

TRACKROD

MOTOR CLUB Ltd.



MAY 1998 MAGAZINE

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

CHAIRMAN'S CHAT

Another month has flown by with the running of a very successful Lookout Stages Rally at Melbourne - well done to the team! There were 9 Trackrod Crews entered, which is very encouraging, although the finishing rate was not as good with blown engines, fuel pumps and control arms seeing off several members.

Surprisingly the Navigational Scatter the week previously was not well supported by ourselves - Huddersfield M/C took advantage of a super event run by the Dixons - where were all the Trackrod crews - you cant all have been in the Lookout meeting? Having said that it was a nasty night - but that's motorsport!

The second round of the Mobil 1 Championship (The Pirelli) has now been and gone and ran well by all accounts with a good entry. As I write this there are a disappointing number for the Classic car event - under 20 I understand. To their credit Otley M/C are going ahead and I know several Trackrod members are helping to marshal. Strange that some events get good entries, and others don't - if you know why please let someone know!

Elsewhere in this magazine I hope you will find a report on the Motor Clubs workshop organised by the RAC and details of the many events coming up for you to be involved in. Remember to let any committee member know if you are interested in organising or helping on ANY event - we WILL try to give you something worthwhile to do - and one volunteer is better than several pressed men (or women).

Enjoy your motorsport,

Rod Parkin

SOCIAL CALENDER**May**

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

June

- 2nd. Gildersome Con Club.
- 9th. Admiral Hawke, Boston Spa.
- 16th. Crown, Wetherby.
- 23rd. Gymkhana.
- 30th. The Beehive, Thomer.

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 Sabelft 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 Colways	£275
2 Good Intermediates	£100
(will split or cheaper for the lot)	
Ring Dave Hammond	

Tel:-01924 220816 or 0378 016625

DUCKWORTH TOUR OF LINCS

4TH /5TH APRIL

CAR 5 – Craig DYKES / Steve HUGILL

The TOUR of LINCS STAGES RALLY based at Market Rasen incorporated 88 Stage miles for competitors including some 17 miles of pure tarmac racing at Cadwell Park. For Craig and I this was our second event together and having had a good start to the season hopes were high for a good result here. Kindly after a last minute phone call to MERLINS of Doncaster they offered to support us by loaning the team a Landrover as management car, covered with the obligatory advertising panels. This vehicle was to be the real winner able to get where most others could not, the advertising though caused a problem. DUCKWORTHS the rally sponsors were none too impressed when the management crew parked the MERLIN vehicle on the forecourt of there premises and service manager was quick to inform the team that if they did not move the vehicle they would pull the plug on the event, in fact the service manager had to be restrained from trying to pries the advertising panels off the landrover....Oh what fun we have rallying! Scrutineering and noise passed by with no real problems and we awaited the start. In front of us were three Cosworths and Andy BIRDS rearwheel drive Astra. First two stages were at WICKENBY some 1.8 miles 99% sealed surface or so the road book said! Under some 3 or 4 inches of pig sh*t and mud I am sure it is sealed but we had opted for knobbles and thank goodness we did. Having slid around the stage we headed off to Cadwell Park racing circuit where I have to admit I had little input. Well okay, even less than normal! This was Craig's favorite and he clearly showed that he was able to drive this little beasty quickly by setting fastest times on both stages. On to LUDFORD another short stage some 1.9 miles of 100% sealed surface. En route disaster struck and on the road section the engine died leaving us stranded at the side of the road. The rotor arm had broken. Help was quickly at hand via the landrover and after identifying and sorting the problem we set off to LUDFORD with some 8 minutes of lateness time left and 8 miles to travel I was pleased when we

