophy at the 'Night of Champions' awards evening on Friday 16 January, where club officials will share centre stage with the winners of every British motor sport championship.

The award committee commented: "The standard of entries was the highest seen so far. The top three clubs are each thriving examples of British motor clubs at their best."

Torbay MC – who finished third last year – were singled out for their high public relations profile, their excellent monthly club magazine, their substantial growth in membership (over 100 new members added this year), the fact that the club has its own web site (www.stygia.demon.co.uk) and because the club is profitable and has a detailed long-term plan for the future.

The top places in the 1997 Bradstock Motor Club of the Year Award were as follows: 1. Torbay Motor Club £1,000; 2. MG Car Club £500; 3. Knutsford & District Motor Club £250. Highly commended: Hart Motor Club, Port Talbot Motor Club, Buckmore Park Kart Club

In brief...

- Although Norwich Union have concluded their sponsorship of the RACMSA Classic Run, the event continues with a new sponsor on Sunday 31 May 1998.
- The RACMSA Club Development Fund provided £33,000 to 20 motor club projects in 1997. The total value of those projects was £108,000.

Facts about...

MOBIL 1/RAC BRITISH RALLY CHAMPIONSHIP

The 1998 Championship will offer several innovations:

- **GUARANTEED** entries into the 1998 Network Q RAC Rally for Championship drivers who start all five rounds (subject to certain conditions).
- An affordable Newcomers Championship for amateur drivers in non-homologated cars up to 1400cc, using control tyres from Colway.
- Six capacity classes for amateur drivers – where manufacturer supported entries *are not* eligible for points or prizes.
- Seven scoring rounds from five events: Pirelli and RSAC Scottish rallies each offer two point-scoring opportunities from one event.
- A new 'Super 1600' category for Group A and Kit cars up to 1600cc.
- British Junior Championship for drivers under 27 years of age with two-wheel drive, normally aspirated, Group N cars up to two litre.
- A new category for 'Independents': i.e. amateur drivers with conventional Group N and Group A (non Kit) cars up to two litre.
- A revised Group N Cup for amateur drivers in Group N 2 WD cars, entirely separate from the British Junior Championship.
- All 4x4 Turbocharged Group N cars eligible for the 'Production Cup'.
- **Calendar:**

February 21: Silverstone Rally Sprint

March 19-21: Vauxhall Rally of Wales

April 24-26: Pirelli International Rally

June 4-6: RSAC Scottish Rally

July 30-Aug 1: Stena Line Ulster Rally

Sept 10-12: Manx International Rally

• For regulations send s.a.e. (50p) to John Horton, PO Box 200, Sutton Coldfield, West Midlands, B75 7TR.

• A video of the 1997 Championship featuring all five rounds is available to RACMSA recognised car club members at the concessional price of £12.50 inc. postage. Cheques should be made payable to John Horton Motorsport Management.

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC
MOTORING

TOURING CAR DIARY – Alain Menu's Championship Year
Darren Styles/ Simon North, published by Brooklands, £19.95
The *Touring Car Diary* delves into every aspect of what has made Williams Touring Car Engineering (formed in late 1994) into the inexorable victory machine it is.

The fascinating book is split into seven chapters: The Beginning, The Williams Team, The Car, The Engine, The Driven Man, The Diary, and, last but not least, The Statistics.

The Diary is particularly interesting as it chronicles the (invariably good) fortunes of the team on a race-by-race basis, combining detailed insider knowledge with stunning lenswork.

The Driven Man brings forth some interesting revelations on Alain Menu, such as the times when he and school friend Jean-Denis Deletraz (now of Lotus GT1 fame) used to 'borrow' Mr Deletraz's Mercedes 280 whilst the latter was safely in bed at night! If there is anything else you ever wanted to know about the Renault Touring Car squad, the answer is bound to be contained within.

It is available from all good bookshops or direct from the publisher by ringing 01737 221111.

COLTRANE'S PLANES AND AUTOMOBILES

Robbie Coltrane with John Binias, ISBN 0684 819 570, Simon & Schuster, £17.99

In association with the Channel 4 series, this book takes in Robbie Coltrane's fascination with great and various engines including steam, two-stroke and gas turbines. The V8 section includes a hot rod, small-block Chevys, and stock car racing, while the section on supercharging makes some unusual points, and the two-stroke and Diesel sections are intriguing. Coltrane's sense of humour and technical abilities add more than could be crammed into the videos, which makes both book and tape eminently appealing in their own separate ways.

