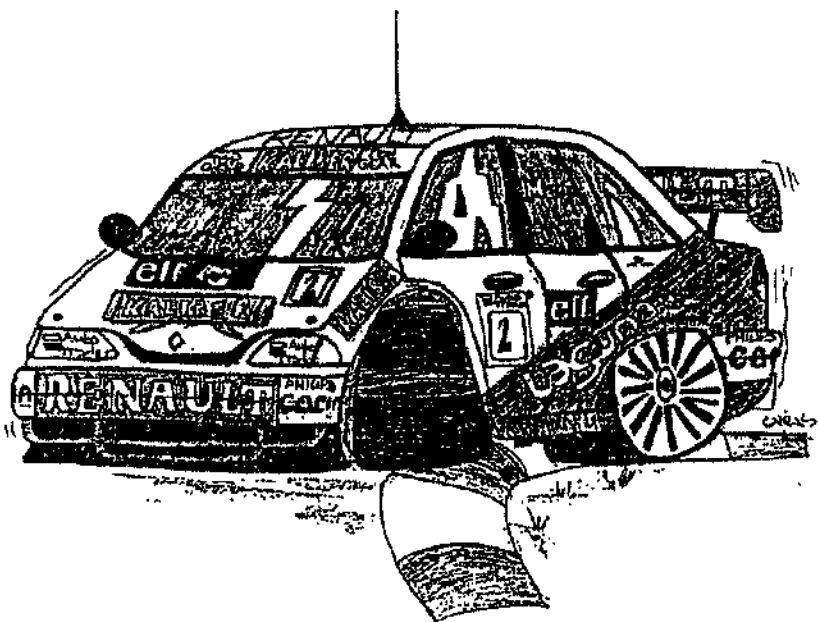


TRACKROD

MOTOR CLUB LIMITED



FEBRUARY 1998

MAGAZINE

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

CHAIRMAN'S CHAT

Congratulations to all the award winners for the various championships as presented at the recent Dinner Dance. Talking of which, it was great to see so many members and their guests attend - 103 for dinner is probably a recent best. Personally I thought the evening went very well and that Caroline and her team put on a great show ably assisted by the Castle Grove catering staff. If we had to be critical I suspect that more room at the tables was needed and I know that this will be sorted for next year. Well done everybody !!!

If you haven't already booked for the Yorkshire Dinner (Feb 14th), you may be too late - talk to Derek quickly.

Well, the rallying and competitive events start soon - we will have run our stage for the Riponian Rally and some members will be going to Wydean. Then we have the Kallikwick on Feb 22 and the first round of the Mintex Championship in Bournemouth on the 28th February. Keep your eyes on the back page of the magazine which should list most of the key events.

Hope you are all looking at one of the various championships (single or multi venue rally, Autotest, Navigational Scatter). Most of these are also linked with Larkspeed rounds, so let's get out there and show the others how it can be done Trackrod Style !!!

Another final quote courtesy of rally control - "There is absolutely no substitute for genuine lack of preparation"

Rod Parkin
Chairman Trackrod Motor Club

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.

SOCIAL CALENDAR

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, Thorne

31st Square & Compass, North Ripton

APRIL 1998

7th Conservative Club, Gildersome

14th Admiral Hawke, Boston Spa

21st Crown, Wetherby

28th Square & Compass, North Ripton

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

RAWMOND MOTORSPORT

Ex Rawson/Hammond Trackrod Championship winning MkII Escort RS2000 in black. Genuine RAC Log Booked shell, fully skidded and fire walled. All electrics, lights, glass, Sparco Intercooler, Spare Nose Cone with lights and back plates + 2 KC Daylighters. This shell is strong and well maintained - no rolls or accidents - ideal starter shell offers around £500.00

Also spares for sale:

MkII up and over exhaust Section	£10.00
Spare Wheel carrier	£ 10.00
MkII RS Back Box	£ 20.00
1 Light alloy navigator foot rest	£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 Works Astra quick rack MkIII (rack/pinion)	£ 40.00
Leather flat mounting steering wheel 10"	£ 20.00
1 set Lancia front fast road springs	£ 20.00
1 set Escort front Leda Struts & Springs	£ 50.00

