

TRACKROD

MOTOR CLUB Ltd.



APRIL 1998 MAGAZINE

**THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB Ltd
RAC MSA Affiliated, No.1230**

CHAIRMAN'S CHAT

I hope you are all now getting enthusiastic for the different events which are looming closer. At the last committee meeting I was struck by how many events there are to get involved in - see the comprehensive list in this magazine if you don't believe me! As I write this I have just returned from an informal get together at DeLacy Motor Club where several local motor clubs were discussing how to attract new members and, in particular, how to ensure we provide enough marshals for the various events, special stage rallies being a current problem. It seems everyone is having difficulty persuading marshals to spend hours in the forests often waiting for the first car, and, more depressing, waiting for the course closer! So, if you have any ideas how we might tackle this please let me know - perhaps more "freebies" such as pens, whistles; more information; variety of jobs; whatever? Also - as some of you may know several Motor Clubs arrange trips for their members. It has been suggested we look at going to the "Race of Champions", in Grand Canaria, this December. If you are not familiar with this spectacular event with good viewing, international stars etc, just ask. Cost - well I suspect around £250 to include flight and accommodation would be possible - we could arrange to pay monthly in advance - anyone interested?? Or is there any other event you would like to see? Please note the Navigational Scatter (FREE ENTRY AGAIN) on April 14th, all you need is the map (100), a pencil, ruler and a torch! Have fun whatever you are doing - hope to see plenty of Trackrod crews out on the Lookout Rally (April 26th).

Rod Parkin

SOCIAL CALENDER

April

- 7th.- Gildersome Con Club
Car Preparation Talk
by Tom Watson.
- 14th.- Admiral Hawke, Boston Spa
Navigational Scatter
- 21st.- Crown, Wetherby.
- 28th.- The Beehive, Thorne.

May

- 5th.- Gildersome Con Club.
Film Show.
- 12th.- Admiral Hawke, Boston Spa.
- 19th.- Crown, Wetherby.
- 26th.- The Beehive, Thorne

June

- 23rd. Gymcana

THIS MONTH'S BARGAINS

Offered for sale:

Mk 2 up and over exhaust Section	£10
Mk 2 RS Back Box	£20
4 No. Blue Sparco Harness Pads	£15
2 No. Red Sparco Harness Pads	£8
3 No. 4 Point Sabell Harnesses	£30
1 No. Willans Aircraft Harnesses	£40
Works Astra Quick Rack Mk 3 (r/p)	£40
Leather Steering Wheel 10"	£20
Lancia Front Fast Road Springs	£20
Medium Pro Rally Sparco Helmet	£230
Medium Nimrod Full Face	£20
7 13" RS Alloys	
5 V. Good Forest Coilways	£275
2 Good Intermediates	£100
(will split or cheaper for the lot)	
Ring Dave Hammond	

Tel: 01924 220816 or 0378 016625

SEC'S BIT

We are now well into 1998 with what looks like being a very full competitive year of motorsport. I hope that there is enough variety for all of you. This is one of the reasons why we have introduced two other championships for you all to challenge this year. They being the Multi Venue and the Autotest Championships, good luck to all who take up the challenge!

Another championship that coincides with events in our own Championships is the Larkspeed League. The league comprises of events that as well as the normal awards to the competitors, there are also points awarded to the club those competitors enter under. There are ten different rounds and types of event and all the points go towards a monetary award to the clubs at the end of the year. So you can also help your club as well as your self! The next two rounds are: Autotest 19 April at Bingley, Keighley DMC and the Lookout Stages Rally 26 April at Melbourne Airfield, Trackrod.

I would just like to say a big thank you to Richard Ineson for his efforts on the first round of the Sporting Escorts Owners Club Autotest at Bingley. Our only entry of an overfilled event. Nice to see he has not lost his touch, though just a bit rusty. Well done Richard. Another thank you to a new member Katy Lee for trying to get her old man round the second round the Selby & DMC Road Rally. Again only one entry!

The committee have also been looking into putting something back to the club members as we have received an insurance rebate from events held last year. We are looking at some ways in which we can do this. Organising a series of navigational scatters with free entry to club members and some rewards at the finish. If you have any sensible ideas the committee can look into, please let me know.

Finally many thanks to all those who marshaled on the Langdale Stage of the North Humberide Forest Stages Rally last weekend, and where were the rest of you!

Till next month, safe motoring.

Derek Lee
Hon Secretary.

EDITOR'S SPOT

Well what can i say, a bumper issue of the magazine, your articles have been coming in thick and fast, infact that fast i can not fit them all in the magazine this month.

I will apologise now if your article has been excluded but i can assure you it will be in next month.

As i'm sure most of you will already know i was competing at Twyford Wood last Sunday, unfortunately not for very long, sitting along side Bambos Charalambos in his Saphire Cosworth we were all set for upholding our honor of winning the last event at the airfield. Both of us were revved up, the adrenalin was flowing and we were going to hammer the opposition, or so we thought. The seconds counted down and before i'd grabbed a second breath we were in sixth gear flat out down the straight, by the time we were round the first lap we had caught a car at the merge, not a problem, shot past him then as we rounded the hairpin left a strange noise came from the gearbox. Within one hundred yards the transmission had locked up solid. Game over!

The most annoying thing is we were 10 seconds faster round the first lap than the next quickest car, but as they say "that's rallying."