DREAM CARS, The best cars in the world

Andrew Frankel, Weidenfeld & Nicolson, ISBN 0 297 82266 7, £25.00

The real value of this lavishly illustrated book is in the author's intimate knowledge of the subject. Andrew Frankel's years as *Autocar's* Road Test Editor mean he has had experience with all but a handful of the 50 exotics featured here. And that shows, with the finely detailed and obviously heartfelt driving impressions backed up by a healthy cynicism of foible; his description of the Bugatti EB110's odd styling is particularly close to the bone – 'the tragedy of the Bugatti is that it looked more like a fast French train than an unstoppable Italian supercar'. A lot of attention has been given to picture use, too, with full spreads given over to the more stunning examples; my favourite is a gorgeous night shot of a 250 GTQ. Each car is treated to a detailed specification panel, making the book a useful reference as well as a compelling read.

GRAND PRIX AUTOMOBILE DE MONACO

Published by Edition d'Art JP Barthelemy, £230.00

This hefty (be warned: 9kgs) four volume set brilliantly chronicles the long history of the world's most famous street race. Following the style of Christian Moity's essential *Le Mans* history, the Monaco quartet illustrate every car that raced including the sports car race of 1952. The French text extensively details the event's history with separate boxes on winners and the many incidents. An English supplement is also promised. But it's the amazing selection of photos that is the star attraction of this packed book including several horrific shunts like Fagioli's fatal 'off' in an Aurelia and Herrmann's Mercedes/concrete sandwich of '55. Expensive but irresistible.



Wheels

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

AND THE NEXT QUESTION IS...

JUST as some people don't go to the cinema to see sex and violence because they get enough of that at home, so *Wheels* doesn't dwell on the world scene too much because you can read enough about that in the enthusiast magazines.

However, just occasionally I think it's worth trying to take a broad view of our beloved sport so I used a recent meeting with Max Mosley to put a few questions to him for *Wheels*.

Having congratulated him on his re-election as President of the FIA, I asked for his views on the massive media coverage – largely hostile – F1 and by inference motorsport as a whole received towards the end of last year. He said "We have had a hostile press in the past, but it does not seem to harm the sport. I hope the public will eventually come to understand that what we did about Michael Schumacher was right. Interestingly, the World Council is made up of people responsible for grass-roots racing all over the world. They were unanimous except for one – who thought we were being too harsh."

But hang on I pressed, in my best Jeremy Paxman style, with almost the whole world commenting on cynical and tacky driving at the top, will the FIA really be prepared to wield a big, meaningful stick if we again see poor standards this year? Answer "Yes – having first listened to both sides."

Next I wondered if he was still enjoying the job (he said he was "but it takes too much time") and what has given him most satisfaction since being President? Surprisingly he said the new European crash test legislation, in which the FIA played a decisive role, and the European NCAP (New Car Assessment Programme),

which now involves several governments and the European Commission, and again a decisive role by the FIA. These two together will save hundreds of lives and thousands of injuries on European roads in the next few years.

Turning back to motorsport, I mentioned that the recent round of Motor Club Workshops had shown a growing schism between unpaid officials and highly paid drivers. Did he see any hope of closing the gap or is it just something we have to live with?

He feels this is inevitable with a highly-paid professional sport. The paid back-up personnel of a major tennis tournament or boxing match still only receive very modest amounts, notwithstanding that the contestants may enjoy enormous rewards. By tradition, motor racing remains unpaid. In fact, he suggests it would be more difficult to find marshals for a club race at Mallory Park than for the British Grand Prix, notwithstanding that the club racers pay for the sport out of their own pockets. (As President he has to be impartial but it was obvious from an aside that he shares the universal respect for British marshals.)

I then asked for his views on team orders which sometimes decided results in F1 and World rallies in 1997.

Well, he believes that F1 is evolving into a team sport and this is what interests the world-wide, non motor-racing public so much. For the same reason, although he would prefer to see more overtaking, he doesn't think it is nearly so critical as the traditionalists believe. He feels the occasional result decided by team orders does not matter; it has always been an element of motor sport and is yet another topic for conversation in the pub.