TEL:- 01924 220816 OR 0378 016625

LARKSPEED LEAGUE 1998

LIST OF EVENTS

<u>ROUND</u>	<u>DATE</u>	<u>CLUB</u>	<u>EVENT</u>
1	8 March	Sporting Escort Owners	Autotest (Bingley)
2	21/22 March	Selby	Road Rally
3	19 April	Keighley	Autotest
4	3 May	Trackrod	Single Venue (Lookout)
5	10 May	Sheffield & Hallam	Sprint (Curborough)
6	17 May	Airedale & Pennine	PCT
7	13 June	N. Humberside	Single Venue (John Overend)
8	26 July	Ilkley	PCT
9	9 August	Y.S.C.C.	Autotest (possible grass)
10	12 or 13 September	York	Sprint or Autotest.
Reserve	21 June or later if required	Huddersfield	Autotest

Caroline Marston & Derek Lee
Larkspeed Captains.



Wheels

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

PLEASE JOIN THE TRAIN

As has been said before in *Wheels*, ours must be the most labour-intensive sport of all to run. The Network Q RAC Rally, as an example, needs over 11,000 marshals and officials, the British Grand Prix around 1300.

The sobering fact is that the 32,000 or so competition licence holders probably rely for their sport on over a quarter of a million volunteer marshals and officials. With in excess of 4,500 events being held each year the need for volunteers is greater than ever.

It is therefore a shade worrying that even otherwise lively clubs are often begging for more people to help either as members of organising teams or as marshals.

Maybe some people are put off because they feel they don't know enough about the job, but this needn't be a concern – you can in fact join a club and cut your teeth as a marshal or organiser the same day. But, if, as you move on to more ambitious events you feel you need to polish your skills (most organisers will expect you to) you'll find that training is readily available so that people can cope with the increasing demands placed on them – in particular their role with regard to safety and communications.

Many light years ago when I first marshalled on an event, I happened to mention that I had a broom in the car ... and as a result of such sophistication was immediately made a section commander. (I'm glad I didn't let on I'd got a tin of Elastoplast in the glove box otherwise I might have been appointed Chief Medical Officer.)

Mercifully, things are more organised today and quite apart from better attention to equipment, the old

format of wholly 'on the job' training is supplemented by a series of Marshals Training Days throughout the country, where specialists share their experiences and provide 'hands-on' training under controlled conditions, alongside presentations by other experienced marshals and officials from all disciplines of motorsport.

As an aside, how many opportunities to use a fire extinguisher are you likely to have other than at such a training day?

And note, 'training', not 'teaching'. The days – which, typically, run from 10am to 4pm – are very much interactive, involving everybody in a way which makes the learning process totally painless. You'll be with 20 to 300 like-minded enthusiasts of all ages and experience and, ladies please note, it's an Equal Opportunities Programme. (You may also be relieved to note that they use dummies for the kiss-of-life and chest massaging sessions.)

Some 75 Marshals Training Days are financially supported each year by the RAC Motor Sport Training Trust (which incidentally is a Registered Charity), and these are run by Regional Associations or clubs under the direction of an RACMSA accredited Lead Training Instructor. The instructors are accredited either by virtue of their professional qualifications or by attendance at a 'Training the Trainer' course run and funded by the MSA in conjunction with the Lucas Institute of Birmingham University.

Training Seminars are also held annually nationwide for either RACMSA licensed or club officials, and there are specialist Training

and Assessment Sessions for those who bring professional skills from their day to day lives to benefit motorsport – medical, rescue and recovery crews – and for those all-important technical posts such as timekeeping, scrutineering and environmental scrutineering. Any licensed official has to attend a minimum of one training session in any period of 3 years.

All a lot of effort? Not really – there's a great deal of job satisfaction to be gained (as well as man management and communication skills which can look good on a cv) and as a high visibility sport we must be seen to be in control of events.

Helping on the marshalling or organising side is a relatively cheap way to get involved in the sport – it can certainly put you at the heart of the action. Why not make 1998 the year to give it a go? After all, who can think of holidays in Tuscany or Antigua if there's work to be done at Mallory or Kielder?

Stuart Turner

COD FILLET QUIZ



1. Which race did the Brabham 468 fan car win?
2. Who drove the Mercedes-Benz team cars in the 1952 Monte Carlo Rally?
3. Per Arne Ad Sørensen was originally the motto of which Motor club?
4. William Charles Frederick Grover raced under what pseudonym?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

British Rally Championship looks to the future

The Mobil 1 RAC British Rally Championship will introduce additional events, common organising and timing regulations, and better promotion of events.

