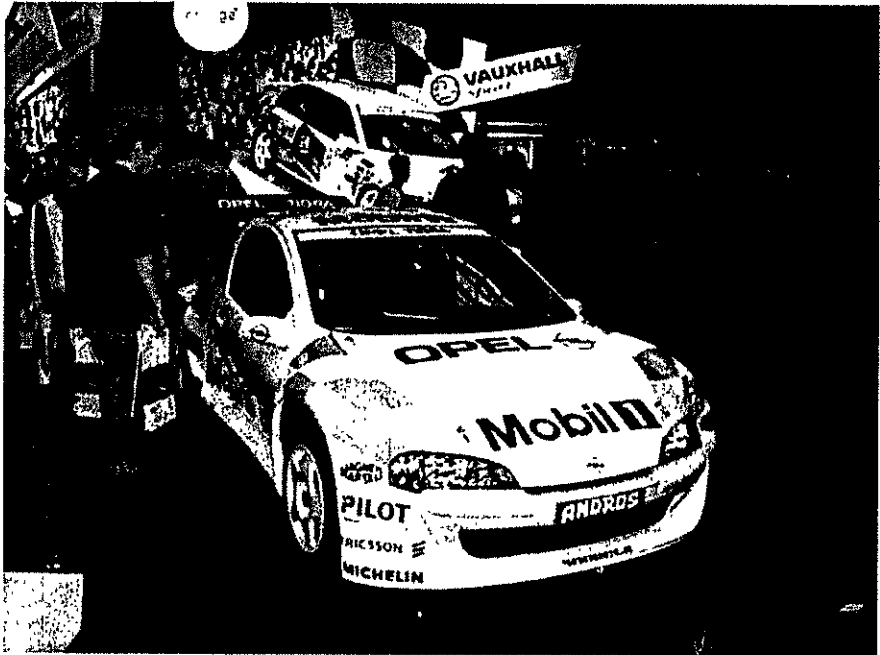


TRACKROD

MOTOR CLUB Ltd.



JUNE 1998

MAGAZINE

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

CHAIRMAN'S CHAT

We have recently had informal meetings with other motor clubs in the area, hosted at the DeLacy clubhouse, to discuss the problems all organisers have in recruiting sufficient marshals to run rallies.

The discussions touched on many aspects from persuading younger/newer members to get involved, to providing some incentives - such as a pen, or a badge or car sticker for everyone who signs on.

Trackrod are to place the item on the agenda of the next ANCC meeting (the AGM July 16th) so any ideas you have will be welcomed - we can then represent your views at the meeting.

Whilst it is opportune to thank everyone in Trackrod who does support our (and other clubs') events, we would still like to see more people involved in any aspect of the sport, so if you fancy doing something in particular, please let the committee know - or drop a line to our Secretary. We also need organisers and venues for Autotests and PCT's - so please ask around for any spare land we could use and offer your services.

I haven't had any response to the idea of a trip to Grand Canaria - so we may try something more local - any ideas??

A Thought for the Month

If you think there's good in everybody, then you haven't met everyone!

Happy motorsport!

Rod Parkin

SOCIAL CALENDER

June

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

July

7th. Gildersome Con Club.
14th. Admiral Hawke, Boston Spa.
21st. Crown, Wetherby.
28th. The Beehive, Thormer.

August

4th. Gildersome Con Club
11th. Adrial Hawke, Boston Spa.
18th. Crown, Wetherby.

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 Sabelt 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

SEC'S BIT

Hi folks, here we are again at the beginning of another month, and the competition seem to be hotting up in the Club Stage Rally Championships. Well done to all competitors.

For those who are not competing there are a few events that could do with a bit of support to help them run successfully and help the competitors have enough good quality events to compete on. So the following events are looking for marshals, so if you can help please contact the officials of these events or let me know and I will pass on your names. The following events which need help are:-

The Jim Clark Memorial Rally (closed roads around Scotland).

The John Overend Stages by North Humberside MC at Manby 13 June.

The Dukeries around South Yorkshire and Lincolnshire.

The De Lacy Road Rally.

As much help as possible will be appreciated. Don't forget we need the help of marshals from other clubs to help run our own events like the Lookout Stages and the Forest Stages, so if you can, please do....

If you are free this coming weekend 5th and 6th June there is of course the Scottish International Rally and Trackrod have been asked once again to assist Central Scotland Motor Club in the running of the stage at Yair. Stage Commander Peter Stanhope.