As we head towards the year 2000

I wondered if there are significant worries or challenges he sees for the sport. His biggest worry is spectator safety at major rallies, particularly in Southern Europe and one or two Asian countries. Otherwise, he feels the major challenge in motor sport (as opposed to road driving) is to stop computers taking over from the driver.

There are times I wish there was more space in *Wheels*, never more so than when someone like Max is putting his views (without a spin doctor in sight) but as I could see the end of the column closing in, I finally asked what has been the most frustrating thing about the job. His reply was emphatic: "Discussions with the Formula One teams about the Concorde Agreement. I think the Agreement is unnecessary and irrelevant and I hate losing time on it."

When I suggested that the Agreement should be renamed after a different aeroplane, the Sopwith Camel (because everyone gets the hump) he said he would take the idea away. Far away, I suspect. *Stuart Turner*

COD FILLET QUIZ



1. Which race was won by the Merc 300SLR with an air brake?
2. Who is the 1997 USA CART racing champion?
3. What make of works car did Les Leston drive in the Italian GP 1956?
4. Where, when and who drove the GP win for Shadow?

ANSWERS ON PAGE 14

The more the better?

WHY do F1 engines have 10 or 12 cylinders when most road cars have only four? Why not build a 3-litre four-pot engine and make life a lot simpler?

The answer is in the way engines make bhp. The brake horsepower is generated by a combination of pressure on the piston and engine speed. Since there is a limit to how much pressure you can generate within a given swept volume, the only other way to make more power than the opposition is to rev the

engine harder. The higher the rpm, the greater the mechanical strain the engine is under, but engineers can design for this, so mechanical reliability isn't generally a problem. The problem is in getting the fuel and air mixture to burn inside the engine at very high rpm.

Why is it a problem? Well the answer is that the higher the rpm the less time there is available for each combustion operation to take place.

Now we come to the crunch. If we want all the fuel and air to burn we need to separate it into several little bonfires, all going at once, rather than have one big one. This means that the more

bonfires we have for a given capacity, the smaller the cylinder will be.

At the moment 10 or 12 cylinders seems to be about right for a 3-litre engine, but as technology moves on we could see 14 cylinders, or we might go back to eight, it depends on which way the technology moves!

QUIZ ANSWERS

1. Swedish GP Anderstorp (Sports car Race) Moss.
2. Alec Zanardi.
3. Connaught.
4. 1977, Austrian GP Osterreichring, Alan Jones.

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HELLO FROM SCOTLAND

It does not seem 6 months since the last Scottish event, but it is ! So only 6 months to the next !. We have been asked to run a stage again and we have a simple choice.

Same Stair - Yair
A different stage !

Yair is a bonny 5 mile stage down near Peebles. The outline schedule for 98 is 1st car at 11.00 on Friday the 5th June with a second run through at 16.30. In 97 and hopefully in 98, we then had a pleasant day. on the Saturday, where I live in Central Scotland followed by a BBQ in the evening (John can you please do the work on the BBQ again ?) one or two cans of "company" produce are usually consumed, so a very sociable evening is had by all.

Accommodation in the area can be arranged, from camping to 5* Hotels. All help is welcome and if you would like to come up and make a holiday of it, please call and let either Susanne or myself know on 01259 760611 (H) before 10pm please) or 0378 413283 (M) anytime.

To another event. The 97 Tour of Mull was well received again (sorry no article this year) and our teams have already booked accommodation for 98. The dates are the 9th 10th & 11th October 1998. If you would like to visit the event then I would strongly suggest that you find accommodation NOW and book your ferries as soon as the official booking forms are available (contact Cliff Simmons 01254 240455 for marshals

information, the ferry is paid for an a nominal contribution towards your petrol costs as long as you Marshal tow sessions). The event is on the Friday night, Saturday afternoon and Saturday night - all on closed roads which are fun ! An event not to be missed and the scenery is excellent as long as it does not rain !!!.

That's all for now, all the best from Scotland and hope to see you in 98.

Peter Stanhope

RAC OUTING

Firstly apologises to the editor for not writing any articles for a few months, but we have been very busy at MND Motorsport what with customer cars and building the new workshops there hasn't been much time for anything else, we've been out six times in the last eight weekends servicing different cars for people. Anyway enough excuses for now we are just back from Cheltenham having been running Gary Cooper on this years RAC Rally in the old MND Motorsport Cosworth hire car.