Your retired editor was also out playing in his new Peugeot but i'm sure he will be putting pen to paper and telling you about the experience next month.

Most of the articles i have received this month have come via the E-Mail which is a very good sign, hopefully of things to come.

As i've mentioned before, if you have any good photo's or articles you would like including in the magazine or on the Trackrod Motor Club web site, which will be opening very shortly, please send them to me or E-Mail them to:

jim.plevey@virgin.net

Well i hope every body has a competitive month and don't forget on the 7th. Tom Watson of ATM Engineering is giving a talk on car preparation at Gildersome con club then the following week is the navigational scatter organised by Nick Dixon. So get out and have some fun!

Jim Plevey.
Editor

ELVINGTON STAGES

My job brings many surprises which is probably why I'm still doing it, but none more so than after dealing with a dog accident being offered a navigators seat at Elvington. That is how it happened despite the many rumors that I got it in return for letting him off speeding!! The car is a Ford Escort MkII powered by a 2400cc HART engine more readily seen in Formula 3000 cars, It was built by March engineering for Robin HURD with no expense spared and those who have seen it will confirm it is well prepared. I have to admit that I have never seen Craig DYKES drive prior to the event though he was kind enough to loan me some MAD videos of his previous outings including several serious off's! Thanks Craig. Mother Nature did her best to drown everyone and so the event was to start very wet with standing water and a deep watersplash. Four wheel drives were to have the advantage and we decided that full wet tyres were the order for off the line. I'm not sure who was more nervous me or Craig as the five second count came up but we were off and running very quickly avoiding the water just off the start line. I am not one for fairground rides I don't even go on the dodgems but this was an experience to behold as the Escort just kept on accelerating. No real problems on the first stage other than a short detour near the service area which entertained the hardy spectators and service crews. As the day progressed the weather faired and the surface dried. Stage 3 we went onto intermediates getting quicker all the time but still losing time to the four-wheel drive cars. Stage 5 was the turning point for us as we decided to run slicks. Suddenly car 2 a Mitsubishi Lancer Evo IV became within reach and on stage 6 we took 30 seconds off him to put us in contention. Lyndon Barton in his Cosworth was driving very tidy and quick and after pulling out a commanding lead early in the day when the surface was wet he never looked back. Except that is when he came across us on his second lap of stage 7 I was sure that at the end of the stage I would find blue paint on the nearside door however none was found and the MAD video footage shows just how close we got. After stage 7 the service crew announced to me that the steering rack on the Escort was in a bad way but we had no spare so don't tell Craig! Thanks boys!! we had just got ourselves

up into second overall and we may not finish. I can tell you sat on the start line of stage 8 I was a little worried but 3.36secs later we were finished still in one piece and no panel damage all day, great. It was pleasing to see other Trackrod crews also having a great run Andrew Apperley/Jonathon Belbin showing many quicker cars up with neat and quick driving. Stuart Drabble/Arthur Heaton managed to keep a Vauxhall Nova in sight and took a well-deserved third in class. We finished 2nd overall I am still waiting for my stomach to catch me up. Celebrations were plentiful after the event as it was Craigs birthday swell as his best finish. Hope to be invited to occupy the seat again. Having abandoned Steve Sanderson to the video camera we are back in action together on the North Humberside hope to see you there. Thanks to all who helped run the event and especially those that marshaled in all the rain.

Steve Hughill

KARTING TRIP

The date for this years karting event is the 21st. June (Farther's day)

The venue, as before, is at Selby's "Pro Am Karting" and the format of the day will be endurance.

This consists of 8 teams made up of 4 people and the race duration is 3 hours

The price for the day's sport is only £25 per head with the first £10 deposit being due no later than the 28th April

If you would like to go then please contact Paul Scruton at home on 0113 228 8314 or on his mobile 0411 080 183

Judging by the success of last years event places will be filled very fast. You have being warned!

ADVERTISING

If you or anybody you know would be interested in advertising in this club magazine then why not give Andrew Apperley a ring.

He can arrange to go through the various packages that we can now offer. As you may have read in last months publication, the Trackrod Motor Club web site will be up and running very shortly and obviously the scope for advertising world wide speaks for it's self.

You can contact Andrew on 0836 544 037

TROPHY POINTS

Stage Rally Driver:		No. of Events
Alan Larkin	78.8	1
Richard Jackson	77.5	1
Dave Arnold	70.0	1
Tom Whittaker	55.0	1

Service Crew:	
Dawn Fernyhough	5
Marshal's Trophy:	
David Steele	20
Barbara Steele	15

Stage Rally Navigator:		
Bernard Fernyhough	78.8	1
Graham Whittaker	70.0	1
Barry Dove	55.0	1

Please don't forget the three month rule, all claims must be handed in before three months have elapsed.

Any member must have at least three claims in any one category to qualify for an award .

Where the category has awards for more than 1st. over all then claims to qualify as follows:-

- 1st. O/A 3 claims from any individual
- 2nd. O/A 3 claims from 5 claimants
- 3rd. O/A 3 claims from 8 claimants

and also for the Trackrod Motor Club championship you must send in a claim form in the normal way and this will be entered for the championship on your behalf as well as all the other qualifying categories. You can send them by post to me or pass them on by hand at any club night to either myself or Nigel Cordingley.

If you need any more claim forms you can photocopy some out of last month's magazine or give me a ring and I'll post some out to you.