Following extensive consultation with competitors (private and manufacturers), event organisers and championship title sponsors Mobil Oil, the RACMSA announced their plans at the Autosport International.

Explained RACMSA Chief Executive John Quenby: "Since we made the decision to go with two-litre, two-wheel drive cars, the championship has gone from strength to strength.

"We currently expect nine manufacturers to compete this year, and private entries are also at a very high level.

"However, we see a clear need to look to the longer-term future of the series and we have identified several key areas where improvements can usefully be made."

The RACMSA will invite applications from organisers wishing to join the Mobil 1 RAC British Rally Championship. Up to two events will be added to the calendar between now and the year 2000. New events may also be required to replace any existing rallies which fail to meet the championship standards.

Any rally applying to become a championship round in 1999 or later will be expected to comply with RACMSA organisers' conditions and will be observed by the new permanent observer and chairman of stewards.

Competitors have made it clear to the RACMSA that they would prefer a properly co-ordinated championship, rather than a collection of events.

Thus a standard timing system (as

used in the FIA World Rally Championship) and standard penalties will be introduced this year, and common event regulations will follow in 1999 (also based on World Championship practice).

Service arrangements – e.g. use of service parks – will also be standardised across all events for the 1999 season.

The organisers' conditions will become mandatory in 1999. The RACMSA will publish the complete 1999 dossier by the end of February this year, to give all current and potential event organisers a full year in which to ensure that their events can comply fully.

To ensure consistent evaluation of events, and consistent application of judicial procedures at each event, the RACMSA has appointed a permanent observer and a permanent chairman of the stewards of the meeting for all rounds of the 1998 championship.

The observer will be Malcolm Neill (an FIA observer as well as being manager of the Network Q RAC Rally). Chairman of Stewards will be John Richardson (an FIA observer, FIA Steward and chairman of the RAC Motor Sports Council's Rallies Committee).

Championship Manager John Horton will with immediate effect devote more of his time to promotion of the series. In particular, he will assist individual organisers to develop the commercial aspects of their rallies.

As part of this process, he will reduce his involvement in day-to-day operational matters and a Championship Presenter will be employed to undertake commentary and other public promotion work at each of the events.

Young racers

A new formula created by the British Racing & Sports Car Club will allow young drivers to compete in motor racing. The BRSCC has reached an three-year agreement with the RACMSA to allow drivers aged from 12 to 18 to compete in a brand new saloon car series.

The new class – Scorchers – breaks new ground by allowing youngsters to race as much as four years earlier

than current regulations allow.

The move to licence drivers as young as 12 was cleared by the Administrative Committee of the RAC Motor Sports Council. The drivers will be subject to special ARDS training courses to ensure their suitability to race.

A programme of races will be run during 1998 at BRSCC meetings on selected British circuits.

"This is a dynamic and ground breaking move for our club," said Chief Executive Tim Stock. "We are placing great emphasis on driver safety. High standards of competition and racecraft will also be a central element of the category, which should ensure that it will be both spectacular and great fun to drive."

The SHP spaceframe chassis houses an 1800cc engine driving the rear wheels. It has McPherson strut front suspension and independent rear suspension with front and rear anti-roll bars. The car runs on seven-inch aluminium wheels and Avon intermediate tyres.

The complete package, in kit form, is expected to cost under £13,000. Further information about Scorchers is available from the BRSCC.

Classic car runs

The RAC Motor Sports Association has released details of its three classic car runs for 1998, all open to cars over 20 years old.

The Haynes Publishing Two-Day Classic takes place on 17/19 April, starting at the Haynes Museum in Sparkford and exploring new territory in Mid and South Wales, with overnight halts in Gloucester and Cardiff before finishing at Castle Combe.

The Guardian Insurance RAC Classic (a new sponsor for the world's largest event of its kind) takes place on Sunday 31 May. All 12 starts – including a two-day drive from Lytham St Annes and a new route from Ipswich – finish on the Formula 1 circuit at Silverstone.

