

TRACKROD

MOTOR CLUB Ltd.



NOVEMBER 1998 MAGAZINE

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

CHAIRMAN'S CHAT

Unlike most other sports there doesn't seem to be any "season" for Motorsport - especially Rallying. No sooner had the Forest Rally bit the dust when Mull appeared and plans are ahead for the Network Q and associated Historic Rally. Then we have at least two local events in the Rally Sprint in Dalby, the Cadwell Park single venue plus several not far away - Aintree being one and two events to my knowledge over the Christmas break.

Add to that the Mintex Dinner, our own Dinner Dance and the Yorkshire Motorsport Dinner all early next year - I reckon we are going to be busy!!

Mull was its usual excellent self - the Island doesn't change that much, although the "motorway" between Salen and Tobermory is welcomed more by the tourists, in reality it makes little difference to the event since it really used as an access road.

A fuller report of our two crews appears elsewhere but my recollection is of a superb tarmac rally with an excellent social bash as well. Those of you who have not visited are missing a real treat - but book early for accommodation - ask Craig!!

The Larkspeed League has concluded once again - we were 9th overall - still hanging in there - just! At least we still get some money and can organise an event for the League next year - we can do better so if you fancy having a go please see the co-ordinators or any committee member - remember we get points just for having a full team!!

Time once again for the regular plea to you all to let the Committee know what YOU would like Trackrod to do - where to meet etc. Ideas are always welcome provided they are practical and don't hurt too much!!

Keep your eye on the forthcoming events calendar and enjoy yourselves.

And a final word - "All things being equal, fat people use more soap" I could take that personally!!

Rod Parkin

AUTOSPORTS SHOW 1999

I will be organising a trip to the NEC Autosport Show on Sunday 10th January. I am proposing to run a similar trip to last year on a 50 seater coach, entrance to the show, entrance to the "Live Action Arena" and sandwiches on the return journey all for the very small sum of £25.

Unfortunately last year some members verbally committed to the event on several occasions but did not turn up on the day and I was left having to subsidise the event.

As a result of this deposits of £15 must be made by November 30th 1998 and the balance paid by December 31st 1998.

If I am not at clubnight please ring me at home on 01254 391827 to reserve a place. This trip is open to friends and family (discount available for children) not just club members. So don't leave it to the last minute. Book your place now.

Russell Holdsworth

TROPHY POINTS

Due to the overwhelming response of trophy point claim forms that I have received over the last month, the report that I had planned for this month will be published in the December issue of the magazine. Sorry for any inconvenience that this may have caused.

Barry Dove

Trophy Points Officer.

Thanks to Pam Lukeman for the front cover photograph.

SOCIAL CALENDAR

November

3rd. Gildersome Con. Club.
10th. Admiral Hawke. Boston Spa.
17th. Square & Compass. North Rilton.
24th. Beehive. Thorne.
Sun. 29th. New Inn. Eocup.

December

1st. E.G.M. Gildersome Con. Club.
8th. Admiral Hawke. Boston Spa.
15th. The Crown. Wetherby.
22nd. Christmas Party.
(venue to be announced)
29th. The Beehive. Thorne.

January

5th. Gildersome Con. Club.
30th. T.M.C. Dinner Dance

NAVIGATIONAL SCATTER

There will be a Navigational Scatter run from the Square & Compass, North Rilton (104/ 281.5 493.5) on Tuesday 17th. November, start time 7.30pm, last car will be at 8.30pm. You will need map 104, a car, 2 people etc. etc. The event will last for approx 90 mins. More details from Arthur on 01937 588 287

CLUB MERCHANDISE

A variety of new club merchandise will be on show at the clubnight on 3rd. November at Gildersome Con. Club. and then again the following week at Boston Spa. Orders will be taken on these nights as well as via an order form published in this magazine. Orders will only be accepted with full payment.

Jim Pievey / Simon Marston.

FOR SALE

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TOYOTA TEAM BEDALE

Some of you may remember the tales of the exploits of Andy Anderson/Arthur Heaton in the twin cam Corola on the ANCC Road Rally Championship as written brilliantly in this magazine. Well, the wine must have got to Andy's brain, and he wanted to go stage rallying!

So, early 1997 was spent (like a lot of money) adding the bells and whistles needed for staging, and the St Wilfreds Road Rally used for a shakedown. We hadn't lost our touch - 8th overall did nicely thank you.

Autumn Stages 19/10/97 - Our first "proper" rally, on the short, twisting stages at Three Sisters Kart Track, which we both know from our sprinting days. After 12 stages we finished a very respectable 26th overall, 10th in class, with few incidents to report. Passing Sierra Cosworths in bends and catching the car in front twice being highlights and boiling the screenwasher fluid being the only problem!