Alternatively e-mail jim at
jim.plevey@virgin.net
 and he will either send some via the e-mail or the post.

Vince Fletcher.



Wheels

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

WE WERE NOT BORN TO SUE

WILLIAM Shakespeare wrote that headline in, I think, Richard II (well, a drop of culture never goes amiss [always say] but I'm not sure if his words still apply today. As an example, I tripped and fell recently on some cobbles - I didn't realise the cough mixture was fortified, constable - and as I skidded to a bleeding halt, hoping at the very least for a drop of medicinal brandy, all I heard was a voice saying "you want to sue the council mate".

It made me realise just how litigious life has become; we must always have someone to blame, even for our own stupidity. I suspect if an apple fell on Sir Isaac Newton today, he'd be too busy suing the owner of the orchard to bother inventing gravity.

As the law slowly throttles everyday life, is there a risk of it doing the same to our sport? Perhaps. At one time, no competitor would have thought of suing; today the reverse seems to be the case especially if there are injuries.

I'm not suggesting that I think legal action should be banned as far as motorsport is concerned (well, I am actually but I recognise it wouldn't be practical or particularly democratic) but one knock-on effect of the risk of litigation is that our sport can seem overburdened with rules and regulations - far more than for many other sports competing for youngsters' attention.

But if you think of the (potentially) greater risks in motor sport, it's not surprising that there has to be so much emphasis on making sure the rules are as foolproof as possible and are then closely followed, not least by

officials keeping proper records after an accident - with photographs, plans and so on - in case there is legal action, possibly years later; above all there should never be any attempt at a cover up. I suspect there is a feeling that, like any accident on the road, our sport is backed by a large insurance company who will always pick up the bill. Well, yes. But only up to a point - the stark fact is that if we faced several cases involving millions of pounds at one time then the fees for competitors would simply become prohibitive.

Apart from injury cases, there is another class of litigation which can be nearly as damaging for the future of the sport and that is over the results of an event or championship or judicial procedure.

Before anyone decides to have a rumble with Rumpole over whether they should have been fifth or sixth, it's worth remembering that if the results of an event are not decided until weeks or months afterwards, there is only one certainty - sponsors will stay away in droves. And manufacturers won't be over enthusiastic either. So ... if you're *that* desperate for an award, why not look in Yellow Pages under "Trophies, Medals and Rosettes"?

I don't think anyone has ever left a football or cricket match without being certain of the result; we need the same certainty.

Quite apart from sponsors staying away, there's another important group who will defect if there are constant squabbles and legal battles - the officials. If you've seen people walking around recently ashen faced and shaking their heads, they are probably

Council members who had a forceful presentation at their last meeting from the BMRMC which painted a stark picture of the likely difficulties in fully marshalling events in the future.

One reason for concern must surely be that volunteer (I'd better write that again because we tend to forget: *volunteer*) officials simply don't need legal hassles, and they most certainly don't need abuse from drivers with an overweening sense of their own importance.

There were many tributes paid to Roger Clark a few weeks ago. Perhaps we need to remember that he was a fierce competitor and a sportsman - he proved that that didn't have to be a contradiction in terms. We need to maintain some of that spirit and compete fiercely but fairly. If we don't and instead constantly rush to the laws and the lawyers, then sponsors and officials will turn away and competitors will be left forlornly driving up their own exhaust pipes. Could be painful.

Stuart Turner

COD FILLET QUIZ



1. Which was the first 'successful' radial ply tyre?
2. When did an Indy Eagle win the Indy 500?
3. MLX 381 was the registration number of which British Monte Carlo Rally winner?
4. Whose biography is "Speed with style"?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Detachable seats to aid driver extraction

A detachable seat – to allow drivers to be removed from crashed cars without the risk of further injury – was an improvement suggested by Professor Sid Watkins for the future of Grand Prix racing.

The Professor talked of the work being done to assist driver safety in Formula 1 during the inaugural Motor Racing Safety Fund Watkins Lecture.

The President of the FIA Medical Commission addressed a capacity audience of senior motor sport medical officers and rescue personnel at the first of what will be an annual lecture on safety in motor sport.

"We are working on a totally removable seat so that the driver can come out of the car in his seat in the event of an accident. It is not far away for Grand Prix racing cars," said Professor Watkins during a highly entertaining and informative lecture.

Recent developments in the sport have greatly reduced the risk of injuries to driver's necks during frontal and side impacts. High cockpit sides have made massive improvements to driver safety. The Professor highlighted this by examining the accident which befell Jos Verstappen during the 1996 Belgian Grand Prix at Spa. Analysis found that the Dutchman's crash helmet sustained an impact of more than 200g, and yet he was only mildly concussed.

"An air bag in a racing car would be wonderful and it is possible," continued Professor Watkins, who explained that Mercedes were working on making this dream a possibility. Research was on-going to perfect methods of releasing the bag at the correct moment.

It is now over 20 years since Professor Watkins was invited to be the medical expert at all Grands Prix and he has seen enormous improvements in driver safety during that period. The use of accident data recording now allows detailed study of all aspects of serious accidents and the analysis of Mika Hakkinen's accident at the Australian Grand Prix in 1995 led to major changes to cockpit design. "The revised cockpit sides have greatly reduced the shearing force on the neck during an accident," he explained.