pulled into the stage with 2 minutes to spare! Craig by this time was well wound up and we only had some 60 seconds from pulling into the stage before setting off, so we flew. At the end of the stage he admitted to me that he was not sure how many times he had been in control of the car. Thanks Craig just what you want to hear when you know you are going to do it all again in 5 minutes time. Would you believe it we even beat our first time and no real dramas to mention. Off back to Cadwell Park. The next 4 stages were to be run in darkness and having experienced some very quick times around the circuit the first time I was unsure what to expect this time going in the dark. Off the line Craig went with just as much speed as in daylight and I sat back to enjoy the ride! First lap went okay very quick and tidy. Second however was going as planned until the second rotor arm failed and we came to a halt some 250 yds from the stage finish. We watched the cars fly past knowing that we did not have another rotor arm spare and so spectators we became and enjoyed watching some cars attempting to get around the circuit on knobbles loads of opposite lock and loud squeals. With some kind assistance from marshalls and spectators we pushed the car up the hill to the finish whilst a mad rush ensued by the service crew to locate another rotor arm. We even tried the AA who arrived not with spares as we expected but with a tow truck – what happened to the roadside mechanic ? Unable to find the requisite bit we retired from the Saturday event and towed the car back to Market Rasen. Craig phoned his brother Howard back at home and he raided his dads Hillman for a spare before driving through the night to the racecourse. The rest of the service crew had also disappeared to all points of the compass in attempts to locate one even at that late hour. Craig and I sadly made our way to the liquid refreshment hostel where Phil Andrews kindly informed us "Did you know you were leading when you went out". I managed to wrestle the razor blade out of Craigs hand before fatal wounds could be inflicted and printed off a copy of the interim results up to stage 6 when we had retired and there in the print was car 5, 1st overall 1st in class but as the old adage goes first finish to finish first. The service crew worked until about 3.30am and with replacement rotor arm in place we retired for some shut eye. 6.30 am awoken by the sound of compressor and heavy pounding. The service crew of car 9 a Sapphire Cosworth of David Craven was having serious repairs done to the rear offside quarter which had taken a bashing at Cadwell. Jim Kilmartin scrutineered our car and we returned to the start for the second day. This

event allows you to restart and go for a Sunday award. We set off from Market Rasen car running beautifully and headed off for Holmes Farm and Pyes Farm two notorious stages on this rally with deep water filled dykes either side of tarmac roads. Busy talking about not wanting to go off in the dykes we overshot a junction on the road section and had to about turn. We sat on the start line at Holmes Farm both watching car 3 spinning at the second junction, making a mental note Must be slippery!! Off the line Craig accelerated hard along a short straight into a 90 left then onto the slippery 90 right. Long uneven straight.....engine began to die, seeing that the stage was very narrow Craig pulled in at a junction and we awaited the arrival of a spare rotor arm again. Not sure exactly what was causing the hunger for the Bakelite caps Craig called it a day not wanting to damage the engine. All the crew felt as we did so a short stop at a pub was the order of the day. Not the result we wanted but that's rallying. Next outing for the team is the Mini Tempest, but unfortunately I will not be in the passenger seat the honor goes to John Legg who has some knowledge of the stages used especially one called the bus stop.

Car 5 – Retired

STEVE HUGILL

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!



North of the Border

Scottish Rally 4th - 6th June 1998

Stages on the Friday and Saturday and again this year's Rally HQ will be in Dumfries!

This has resulted in a full route change, no stages in the Central belt, all either in the Borders or near Dumfries. We have been allocated a stage, Yair on the Friday - same as last year. How many members are interested in helping? (I am assuming that the usual team from last year plus Ian T, Richard/Tracey will be in attendance - please, thank you). I understand that the format will be similar to last year, 1st car at approx. 11:00 on the Friday followed by second time round at approx. 15:30. It would then be dismantle the stage and back to my house - if you wish. We then normally have a restful Saturday (during the day) and then at night a 'sociable' BBQ with 'one or two' drinks, supplied via Guinness!!!! I must know by early April if you are interested so that I can assess what we can do. Accommodation can be found in the region, from camping to 5* hotels! Please let me know your requirements.

Tour of Mull 9th - 11th October 1998

Expected format similar to last year - Friday night, Saturday afternoon (more this year), Saturday night, all on closed roads. We have two cottages that are FULLY booked, accommodation is VERY difficult to find, so if you would like to visit the event book your room now!