Robin Hood Stages 8/3/98 - This is our first gravel rally and boy is Andy nervous. I hope he's taken his car sickness pills (yes he is the driver!). Problems start with scrutineering - we have to buy a new fire extinguisher, and then the road book proves difficult to plot onto the large scale map - it helps when you know where tulips start. Thanks to Olly Clarks navigator for a quick borrow of his marked maps.

Andy's nerves weren't improved when we arrived at Stage 1 to find it stopped while the ambulance retrieved and injured crew but we made it through and carried on. Stage 2 Watchwood - No problem. Stage 3 Biddow - Find big hole on apex of bend and bog down in loose gravel at hairpin - then Clipstone - better known - 5, 4, 3, 2, 1 Go - Flat in 5th for a mile - Andy's enjoying this - and to service to cure worrying vibration from front of car - clean muck out from inside of rims! Onto the delights of Thieves Wood, Harlow and Biddow again - Hit same hole again (yes I had marked it!) Clipstone, Birklands, Clipstone and finish. 45th overall - but we made it. Only damage was a leaking strut and a cut in the floor (navigators side of course!). Not bad for a standard car.

Viking Tour 12/7/98 - Only a year late, we do a superb event, with the luxury of a chase car for the first time. The team planned pre-event with the help of information on stages from the internet - good idea organisers.

Set off on knobblys for the first four stages. A muddy tarmac Dalton - only 2 spins. Beacon Farm brilliant and 2 runs at Gunby, sideways all the way round.

Change to intermediates at service for 2 runs at Elvington, a chance to get some time back on tarmac I know far too well. Then the problems: Meet the chase crew for change to knobblys, get halfway through who's got the wheel nuts of the gravel rims? A service barge 20 miles away.

So SS7 Escrick Forest on inters. Never been sideways for so long in my life!

Back to service, get organised and a trouble free run around Beacon, Elvington, Escrick again.

Even more service cured mysterious water problems, blocked header tank caused top and bottom hose to collapse and then Gunby and British Aerospace Sixillings - 2 more and finish for the best pint of Tetleys I've had in a long time.

Thanks to John, Mark, Lee, Stuart and Kevin for servicing - and Andy for staying out of the scenery.

Arthur Heaton

FOREST STAGES RALLY

I have just finished watching the recording of the report on the Trackrod Stages Rally on Sky Sports Motorworld programme. I can't begin to tell you how proud I felt of all that you and your team have done with and for the club when I saw that good old red Trackrod symbol splashed across the screen.

A tremendous achievement for you all. Very well done. Please pass my heartfelt congratulations on to all concerned. It looked like a very fast event, the stages were smooth and amazingly dry. I don't remember dust being a problem in Langdale in my day!

Keep up the good work. Maybe we ought to consider forming a Trackrod Motor Club (Southern) Ltd.

Hope to come up and see you all again in the not very distant future. Meanwhile, I presume you are now designing a digital banner, for next year's TV coverage,

Best regards

Steve Lloyd

NOT AS MAP CORNER

The Sequel

As many of you are aware, I have volunteered to be Chief Marshall of Trackrod Motor Club it being apparent that many of you are either apathetic or completely unaware of the need for bodies (live preferably) on rally stages.

Trackrod has a superb reputation within motorsport - but how many times do we hear of any of the club's five radios being used on an event? If we do not get off our backsides and help run events, unfortunately we will have the prospect of events being cancelled due to lack of marshalls. (Already many local hillclimbs and sprints run with near minimum cover!). So here are a few up and coming events which need your support.

Sunday 8th November - MEM Dalby Gravel Sprint
(See the gravel debut of Arthur)

Saturday 7th/8th November - Cossack Road Rally

21st/24th November - Network Q Rally
We are going to Radnor Stage on Monday 23rd and Rhondda on Tuesday.

Saturday 28th November - Signagrophic Stages - Aintree

Sat 28th-Sun 29th November - Beaver Road Rally - North Humberside

Saturday 5th December - Grizedale Stages

Sat 5th-Sun 6th December - Cadwell Park Stages

Sun 27th December - Christmas Stages - Catterick Ranges

For Information Contact:-

Arthur Heaton on 01937 588287 - or at Club Nights.

PHILLIPS TOUR OF MULL

After a full year of events when Craig asked if I was interested in doing the Tour of Mull Rally I jumped at the chance. The last time I visited the island was with my parents some xxx years ago and having spoken to loads of people about the rally I knew I was in for a great time.

We decided that as it was our first time to the island we would travel up on Sunday 4th and race for the week before the rally, unfortunately the journey up took longer than anticipated and we missed our ferry across by some 30 minutes.