After an extensive rebuild prior to the event the car ran relatively trouble free. Scrutineering was a very fine affair with car being raised on 4 post lifts so as to check for group eligibility and weighed for minimum weight compliance, the MND sapphire turned out to be the lightest on the event and was actually lighter than some of the Mitsubishi Lancer Evo 4's and Escort Cosworth, to the surprise of quite a few people.

Leg 1 :- Start at a very frosty Cheltenham racecourse after an interesting conversation with Keneth Ericson on what had really happened to His Subaru WRC on the first Stage III, Jim and myself set off to pick up the crew as they cleared the first stage and proceeded to complete the next road section to SS2 Blenheim, the road sections were timed quite tightly so the Mondeo estate we used as support car had quite a hard time keeping up, day one went smoothly and a 45 minute service at the end of the first leg revealed no problems with the car.

Leg 2 :- and a run out to Hereford for a 10 minutes service before SS12 Radnor, after SS12 Gary radioed through that he had a slight vibration under braking, a 20 minute service at Builth Wells showground revealed a badly cracked N/S front disk, no doubt as a result of the many water splashes and big puddles on SS12 so both front disks were changed as a precautionary measure an both rears inspected. Then on to SS13 and SS14 in the Hafren complex both of which were cancelled due to bad accidents so back to Cheltenham via SS15 Dyfi, SS16 Gartheiniog, SS17 Sweet lamb and SS18 Myhern, with a 20 minute service at Dolegellau and 45 minutes at Builth Wells. Big thanks to Team Toyota Europe for letting us service in the comfort of their covered service area, complete with 110/240v power and running water.

Leg 3 went into South Wales, a new experience for most of the team as these stages have not been used for over a decade, we were quite surprised by the roughness of the stages, especially SS22

Resolfen, a 28.6 miler on the mountains above Rhondda vally. We were waiting in the chase car at the end of the stage when the crew radioed through that they has some O/S/F suspension damage after hitting a very big rut at high speed, luckily it was immediately apparent which parts had failed and we were only 3 miles away from service, the crew ran slowly into the service area via a regrouping control, we radioed through to the service crew to have the appropriate parts ready to fit straight in as we only had 20 minutes to repair the car. 20 minutes later the car was on its way with a new o/s front strut, spring, top mount, hub carrier, track control arm, steering arm and anti roll bar linking bushes, oh and some minor body work adjustments, then on to SS23 Rheola, SS24 Argoes and SS25 Margam all of which went without any problems.

A long road section back to Cheltenham for the last stage at the racecourse and over the podium to finish 48th overall and only a few seconds down on some very big names (Richie Holfield and Peter Littler to name a couple !!!!)

A very big thank you to all in the team from Jim, myself and Gary on a job well done especially the sterling work after the Resolfen stage incident, thanks again.

Anyway enough rambling we have several cars including a very well used Cosworth to reprepare for next season so it's back to the spanners and see you all at the next event.

Nick & Jim Dixon

The Association of Northern Car Clubs

1998 ASSOCIATION CHAMPIONSHIPS

Ti Rallyschool

Northern Stage Rally Championship.

Feb 1*	Riponian	Ripon
Feb 22*	Bay Stages	Morecambe
March 8*	Robin Hood	Lindholme
March 28*	Forest Rally	North Humberside
April 4*/5*	Tour of Lines	Lines-Louth
May 3*	Lookout Stages *	Trackrod
May 24*	Bloodhound	Lincoln/Grimsby
July 12*	Viking Tour	Beverley/Bucc
July 25*	Opposite Lock	Slathwaite
August 30*	Burgess Bowl	Trackrod
September 27*	Forest Rally	CSMA/Eastwood
October 3*	October Stages	Chester/Knutstford
November 7*	North West Stages	Furness
December 6*	Grizedale Stages	

* Reserve Events

Details and Regulations From
Colin Johnson -- Phone 01449 560574
John Bins -- Phone 01430 421576

The Crown Fisheries Autotest Championship

March 15*	Lanes & Cheshire
March 22*	High Moor
March 29*	Trackrod
April 19*	Bolton Le Moors
May 10*	Pendle
May 24*	Kerghley
May 31*	Hartlepool
June 7*	Ilkley
June 14*	Sporting Escorts Owners Club
June 28*	Huddersfield
July 12*	Alwoodley
August 19*	Y.S.C.C.
September 2**	Knutstford
October 25*	Bury
November 8*	Knowdale

Details & Regulations From
Andy Cohen--Phone 01977 673644

Hoyles Cleaning Services

Northern Road Rally Championship.