However, the Professor also noted that the performance of gravel traps in slowing racing cars is now under discussion. "To our disappointment, gravel is very poor for deceleration," he said. "More data is required and we want to see what happens with the grooved tyres being introduced for the 1998 Grand Prix season, but dry tarmac is far more efficient at slowing down wayward racing cars."

The Motor Racing Safety Fund is a registered charity which exists to raise money for the provision of rescue and medical equipment throughout motor sport.

Touring Cars ready to roll

Nine manufacturers have signed up for the 1998 *Auto Trader* RAC British Touring Car Championship, which starts on Easter Monday (Apr 13) at Thruxton.

There are 24 drivers, 18 nominated by works teams, including five former BTCC champions, a double touring car World Cup winner and three ex-Formula 1 drivers.

Biggest surprise is a two-car entry from 1994 BTCC champions Alfa Romeo, with 156s for former Ferrari Grand Prix star Nicola Larini and fellow Italian Fabrizio Giovanardi. However, the Alfas won't be appear until later in the season.

Leading the entry list is last year's runaway winner Alain Menu, returning to defend his crown – and the manufacturer and team titles won by Renault – with the help of

his young British team-mate Jason Plato.

Volvo has drafted in ex-Ferrari F1 driver Gianni Morbidelli to partner Rickard Rydell in the S40s. The other ex-F1 talent is former Renault and Lotus team leader Derek Warwick, who will again partner double BTCC champion John Cleland at Vauxhall.

Ford is led by 1991 BTCC champion Will Hoy, with multiple champion Craig Baird from New Zealand.

Audi, the 1996 champion team, returns with a two-wheel-drive A4, piloted by French ace Yvan Muller and Britain's John Burtcliffe, while Honda's youthful squad features James Thompson and Dutchman Peter Kox.

Peugeot has opted for the experienced Tim Harvey, 1992 British champion, and New Zealander Paul Radisich, twice FIA World Cup winner, while Nissan's unchanged driver line-up features Scotsmen David Leslie and Anthony Reid.

Six line up for the cash-rich Independents' Cup. Heading the charge for the £100,000 top prize is 1997 top independent (and 1990 overall champion) Robb Gravett.

Murray Walker ends his 50-year association with the BBC after deciding not to commentate on this year's BTCC, but a contract with 40 TV stations in China could add one billion people to the 1998 viewing figures.

In brief...

- Scotland's biggest annual motor sport event, the RSAC Scottish Rally returns to Dumfries on 5/6 June 1998, as part of a three-year deal. The rally includes two rounds of the Mobil 1 RAC British Rally Championship.
- Stephanie and Rachel Simmonite, the Bradford rallying sisters, received the British Women Racing Drivers Club's Wakefield Trophy for their outstanding achievements in motor sport.
- A Volkswagen Golf diesel beat its petrol-powered opposition on the Bournemouth Winter Rally. Neil Simpson/Steven Martin finished 18th and top F2 car.

Facts about... TOP GEAR

- Top Gear was launched in 1977 as a regional programme seen only in the Midlands. Top Gear was launched nationally in 1978 with a series of 10 programmes.
- Since then 393 programmes have been transmitted – a total air time of 196½ hours.
- Average viewing figures in 1997 were 5 million in the UK and a further 90 million in the rest of the world – the programme is seen in countries on five continents. Nearly half of the viewers are female.
- An average of 60 hours filming is done for a typical programme and a film crew usually consists of a Director, a Sound Recordist, and a camera operator.
- Spin-offs from Top Gear include Jeremy Clarkson's *Motorworld*, *The Car's the Star* and *Top Gear Motorsport*.
- To become a Director on Top Gear, previous TV experience is welcome, as is a passionate interest in cars and motoring matters in general. Many Directors have graduated from media studies at various universities in Britain. Cameramen, Researchers and Editors often move into directing.
- Camera crews are supplied by BBC's own Crew Allocations Department although independent crews are also used frequently with specialist crews often being used in motorsport filming.
- Previous presenters include Noel Edmonds, Angela Rippon, Barrie Gill, Sue Baker and William Woollard.
- Current presenters include Jeremy Clarkson, Quentin Willson, Tony Mason, Tiff Needell, Michelle Newman and Steve Berry.
- Top Gear Magazine now has a UK circulation of 172,000 per month and the internet site is the most popular part of Beeb site (the BBC's commercial branch).
- Top Gear this year will be shown on BBC2 through to May and again in the Autumn. The programme comes under the Motoring & Leisure Sports programmes department of the BBC in Birmingham.
- For further information on Top Gear call 0121 414 8275 or Internet www.topgear.beeb.com

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

CARS THAT TIME FORGOT,
Giles Chapman, Parragon,
ISBN 0 75252 083 0 1, \$4.99

Cars that Time Forgot is a mixture of the weird and wacky machinery, and its betterers, as seen through Chapman's eyes. It begins with the Alfa Arna (which we should happily forget) and ends with the Zagato Z-Eco, complete with tandem seating and a bike – a true curiosity. Chapman has a nice throw-away style (the Allard Clipper: 'One of the ugliest British bubble cars ever, a tiny egg-shaped contraption that could seat three abreast in cramped discomfort...') though his choice is a bit odd at times. The Jaguar XKSS, for example, was lost because of the Jaguar fire, not because it was weird or dire. Also, there are too many simply boring cars like the Datsun 120V coupe or the Toyota Crown. The strangest of all? How about the Weitz X600, or the Breutsch Mopetta. Still, the book's a good giggle, well illustrated with contemporary and current pictures and it's well designed. The dust jacket calls it the X files of the automobile world, an accurate description indeed.

