

**TRACKROD**

**MOTOR CLUB Ltd.**



**AUGUST 1998**  
**MAGAZINE**

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

## CHAIRMAN'S CHAT

As you read this the AGM will either be starting or is a week old - whatever, we will (shortly) have a new committee which I am sure will provide another years motorsport and social programme for you to enjoy and get involved in.

The last 12 months seem to have flown by - yes I know it's old age - and we have had many excellent events. The BBQ Hillclimb grows from strength to strength - rumours that this years entry filled within 2 weeks of the regs being available are largely true! The Forest Rally was one of the few to have a capacity entry of 180 cars including our first international Peugeot Rally. Clubmen are well catered for with the Lookout Rally successfully run at its new slot at the beginning of the year skilfully avoiding the fog!

But these are only the main events and others provide much entertainment and opportunity for participation. The Karting day, Dinner Dance, and trip to the NEC for the Motorsports show all being good examples. Add to these the technical talks the Navigational Scatters, the film and scalextric evenings, the quizzes and involvement with other Motor Clubs' events - it all combines to form an impressive variety package.

On the official's side we have at least three RACMSA technical/sutineer members, as well as stewards and specialist committee members, so if your chosen path is more towards organisation (even though you may still compete) there are plenty of opportunities to be grasped. Formal, modular training is now provided and new recruits are supervised for the first years.

We must never be complacent however - we can do more - we should run more autotests and a PCT (remember PCT's?) and a gymkhana would be fun - but we need some suitable land nearby - so please put on your "thinking caps" and chat to your farmer friends, pub landlords, rich uncles, - whoever!

To all of you on committee I express my thanks for all your help and support this last 12 months, to those retiring this year - please don't go too far away - we still need you! An especial thanks to those of you not on committee for your part - without the assistance of ALL members, Trackrod would not be the premier Motor Club it undoubtedly is.

Whatever your aspirations please get involved this coming year, let your views be known, for there is much in the saying that "you only get out what you put in" - or something like that!

We have applied, this month, for some more "Windfall Funds" from the RACMSA - if we are successful we intend to replace our existing stock of cones with some new ones of uniform size and a heavier base!! Also to provide a PA system for use at autotests, outside and inside venues including rally finishes and social occasions. You will remember that last year we were able to purchase tents, a generator and some lighting equipment.

All of this capital expenditure enables us to display professionalism in all we do and helps organisers and competitors alike.

Be rightly proud of your motorclub and as always - Happy motorsport!

Rod Parkin

## SOCIAL CALENDAR

### August

- 4th. Gildersome Con. Club
- 11th. Admiral Hawke, Boston Spa
- 18th. Crown, Wetherby
- 25th. The Beehive, Thorne

### September

- 1st. Gildersome Con. Club
- 8th. Admiral Hawke, Boston Spa
- 15th. Crown Wetherby
- 22nd. The Beehive, Thorne
- 29th. To be announced

## THE VIKING TOUR 1998

Car 12 CRAIG DYKES / STEVE HUGILL

Having not put fingers to keyboard for some time here is the most recent update on the JCD rally teams antics.

The event started steadily at Dalton Park a quick blast around the country house estate and both Craig and I felt happy about the cars set up. The intercom was receiving interference but we didn't know where from so it was back to hand signals for directions so if you caught me on camera I'm not waving at you, I was just showing Craig which way to go.

Stage 2 was Beacon Farm only a 1-mile stage and basically followed the field boundaries no problems so far.

Stage 3 & 4 at Gunby (Brighton Airfield) these were slippery especially going into the woodyard where a couple of chicanes entertained the spectators.

Stage 5 & 6 were Elvington where the JCD car can really perform and we set some quick times pushing car 6 so hard that he spun in front of us nearly colliding.

Stage 7 Escrick was very slippery and we managed to just keep it on the tracks without any damage. Into service at Brighton and refreshments all round.

Stage 8 was back to Beacon Farm except this time in the opposite direction, a little tricky but we escaped unscathed.