The Chrysler Euroclassic on 12/15 September starts from the Palace of Versailles in Paris, and takes in Le Mans and spectacular other checkpoints on its way to the Catalunya Circuit near Barcelona.

Facts about... TYRE LEGALITY

• Every new car type tyre, other than retreads, must meet European standards for speed and durability and be marked on the sidewall with **E** or **F**.

• The legal minimum tread depth for car and similar tyres in the United Kingdom and throughout the European Community is at least 1.6mm throughout a continuous band comprising the central three quarters of the breadth of tread and round the entire outer circumference of the tyre.

• Most car type tyres have tread wear indicators, usually at least six small ribs across the bottom of the main tread grooves, and when the tread surface becomes level with these ribs the tyre is at the legal limit and must be replaced.

• All retread tyres supplied in the United Kingdom must meet the requirements of the British Standard for retreaded tyres, that is, BS AU 144e, and must be marked with the Standard number. (Certain foreign made tyres may be acceptable if of an equivalent standard.)

• Except in the case of temporary use spare tyres, it is illegal in the United Kingdom, and is certainly dangerous, to mix radial ply and cross ply tyres on the same axle or to have radial ply tyres on the front axle and cross ply tyres on the rear axle. This applies to all two axle motor vehicles whether front or rear wheel drive.

• The penalties for offences related to the use of faulty tyres on vehicles are severe! In the case of any vehicles, except goods vehicles and vehicles adapted to carry more than eight passengers, for every offence there is a fine at level 4 of the standard scale with discretionary disqualification and compulsory driving licence endorsement with 3 penalty points. Level 4 is currently £2500 (maximum) and each faulty tyre is considered as a separate offence. Two faulty tyres equals £5000.

• Offences can relate to: tread depth, mixing, inflation, cuts, lumps, bulges or tears, exposed ply or cord and unsuitability.

AUTOSCENE

#AUTOSPORT REVIEWS FROM CLASSIC

A-Z OF BRITISH COACHBUILDERS 1919-1960

Nick Walker, Bay View Books, ISBN 1 870979 93 1, £24.95

At last – the book we've long been waiting for. It's about UK coachbuilders (which at one time were world leaders) rather than the cars, but, with more than 400 black and white and 50 colour pictures from more than 300 companies, the two threads are intertwined.

It's the pictures, of course – many never seen before – which form the backbone of the book, while, due to a lack of space, the text is rather condensed. The early chapters cover the period in decades, followed by the actual A-Z of the companies. Finally there's a chapter on coachbuilding glossary terms.

Some companies were very big, some didn't deserve more than a line or two, but they're all there. The cars were bold, beautiful or bad, from the uprights to the razor-edges via the streamliners, but they're all fascinating.

PIRELLI WORLD RALLYING

Edited by Martin Holmes, £19.95

Now in its 20th year of publication, the Pirelli World Rallying book is a must for all fans of the sport. Not only does it cover all the major international championships, but it also offers technical features and an in-depth study of the differing styles of Carlos Sainz, Tommi Makinen, Didier Auriol and Colin McRae. Toyota's Ove Andersson looks back over the past 25 years, and there is also a look at the future of the sport with the development of the electric car.

MOBIL MOTORSPORT QUIZ BOOK

Alan Henry & fellow anoraks, Stopwatch, £4.99

As David Coulthard says in his foreword, 'I never cease to be amazed by the statistical knowledge of motorsport fans.'

That says it all about this book really. Compiled by veteran Formula 1 journalist Alan Henry and a host of other well-versed aficionados, it's a non-stop, roller-coaster ride of ... facts.

A nice extra is that many of the questions follow logically on from each other, *University Challenge*-style. Although that can be a bit of a downer if you don't know the subject.

We thoroughly recommend it. All the answers are here, as are the questions that come with them, so contact Stopwatch Publishing on 0171 495 6969 to order your copy, priced at a reasonable £4.99, now.

FERRARI RACING:

A PICTORIAL HISTORY

Colin Goodwin, Crowood Press, ISBN 1 86126 091 1, £19.95

This is a photographic album of Ferraris (or Ferrari-associated cars such as the pre-war Alfa Romeos) on the track. Pictures are from the National Motor Museum, which means many have been seen before, but there are a number which are new to us, such as the Alfas on the Isle of Man, Dobson in a 125F1 at Castle Combe in the late '40s, and who was the driver of the 255S at Goodwood for the 1952 Nine Hours? Most shots are black and white, but there's a good spread of colour too, while the portraits are excellent.