Please, please, please contact me on either 01259 760611 (Home, not after 22:00) or 0376 413283M, thank you in advance.

Safe motoring.

Peter Stanhope

Sec's Bit

Hey folk's, just a quick note this month as many of you will know I have been up to my eyeballs with organising the Lookout Stages Rally, which ran at Melbourne airfield on the 26th of April.

I would like to take this opportunity to extend a big thank you to all of those who were on the organising team for their total commitment and assistance, those who came to marshal and support the event and of course to those crews who competed to make this year's event a success.

A BIG THANK YOU TO ALL

Hopefully a full report from one of our competing crews will appear in next month's magazine.

The Larkseed league points should be in the magazine next month. The Keighley and DMC Autotest that was scheduled to run on the 19th April will now be running on 24th May at Bingley.

Contact Caroline Marston or myself for regs as soon as possible as we desperately need a full team out to claim some valuable points as Trackrod Motor Club is Not doing very well at the moment.

Till next month Safe motoring

Derek Lee

Editors Spot

Just a brief note this month to let you now I'm still in the land of the living. As I'm working away a lot at the moment it's becoming increasingly difficult for me to get to club nights, therefore if you have any articles you would like publishing in the magazine you can give them to any member of the committee.

Alternatively you can e-mail them to me at:

jim.pievey@virgin.net

or post the to me at the address on the rear cover of the magazine.

Next month's mag will have the lowdown from The Lookout Stages at Melbourne, so until then have a great month.

Jim Pievey.



Wheels

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

REACHING FOR THE SKY

ONE recurring theme at this year's Club Workshops has been the difficulty of getting the media to give any coverage to club activities. Well, there's new hope because in a major new initiative calculated to both interact with club members and at the same time reach a new audience, the RACMSA has commissioned a series of television programmes aimed *directly* at the clubman and aspiring clubman. The one hour programme will air every other Thursday evening on Sky Sports from the first week in June at a time to coincide with many club nights.

The programme, provisionally entitled *Petrolheads*, has resulted from a number of conversations between John Quenby, Roger Moody, Sky Sports Head of Programme Acquisition, and Andrew Marriot of CSS Television, who already produces Sky's World Motorsports programme. The programme is being funded in part by the RACMSA but sponsorship is also being sought. There will be an initial series of 16 shows but if it proves popular further series will follow.

Commented John Quenby, "There is no better way of communicating to our licence holders and would-be licence holders than through the medium of television. I believe we are setting a trend that other governing bodies may follow."

Each programme will contain a feature event, which most likely will be an aspect of the sport which does not normally receive television coverage such as the RAC Hillclimb Championship, Autotest, Production Car Trials and so on. The remainder of the programme will have such

features as "Scrutineers' Corner", "Motor Club Focus", "Clubman of the Month" and "Motor Sport House Matters".

Viewers will have the chance to learn how the licensing department works, and receive technical hints and news on the latest regulation changes. Interviews with personnel from Motor Sport House will broaden understanding of how the sport is governed.

Another feature "How I Began" will talk to the drivers who have made it to the top of their chosen sport about how they started in motor sport, the mistakes they made and of course their route to stardom.

The programme will have the joint aims of educating and informing. While it is impossible to air the programme to coincide with every club night, Thursday was thought to be the most popular. But it is anticipated that club officials might video the programme for showing at a later date; if not CSS Television will be able to offer VHS copies.

The first programme will air on Thursday June 4th on Sky Sport 2, and thereafter every second Thursday, please check TV listings for exact timings. Usually there will be repeats.

The producers Andrew Marriot and David Harmon are welcoming suggestions and while much of the shooting schedule is already mapped out, they would be happy to have your call on 0171 379 7989 or a line to CSS Television, 12 Great Newport St., London WC21 1 7JA or E-mail armarriot@compuserve.com.

If this series is the success it deserves to be then local newspapers may well regard club activities in a different light and give clubs more

coverage. But clubs will still need to make the first move.