Stage 9 & 10 back to Elvington for shorter stages but some entertaining power slides they may not be the quickest way around the corners but it sure does feel good!

Stage 11 back to Escrick so it was another quick tyre change onto knobbles and forest bound we set off. I don't recall every detail of this stage but do remember travelling at some high speed along the rough track leading from the woods. No spins no near misses and at the stage finish a fairly quick time in comparison to the 4-wheel brigade.

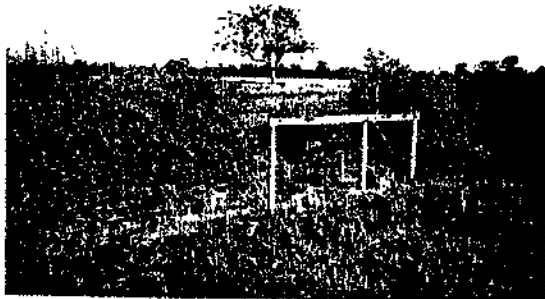
Back to Gunby for Stages 11 & 12. All was going well, perhaps too well as we had just overtaken the Subaru impreza and were on a high. Then disaster struck. As we entered a chicane a loud bang echoed from the back of the car followed by a clunking noise. We both knew what it was but when we came to a halt Craig confirmed it was the prop shaft broken and we were out of the rally. The provisional results had showed that up until that time we had been in 2nd place but no finish no awards. This is the second time the team have suffered when doing well, for those of you who can recall we led the Tour of Lincs then broke down it was not to be our day and we quickly scurried away home to drown our sorrows. There is always next time and for us that is the Opposite Lock rally. Hope things go better next time.

Whilst waiting for the course closer it gave me time to spectate and watch Barry and Tom cough past with a bad misfire on the car - spark plugs I believe. The whole episode was captured on in-car video courtesy of Mad Video so if anyone wants a watch give me a shout. Well I've exercised these fingers enough so until next time,

Cheers Steve Hugill

## NATURE WATCH!

Police are today appealing for witnesses of the brutal decimation of a totally innocent hedge!



## STEVEN ALAN RATHBONE

(1953 - 1998)

Steve Rathbone was a member of Trackrod from 1971 until he sold his 3rd Rally Car in 1978 to Start a clothing business.

Steve and I were at school together as teenagers in the 'mod' years. He was very much into scooters (Lambretta SX250 no less), James Brown, going to dances and pulling girls. Steve was the sort of guy who worked hard and played hard. If he got something wrong he wouldn't admit defeat, but would keep on until he got it right (perhaps that's why he had lots of girl friends!!). This attitude served him well throughout every aspect of his life. His personal motto never changed: "When the going gets tough, the tough get going".

He was able to prioritize his life even while at school. His playing hard at being a 'mod' never interfered with his drive to succeed in all his exams (O and A levels). When he started at Leeds University (1971) for a BA in Textile Management, he had also started his rallying career in an 850 mini. While learning how to be competitive in motorsport he obtained his BA (1974), never letting these aspects of his life interfere with each other.

Obviously on a shoestring budget while at university he had the whole hearted backing of his parents: Derek and Mona, who always welcomed all his and his brother Howard's friends as if they were their own. Steve had a series of navigators from 1971 to 1974, who's stories portrayed a driver who initially didn't really know what to do with a car to someone who was obviously very talented in an underpowered machine.

In October 1972 Steve was part of the first ever Trackrod contingent to compete in the Tour of Mull along with Marsh Newman-Mini, Richard Jackson-Escort, and Sue Waddington-GBGT). I was navigating for Marsh down in the sixties with Steve running immediately behind. Steve and Marsh had literally been life long friends from the pram. Marsh was new to rallying in comparison to Steve who now had a reputation of being quick in his underpowered mini.

During the event Marsh managed to fall off the track several times, and rather than see his friends in trouble, Steve stopped ack on the road to make sure we finished the event. This totally jeopardised his chances of a good finish (as he had the son of the clerk of the course navigating for him) and he finished way down at fifty something with Marsh. As usual while off duty back at the hotel Steve managed to 'pull' the lovely waitress from Glasgow we were all drooling over. Instead of drooling he just stepped in. His attitude was: "You don't get anywhere if you don't try".