February 14*/15*	Bruce Robinson	Lincoln
March 21*/22*	Three Swans	Selby
April 18*/19*	Autowndcreens	Mattock
June 27*/28*	Seven Dales	De Lacy
July 18*/19*	Drystone	Mid Derby
August 8*/9*	St Wilfrida	Ripon MC
September 5*/6*	Rally of the Dams	Sheffield
October 3*/4*	Danum	Lindholme
November 7*/8*	Cossack	Eastwood
November 29*/30*	Reaver	Beverly

Details & Regulations From
Steve Smith --Phone 01977 550497

D.L.S Northern Competitive Safari Championship

February 8*	Crofton	YROC
March 15*	Haifield	NORC
May 4*	Manby	Lines
June 7*	T.B.A	Pennine
June 21*	Foxhills	NORC

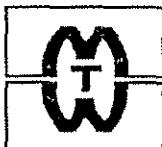
Details & Regulations From
Dave Barker--Phone 01423 734412

The ANCC P.C.T. Championship

March 1*	Knutstford
March 29*	Grimsby
May 17*	Airedale & Pennine
May 21*	Ilkley
July 19*	North Humberside
July 19*	North Wales
August 23*	Wakefield
August 30*	Grimsby
September 27*	Chester
October 25*	Orley

Details & Regulations From
John Spencer--Phone 01132 677234

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1998/99 MOTOR SPORT CALENDAR

JANUARY 1998

9	ANCC Awards Meeting	
11	Motorsport Motor Show	
13	The Oak Leaf Stages at Cark Airfield	Ecurie Royal Oak
15	ANCC Meeting Cleckheaton	
17	TRACKROD DINNER DANCE	
18	Lindisfame Rally around Otterburn	Tynemouth & Dist MC
24/25	Witch - Way Road Rally	Pendle & Dist MC
25	Rallycross at Croft	Darlington & DMC

FEBRUARY 1998

1	Riponian Stages Rally	Ripon MSC
	Phoenix Rally at Cadwell Park	
14/15	Bruce Robinson Road Rally	Lincoln MC & CC
15	White Peak Classic Trail	Sheffield & Hallamshire
22	Kall Kwik Stages Rally	
	Bay Stages Stage Rally (Flockton)	Morecombe C C
	Rallycross at Croft	Darlington & DMC

MARCH 1998

7	Malcolm Wilson Lakeland Stages	Morecombe CC
	Elvington Stages	York Motor Club
7/8	Poxihen Road Rally	Sporting CC of Norfolk
8	Robin Hood Stages Rally	Lindholme MC
	PCT	Grimsby
	Autotest	Alwoodley
14/15	Hall Trophy Road Rally	Clitheroe & Dist MC
15	The TAS Stages at 3 Sisiter Circuit	High Moor & Blackpool
	Snetterton Stages Rally	Sporting CC of Norfolk
	Autotest	Lancashire & Cheshire
	Autotest	Sporting Escort Owners Club
	Sporting Trail	YSCC
	Rallycross at Croft	Darlington & DMC
	Ty Croes Multi use Rally	Glossop & Dist MC
21/22	3 Swans Road Rally	Selby & DMC
	Morning Mist Road Rally	Loughborough CC
22	Autotest	High Moor Motor Club
	Harrison Sporting Trail	Sheffield & Hallamshire
28	North Humberside Forest Rally	
29	April Fools Autotest	Trackrod MC
	Single Venue Rally at 3 Sisters Circuit	Glossop & DMC
	Twyford Wood Stage Rally	Mid Derbyshire MC
	Ty-Croes Multi Use Rally	Pendle & DMC

APRIL 1998

MAY 1998

3	Lookout Stages at Melbourne	Trackrod MC
10	Sprint (Curborough)	
24	Bloodhound Stages	Grimsby

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