MORRIS MINOR:

THE FIRST 50 YEARS

Ray Newell, Bay View Books, ISBN 1 870979 98 2, £19.95

This nicely-presented 128-pager is a picture-rich look at many aspects of the much-loved Issigonis classic. Subjects include a detailed look at how a Minor was built, Minor assembly abroad, Minor accessories (a good chapter, this), epic journeys by Minors, and the Minor in motor sport. While there's little that's dramatically fresh, it's a pleasant enough 50th birthday tribute – and custom-lovers will like the strong colour spread of customised Minors.

Balancing Act

BALANCING carbs has nothing to do with weight, but trying to equalise the idle fuel and air supplied by each carb, or choke, so each cylinder is doing its fair share of idling at engine tick over. A 'hot' camshaft is often blamed for a poor idle, when in many cases carbs are out of balance causing the rough engine.

SU carbs are easy to balance, as with any carbs, there are two aspects; mixture and throttle opening. Mixture on SU carbs can be checked basically by lifting the piston in the carb about 3mm. A pin is supplied on most SUs for this purpose. If idle speed increases, the mixture is too rich; if the engine cuts straight away it is too weak. Ideally the engine speed should stay the same, initially, then it will cut out.

The balance for throttle stops can be checked by listening to intake hiss. A length of tube held to the ear makes

an accurate carb balancer; but the linkage isn't too brilliant on SUs and they tend to go out of balance quite quickly.

With Weber or Dellorto side-draughts, mixture is balanced by idle mixture screws. Screw them all right home (gently does it, or you can damage the carb body) and then back them off the same amount. About two turns is a fair starting point. The position of the idle screw is largely dictated by the size of the idle jet. A small jet may need a lot of turns, while a large jet may supply the right mixture with just half a turn out. To get the mixture right, move all the screws by the same amount until you have a smooth idle, or until you have a correct CO reading if you are using a gas analyser. Check the ignition timing first though, this can have a large effect on the CO reading as well as the HC.

A single balance screw in the centre link balances the stops on side-draught carbs. By listening to intake hiss you can get the balance right fairly quickly. You may find though,

the balance is out on two intakes of the same carb. If this is the case you may have a twisted spindle, or a misaligned butterfly. If they are okay, look at your throttle return spring, if heavy it may be twisting the spindle as it only pulls on one side. A heavy spring may be required if the internal throttle springs have broken.

Finally, it may be that you have an imbalance that you can't cure. No problem if you have the later Weber carb body, these have a balance bias screw under a white plastic cap, an idle by-pass adjuster to get the balance right.

QUIZ ANSWERS

1. Swedish GP, 1978, Lando.
2. Long, Kling and Coraciolo.
3. The British Monte Carlo Rally Competitors Club now aka the IRCC.
4. Williams' (a Bugatti racer, winner Monaco GP 1929).

Wall of Fame

"Motoring News" kindly made available space on their stand at Autosport International for a club

display. Panels carrying the message "Get more out of your motoring - join your local motor club" were displayed together with details of the clubs

elected 'Motor Club of the Year' (see photograph). Leaflets were available with contacts for those interested in learning more about clubs in their area.



Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Crowthorne, Slough SL1 0NG



TRACKROD

MOTOR CLUB LIMITED

Major Motor Sports Events

January

17-21	Monte Carlo Rally	FIA World Rally Championship Round 1
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February

5-8	Swedish Rally	FIA World Rally Championship Round 2
7	Wyedean Forest Rally	BTRDA Round
14	SVL Thistle Snowman Rally	Scottish Rally Championship
21	Rallysprint 1 & 2, Silverstone	Mobil 1 British Rally Championship
27-March 2	Safari Rally- Kenya	FIA World Rally Championship Round 3
28	Bournemouth Winter Rally	Mintex National Championship

March

7	Malcolm Wilson Stages	BTRDA Round
8	Australian Grand Prix	FIA Formula 1 World Championship
14	Rally ALNO	Scottish Rally Championship
20-21	Vauxhall Rally of Wales	Mobil 1 British Rally Championship
22-25	TAP Rallye de Portugal	FIA World Rally Championship Round 4
28	North Humberside Rally	BTRDA Round
29	Brazilian Grand Prix	FIA Formula 1 World Championship

Peter Rutterford. Competition Secretary

The Association of Northern Car Clubs

1998 ASSOCIATION CHAMPIONSHIPS

TI Rallyschool

Northern Stage Rally Championship.