Steve asked me to navigate for him in January 1973 on the White Rose Rally (Dewsbury & DMC). We finished un-notably somewhere in the top 30, but I was very impressed with his ability to handle the car. We did several events together in the mini until he got an Escort Mexico in late 1974. Then things really began to happen. A couple of events to learn the car's rear wheel drive handling capabilities, which included the Mintex, in which we finished second last; then a lot of deliberation, planning, and suddenly, Steve had a top5 on the Costa Di Pienti in 1975. I new he had driven well, but suddenly he had 'arrived' as he put it. We continued with a series of top ten finishes, with Motoring News headlines such as 'Rathbone the Bridesmaid again' etc. Steve lost a Shipley & DMC rally by 2 seconds to John Midgley (a man of vast experience) having driven unbelievably well on snow and ice all night. It was obvious to Steve that his car was not fast enough. Following a superb run on the Manx International (Sept 1975 driving totally blind on purchased pace notes) in which he retired on the last day due to brake problems while lying in the top20 he decided to look around for something faster.

The car which was to bring Steve success, turned out to be PXD394L one of the first Vauxhall works cars ever built; a MAGNUM 2300. Prior to that success were several failures due to the cars thoroughbred temperament. We had numerous fantastic runs, delivering selective times that were so far ahead of the local heroes as to be unbelievable - literally. On the Synchro 68's Cartune Rally in 1976 we went out with ignition problems having been over a minute faster than the nearest rival on the first six selectives. The organisers could not believe it and added a minute to every time (still putting Steve in the top 5!). They were eventually proved wrong and Steve's times were posted to everyone's total amazement at his speed.

In September of 1976 we attacked the Manx International again, and receded every stage, determined to make a good finish. Vauxhall had been taking interest in Steve and we were asked to form part of the works team on the island, along side Jimmy McRae (Colin's dad!) and Will Sparrow. Steve was made up, but was brought back to reality when electrical problems put us out on the first day.

Steve stuck at it and we took an ANCC championship event: The Snowdrop Rally (Ilkley & DMC) in November 1976 with consummate ease, followed in December by a convincing win on another ANCC event: Hull and DMC's Mookraker Rally. Again Steve's times were unreal; driving on sheet ice for the whole of the event, he was one of only 4 cars to not go OTL.

Having really 'arrived' Steve decided to attack the MN road rally championship, and we spent several weekends in the new year of 1977 recceing Welsh territory for the AGBO and Gremlin rallies. On these events, Steve's selective times were once again astonishing. Cleaning some and demolishing the times of Ron Beecroft and Bill Gwynne: the main championship contenders. On both events Steve lost it near the end, damaging suspension and having to limp back to the trailer. While leading the Calderford round of the championship; clutch failure put him out.

Being very pragmatic and financially embarrassed now, by the cost of the MAGNUM, Steve decided to call it a day following the 1977 Tour of Mull, and formed part of the now large annual Trackrod pilgrimage to the island. On this event he was superb. Finishing 6th overall and winning the praise of many, proving himself very mature driver from the raw novice that had attacked the island 5 years previously. He sold his car to help pay debts and finance his clothing venture in sports wear. The door on his rallying career closed, and he never looked back.

As ever, Steve made a huge success of the business eventually, and was looking forward to retiring in 5 years time. Sadly he lost his battle against cancer. I have pictures in my scrap book, some of which are in this article, to remind me of the enjoyable times we had together; in success or failure.

As ever, Steve made a huge success of the business eventually, and was looking forward to retiring in 5 years time. Sadly he lost his battle against cancer. I have pictures in my scrap book, some of which will appear in next month's magazine, to remind me of the enjoyable times we had together; in success or failure.

If I feel things are getting on top of me then I will call Steve's motto to mind:

**WHEN THE GOING GETS TOUGH,  
THE TOUGH GET GOING.**

By Frank Stewart Brown

Steve's navigator from 1973 - 1978

**BBQ HILLClimb  
30TH AUGUST 1998**

The now annual Trackrod Motor Club BBQ Hillclimb, held at Harewood, is rapidly approaching, and as chief marshal I need your help to staff the course on the day.