It's alarming at the moment just how few clubs – even the successful ones – manage to persuade someone to take on the job of promotions. The reluctance to do the job may be because it's seen to be difficult. It isn't.

It really isn't difficult to write press releases spelling out what is happening, where and when in a club, and as newspapers face headcount cuts like everyone else, many of them will welcome regular news items, especially involving *local* people.

Photographs are easier still and again will be used if fed in the right direction. And, incidentally, if you want a full-time job in motorsport then a portfolio of clippings of your releases and/or photographs will be a useful asset when job hunting.

The Sky programmes should help lift the profile of clubs and make the promotional task a bit easier; it's certainly something we should build on.

Stuart Turner

COD FILLET QUIZ



1. When did John Watson lose his beard?
2. On which car did the name 'Jaguar' first appear?
3. Which was the first British car to sell one million examples?
4. When, who won and where was the first Grand Epreuve victory for a private entrant?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Bradstock extend club awards

The Bradstock Insurance Broking Group – brokers to the RAC Motor Sports Association – have kindly agreed to continue sponsorship of the RACMSA's annual Club of the Year competition, with its top prize of £1,000 to the winning club.

Three new awards will be contested for the first time in 1998: best one-make club, best 4x4 club and best kart club. Each category winner will receive a trophy and £200.

Entry forms will be sent to every RACMSA-registered club.

Past winners of the Club of the Year award have been Knutsford & District Motor Club (1993), Aberdeen & District Motor Club (1994), Ilkley & District Motor Club (1995), Port Talbot Motor Club (1996) and Torbay Motor Club (1997).

FIA television rights

The FIA has decided to hand the television rights for most international motor sport within the European Union to event organisers. The FIA will manage TV rights only for rounds of the Formula One World Championship, the World Rally Championship, the FIA GT Championship and the International Formula 3000 Championship.

The decision is subject to three conditions: 1) that any broadcast be fair and accurate and not some form of commercial; 2) copyright of all material remains with the FIA; and 3) that a copy of any broadcast material is sent to the FIA.

UK joins new historic organisation

The Federation of British Historic Vehicle Clubs (FBHVC) has decided to join the new International Historic

Vehicle Organisation (IHVO).

IHVO founding nations are the Czech Republic, Finland, Ireland, Norway, Sweden and the UK.

The principal objective of the new body is "to safeguard, protect and further the interests and cause of historic vehicles throughout the world and to untiringly claim the legitimate right for the continued free use of historic vehicles on public roads and elsewhere".

It is the view of the IHVO the international control of sporting and regularly events should be under the authority of a single body, with a single identity document.

UK enquiries should be addressed to Carole Nash, 110 Manchester Road, Altrincham WA14 1NU.

Ticket-only Saturday at British GP

Advanced bookings for July's RAC British Grand Prix at Silverstone are running far ahead of 1997 levels. Britain's round of the FIA Formula 1 World Championship (9-12 July) looks set to be so popular that Saturday (F1 qualifying) may become ticket only, like Sunday (race day).

"We are aware that this year's Grand Prix meeting is attracting enormous interest", commented Roger Etcell, Director of Sales & Marketing.

"With the dramatic one-hour qualifying session for F1 cars, four supporting races and a 60-minute air show, Saturday's programme represents remarkable value for money and is proving hugely popular.

"We know that there are plans for a host of team and sponsor functions around the Northants region on Saturday afternoon and evening, as well as lots of parties for fans and club members. By making Saturday ticket only, we hope to ensure that all our visitors enjoy a comfortable qualifying day".

Sunday 12 July is already virtually sold out, with just a few standing places remaining. For information about ticket prices and availability, call the booking office (tel 01327 857273).

REGIONAL COMMITTEE

The Chairman, Bill Troughear, opened the first meeting of 1998 with discussion on progressing the recommendations of the document on the future of Regional Associations following its endorsement by Council. Alongside an overall update of the Motor Club Manual scheduled for completion shortly, it was agreed to prepare an insert promoting the benefits to all clubs of being members of Regional Associations.