BROOKLANDS SPEED VIDEO
From Stanley Mann Racing, The
Fruit Farm, Common Lane,
Radlett, Herts WD7 8PW,
£16.50 inc p+p

Brooklands is back – at least, it's been recreated twice in the last three years at Millbrook with some famous Brooklands racers. The famous Brooklands bump is missing, and the banking isn't as steep as the Weybridge circuit, but the participants obviously enjoyed themselves. A cluster of the famous Weybridge bowl fanatics, along with their cars, were organised by Stanley Mann; see him in his 3/6 Bentley, Paul Grist in his 308 Alfa and HRH Prince Michael of Kent, Rivers Fletcher, Julian Ghosh, Vaughn Williams, Keith Schellenberg

and George Daniels in more Bentleys, Rileys, MGs, and other '30s racers, including the frightening American La France special, upstaged only by 'Babs'. Only the smell of Castrol R is missing.

THE GOLDEN DAYS OF SUMMER
Tony Smith, The Paint Box,
2 Bank St, Worcester WR1 2EW,
£68.00 inc p+p

Tony Smith's latest print *The Golden Days of Summer* should warm up any living room or study. This large, limited edition print (only 375) features the west country beauty spot Woolacombe Bay with a pair of Healeys passing each other in a country lane. All prints are signed by the artist and Roger Menadue, chief experimental engineer at the Healey company.

MINI,
James Ruppert, Crowood Press,
ISBN 1 86126 047 4, £19.95
Simple title for a book about a simple car. James Ruppert has attempted to tell the entire story of the Mini and has largely succeeded. From the 'God damn these bloody awful bubble cars. We must drive them out of the streets by designing a proper miniature car' quote of Lord Stokes to the latest incarnations of the Cooper and Mayfair, this book manages to combine a raft of technical data and the stories of the personalities that shaped the Mini over the years.

Neat touches include quotes from various Mini 'names' at the start of each chapter, including the Mini owner who said: 'You can make a Mini into anything: limo, rally car, U-Boat, whatever you want.' Best is the collection of photos of spin-offs and prototypes from the awful Maxi Mini to the wonderful ADO34 and ACV30 concepts.

The Mini story has been told many times before, but this book is still an entertaining read and a worthy reference guide.

Putting the pressure on!

We have had a nice letter from a novice racer who wanted to know how he could tell if he was getting oil surge or not. Believe me, you would know if you had this problem! Basically your oil pick-up pipe would be sucking on fresh air, since all the oil in the pan would be flung to one side by cornering, or braking, forces.

You can baffle the sump to stop the oil moving about and some people even fit hinged trap doors to allow the oil to

move into the area of the pick-up, but not away from it. If the regs allow it and you have the cash, a dry sump can be the answer. Here you have a separate oil tank with the pick-up at the bottom of the tank where it can't possibly surge away.

Another answer might be to use an accumulator device. This is a container which links to the pressure gallery, but has a spring loaded plunger. The plunger backs off due to oil pressure and rides in and out with pressure variations. However, if you lose the oil pressure due to oil surge, the spring loaded plunger provides oil under pressure as it moves back towards the engine.

The limitation is the capacity of the plunger/ cylinder but various sizes are available – not that many corners go on forever, it just seems like it sometimes.

QUIZ ANSWERS

1. Michelin X – 1953.
2. 1975 (Bobby Unser).
3. Allard P type 1952 – driver Sydney Allard.
4. Peter Revson.

COYS
INTERNATIONAL
HISTORIC
FESTIVAL
Presented by
CHRYSLER
July 24-26



COME TO SILVERSTONE for the Coys International Historic Festival, Presented by Chrysler (July 24-26), and help celebrate the circuit's 50th birthday. From post-war F1 racers to the technological marvels of the current Formula One circus, and from sleek 50's sports cars to the magnificent GT cars of today, the sight, sound and smell of a host of spectacular machinery at the Festival will bring back motorsport memories to enthusiasts from around the world.

- See history in motion with the recreation of the 1948 Grand Prix grid, featuring at least 14 of the original cars, a further nine 'sister' cars, plus original drivers from that first-ever Silverstone Grand Prix, including Roy Salvadori and Baron de Goddeford
- View the unique 50-car display representing the past half-century of motorsport
- Spot great international racing drivers
- Bid at Coys of Kensington's auction of important collector's road and racing cars on Saturday, July 25. (Entry by catalogue)
- Browse amongst trade stands to gladden the heart and lighten the purse of enthusiasts for all seasons
- Keep the family amused with a host of off-track activities

Club benefits make the Festival a must ...

- Our Club members can save 50% on the on-the-day entry price by booking in advance. (Reserve a 3 day Club Advance ticket for just £28 by calling 01927 857273)
- Our clubs can display a selection of their members' cars on special Coys stands. Contact Festival Co-ordinator, James Beckett, on 01927 329342
- Fire up your club you can apply for a special car parking ticket. This gives you access to the Club Parking Area, which forms part of the Festival Showground. If you turn up at the circuit in a vehicle which represents your club

Club together
to celebrate
50 glorious
years

Silverstone™ The only place to be July 24-26

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 6HG

HUMBERSIDE FORREST STAGES

CAR 163 - Steve SANDERSON / Steve HUGILL

B478NHN has received a significant amount of pre-season preparation and this event was to be the cars first outing.