My next point of discussion is the lack of response from members to compete on the events of the Larkspeed League. We are in a lowly 15th place at the moment, with the results from last weekends

Autotest organised by Keighley & DMC at Bingley.

We managed to field a small team of three, including Richard Ineson, Nick Hood and myself. I managed to get 4th in class but was beaten by Ilkley who took the first three places in my class. Richard Ineson managed a 5th in class and 5th overall. Nick finishing 8th in John Renny's Bitzer. Many thanks to you both. Please can we have a better representation of Trackrod Motor Club at the next event.

The committee is looking into buying some more equipment with the help of the RAC MSA Windfall Fund. We are looking at getting a Public Address system to be used on outside events and possibly for parties (Christmas and Bonfire). Also to renew our stock of traffic cones for Autotest's and Rallies.

To promote Trackrod we have been looking at a new range of merchandise for you to wear. These are to include- Polo shirts, Sweat shirts, woolie hats and baseball caps. You should find an article further in this magazine with more details, or contact Simon Marston or Jim Plevy.

Well I think that is all I have for this month, so till next, happy competing.

Derek Lee

EDITOR'S SPOT

As you will have read in Derek's article, the committee has decided to expand the club's range of club merchandise. It was proposed to include the following:-

Polo shirts, Sweat shirts, Woolie hats and sew-on patches for racing overalls, these would all be in the same style as the shirts and hats for the Forest Stages Rally and the Lookout Rally.

As well as the new range, the white T-shirts, with the Trackrod logo on the breast and large logo across the rear, are still available.

The number of articles is a little dissapointing this month, after a month of some very good events and a large number of Trackrod crews competing I expected an abundance of letters, they must still be in the post I guess!

It's nice to see the karting event is over subscribed, should make for a fun filled and action packed day's sport, and I'm sure somebody will be putting pen to paper to tell those who won't be able to attend what a great day they missed.

Don't forget you can E-Mail your articles to:-
jim.plevy@virgin.net

Have a good month,

Jim Plevy.

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 0378 413283M, thank you in advance.

Safe motoring.

Peter Stanhope

KARTING

Sunday 21st June - 1.30 pm prompt.

Thank you to everybody for paying their deposit. Please could I have the balance of £15.00 per person no later than the night of Tuesday 9th June at club night or Friday 12th June if posted to the address below.

8 Sunningdale Avenue
Alwoodley
Leeds
LS17 7SE

I won't be chasing people for the money as I have a reserve waiting list so if you want to keep your place please pay on time.

For more information please contact Paul Scruton on 0113 228 8314 or 0411 909151.

Paul Scruton

MORE BARGAINS

5 13" Ford RS Alloys with brand new Maxsport Yellow Spot Intermediates. 185 x 60 x13 £300

4 13" Minilite lookalikes with Maxport Red Spot M&S tyres - brand new apart from 7 miles in Dalby before a milk tanker intervened. £200

4 13" Wellers, rims only, deep inset, Ford centres, tatty, £20

1 13" RS Alloy 6J, £20

5 Ford Capri Alloys, 13", no tyres, £75

1 Ford Escort short stem steering rack (standard) £10

Contact Nigel Drayton on 0113 294 8440



Wheels

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

POUND AWAY

UNLOADING the car recently after the twentieth and last Club Workshop I felt a bit like a roadie – well, more like an endoftheroadie really because there was a distressing lack of groupies – but when I got home, comparisons between showbusiness and motorsport quickly faded because of finance.

This was covered at the Workshops along with sponsorship and while a few clubs had applied to various bodies for fairly small sums for rescue equipment and the like, none were involved in major schemes involving seriously large sums.

In contrast, a theatre in quite a small town recently celebrated its reopening after a seven million pound refit involving Lottery funding. That's not a misprint: *seven million*.

OK, I recognise that motorsport projects tend to be lower profile than theatres and more communities will support the latter than will be enthusiastic about a race circuit built on the back of the local chippy. If people prefer Tosca to TOCA we just have to pity them and live with it.

Nevertheless, I still believe it should be possible to lock in to some of that Lottery loot and as I met someone recently who'd succeeded in getting funding for a substantial project (yes, another theatre one – how did you guess?) I asked if they'd any advice to help us.

The first comment was clearly heartfelt: accept it will be a hard slog. You need perseverance to get through

what in this case had been three stages – *feasibility* for which they'd had to find some 15% of £8500; *design and development* and finding 25% of £10k; and finally the *build* again raising 25% but of a much larger sum, some £1.5m.