There was discussion regarding Regional Committee representation on RACMSA Specialist Committees. Reports from representatives of Rallies (Frank Williams), Safety (John Richardson) and Off-road (Roger Reed) Committees were given – a new section for the Blue Book being assembled specifically for Off-road for 1999 to overcome overlaps with the existing Rally section (Section K).

News that proposals had been made (by Diane Bevan) for a two day Autocross Inter-Association event were welcomed. It was understood that a number of Associations had already agreed to contribute to move matters forward.

David Kersey of the MFU announced the issue of the 5th Edition of the Heritage Motorsport Directory, giving a county based listing of established sites used by multi-discipline motorsports. (Further details /supplies 01788 541137). Information was also tabled on 'Motorsport and the Planning Development Regulations (the 14/28 day rule)'.

A number of items had been received for discussion directly from Regional Associations. Topics included: Greater liaison between Championship Co-ordinators and Specialist Committees; Sound level measurements on rallies; Young people in Motorsport; Signing on sheets; Rally Timekeepers.

Next Regional Committee: June 10th 1998.

Facts about... **SET A SIDE**

- Set a Side is an EU scheme to encourage farmers to take land out of production and to provide some 'green cover' of environmental benefit to both flora and fauna. It is tightly regulated to prevent farmers from receiving payments from the scheme and using that land for other income.
- Some of the land which falls within the scheme is unfortunately the type of marginal land traditionally used for club motorsport events.
- However, recent changes by the European Commission may help clubs because they allow for land Set a Side to be used, in period, for small scale local events and/or charitable fund raising events. Previously, no use in period was permitted, where the use was deemed to be lucrative or cash in kind. 'In period' means the time for which Set a Side restrictions apply. There are different types of Set a Side and some are only 'in period' for part of the year, others for 5 years.
- It is apparent that *all* use, whether in period or not, requires the permission of MAFF – the Ministry of Agriculture, Fisheries and Food – (from one of their Regional Service Centres) which must be sought well in advance; the requirement that the event must be compatible with the crop or cover required within the scheme remains.
- This means that any land in All Year Guaranteed, and in period (15th January to 31st August), may only be used for non-agricultural purposes (e.g. motorsport) where: (i) the use is compatible with the crop or cover, (ii) the use shall not be lucrative to the landowner/tenant by way of cash or reward in kind, except where the event is a small scale local event or is a charitable fund raising event.
- For land Set a Side, but *out* of period, no guidance or restrictions are offered except that *all* non-agricultural use requires permission from the MAFF as described above.
- If any doubt remains over any potential venue that is within Set a Side, contact either MAFF or the Motor Sports Facilities Unit, c/o ACU, Wood Street, Rugby CV21 2YX.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



MG – THE UNTOLD STORY

David Knowles, Windrow & Greene,

ISBN 1 85915051 9, £39.95

When I first glanced at *MG The Untold Story* I expected it to be all about politics and, to be honest, much of this book is about in-fighting and scheming. Some of the ideas that were dropped include the intriguing Daimler V8-engined B (no Daimler servicing in North America) and even one with a Coventry Climax 1.8-litre V8, but it's much more about mock-ups and prototypes (rather than ideas) that actually saw the light of day – and therefore to my eyes far more exciting.

Politicians and their ideas come and go, but the prototype cars are alive and breathing and simply visible, so you can gaze and reflect on them. Some of the prototypes make you think 'for God's sake why?' while others simply shouted 'why not?' The 'why bothers?' include the Morris Minor with an ugly upright MG grille, an Austin A40-derived MG coupé with protuberant MG-esque grille and various Mini-based specials, some cute, others lumpy. The late '60s Condor project, however, produced, as the author says: 'a two-door coupé ... in the mould of a Ford Capri' which sadly came to nothing and the gorgeous EX-E. The main story finishes with the MGF.