We need 35 marshalls to man both the track and the paddock, so any offers of assistance would be grateful accepted.

If you've never marshalled before, or at a hillclimb anyway, then come along and give it a go. You'll be put with an experienced marshal who will show you the ropes throughout the day.

There'll be an entry of around 100 cars and we hope to run two practice and four timed runs.

A BBQ will follow at the end of the day's proceedings, so why not come along and have a good day out.

Please contact :

Tim Bendlow 01937 520541



# Wheels

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

## MAN OR MOUSE?

**A** TV reporter said after the opening of Stewart Grand Prix's new premises that the way to cut NHS waiting lists is to turn F1 factories into hospitals because they're so clean and tidy.

A valid point because whichever you visit the atmosphere is one of clinical hi-tech; in fact I recognised only one piece of equipment at the Stewart facility – I thought it was a device for encouraging sponsors but it was nothing more painful than a vice.

Technology has been around since the dawn of mankind – after all, Eve had an Apple – and nowadays the microchip is certainly helping motor clubs. Magazines ... mailing lists ... results systems ... you name it, Information Technology eases the way.

So it's three cheers for technology in motorsport then?

Well ... make that just two cheers because there can be a downside. For example, at the last Club Workshops we were told of local ill-feeling caused by indiscreet comments typed in the bosom of a back bedroom but read more widely on the net than had been anticipated, while a couple of clubs reported collapsed social programmes when everyone went on to e-mail. Why? Who needs club meetings when you're endlessly communicating by computer? And there was mild concern that the person running one club's web site had "become" the club and overshadowed the committee. Happily, however, all the clubs concerned reported that normality had returned after a few months.

But the emphasis on technology at

the top of our sport perhaps presents a wider concern – it may isolate us from potential supporters among the general public.

By chance we've had a glut of sport recently with the World Cup, Test cricket, F1 and even tenniszzzzzzzzzz. How did all the other sports differ from ours? Lower capital costs to take part for one thing.

I'm no football expert (the best result the team I played for ever had was to lose three nil and we thought ourselves lucky to score nil) but my guess is that to buy the boots, ball and goalposts to put 22 people onto a soccer pitch would cost less than one person doing a middle of the road race or rally.

But maybe the most significant difference was that you could actually see the competitors and share their emotions. In fact after lip reading during the World Cup I can now say a few words in 17 languages although of course I can't use any of them in polite conversation.

The first time I saw S. Moss Esq. at Oulton Park he held his nose and pulled an imaginary chain during a race to express his opinion of a car, and the circuit echoed with an unusual sound – joyous laughter. Sad we've lost much of that spontaneity. If a star took both hands off the wheel during a race today the GPDA would go into emergency session while I'm sure there's now a clause somewhere prohibiting undue levity. In fact I suspect some people at the leading edge of technology would be happy if all F1 computers were linked so that they could race electronically without

having the bother of going to a circuit, but the general public need more personal warmth in their sport.

As I was queuing to pay for petrol recently it suddenly went dark – I thought there'd been an eclipse of the sun – as two transporters for one of the TOCA teams pulled onto the forecourt. The others queuing were in fairly sporting cars so I waited for their gasps of admiration at the majestic sight. Not a bit of it. When one commented "All that just to put two cars on the track, ridiculous" there were murmurs of agreement ... and then they went back to discussing the penalty shoot-out the night before.

We can't escape the march of technology – one futurologist reckons there will never be less pace of change than we have today – but before our sport gets totally obsessed with the mouse rather than the man, perhaps we need to remember that the majority of people out there still prefer their chips from Harry Ramsden rather than Intel.

*Stuart Turner*

## COD FILLET QUIZ



1. What is Dan Gurney's middle name?
2. Where did Dan Gurney win his F1 Grands Prix?
3. Name the first woman to start a World Championship GP.
4. By what other name was the "byzantine Smajoot" run?