Other advice? Fighting for funds can be so complicated that one person needs to be in hands-on charge (with back-up support) rather than adopting a team approach. Fill in the forms properly; with the amount of money washing around because of the Lottery I suspect occasional scandals are inevitable so you can't blame administrators for being cautious.

Involving other sections of the community seems essential, so in our case we ought to be thinking of model car and plane enthusiasts for instance, but perhaps the key word is 'passion' – study any successful Lottery project and there's usually one key person who has a passionate belief that it's all worthwhile. Without such an energiser schemes are likely to founder.

As if that wasn't difficult enough, the whole area seems to be a constantly changing one (as we saw with the announcement of the Dome) but that applies to more conventional sponsorship too, whether for clubs or individuals. Notice for instance how TV programme sponsorship continues apace.

If you're looking for sponsorship for a '99 event or competition programme then you need to be well underway by now. But we're only half way through '98? Maybe, but don't forget that next year marketing funds will be skewed towards Millennium promotions, leaving less for other areas unless you get in quick. And sponsoring companies in general are planning further ahead – in our own world note

how the musical chairs of drivers and sometimes sponsors in F1 now ludicrously seems to start immediately after unofficial practice for the first race of the season.

As with Lottery funding, conventional sponsorship will be a slog and the old rules still apply; ask yourself why should anyone sponsor you; be clear exactly what you are offering for sponsorship and consider if it can be improved in any way; then when considering who to approach remember personal contacts will still be the most effective. Strings are there to be pulled. So pull them.

And if you do find a sponsor? You may not need a full blown legal contract but at least get *something* in writing, even a simple exchange of letters. If you don't and someone changes jobs you may be left friendless and fundless. Cherish sponsors but if they don't renew after all your TLC, don't slag them off. That will just make you eligible for *Prats 'R Us* because word gets around the marketing world and all you may do is turn other companies off sponsorship.

Stuart Turner

COD FILLET QUIZ



1. Which car was 'Noddy' supposed to drive?
2. What was the name of the 3 front seater MATRA sports?
3. What was the make and type number of the 'Birdcage'?
4. What make and type number were the 'Cream Crackers'?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

TV boost for club motorsport

In a major initiative to interact with club members and reach a new audience, the RACMSA has commissioned a series of television programmes aimed directly at the clubman.

Starting in June, the one-hour programme will air every other Thursday evening on Sky Sport 2, at a time of day to coincide with many club nights.

The programme, provisionally entitled *Petrolheads*, resulted from conversations between John Quenby (RACMSA Chief Executive), Roger Moody (Sky Sports Head of Programme Acquisition) and Andrew Marriot (of CSS Television, who already produce Sky's *World Motorsports* programme).

The new programme is partly funded by the RACMSA, but sponsorship is also being sought. There will be an initial series of 16 shows, with more if it proves popular.

Commented Mr 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 which other governing bodies may follow."

Each programme will contain a feature event, usually one which does not normally receive TV coverage, such as the RAC British Hillclimb Championship, autotests, production car trials and so on. The rest of the programme will have such items as "Scrutineers' Corner", "Motor Club Focus", "Clubman of the Month" and "Motor Sports House Matters".

Viewers will have the chance to learn how the licensing department works, or receive technical hints

or news on the latest regulation changes. Interviews with personnel from Motor Sports House will broaden understanding of how the sport is governed.

Another feature will talk to drivers who have made it to the top about how they started in motor sport, the mistakes they made and, of course, their route to eventual 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 seems the most popular. In any case, it is anticipated that club officials will video each programme for showing at a later date; if not, CSS Television will offer VHS copies.

CSS producers Andrew Marriott and David Harmon welcome suggestions and – while much of the shooting schedule is already mapped out – would be happy to take your call on 0171 379 7989 or in writing to CSS Television, 12 Great Newport Street, London WC21 7JA or by email to armariott@compuserve.com.

New web site

AP Racing has a new web site – www.motorsport-res.co.uk – giving coverage (articles, news stories, features and results) to all forms of British four-wheeled motor sport, especially those currently overlooked by the motoring press.

Webmaster Robin Boucher (tel 01562 751163) is keen to obtain details on all forms of club motor sport. Details can be emailed to raceres@waverider.co.uk or faxed to 01562 751163.

Snetterton Circuit

Brands Hatch Leisure Group Ltd (BHLG) has undertaken routine improvements at its Snetterton Circuit during the winter of 1997/98, in accordance with instructions received from the RACMSA Circuit Inspector.