Included as an appendix is a complete listing of all the MG ex (experimental) numbers, as well as the Austin ADO and XC code numbers and, above all, a chronology of MG events. Much more than just a list of secret MGs, this book is fascinating and all absorbing. One for everyone not just MG fanatics.

FRANK WILLIAMS

Maurice Hamilton, Macmillan,
£16.99

Maurice Hamilton takes an in-depth look at what makes Frank Williams tick; no easy task when outwardly he

seems impressively emotionless. Yet Hamilton has truly succeeded in uncovering the man behind the mask and at the end of the book you are left with nothing but an overwhelming admiration for Frank Williams's astonishing fortitude in the face of adversity, which would have destroyed lesser people. Of the accident which rendered him quadriplegic in 1986, Williams said: 'It made me aware of how terribly lucky I am.'

This is a remarkable story, both triumphant and poignant, told with consummate skill and remarkable honesty. It is available now from all good bookshops.

KING OF CUSTOM and
LEAD SLED AND LOW RIDERS
£10 AND £12.99 from Duke Video,
01624 623634

King of Custom is a British video of a very American scene, the custom car (and in some parts, motorcycle), looking at some of the 'kings of customising', and covering shows such as Oakland and Sacramento. It's an enthralling glimpse into American icons and the men who created them.

A similar video, *Lead Sleds and Low Riders* takes a look at the actual cars. Don't search for authentic metalwork on these extraordinary creations, as the customs are highly modified. It's all based on the 1996 Sacramento Autorama and the base cars on which the customs are built vary enormously in age and style. Nevertheless, the end results look magnificent and are obviously worth a fortune. One for lovers of Americana.

ROGER AND OUT

To mark the death of Roger Clark, Motor Racing Publications has reprinted his book, *Sideways to Victory*. It costs £14.99 from MRP, Unit 6, The Pilton Estate, 46 Piltlake, Croydon CR0 3RY.

Uplifting thoughts!

It comes up time and time again, the old question of camshaft timing and how to time a cam by the 'lift on overlap' method. It really is very simple. Almost any cam will have a point where the inlet and exhaust valves are both open at the same time. This is because the inlet valve opens just before the exhaust valve has closed. This interaction, or overlap, is what makes power in a high performance camshaft.

You can set the position of the cam by putting the piston to TDC (Top Dead Centre) and then measuring the lift on overlap for each valve. If you alter the vernier adjustment, so that the exhaust and inlet valves both have

the same lift on overlap, you will have the correct theoretical timing for the cam on the angle that it was ground. For example: if the cam was ground with a peak-to-peak angle of 110 degrees, setting the valves to equal lift will give you 110 degrees ATDC full lift timing. Setting the cam with more inlet lift is advancing the cam timing. Setting the cam with more exhaust valve lift is retarding the cam timing.

If you time the cam on the degree wheel method, say 110 degrees inlet open to full lift, then theoretically you should have 110 degrees BTDC exhaust valve full open timing. Try it and you will find that it almost never works out right. What you would then need to do is have a cam ground on a different peak-to-peak angle to make any correction. By timing the cam on lift at TDC you are making the best compromise with what you've got. It may not be ideal, but it works a lot better than just timing the inlet lobe

to full lift on a degree wheel setting and leaving it at that.

What neither method will tell you is exactly where to time the cam. That can only be determined by swinging the cam timing on a dyno/rolling road, or by using a known, proven timing setting based on an identical engine specification. Even then you still need an element of luck!

QUIZ ANSWERS

1. When he won the Austrian GP in 1976 (Penske) as a result of a wager with Roger Penske.
2. The 1935 SS Jaguar 2½ litre.
3. The Morris Minor (1948 to 1961).
4. 1958 – S. Moss, Cooper-Climax (Rob Walker) Argentine GP.

IT'S BACK!