ANSWERS ON PAGE 19

# NEWS FROM THE RACMSA

## Youngsters in motor sport

The RAC Motor Sports Council has undertaken a review of the requirement to hold a road traffic licence before obtaining a competition licence.

With the relaxation of starting ages across motor sport to below 17 years, the requirement for a road licence has become irrelevant within many disciplines.

Accordingly, the Council agreed that the General Regulations be amended with effect from 1 January 1999, to remove the requirement for a road licence when obtaining an RACMSA Competition Licence.

This proposal does not mean that individual branches of motor sport will automatically drop the requirement for road licences from event regulations. Where the law of the land calls for the possession of a road licence, that naturally remains supreme whether or not a competition licence is held.

## Fire extinguishers

As a result of European legislation, new extinguishers are red and not colour-coded according to type. Identification is now made by either a descriptive label alone, or by an additional coloured band. Extinguishers purchased before the legislation do not have to be retrospectively painted red.

When marshals arrive on post, extinguishers should be checked by ensuring that the nozzle is clean and clear and that – if the extinguisher is of the stored pressure variety – the reading on the pressure gauge is comfortably within the green sector.

Do not break or remove safety seals unless you are about to fight a fire. If a seal is removed, it indicates that the extinguisher is no longer serviceable. If marshals remove seals, there may be Health & Safety implications or the owner is faced with the expense of having extinguishers serviced unnecessarily.

More about fire extinguishers in the next issue of *Wheels*.

## Wheelnuts

The attention of competitors is drawn to the potential for wheels to be fitted using wheelnuts with an incompatible seat chamfer angle and/or inadequate stud thread length.

Competitors using non-original equipment are reminded of the possibility of stress-related wheel failures and wheel attachments should be checked for compatibility. If in any doubt, contact the vehicle or wheel manufacturer.

## Motor sport on Teletext

The ITV network now covers motor sport on its teletext pages (index on page 515), with the emphasis naturally on Formula 1. BBC continue to offer coverage on both channels, with motor sport indexed at page 360 and the RACMSA calendar on page 369.

## In brief...

- World land speed record holder Andy Green will drive an MGF-based car at Bonneville during August; the target is to exceed 255mph, to become the fastest ever MGF.
- Streety Motor Club can now be found on the web at <http://www.trugga.mcmail.com/smc/>.
- RACMSA Training & Development Co-ordinator Allan Dean-Lewis received an MBE in the Queen's Birthday Honours. The award recognised his work as Force Commandant of the North Wales Special Constabulary.

## REGIONAL COMMITTEE

The second meeting of the year included discussion of representation on the specialist committees and advisory groups of the RAC Motor Sports Council (writes Bob Milloy). Direct appointments are retained on Rallyes, Safety and Off Road; reports were heard from meetings of these three committees, maintaining the personal feedback which the members believe to be important.

The Regional Committee welcomed a proposal to include their chairman, Bill Troughear, on the appointments review panel.

Further development of the Regional Committee's rule was outlined by Allan Dean-Lewis, who announced a series of presentations to be made at Regional Association meetings, to which all registered motor clubs are being invited.

RACMSA Chief Executive John Queney reviewed the proposed sale of RAC Motoring Services and indicated that future use of Elvington airfield for motor sport might be secured by an appropriate RACMSA investment.

The Motorsports Facilities Unit report was received in writing from David Kersey, who supplied information on land use, interaction with other bodies and the prospect of the "almost mythical" Health & Safety Guidelines becoming available "quite soon".

A programme for inter-Association competitive events into the new millennium was discussed, the range of events to suit demand.

Further topics were the period and validity of competition licences, the Club Development Fund, equipment for environmental scrutineers and National B rally timekeepers.

The next meeting takes place on 23 September. The views of motor club members are always welcome.