In order to maximise the benefit of certain changes to the circuit, BHLG entered into negotiations with adjoining landowners during construction of the new barrier at Riches Corner.

As a result, BHLG has confirmed that additional land is now under its control, enabling them – with the RACMSA – to further improve safety in the Riches/Sears area one year ahead of schedule.

The recently constructed safety device will therefore be immediately removed and repositioned during the next two months.

Training Day

The Association of Northern Car Clubs is holding a rally incident and free training day at Harewood hillclimb (near Leeds) on Sunday 28 June. This involves a full day of practical and theory, introducing life support techniques which anyone can perform.

The day is open to anyone involved in motor sport; you never know when you may be first on the scene of an accident. In charge is Richard Ashton, the British Rally Marshals Club training officer (tel 01422 374683).

Further information from Sue Turner (38 Victoria Avenue, Clifton, Brighouse HD6 1QT), who is also the ANCC contact for Women in Motorsport; she promises that female visitors will be made most welcome.

In brief...

- Any car homologated with the FIA on 31 December 1997 or later has had its homologation life extended from five years to seven years.
- Satellite and cable channel Eurosport will feature live coverage of the FedEx Championship single-seat races from America and the FIA Grand Touring Championship.
- Historic rally cars visit the Roger Clark Rally Sprint track at Silverstone on Friday 24 July, when Bjorn Waldegaard, Stig Blomqvist, Tony Fall, Tony Pond and others will rekindle past glories in cars like Lancia Stratos, Triumph TR8, Sunbeam Lotus and Datsun 240Z. The action starts at 17.00; admission is £5.
- Regulations are available for the 1998 Chrysler RACMSA Euroclassic, which takes place on 12-15 September. The run (for cars at least 20 years old) covers 800 miles from Versailles to the Circuit Paul Ricard.

Facts about... **TRIUMPH AT 75**

- The first-ever Triumph car was the 10/20 produced 75 years ago – it had 1,393cc and 23bhp, although the first-ever Triumph was actually a pedal cycle – made in 1887. Triumph was Britain's largest maker of motorcycles until the 1920s.
- Donald Healey won the Monte Carlo rally in 1931 before becoming Triumph's technical director in the 1930s.
- Triumph was bought by Standard in 1944. Standard was taken over by Leyland Motors in 1961, and became a part of British Leyland in 1968.
- The first post-war 'Standard-Triumph' models were the 1800 Roadster and Saloon, both of which used tubular chassis and Standard 14 running gear.
- Giovanni Michelotti of Italy styled every new Triumph model from 1959 to 1969.
- The Triumph Herald was named after managing director Alick Dick's boat.
- The TR3 was the first British series-production car to have disc brakes – October 1956.
- Triumph's twin-cam Le Mans engine was nicknamed 'Sabrina' because of the shape of its front end.
- Triumph has only made one front-wheel-drive model family – the 1300/1500 of the 1960s/early 1970s.
- The TR5 was the first British series-production car to have a fuel-injected engine. The 2.5PI, announced a year later, was Britain's first fuel injected family car.
- Brian Culcheth won rallycross events in 1969 using a special four-wheel-drive Triumph 1300.
- The TR7 sports car was originally built in a new factory at Speke, on Merseyside; at one point, British Leyland proposed making MG-badged versions of the TR7.
- The massive Standard-Triumph plant at Canley, Coventry, built its last car in 1980. The whole 95 acre site has now been demolished, and is being redeveloped.
- The last Triumph of all – the Acclaim – was a slightly-modified Japanese Honda built at BL's Cowley factory. The last was built in 1984.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



ILLUSTRATED PORSCHE BUYER'S GUIDE, Dean Batchelor and Randy Leffingwell, ISBN 0 7603 0227 8, Motorbooks International (available from Chater's), £13.95
Now in its fourth edition, the Motorbooks *Buyer's Guide* to Porsches is a compact, factual, well illustrated guide to the Stuttgart cars from the year dot, but with a star rating to designate a particular model's value. The Gmünd-built coupés and the America 356 rate five stars, for example, while the 1975-'76 912 manages only a single star. A good, instant pocket book on the marque, and now taking in the Boxster. There's a section of rarities and exotics too.