ALL NEW

RallySport

magazine free with the July issue of

 **CARS**
and CAR CONVERSIONS

■ **Featuring World Championship reports, features, columns, retro, news and rallying gossip**

■ **Written for rallying enthusiasts by Britain's top rallying journalists**

Out June 12

MULL REVISITED

Part Two:

I managed to sort out the control unit and refit it in the shower thereby solving my main problem and then I set about drying the carpet as best I could with all the towels to hand. When I had mopped up as much as I could I had another brainwave, I would put them in the washing machine which was in the bathroom and rinse and spin them to get them reasonable dry. However the machine was old and I could have cranked over Paulines 2CV quicker than that thing could spin clothes, so needless to say the idea didn't work. I went to open the door and get them out but it wouldn't budge, I tried all sorts of combinations, all to no avail. Finally admitting defeat I called in Pauline to see if all her years of experience with washing machines would enable her to pen it but it still refused to give an inch. What do we do now I thought, no towels and I can't contact the owner because the floor was soaking wet and he would naturally not be best pleased, but while I was pacing the room cursing my stupidity I happened to see the instruction book for the washing machine. Opening it to the first page there it told you exactly how to operate the safety catch that stopped the door being opened and much to my relief it worked, all the towels were freed and it was back to squeezing them out by hand. Eventually I had mopped up all the standing water and of course didn't want to use the towels to rub the carpet dry so to get as much moisture out of it as possible I resorted to laying on the soaked area in my jeans and then standing in front of the fire and drying them out, believe me it did help.

Fortunately, with the bathroom wall heater, a portable that we put in there, the heated towel rail plus the fact that the weather turned very nice, by Tuesday the towels were dry and by Wednesday the carpet also.

Sunday dawned bright and clear so after a leisurely morning we decided to get to Tobermory and see what was happening.

We walked into the Hall where the Rally organisation resides and there doing a passable impersonation of the killer in the Fugitive was John Richardson. We'd been talking for a few minutes when Rod Parkin appeared, now this was beginning to feel like old times. Outside of the

hall we came across John's better half, Ann, along with their son Ian. As you can imagine catching up on goings on over the last few years took some time but eventually we left to meet Rod at the Glenforsa at 4.30pm. Over a few drinks, Rod informed us that their was to be a firework display that night at Tobermory at 7.00pm. At 5.30pm we left Rod still drinking and dashed off to the cottage to have a bite to eat and hopefully get back to Tobermory for 7.00pm. The children decided not to go so Pauline and I set off on our own and arrived only three minutes late after a mad thrash up the island, every cloud has it's silver lining. However we should have known better as the presentation was still going on and fireworks didn't eventually start until 8.00pm. They were great, well worth waiting for.

Monday, another dry bright day, but not for Hannah, she was suffering from a sore throat and so off the Doctors at Salen. Penicillin prescribed and a hope that all will be well quickly. As Hannah feeling under the weather and a general lack of enthusiasm from anyone we mooched around at Torosay seeing the Mull Silver Works, owned by a couple from Derbyshire and the Mull Weavers, run by a couple from Huddersfield. We also went down to the ferry to say goodbye to Road at 11am and Becky and Barry at 5.00pm.

We had not got the cottage feeling warm and the musty smell was a distant memory although the bathroom was still damp and the towels barely useable but the shower could be used. Tuesday, yet another dry bright day, was this really Mull? Hannah was feeling better, I think a couple of good night's sleep was doing us all good, so we decided to go to Iona and stop at Bunnessan on the way at the Angora Rabbit Farm, run by English people. The Angora farm was very interesting made more so by the commentary from the owner and I would recommend a visit if you like Rabbits.

On the ferry over to Iona we were amazed by the clarity of the sea water and even in the middle of the channel you could still see the sandy bottom.

Now, unless you are a) religious or b) a labour supporter (John Smith is buried there) Iona is nothing special but for me it was a pilgrimage as on our last visit myself, Martin Kemp and Steve Mills had climbed to the highest point and I wanted to see if I was still capable. So leaving Pauline and Hannah at the community café, Stephen and I strode out across barbed wire fenced fields, didn't remember those, and climbed majestically to the

top. Yes, there's still life in the old dog yet.