# AMRO

- AMRO, the Association of Motor Sport Recovery Operators Ltd, was formed in '95 with the support of the RACMSA Rescue Advisory Group, by a group of licensed operators concerned for the status of motorsport recovery.
- The Association's objectives are to:
  - a) bring together and train member operators and crews in all aspects of motorsport event recovery in line with the teachings of The Institute of Vehicle Recovery (IVR);
  - b) ensure crew safety by requiring first aid training for each member;
  - c) ensure that recovery units are correctly and fully equipped to meet all expected tasks and to undertake annual checks of this equipment;
  - d) advise those concerned with event safety on the importance of using licensed recovery units.
- Stage rallies (multi-use and forest) form the major part of the Association's involvement in motorsport recovery but members also cover all other branches of the sport.
- For many years event organisers relied on marshalls with 4wd vehicles, local garages or competitors' own service crews to carry out recoveries with varying degrees of success. In 1985, in an attempt to rectify what seemed to be a less than satisfactory system, the RACMSA Rescue Panel (now The Rescue Advisory Group) began recruiting and licensing Rally Recovery Operators and crews who would then undergo a bi-ennial re-assessment of their skills and unit equipment.
- The number of Licensed Rally Recovery Units has grown over the years to around fifty, UK-wide, and by using an AMRO member unit, operator and crew, event organisers can rest assured that they are using an experienced, well trained and properly equipped Recovery team covered by a RACMSA Insurance policy, capable of carrying out safe recoveries.
- For further details of AMRO contact the Secretary, Ian Joust, 181 School Road, Crookes, Sheffield, South Yorks S10 1GJ. Tel: 01142 667724.

# AUTOSCENE

#AUTOSPORT

REVIEWS FROM



## MIGHTY MIDGETS & SPECIAL SPRITES

John Baggett, Crowood Press, ISBN 1 86126 106 3, £19.95

This is a cheerful romp through 40 years of racing Spridgets, from works Healey coupés to countless amateur race cars – many driven by well-known names. Packed with anecdotes, the lively narrative amply puts across the resourcefulness and the sheer fun that has always characterised Spridget racing, as well as giving a fair technical insight into how to race-prepare a car, often on a shoestring. The succession of résumés of various racers' trials and tribulations will strike more of a chord with those who were there and the book could have done with better design and better proof-reading, but Spridget fans will find it an entertaining read.

CONCEPT CARS, Jonathan Wood, Parragon, ISBN 0 75252 084 9, £4.99

They used to be called 'dream cars', but now they are called 'concept cars' and Jonathan Wood's book is a colourful study of the genre, starting with the 1939 General Motors V-Job and finishing with the 1997 Dodge Copperhead. It takes in such landmark models as the 1993 Plymouth Prowler and Porsche Boxster, which actually made it into production. Most of the entries are post-1980, but of the older examples the 1950 Triumph TRX is in there and illustrates the point that the book is short on words, though the ones that are there are accurate and succinct. Despite that, it's excellent value for money. This is one for the coffee table.

## LAND-ROVERS ACROSS AMERICA

British Car Films, tel: 0181 374 4850, £18.99 plus £1.90 p&p

Billed as the most ambitious Land-Rover film ever made, this feature-length documentary investigates the

marque as seen through American eyes. There's off-roading in Vermont and other venues, a look at the marketing and advertising, and – most fascinating and hilarious of all – a number of modified models such as a 'Big Foot' Series 11A which has wheels that make a standard Landie look minute! Look for the Daimler Scout car being put through its paces.

LOTUS ON THE HILLS, Paul Robinshaw/Jeremy Boockley, RB Publications, ISBN 0 952 8086 2 5, £14.95

A slim softback photo album of amateur Lotus enthusiasts thrashing up the hills in assorted Lotuses, starting with a Mk 2 and finishing with Elises. On the whole the photographs – all black and white – are sharp and clear and the words brief and to the point. There are spec tables on each model too. This one's for fans of hillclimbing as well as racing Lotuses.