HERSHEY, Rich Taylor and Jean Constantine, ISBN 0 9649 7222 0 David Bull Publishing (4250 East Camelback Road, Suite K150, Phoenix, Arizona, USA) \$29.95
If you've never been to the biggest autojumble in the world (182 acres and 36 miles of vendor alleys) this book is a fascinating introduction for a visit. Entertainingly-written by respected author Rich Taylor and packed with colourful pictures taken by his wife, it really stretches the subject to 154 pages. It's full of brass lamps, sidelights, engines, old cars, books, grilles, enamelled tin signs, cigarette machines, juke boxes, petrol pumps, wheels, pedal cars, engine parts, model cars, hood ornaments, trailers, woodies and food stalls, not to mention rain and mud, mud, mud.

HONDA, Eric Dymock, ISBN 0 9518 7505 1, Dove Publishing, £11.95
Published to celebrate the 30th anniversary of Honda in Britain, this book's endorsed by the Japanese company, and goes back to the very early days when it began by fitting war-surplus motors to bicycles – Honda's strength has always lain with its engines. This book highlights key figures, and heavy machinery gets as much space as key models. The author

tries hard to illuminate the thinking of the Japanese, especially where Rover was concerned. It's very much an official Honda production, but succeeds on the whole, and thanks to its excellent design is a useful reference.

WORLD RALLY CARS – THE NEW GENERATION OF RALLY SUPERCARS

Distributed by Duke Videos, £12.99

What exactly does WRC mean to you? Weird Regulation change, perhaps? Duke Video's latest release makes everything clear, and in an hour of comprehensive footage explains how the new World Rally Car regulations came into being and their impact on the World Rally Championship.

The makers of the film had access to the new WRC cars from Ford, Subaru and Toyota during their development, so this is a truly behind-the-scenes look at how a car is born.

Colin McRae and Armin Schwarz are on hand to explain exactly what the new breed of car is like to drive, and we also hit the recce trail with the test teams as they storm down muddy tracks in search of those elusive few seconds.

An invaluable tool to help you pick your way through the quagmire of the latest rallying regulations.

THE ROVER-BRM AT LE MANS Heritage Motor Centre, £14.99

A Rover-BRM (with a Rover gas turbine engine and a BRM chassis) raced at Le Mans in 1963 and '65. It finished both times, driven in '63 by Graham Hill and Richie Ginther and in '65 (rebodied and re-engined) by Hill again and a youngster called Jackie Stewart. The idea, along with an early '50s promo film, was to demonstrate the advantage of the gas turbine. This video comprised black and white footage plus a 'teddily Briddish' and patronising voice-over, all of which makes it fascinating and superbly period.

A well worn argument!

MANY of you will already know the answers to these questions. Bear with us – we all have to start somewhere. Why, one reader asks, do all the cars in the paddock at race circuits have tyres which look like a borderline MoT failure? Basically, where's the tread?

Okay, for starters you have to understand that tyres only have a tread pattern to clear water from their paths: the deeper the tread, the better they are at clearing water. The trouble is, the deeper blocks move more under hard

cornering and this movement, called 'tread squirm' generates heat which must be conducted away into the carcass of the tyre.

Heat is the tyre's enemy: if the tyre gets too hot, it will lose grip, and in extreme cases may even fail. Not only do the taller tread blocks of a full-tread tyre move more, they are less effective at moving the heat away from the tread surface because of the longer heat path.

Hence the use of slick tyres in all pure racing categories, and the use of 'near-slicks' when road tyres are obligatory. So, a 'worn out' tyre has less block movement and a better heat path to the carcass than a new fully-treaded tyre. What this adds up to is lower temperatures, more grip, more predictable handling due to better

tread stability and, ultimately, better lap times.

Some competition road tyres have only 4mm of tread to start with, compared to the usual 8-10mm. Full-tread tyres are usually buffed down to around 4mm before they ever see any use. It may look like a criminal waste of good rubber, but paradoxically, tyres so treated will in fact usually last longer than new tyres, which will overheat to destruction otherwise.

QUIZ ANSWERS

1. Fiat 500 Gamine Sports.
2. Bagheera (later the Murena).
3. Maserati Tipo 60/61.
4. 1937 MG Type TA.

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

LOOKOUT STAGES RALLY
MELBOURNE AIRFIELD
26 APRIL 1998

Ian Tunney/Stephen Lancaster
Car 15 Mitsubishi Starion

We felt a good result was on the cards as the last time Ian did this event with wife Jacqui they finished 5th overall, but once we had seen the competition we were in for some very committed and competitive driving. Ian had told me all I had to do was hang on!! I wasn't going to bother with the stage plans as the stages were to be the same as in previous years and I know it like the back of my hand but a quick look showed that the splits and merges had changed so it might be a good idea to look at them.