Friday noise tests at Hull Docks were a long queue affair but to bring light relief to the proceedings most eyes were on the turbo shopping trolleys (Daihatsu Cuore Avanz), mine were on the two very nice ladies adorning the Seat Ibiza team!! Ann Watson provided the first shock of the event 80dB the loudest the car has ever been. Documentation and scrutineering straight forward as Steve says at least we can fill in forms, and then away back home.

Saturday 10.55 am away from Hull off the ramp and on to Scarborough. Not wanting to upset any organisers of the event but the time allocated to travel from Hull to the Weaponess Service area meant that due to heavy traffic most teams including the Sanderson team had to make three lanes of traffic on the approach to Scarborough on the A64 - not a good idea and one which will only create the wrong impression to the general public not to mention Mr Plod.

Quick tyre change at Weaponess intermediates all round and off to Olivers Mount stage 1. Fine dry weather was going to provide some fast times for the day and from the off Steve gave it all. By the time we crossed the flying finish the Speedo was showing 95mph. Back to Weaponess car park and on with the knobblies plus more petrol, then as if somehow wanting to tell us something the car failed to start. After much pushing by the service crew the car fired into life and we set off for Langdale.

Not wanting to suffer the same fate as had occurred at service Steve kept the car running at the approach to Langdale even though there was a 20 minute delay due to car 90 going off - and boy did he go off! The LEE family were in full force and with their assistance of 5,4,3,2,1 we were off on the rough stuff. All was going well both of us recalling the stage especially the nasty right/left where car 90 went off. Many logs lay either side of the approach to junction 1 though none were noted either on the roadbook or official noticeboard. Uphill onto junction 1 a 90 left into a downhill dip

and then an uphill 90 left again. Just as we entered the first 90 left the car drifted wide and the next I recall is being in the nearside ditch slowing. We came to a halt at an angle in the nearside ditch sat on the sump, only one Marshall to help and though we all tried without an L.S.D. (not the illegal type!) the nearside wheel spun and we remained in situ.

Course closer kindly offered the assistance we needed and pulled us out no damage and still time to go so fastened belts donned helmets andcar wont start! Those of you who are old enough to recall the sketch with John Cleese and his car in Fawley Towers would have loved the attempts we made to get the car going!! However it refused to fire up and so we went O.T.L.

Thanks to our service crew Chris, Rob, Stuart and Jonathon who kindly rescued us from Langdale, all the car needed was a tow start and away she went. Obviously the poor car is ready for a good looking at but she ran perfectly well all the way home including 4 or 5 pub stops on route.

Disappointing result for both of us not to finish, better luck to Steve and Chris on the Lookout. Off now to prepare for the Tour of Lincs.

Steve Hugill

LOOKOUT STAGES RALLY

Help is still needed !!

Your club, Trackrod Motor Club, is running the Lookout stages Rally at Melbourne airfield, near York on Sunday the 28th. April.

As Chief Marshall I need your help to staff the airfield. Please let me know in the next week if your not competing, servicing or already officiating and you want to be there.

Marshalling is the only option as spectators are not allowed on the venue.

Please help YOUR club to run a successful and enjoyable event.

Many thanks
Tim Bendlow 01937 520541

THIS WILL BE YOUR LAST MAGAZINE UNLESS YOU HAVE PAID YOUR MEMBERSHIP FEES!



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:

COMPETITOR					
Autotest	Stage Rally	Road Rally	PCT	Hillclimb	
Race	Kart	Other (Specify)	Driver	Navigator	
ORGANISER					
Event Steward	Marshal/Junc/Sector	Marshal Chief	Timekeeper Start/Finish	Timekeeper Chief/Ass	
Scrutineer	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

BOURNEMOUTH WINTER RALLY

**AND WHO ARE THESE TWO SMILING FACES IN THE
YORKSHIRE EVENING POST ON THE 4TH. MARCH**

Horsforth's Rod Parkin leapt over the fence and into the hot seat for the Winter Rally, opening round of the Mintex National Rally Championship, when he navigated for Trackrod clubmate Andrew Apperley in a Vauxhall Astra.

Parkin has been chairman of the championship's organising committee ANCRO for four years, as well as being an international clerk of the course and a RAC steward, but this was his first competitive experience at this level.

Their debut attracted a healthy amount of attention, not least at the prize presentation where the duo picked up a hard earned award for third place in the two litre class... or should have!

"They explained that our trophy, and several others, had been taken during a social event at the hotel the night before!" explained a delighted but perplexed Apperley, who lives in Wakefield.

"Rod's other commitments prevent him from doing the whole championship but if I can find the finance, I'd like to have a crack at it next year," he added, acknowledging the support of Leeds company Praici Office Interiors on the Bournemouth round.