Wednesday, it wasn't just dry and bright this day, no, the sun shone down from a clear blue sky. This was unbelievable, Hannah was very nearly her old self so packing a picnic we set off late morning to go to Calgary Bay. We stopped at Salen for some petrol (78p/litre) and I pulled up at one of the two pumps and awaited service. No one came so I went to the little wooden kiosk and knocked on the door whereupon a woman opened it. "I would like some petrol please" I asked. "Help yourself," she replied. Oh well, self service has even reached here I thought and duly put what I thought to be £10's worth in, not so easy to ascertain because the pump was analogue and walked back in the hut. "I think it is £10 or I may have gone slightly over" I said. The lady wasn't sure what to make of this and then I realised she did not have a control console, she was entirely reliant on people being honest and giving her the right money.

We had a great drive around to Calgary and although the roads were generally as I remembered, what did amaze me was the widespread use of Armco on previously unprotected sheer drops. Do the people in charge of these roads want you to live forever. Calgary is the most beautiful place with golden sand and a crystal clear deep blue sea set in a rich green valley giving the impression of some remote Robinson Crusoe island, well worth a visit.

We had our lunch and then walked along a farm track running down the side of the bay to the old pier, that we had been to on a previous visit, only this time the pier was fenced off with barbed wire and signs saying not to proceed any further as it was unsafe.

From Calgary we went to Tobermory, had a long walk along the front and it was obvious that Hannah was back up to full strength as she wanted to visit every shop selling clothes, ornaments etc. When driving back to the cottage we stopped at Foneline which is where we stayed along with Rod and various others on our first visit and seeing that the previous tenants had left the key in the door, presumably not much crime on Mull, we went for a look. Not much to choose between that and our cottage.

Thursday the weather still clear and dry although turning quite chilly. We went around the bottom half of the island taking in the infamous Gribun Rocks, which are hairy by day but night when your concentrating on driving you don't have time to register that they are there. We paid a call on Angus (Salen Silver) and when we mentioned we were friend's of Rods got chased out of the shop.

No I joke! He actually welcomed us in and was very reasonably priced even giving us a discount on a ring and necklace that we bought Hannah for her birthday, because we were UP FOR THE RALLY.

Friday, our last full day, still dry, slightly overcast and cool. Amazing all week and no rain must be a record. We had done just about all we wanted so it was a last visit to Tobermory up to Glengorm for a quick look and on the way back called in at the cheese farm. Although it was too late to see the cheese actually being made, we were given a guided tour by the owners (English once again) four year old grandson.

Saturday, still dry and bright, we caught the 11a.m. ferry out of Craignure and with regret, (not Hannah she was overjoyed) we said goodbye to Mull, finally arriving back in Garforth at 6 p.m.

Mull is a superb place to visit more so during THE RALLY as the island takes on a carnival atmosphere and if you have never been take my advice and plan a trip soon. I think I can guarantee that it will not be another twenty years before Pauline and I are back again.

IAN GURNETT.

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

1998 MOTORSPORT CALENDAR

May:

2nd Plains
3/6 WRC Tour De Corse
9th Manx National
9/10 Ridings Road Rally
10th F1 Barcelona
17th Airdale M.C P.C.T.
20/23 WRC Argentina
24th Bloodhound Stages
Newtown Stages
Lion Stages
F1 Monte Carlo
31st Trackrod Karting Trip

Wales
France

Spain
Argentina

France
Selby

June:

4/7 The Scottish
5/9 WRC Acropolis
7th F1 Montreal
13th John Overend Stages
19/20 The Kerridge
20th The Dukeries

July:

4/6 The Jim Clark Memorial
12th Armstrong Massey Viking Tour
12th F1 Silverstone
18th The Enterprise Printing
25th The Quinton
25/28 WRC Rally of New Zealand
26th F1 A1 Ring Austria
31/1 Ulster

August:

2nd F1 Hockenheim Germany
9th Tyneside Stages
16th F1 Hungaroring Hungary
21/23 WRC Neste Rally Finland
30th F1 Spa Belgium

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