Saturday morning was spent just finishing the car (wash and polish), then loaded on the trailer and a steady drive to the airfield for scrutineering and documentation. The car passed without any problems and we left it in the service area over night.

Sunday morning dawned dry with blue skies if a little cold with the forecast for showers. Plan of action Stage 1, steady first lap to find all the tight bits and mud as 99% of the airfield was dry (makes a change), second lap a little quicker which resulted in a 360 spin exiting one of the tighter corners which cost us a good 20 seconds. Finished 13th quickest.

Stage 2, is where it all went wrong. Ian turned into a 90 left a fraction early and we climbed a mound of earth resulting in the car ending up on its roof. Hanging upside down with my belts nipping against parts of me that I rather they weren't!! pondering the meaning of life and why am I doing this again?? The car was soon back on its wheels, our THANKS to all who helped, a quick check on damage (Ian's door and wing, roof and a broken screen) and we set off again to finish the stage, lost over 4 minutes.

Stage 3, a good clean run, the roll not upsetting Ian's confidence, mine came back. Finished 4th quickest.

Stage 4, it had rained before we went out so the track was a bit slippery and we lost 6 seconds to stage 3 but were still 5th quickest.

Stage 5, the stages were now run in the opposite direction to the morning and things started to come together with another clean quick run finishing equal 4th with car 9, a 2 litre Mk2 Escort.

Stage 6, another spin here, nearly going backwards into the lake!! Cost another good 20 seconds finished equal 9th quickest with 5 other crews.

Stage 7, good quick clean run, 4th quickest.

Stage 8, last stage and Ian still gave it everything, 2nd quickest.

Another excellent event from Derek and Team. The new splits and merges worked well, and thanks Derek for NOT telling Motoring News about our day!!

Looking at the stage times the roll on stage 2 cost us 2nd overall and possibly a wind, but as they say "that's rallying" and we are left pondering what might have been.

We would like to thank Adam for servicing on his own, a superb job and Jacqui and Luke for their moral support. I would like to thank Ian for his superb driving showing me what we and the car are capable of, well impressed.

Stephen Lancaster

BBQ HILLCLIMB
30TH AUGUST 1998

The Regulations for the BBQ Hillclimb will be available shortly.

Any Trackrod member who intends to enter the hillclimb is advised to apply sooner rather than later as a full entry is expected due to the popularity of the event and the large number of championships involved.

Nigel Drayton

Clerk of the Course

THE VAUXCARE BLOODHOUND
STAGES 24th MAY 1998

A 4:0 CLOCK RISE WAS NOT SOMETHING TO GET EXCITED ABOUT, BUT HAVING ARRANGED TO BE AT TOM'S HOUSE AT 5:30 IT SEEMED APPROPRIATE. AFTER A STEADY DRIVE COLLECTING OUR SERVICE CREW ON ROUTE AT BLYTH SERVICES NAMELY ANDREW VARLEY, NIGEL CORDINGLEY AND "I CAN SLEEP ANYWHERE" ADELE BEER WE ARRIVED AT SWINDERBY.

SCRUTINEERING AND NOISE COMPLETED HAVING BEEN USHERED INTO THE QUEUE EARLY BY JIM KILMARTIN WE PROCEEDED TO DOCUMENTATION AND PLEASANTLY RECEIVE A £10 REFUND, THEY SAID THAT THEY HAD OVERCHARGED LAST YEAR.

THE CLUB HAD AN INCREDIBLE NUMBER OF ENTRANTS INCLUDING CRAIG DYKES / STEVE HUGILL @ 4 IN THE ESCORT ROCKET, ANDREW APPERLEY / DAVE HAMMOND @ 18 IN THE NEWLY ACQUIRED 4X4 SIERRA COSWORTH, A NOTABLE NO SHOWING WAS TO HAVE BEEN DAVE ORRITT / NEIL DU CROS WITH AN ESCORT COSWORTH @ 17. AT CAR NUMBER 61 WAS NIGEL DRAYTON / GRAHAM WRIDE IN THE 2.8 4X4 SIERRA HAVING ITS 2nd AIRING, TOM AND MYSELF WERE SEEDIED AT 67 IN THE ESCORT RS 2000

TINA GRANT AND RUSSELL HOLDSWORTH WERE SEEDIED AT 83 ALTHOUGH TINA HAD OPTED TO NAVIGATE HAVING SUFFERED ALL WEEK WITH HAY FEVER

SHE HAD SAID SHE'D HAD PROBLEMS WITH HER CHEST (IT LOOKED OK TO ME) SORRY 'T, LAST BUT NOT LEAST BRIAN WALTERS AND SARAH BARTLEY WERE GIVEN No 84, BOTH CREWS IN PEUGEOT'S.