Feb 1 st	Ripon	Ripon
Feb 22 nd	Bay Stages	Moscarabe
March 8 th	Robin Hood	Lindholme
March 28 th	Forest Rally	North Humberide
April 4 th 5 th	Four of Lanes	Lincs-Louth
May 3 rd	Linkout Stages	Trackrod
May 24 th	Hoodhound	Lincoln/Grimby
July 12 th	Viking Tour	Beverley/Burr
July 25 th	Opposite Lock	Stashwate
August 30 th	Burgess Bowl	Glossop
September 27 th	Forest Rally	Trackrod
October 3 rd	October Stages	CSMA/Eastwood
November 7 th	North West Stages	Chester/Knotford
December 6 th	Garsdale Stages	Furness

* Reserve Event

Details and Regulations From:
Colin Debon — Phone 01469 340574
John Binn — Phone 01430 421576

The Crown Fisheries Autotest Championship

March 15 th	Lanes & Cheshire
March 22 nd	High Moor
March 29 th	Trackrod
April 19 th	Bolton Le Moor
May 10 th	Pendle
May 24 th	Keghley
May 31 st	Hartlepool
June 7 th	Bailey
June 14 th	Sporting Esports Owners Club
June 28 th	Huddersfield
July 12 th	Airedale
August 19 th	Y.S.C.C.
September 27 th	Knuttsford
October 25 th	Bury
November 8 th	Knowdale

Details & Regulations From
Andy Cohen — Phone 01977 873444

Hayles Cleaning Services

Northern Road Rally Championship.

February 14 th /15 th	Bruce Robinson	Lincoln
March 21 st /22 nd	Three Swans	Setby
April 18 th /19 th	Autowoodcrem	Mallock
June 27 th /28 th	Seven Dates	De Lacy
July 18 th /19 th	Drystone	Mid Derby
August 8 th /9 th	St Wilfrids	Ripon MC
September 5 th /6 th	Rally of the Hams	Sheffield
October 3 rd /4 th	Flanham	Lindholme
November 7 th /8 th	Catback	Eastwood
November 29 th /30 th	Beaver	Beverly

Details & Regulations From:
Steve Smith — Phone 01977 350497

D.L.S Northern Competitive Safari Championship

February 8 th	Crofton	YROC
March 15 th	Hatfield	NORC
May 4 th	Manby	Lincs
June 7 th	T.B.A.	Pennine
June 21 st	Foxhall	NORC

Details & Regulations From:
Dave Barker — Phone 01423 734413

The ANCC P.C.T. Championship

March 1 st	Knuttsford
March 29 th	Grimby
May 17 th	Airedale & Pennine
May 21 st	Ilkley
July 19 th	North Humberide
July 19 th	North Wales
August 23 rd	Walsfield
August 30 th	Grimby
September 27 th	Chester
October 25 th	Osley

Details & Regulations From:
John Spencer — Phone 01152 477234

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I/We wish to APPLY FOR/RENEW* Membership of Trackrod Motor Club Ltd for 1998.

NAME: _____ AGE IF UNDER 18: _____

NAME: _____ (If Joint) AGE IF UNDER 18: _____

ADDRESS: _____

TEL NO'S (Home) _____ (Mobile) _____

Enclosed is a Cheque/Cash* for the sum of £12.00 (Single)
£17.50 (Joint/Family)

Please inform us of any change in details. Thank you. * Delete as required.

Please indicate below your experience:

DRIVING EXPERIENCE					
Autotest	Stage Rally	Road Rally	PCT	Hillclimb	
Race	Kart	Other (Specify)	Driver	Navigator	
RALLYING EXPERIENCE					
Event Steward	Marshall Junc/Sector	Marshal Chief	Timekeeper Start/Finish	Timekeeper Chief/Ass	
Scotlineer	Noise Official	Radio Operator	Radio Co-ord	Organiser (inc Social)	

Please read and sign the declaration below:-

I UNDERSTAND THAT THE INFORMATION THAT I HAVE GIVEN WILL BE
STORED IN A COMPUTER DATABASE FOR THE USE OF TRACKROD MOTOR
CLUB LTD.