## THE COMPLETE CATALOGUE OF BRITISH CARS

David Culshaw and Peter Horrobin, ISBN 1 874105 93 6, Veloce Publishing, £19.99

Out of print for 20-odd years, this book now has a real classic flavour as all its entries stop in 1974/1975. That means Triumph draws to a halt before the TR7, TVR ends on the 3000M and the book reads as though there is still a thriving British motor industry. All in black and white, with limited details and restricted spec tables crammed into nearly 500 pages, the catalogue looks rather dated, but it is surprisingly informative and fascinating. Even so, it is painful to be reminded of so many marques – from Lotus to Bean – which once burned brightly only to become distant memories. And those are just from the section on major manufacturers. Superb value.



## Cold, hot and tired!

**O**n a competition car you can get a fair idea of tyre pressures by taking tyre temperatures across the tread width. For road cars the same rules do not apply. In either case, always start with the tyre manufacturer's recommended setting.

If you have a tyre temperature gauge (highly recommended) start by getting the tyres up to temperature. The tyre manufacturer can tell you the optimum temperature for their tyre. Something like the slicks we ran in the Rover GTi series would like to

run up to 75/80 degrees centigrade although we often found that 60 degrees was all the heat you could get into them on a cold day. For the Vecta series the Yokohama 008R would often be in the high 80's and even higher than that by the end of the race.

The idea of getting to know the correct running temperature is so that you can control the hot running pressure. A cold tyre might start out with 32psi but by the time the tyre has heated up this would increase to 45psi. You need to know your hot running pressure so that you can compensate on colder, or hotter, days. Sprint and hillclimb drivers might well run higher starting pressures since they are not running long enough to really get any heat into the tyres.

## QUIZ ANSWERS

1. Daniel SEXTON Gurney.
2. Rouen ('62 Porsche and '64 Brabham).
3. Maria-Teresa de Filippis -- Belgian GP '58.
4. Rally of the 1000 Lakes, Finland.

## NB!

The more discerning army of trivia minded readers will have spotted the misprint/deliberate mistake on Question 4 issue 7/98 ... it should read 1961 not 1981 as printed.

**CARS**  
and CAR CONVERSIONS

# TOMMY KAIRA ZZ

Flat out in radical Tommy Kaira ZZ

• Rallycrossers track tested

• Arrive and Drive - CCC plays a Ferrari 250 GTQ

# KEEP UP TO SPEED WITH

**CARS**  
and CAR CONVERSIONS

## THE MONTHLY MOTORSPORT MAGAZINE WRITTEN FOR ENTHUSIASTS - BY ENTHUSIASTS

## A GRAND DAY OUT

(with apologies to W & G)

"We've not got anything planned for this Sunday have we? Do you fancy a day out?" Thus spake himself. As I fondly imagined Meadow Hall, White Rose, Hornsea Outlet, and other suitable places to spend a few Sunday hours (and pounds), I put my brain in neutral and mouth in overdrive - "Yeah, great!" I still haven't learned, even after all these years!

So, where did I spend my Sunday out? Watching bog-hopping near Bulth, that's where!

Or to be more technically accurate, spectating at the Bronco 4 x 4 Tyres Safari Championship, Round 5, held at Cwm Derw Farm, Rhayader. So there.

We'd been at the Quinton on the Saturday, so it made sense to stay another night, and catch the Off Roaders on the way home on Sunday. Don't get picky about Rhayader not being between Llandrindod and Pollington, near enough is close enough the way I navigate.

What's this off roading all about then? Vehicle-wise, anything with four wheels, an engine and a sense of humour qualifies. The competition is so simple even I understood it - six timed attempts at a 9 mile track laid out utilising all the bits that road makers throw away - bumps, lumps, bogs, cliffs, rocks, all joined together by grassy bits, heathery bits and wet bits. The crew consists of a driver (who steers and pedals) and a navigator whose main functions are to offer encouragement (a la Rachel Simmonite on that famous Top Gear programme) and not complain about getting wet and mucky.

Cars started on 30 second intervals at the top of a vertigo inducing hill, thrashed to the bottom, zig zagged a bit across fields, then disappeared up another gigantic hill, did some twiddly bits we couldn't see before returning via several deep and muddy culverts (think Keilder at it's worst) to a river in the bottom, and finish with a blast up the same steep hill down which they'd started.