By Keith McGhie



● **REVVED UP: Andrew Apperley, left, and Rod Parkin with their Astra**

Mintex Winter Rally Bourmouth

PRESS RELEASE

"Yorkshire team win stolen trophy's"

- Special Stage 1. Half spin in front of Harry Ramsdens, but the queue was too long to stop for fish & chips.
- Special Stage 2. A steady look at this first time round.
- Special Stage 3. Ran out of brakes - its a hot day up to 50th overall
- Special Stage 4. Overtook car 99 (Louise Goodman). Special Stage 2. The results show us inside the top 50, all going to plan.
- Special Stage 5. Caught up a car but it would not pull over!!
- Special Stage 6. Lost 20 seconds and gained a cracked windscreen.
- Special Stage 7. Whoops - Had a jump start penalty on this stage plus 1 minute and put us back down the ranking to 57th overall.
- Special Stage 8. Smashed exhaust off. Took all service time welding it back on, but no time to change back onto tarmac tyres.
- Special Stage 9. Gave a live commentary from inside the car to Rally FM plus spectators around the Pavilion Gardens.
- Special Stage 10. Another interesting tarmac stage on Gravel Tyres, still losing time though.
- Special Stage 11. Rods intercom stopped working, well he had been fairly quiet thus far, can't think why.
- Special Stage 12. Intercom scrapped - Peltor on order.
- Special Stage 13. Slight problem, sheered a pin on the hand brake just at the wrong time this meant my planned hairpin did not occur.
- Special Stage 14. Missing my trusty hand brake, tried to perfect my left foot technique. Pentl was right!! It works.
- Special Stage 15. Very deep ruts and big holes I knocked exhaust off again.
- Special Stage 16. Now back up to 3rd in class.
- Special Stage 17. We just about got the hang of this stage by 6pm. Back on cut slicks the car was much quicker round past Harry Ramsden.
- Special Stage 18. In the dark! I should have asked Santa for better lamps for Christmas.
- Special Stage 19. Lost the exhaust again. Told us to take it steady by Environmental Judge of fact! Took the stage very gently and dropped about 25 seconds and settled for a class award plus well inside top 50. Just to prove they had the seeding very wrong! (100). Please don't do it again!!!!.

Finished 3rd in class - Trophy's stolen
Finished 46th overall

Driver Name Mr Andrew Apperley
(Born in Castleford lives in Wakefield)

Co Driver Name Mr Rod Parkin (Chairman of ANCRO)

Car Astra 16v GTE

Much needed Sponsor Proici Office Interiors

For more information please do not hesitate to contact:-
Mr Andrew Apperley on 0835 544037

MULL REVISITED

Part one:

It was in the early 70's that we first became aware of the island of Mull and THE RALLY and being impressed with what we heard we decided that along with others from the motor club including at various times Richard Ineson, Mildred, Mini Mildred, Matthew, July Thompson, Vicki Spurdens, Wolf Man, Rod Parkin, Rick Stephens, Richard Spurdens, Steve (Mills, Rathbone and Holden), Martin Kemp, Jack Coulthard, Ron (McKinnon and White) and Alan Powell to make the annual pilgrimage in early October and experience for ourselves the unique atmosphere of both the event and the island. We went four times, the last was in '77 when along with Jack Coulthard navigating, I competed finishing up in December position, which considering we did not have any service crew or change of tyres I considered a good result. After that year the urge to revisit subsided, I let my visa lapse and consequently although I always held fond memories of those days on Mull I wasn't to return for a full 20 years. It was in January of this year that my thoughts turned to our October half term holiday which for the last umpteen years have been spent at my parents caravan on Anglesey but that had been sold in '96 so pastures new were required. The memories of the Mull still lingered and after discussing it with Pauline she agreed that it would be nice to holiday there once again so plans were put in place. It was about this time that I mentioned it to a colleague at work who goes around videoling rallies and when I told him of the dates were going he informed me that the first weekend was also the date of THE RALLY. Impossible I told him, it is never held at half term holiday time, I have been there four times and it was always the previous weekend, however, when he looked at this sporting calendar I was made to eat my words so now the idea became even more appealing.

I started ringing around for accommodation which, considering the dates we wanted, was still quite plentiful. One of the nicer properties we had rented before, Kintallen Farm, was still available and so despite the high rate of £300 per week I said we would have it only to be told that for their period of THE RALLY they only let it for two week period, the ones before and after as most people stayed midweek to midweek.

However they generously conceded that as was most likely the building would not be occupied for the full two weeks they would only charge £450. My budget was not set to cope with this kind of a rip-off so I declined their generous offer and returned to the holiday brochures. I eventually camp upon what seemed like a good compromise, the Gardeners Cottage at Torosay Castle, which despite only two bedrooms, we were taking our 12 year old daughter Hannah and 14 year old son Stephen, had the benefits of a shower, fully inclusive electric supply, open fire and a price of only £250 per week, so I booked it.

October quickly rolled around and as we had booked to sail on the 8 am ferry from Oban on the 18th, we set off at 10.00pm the previous evening. After a relatively stress free journey, the only problem was getting slightly lost in Glasgow, we arrived at our destination at 4 am. One thing I should point out for any would be travellers to Oban is, the toilets are not open at 4am and whilst for males this is no problem for females it is. After trying all around, including the local garage who happily took my money for petrol but then wouldn't open his door to allow access to his loo, we called at the local nick and they kindly allowed Pauline and Hannah to use their toilet. They are probably quite used to this request. We managed a bit of shut eye on the dock side, just enough to revitalise us and at 7.40am the ferry docked, unloading and loading took place and by 8.00am we were on our way.