SIGNED.....

DATE.....

Please Return Completed Forms to:- Simon Marston
Membership Secretary
20 Berkeley Avenue
Leeds LS8 3RH

Membership No/Nos
Card
Date Approved

Tel: 0113 248 1323 Mob: 0589 152580

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	Lindisfarne 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	Kali Kwik Stages Rally	
	Bay Stages Stages 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	Poshmen 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 Sisters Circuit	High Moor & Blackpool
	Sheterton Stages Rally	Sporting CC of Norfolk
	Autotest	Lancashire & Cheshire
	Autotest	Sporting Escort Owners Club
	Sporting Trail	YSCC
	Rallycross at Croft	Darlington & DMC
	Ty Cross 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-Cross Multi Use Rally	Pendle & DMC

APRIL 1998

MAY 1998

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

COMMITTEE OFFICERS

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 LS16 6EP 0113 267 1918
 Deputy: Derek Lee

Secretary
 Derek Lee
 26 Spencer Road, Outcley
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 Deputy: Caroline Marston

Treasurer
 Michelle Williams
 24 Kirkfield Avenue
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TRACKROD

MOTOR CLUB

OFFICIAL MAGAZINE

FEBRUARY 1998 - PART 2



***Michael Kemp meets the stars at
Autosports '98***

SOCIAL CALENDAR

February

3rd - Gildersome Con Club

10th - Admiral Hawke, Boston Spa

17th - Crown, Wetherby

24th - Square & Compass, North Rigion

March

3rd - Gildersome Con Club

Navigational Training Evening

10th - Admiral Hawke, Boston Spa

Navigational Scatter

17th - Crown, Wetherby

24th - Beehive, Thorne

31st - Beehive, Thorne

APPERLEY ENGINEERING OFFERS

Fully prepared ex-works (Dagenham) Fiesta gravel spec F2 GpA AUTOTEST car. Ex Tom Whittaker (Morley Waste Traders) with Safety Devices sticker and weld in cage (if you want one!). Fully floating live gear linkage, assorted silver colour wheels with black tyres. Factory engine (Halewood), latest traction control (the clutch slips a bit) and a non-detectable anti-lag system.

Also available - Tarmac spec GpN normally aspirated MkII Fiesta. Full spec includes P600's on alloy's. Seam welded in places with a straight cut cat box (ideal for trips to the vet). PleveySpeed exhaust, fully adjustable FB seat, Cosworth engine not fitted. Lotus keyring and gearknob. Limited slip floor mats, water injection (needs head gasket). Been to rolling road (sadly closed).

Both vehicles offered for use on AUTOTESTS and PCT's FREE to paid up Trackrod members. NO EXCUSES NOW - contact Rod Parkin (Technical Director!) or any committee member.

SEC'S BIT

Just a quick note this month to remind everyone it is just one month away from the first round of the Larkspeed League. An autotest at Bingley (regs available now from Derek Lee or Caroline Marston). As much support as possible will be appreciated as the effort of the competitors are rewarded to the club as well as to the individual. So why not have a go! and help Trackrod to achieve a higher place in the Larkspeed League for 1998.

Many thanks to all who came out to Marshal on the Riponian rally in Boltby forest. A wonderful sunny day was enjoyed by all. So if you missed out on that one there is always the North Humberside forest stages on 28th March in the Yorkshire forests. Marshals required, please contact Derek ASAP for details.

A note for your competitors - the RAC have made a change to the noise levels for 1998 and these are:- 100 dB(A) at 4,5000 rpm at a distance of 0.5 meters. This is a reduction in the noise level so if you were running fairly close the old limit last year you'd better get your exhaust system checked as you might easily fail this year's limit.

Finally, I would like to wish all the competitors who intend to compete in the club rally championships in 1998 the best of luck.

Until next month, safe motoring.

Derek Lee
Hon Sec.

AUTOSPORT SHOW PRIZE RIDE

I had not visited the Autosport International Show before, so a place was reserved with Russell for this year's trip with the club. Skimming through the 21st December's Motoring News, I saw a competition to win a ride in a rally car at the show; and entered, only having to fill in my name & address, then posted it. Arriving home from work on the Wednesday evening, I opening a Motoring News envelope to find two complimentary tickets & a letter telling me that I was a prize winner for the Saturday lunch time show.