ONLY 6 STAGES WITH A TOTAL OF 61+ MILES LOOKED PROMISING , BUT READ ON.

STAGE 1 PROVED CHAOTIC FOR MANYCRAIG & STEVE MODESTLY TAKING 16th

FASTEST, ANDREW & DAVE SUFFERED BOOST AND BRAKE PROBLEMS LEAVING THEM 34th O/A BUT IT WAS TO BE A LEARNING CURVE FOR MANY. TOM & I HAD SET 44th FASTEST BUT NIGEL AND GRAHAM WERE STRANDED , THE N/S FRONT LOWER BALL JOINT HAD PARTED COMPANY WITH THE STRUT , WHICH GAVE THE DRIVE SHAFT AN ESCAPE ROUTE AND IT TOOK IT. THE CREW WERE NOW STRANDED WITH NO COMMUNICATION UNTIL THE END OF STAGE 2, BUT THEY HAD A GOOD SPECTATOR POINT !!!!!.

RUSSELL & TINA HAD CLUTCH PROBLEMS WHICH TURNED OUT TO BE THE ENGINE PARTING COMPANY WITH THE GEARBOX AGAIN. (NEEDS SOME SERIOUS RE-TAPPING, NEW BOLTS AND SOME THREADLOCKING RUSSELL). BRIAN AND SARAH ENDURED ANOTHER BROKEN DRIVESHAFT AND DURING DISASSEMBLY DISCOVERED BRIAN HAD LOST HIS BALLS, THEY DULY DESPATCHED THE SERVICE CREW TO A LOCAL SCRAPYARD FOR A REPLACEMENT WHICH AFTER FITTING ALLOWED THEM TO CONTINUE FOR THE REST OF THE DAY.

THE STAGE ITSELF HAD BEEN SPOILT BY TOO MANY CHICANES AND IT HAD NO FLOW , 22 CHICANES IN 11 MILES. WHEN THE TIMES WERE PUT UP THE FASTEST CAR HAD BEEN 4 MINUTES OVER BOGEY TIME, SET AT 8mins 48seconds. THIS CONTINUED FOR THE WHOLE OF THE EVENT AND HAD THE ORGANISERS TAKEN NOTE OF THE TIMES THEY COULD HAVE AT LEAST OPENED THE CHICANES UP ALLOWING THE EVENT TO FLOW A LITTLE BETTER.

STAGE 2, A REPEAT SHOWED WE HAD BEATEN OUR PREVIOUS TIME BY 30 SECONDS PASSING CARS 66 THEN 65 ON THE SECOND LAP, WE HAD FOUND A NEW HANDBRAKE SYSTEM WHICH BEGAN TO WORK. ALL CREDIT TO CRAIG WHO HAD SET 3rd FASTEST TIME WITH 14:01 EXACTLY 90 SECONDS FASTER THAN OURSELVES.

THE NEXT SERVICE PERIOD ALLOWED NIGEL'S CAR TO BE TOWED BACK , A QUICK CHANGE OF DRIVE SHAFT, HAVING BORROWED ANDREW'S SPARE THEN TOOK PLACE, WHILST RUSSELL'S PROBLEMS HAD YET TO BE FOUND.

TOM & I CHANGED OUR FRONT TYRES FOR ANOTHER PAIR OF WELL WORN M&S WHILST MR DYKES FITTED A NEW PAIR OF REAR MICHELINS, THE PREVIOUS PAIR DOWN TO THE WIRE, SO IT WAS NO USE ASKING IF WE COULD HAVE HIS PART WORN.

MEANWHILE MR APPERLEY HAD BLED HIS BRAKES AND PLAYED WITH HIS BOOST (VICKY HAD SAID HE WAS NO BETTER SO SHE WOULD BE GOING ON HOLIDAY WITHOUT HIM).

THE NEXT PAIR OF STAGES WERE A LITTLE SHORTER BEING ONLY 9.5 MILES, BUT PROBLEMS CONTINUED TO BEFALL TRACKROD MEMBERS.