As always, it wasn't the good ones who provided most entertainment for the sadists assembled in the viewing area. Roils were frequent (but non damaging at the low speeds), as were slipping into

bogs, and landings going katy-cornered after vicious yumps. The Rescue Land Rovers were kept extremely busy but nobody seemed to mind. Of care - fall in, get pulled out, carry on, fall off, etc. - was the norm. None of this pansy 'outside assistance is not permitted' nonsense for these guys!

It was thoroughly entertaining from my viewpoint as a complete outsider, and if you're interested the next one is at Walesby on September 20th.

Our thanks to Matt Lee for the invitation, and to Richard Skinner and Rachel Simmonite for the expert commentary.

Anne & Tom Watson

## NAVIGATOR REQUIRED

Stuart Bell is looking for a navigator to have a bash at our event, "The Forest Stages Rally", at the end of September.

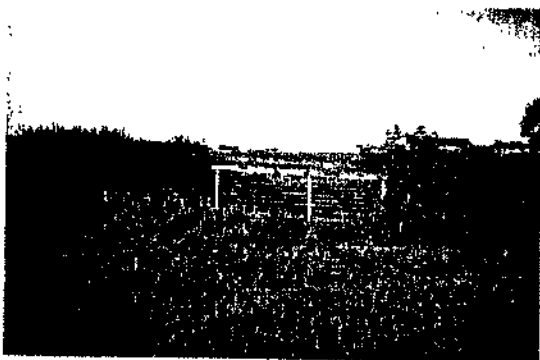
The lucky candidate will be expected to contribute towards the entry fee and be looking for no more than a good days fun!

Stuart is hiring a Gp A Astra 16v to do the event and can be contacted on:

work 0113 214 2546  
mobile 0421 372252  
email sj\_bell@hotmail.com

## NATURE WATCH!

They're still looking!



## RETROSPECT

20 Years ago this month

1978

The cover picture was of the Withers of Winsford Escort Twincam driven by Roy Fidler.

Our quiz team met Selby and DMC in the NHMSG semi final and were trailing 147 to 174 after the general knowledge section but really pulled up their socks on Motorsport and came through to a storming win by 268 to 323. Wakefied in the final - watch this space!

Brain Wainwright (where's he these days?) reported on the Stockton and DMC novice rally on which he accompanied Trevor Ward in the mini with Gez Waters and Vince Fletcher (VW) also in attendance. The mini suffered all night from carburation problems, only partially cured by keeping the choke pulled out, the knock on effect being very regular stops for fuel. They eventually finished 28th O/A. The VW had a trouble free run to 26th O/A.

Vince Fletcher reported on the recent CD Bramall Rally. ninety crews took the start with Alan Powell and John Millington at number 1; Bob Pearson and Rod Parkin at number 11; Ian Brown and Charlie Palmer at 29; John Palmer and Marcel Girardier at 42; Barry Dove and John Bowmass at 52 and the Howells mini at 75.

Apparently Baz / John dropped over a minute when they had to avoid an oncoming rally car! (It is said that Baz was going in the correct direction) but later overtook John Marfitt and Ronnie Moore only to have the clutch expire, end of their rally.

Bob Pearson dropped the escort off the road on a hairpin and much huffing and puffing by Rod was to no avail (No - he wasn't super fit 20 years ago either!) end of their rally also.

Gez and Vince finished an excellent 18th O/A and Powell and Millington took a popular win, well done all round.

Ian Waddington and Geoff Northmore were joint winners of our club night PCT at Stubbings farm. The best all lady crew was that of Vicky Spurdens (Now Renny) and Julie Thompson (Now Slingsby).

TRACKROD-----ENDS

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# 1998 MOTORSPORT CALENDAR

## 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

## September:

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

## October:

3rd	Cambrian	
3rd	Bulldog	
9/11	Tour of Mull	
10/14	WRC Rally Sanremo	Italy
11th	F1 Kyalami	S/Africa
18th	Premiere Stages	Dukeries

## November

1st	F1 Suzuka	Japan
5/8	WRC Rally Australia	
21/23	RAC Rally	Cheltenham

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