Once the surprise had sunk in, I rang numerous friends to see if they could go as my guest, to the show. After countless calls I eventually (on the Friday evening!!) found someone who could actually go to the NEC. Better still, he offered to drive me down.

Saturday morning arrived & a pleasant trip down. We baulked at having to pay £1 to park the car, but had no choice. A shuttle bus to the main entrance, then into the show, having noted where the press office was so we could drop in at noon, as instructed by the letter. A quick tour of Hall 9 was undertaken before we returned to the press office. We then waited for the two other winners to arrive, Phil from North London & Catherine from the West of Scotland, before picking helmets up & fighting our way through the crowds to the Live Action Arena.

Out into the paddock area to find our cars. Hasty arrangements were made with the drivers to take a passenger.

The Simmonites had no space, neither did Bill Gwynne & Will Gollop's rallycross Peugeot didn't have a passenger seat so that was out. Eventually, I was fastened into Barbara Armstrong's SEAT F2 Ibiza, Phil alongside Neil Wearden in the Honda Civic & Catherine got to be Patrick Snijer's passenger in the Escort Cosworth.

Once the Legends had cleared the arena, we were pushed underneath the stands & awaited our cue. Barbara started the SEAT & installed it, restarted & then we shot out into the arena through the middle section where Clarkson, Needell & Janus stood & round to the flag held by a familiar figure in black and white stripes; Calder Rescue's very own Richard Ashton.

5, 4, 3, 2, 1 & my stomach was left behind as we accelerated towards the first bend which was taken sideways at great speed. We carried on sideways before briefly straightening up then a flick of the wheel & sideways the other way, back to our start & round for another four laps. All too soon it was over & we were parked in the middle waiting for Stephanie & Neil to blast round. We were given our time, then Neil beat it, but Stephanie didn't.

Out of the arena & back to the SEAT camp. Handshakes and thanks all round, then up to the VIP area to watch the rest of the show.

A great day thanks to SEAT & Barbara for the ride, Haymarket Exhibitions and Motoring News for the prize.

Tim Bendelow

AWARD WINNERS 1997

Service Crew	Vicky Blakeley
Marshal's Trophy	Simon Marston
Off Road Events	Richard Jackson
Autotest Trophy	Andrew Apperley
Lady Competitor	Vicky Blakeley
Road Rally Driver	<i>No Qualifier</i>
Road Rally Nav.	Arthur Heaton
Larkspeed Driver	Barry Stoner
Larkspeed Nav.	Andrew Smith
Stage Driver	1st. Andrew Apperley 2nd. Chris Rowson 3rd. <i>No Qualifier</i>
Stage Nav.	1st. Jim Plevy 2nd. Dave Hammond 3rd. Andrew Smith
Spy 44	Andrew Apperley
Best Novice	Barry Stoner Andrew Smith
Best Trier	Tina Grant
Newman Cup	Caroline Marston
Trackrod Trophy	Simon Marston
Single Venue Championship	
Driver	Chris Rowson
Navigator	Dave Hammond

Congratulations to all award winners .
For those of you who have not yet recieved your Trophy I will arrange to get it to you as soon as possible.

There were several claims for the Table Top Rally and Navigational Scatter but because there were not enough events in these categories it was not possible to run a championship.

Points to remember for this year:-

You do not have to register for the Single venue or Multi venue Championships, but you **MUST** fill in a claim form for trophy points. Your Championship points will be credited to the appropriate categories automatically. Don't forget the 3 month rule.

Don't forget a minimum of 3 claims to qualify for each award, and please read and complete the claim forms carefully. Have a competitive and fun year ,

Vince Fletcher

LOOKOUT STAGES

We can now confirm that the Lookout Stages Rally will run this year, on Sunday 26th April at Melbourne Airfield, near Pocklington.

I need **YOUR** help to ensure the success of this years' event. If you are not competing, servicing or otherwise committed, then your help is urgently needed to man the stage etc. .

The plan is for a 100 car entry with Scrutineering taking place during Saturday afternoon/evening and the first car starting on Sunday morning at 0800 hrs.

Please contact Tim Bendelow