CRAIG & STEVE SHEARED THE FRONT NEAR SIDE BRAKE CALIPER BOLT WHICH HAD A DRAMATIC EFFECT ON HIS BRAKING BUT EVEN MORE EFFECT ON A MEMBER OF HIS SERVICE CREW WHO SUCCEMDED TO MONOXIDE POISONING WHILST INSIDE THE SERVICE BARGE, HE WAS HOLDING THE GENERATOR THROTTLE OPEN WHILST THEY DRILLED THE OLD CALIPER BOLT OUT.

ANDREW AND DAVE HAD IMPROVED THEIR TIMES BUT THE FIERCE COMPETITION SHOWED WHEN HE CAME INTO SERVICE WITH THE REAR WHEELS SHOWING SIGNS OF HEAVY BRAKING, THE PAINT ON THE RIMS BLISTERING OFF.

HAVING BECKONED OVER AN RAC SCRUTINEER, ADVICE WAS OFFERED AND A SPONSORSHIP DEAL, THIS WAS NOTICABLE BY THE NEW LIVERY ON THE REAR WINGS "ATM" MOTORSPORT !.

NIGEL & GRAHAM COULD DO NOTHING RIGHT, ON THE NEXT STAGE THE FUEL PUMP BLEW A FUSE BUT BEING AN OLD CHESTNUT PROBLEM THEY HAD A SPARE AND COMPLETED THE COURSE. RUSSELL & TINA HAD LOCATED THE CLUTCH PROBLEM AND BEGAN TO GET IN THE GROOVE AS DID BRIAN AND SARAH, NOW THAT SOME MEASURE OF RELIABILITY HAD RETURNED. TOM & I FOR OUR PART CONTINUED TO HAVE NO PROBLEMS OF NOTE MOVING UP THE RESULTS BOARD FROM 44th TO 39th O/A

AT THE END OF STAGE 4 WE CAME TO THE CONCLUSION THAT HAVING DECIMATED 6 PART WORN M&S TYRES WE WOULD TAKE THINGS A LITTLE MORE SERIOUS AND FITTED A PAIR OF DUNLOP SPORTS OF THE CUT VARIETY TO THE FRONT. THIS COMBINED WITH THE NOW PERFECTED HANDBRAKE SYSTEM WORKED WELL AND WE CLIMBED 4 & 5 PLACES UP THE CHARTS ON STAGES 5 & 6 RESPECTIVLY BRINGING OUR RESULT TO 30th O/A WHICH WE WERE HAPPY WITH.

CRAIG & STEVE AFTER A FRAUGHT AFTERNOON AND A COUPLE OF STUNNING TIMES ON THE LAST PAIR NETTED THEM 1st IN CLASS 4 AND 8th O/A, ANDREW & DAVE FINALLY ENDED AT 3rd IN CLASS 5 AND 17th O/A, NIGEL & GRAHAM AFTER 2 STAGE MAXIMUMS AND A FUEL PROBLEM ON 3 FINISHED 77th THE DUELLING PEUGEOT'S ENDED WITH RUSSELL & TINA A CREDITABLE 42nd AND BRIAN & SARAH AFTER THEIR 2 MAXIMUMS 74th O/A.

TO SUM UP IT HAD BEEN A VERY PLEASANT DAY SPOILT BY ILL DESIGNED STAGES, BUT FOR ONCE EVERY TRACKROD CREW FINISHED WELL DONE.!

MANY THANKS TO OUR SERVICE CREW ANDREW AND NIGEL FINALLY TO OUR CHEF

WAKE UPI ITS TIME TO GO HOME

TOTAL ENTRY FOR THE EVENT 104

6 TRACKOD CREWS.

BARRY DOVE/TOM WHITTAKER
CAR 67

BARRY DOVE

1998 MOTORSPORT CALENDAR

June:

4/7 The Scottish
5/9 WRC Acropolis Greece
7th F1 Montreal Canada
13th John Overend Stages
13th The Kerridge
14th Harewood Hill Climb
20th The Dukeries
21st TMC Karting Day
23rd TMC Gymkhana

August:

2nd F1 Hockenheim Germany
9th Tyneside Stages
9th Larkspeed Autotest
16th F1 Hungaroring Hungary
21/23 WRC Neste Rally Finland
30th TMC BBQ Hillclimb Harewood
30th F1 Spa Belgium

July:

4/5 Harewood Hill Climb
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 Larkspeed P.C.T. Ilkley
26th F1 A1 Ring Austria
31/1 Ulster

September:

5/6 Woodpecker
11/13 Manx Int. Isle Of Man
13th F1 Monza Italy
18/20 WRC Rally Of Indonesia
26th Trackrod Forest Srages Rally
27th F1 Nurburgring Luxembourg

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