The ferry journey at that time of day is really exhilarating and the sight of Mull as we approached it was every bit as wonderful as we had remembered. After disembarking we headed for Torosay Castle to find our accommodation and unwind before going out to spectate at Dervlag. We easily found the Castle which is not a Castle in the true sense of the word but a very large country mansion built in 1858 and were escorted by the owner's Mother to the cottage. As we approached it my spirits started to sink, well everyone but me knows photographs always lie about but it had looked quite a nice in the shaded black and white photocopied reproduction. Keeping a brave face and hoping the external shall hid a palace I followed Mrs James through the door with the rest of the family dragging along behind. I was wrong again, yes it was relatively clean but it was damp and musty, obviously it had been unoccupied for a least a week and in the part of the world that is bad news. Pauline later told me that she was watching Hannah to see what her reaction would be and the disgust was evident for all to see. All except me because I wasn't looking. The only saving grace that I could see was that they provided a large stock of logs and a bit of coal for the fire so that I knew

once we got the fire going then the place would dry out quite quickly but as we were going out for most of the day that would have to wait. We put on the two electric heaters and you could actually feel an improvement in the atmosphere although it has to be said, not in Hannah's disposition.

After unpacking and lunch we set off to Dervaig to spectate on the infamous hairpins. Now the road to Salen (pronounced Sarien) is very good, winding bends and of A road construction but the one from Salen to Dervaig is superb being only wide enough for one car, twisty and a complete pleasure to drive especially when you are following someone who is going quickly and making sure the road in front is clear of other traffic so that you can concentrate on enjoying yourself.

The spectating was very good and it really made me aware of how much I missed being involved in the sport in one way or another the only down side to the whole affair was when we were walking back to the car, the amount of rubbish left lying on the ground was terrible, tin cans, pop bottles, plastic bags it was disguising to see.

Back at the cottage, Stephen, who had appointed himself fire, chief chopped some logs and soon had a roaring fire going. This job he kept for the whole week taking great delight in chopping the logs up into useable sizes with a huge axe. I often wondered just whose head he was imaging to be on the chopping block. With the fire going we settled ourselves down to a quiet evening.

Stephen and Hannah both wanted a shower and Stephen went first only to reappear after 10 minutes complaining that the hot water had run out. I thought this unusual as we had the fire going with a back boiler and also the immersion heater switched on but assuming that maybe it was a small tank we waited 30 minutes, tired the water from the tap, found it hot and sent Hannah in to have a shower. She was back in two minutes complaining that there was no hot water at all. Now this could not be and it didn't help improve Hannah's disposition one bit, so as I know a little about MIRA showers I decided to investigate, first mistake. I checked out the water flow from the shower head and it was apparent that nothing was coming from the hot side, this would be child's play to correct for a person as resourceful as myself or so I thought. I looked for a stopcock to turn off the water. There wasn't one but would this minor detail stop me? No of course not, who needs to turn off the water when dealing with plumbing and remember I had only 1 hours sleep so the thought processes were not what they should have been. You may well consider why

didn't I just report the problem to the owner and leave it for him to sort? Well, as far as Hannah was concerned the cottage had already lost most if it's credibility and the shower packing in was, as far as she was concerned, the final star so I was determined to try and make things better. Back at the show I put a cloth over the plug hole and with the aid of a knife, partly unscrewed the retaining screws and prised the control unit forward. Success, hot water came dribbling out and it contained a lot of little black things that were obviously blocking it. Thinking that I now had success in sight and to make sure that I got rid of all these little things I removed all the screws and gently eased the unit further out finding that even more hot water and black things came out. Flushed with this success decided that as the water would be contained within the shower unit I could remove the unit entirely, clean it out and put it back, second mistake. I carried out my place letting hardly a drop of water spill onto the carpet floor and leaving the water gushing into the shower tray, I duly set about cleaning the control unit. I had been doing that a few minutes when I happened to look at the shower and to my horror water was trickling over the tray threshold. I hastily put the control unit down, opened the shower door and saw that the cloth I had put over the plug hole and forgotten about was not stopping the water draining away. I moved it to one side, unsuccessfully attempted to stop the flow and slowly the water level dropped. I mopped up the spillage with one of the towels and set to cleaning and putting the unit back together. This took a lot longer than I thought and when I next looked up the bathroom floor was a lake and water was flowing under the door and out into the hall. I dashed to the shower unit and saw that the cloth had washed back over the plug hole and blacked it again, so once more I removed it and could only wait while the water level dropped below the tray top. As that was happening and I was using the rest of the towels to mop up, Pauline, with a controlled voice asked from the other side of the door - "Ian, do you know that water is coming under the door and flowing into the bedroom?" Not wanting her to sense how panicked I was I calmly replied "Yes, but I've got it under control". Pauline sensibly retired to the lounge.

Part two next month:

Ian Gurnett

April:

4th Somerset Stages
Tour Of Lincs.
4/5 Granite City
10/13 Circuit Of Ireland
14th Nav. Scatter
19th Autotest
25/26 Pirelli
26th **LOOKOUT STAGES**

Trackrod
Bingley
Carlisle

July:

4/6 The Jim Clark Memorial
12th Armstrong Massey Viking Tour
18th The Enterprise Printing
25th The Quinton
31/1 Ulster

Don't forget next week (14th.20.00)
Admiral Hawk Boston Spar

May:

2nd Plains
9th Manx National
17th Karting
24th Bloodhound Stages
Mid Wales Stages
Lion Stages

Wales

Trackrod

June:

4/7 The Scottish
13th John Overend Stages
19/20 The Kerridge
20th The Dukeries

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