Monday morning arrived and across on the ferry we went. We had managed to book accommodation at a place called Salen and headed north along the main A849 towards Tobelmore. The road was twisty but nothing we don't have around Yorkshire and after 11 miles we arrived at Salen. The initial accommodation proved to be disappointing though we quickly managed to address the problem by moving into a static caravan also at Salen.

We deposited the rally car at Ronnie Kennedy's garage before setting off with pace notes pre-purchased from the organisers ready to tackle stage 1 called Glen Aros/Hill Road a stage some 15 miles long. It was as we left the village of Salen that the wide tarmac band commonly referred to as a road turned into a narrow goat track. I quickly checked the OS map which confirmed this was still the A849 to Tobelmore and began to wonder what was in store, if this was the main road on the island, what are the stages like?

It wasn't long before I found out, stage 1 was a goat track up to a village called Dervaig where the stage turned left and headed down the Hill Road section where most bends were 90's and every crest a steep drop! The organisers pace notes were so comprehensive that they confused and we decided to make our own based upon physical features we could see at the roadside, mainly plastic black and white posts, I now have recurring nightmares of black and white posts! We stopped for a meal at Tobelmore late Monday night before setting off into the night to race some more. It was gone 6.00am before we got back to the caravan having traveled through the night around as many stages as possible making notes. Tuesday we did the same and again on Wednesday and by the time Thursday had arrived we had covered about 900 miles. I would find it difficult to describe the stages to

those who have not been to the rally, only to say that Armco features heavily in places where the cliff edges meet the sea and crests with huge drops into hairpin bends are common place. In fact on one stage named MishNish Lochs there are 19 hairpins and none are level going in or coming out!

Service crew arrived Thursday so we decided to have a break from the notes, and I made it no secret by this time that I was questioning my sanity as to whether or not to take part. All that was needed was a rest and some reassurance from Barry, Becky Nigel and Andrew who had also arrived on the island by this time.

Friday arrived and with a repaired starter motor brought by the service crew the car started and we drove to Tobellmory for noise and Scruilineering. No problems there, and we headed for a cup of coffee before leaving the car at Glengorm Castle with Barry, Becky Nigel and Andrew, what a place to stay, the views from the castle are spectacular.

Friday night arrived and it has to be said I felt like I was about to do a parachute jump and I'm scared of heights!! Mother nature did her best all week but gave up Friday when the heavens opened and rain like I have never seen before passed-by horizontally across the goat track stage. As we set off on stage 1 I blocked out any thoughts of steep cliff edges, in the dark, being unable to see the drop made it easier to imagine flat ploughed fields and reading pace notes. I soon became engrossed in the pages and not what was outside passing by. As we came into Service 1 having completed three stages, Glen Aros/Hill Road, Gribun, and Loch Scridain I had a huge smile on my face, this was real rallying and I was enjoying every minute. The car never missed a beat on any of the stages and apart from refueling the car was ready for the next part. An over zealous cameraman meant that for part of stage 1 at Dervaig, the flashlight blinded Craig but he managed to keep going.

The service was a long one and we started away again at about 11.30pm towards stage 4 the MishNish Loch hairpin stage. Craig enjoyed this one as it was less twisty, every bend was either a hairpin or a 90, and it also meant that it was easier for me too, being able to keep a track of where in the notes we were. A major problem on the event as most stages looked alike between the hairpins.

On then to Stage 5 Calgary bay, a track around the edge of the coastline with many references to Armco in the notes!

As we arrived at the stage time arrival control an ambulance entered the stage someone had gone off badly, fortunately it later turned out to be precautionary.

A long delay ensued and we sat in the time control for 90 minutes Craig going to sleep and mother nature the whole time pushing rain across rather than downwards. My heart went out to all the marshalls on the stages remaining as the delay meant they too would have to stand out in the bad weather for a longer time than anticipated.

The stage was cleared and off we went taking the stage very easily before arriving at Stage 6. Lock Tuath, a very twisty section downhill running along the side of the coast with sections of hairpins, tight bends and crests. 10.6 miles later we were through and on our way to second service and the weather had still not improved. As we set off for Stage 7 all was well, car running beautifully and by now I was more relaxed and getting to grips with the task in hand. This was shattered as we arrived at the next time control area a little early we switched off so as to keep the engine temp cool, however, when Craig went to start again, the starter motor just clicked once then nothing, a sound we have both heard before. Craig was quickly out of the car and accosted Andrew Apperley and Steve Darvell who fortunately were sat behind us, to push start the car, which fired into life after about 100 yards or so, thanks lads, and away we went into the stage not daring to stop. Back out along Gribun rocks in the opposite direction to Stage 2 knocking some 20 seconds off our previous time across the stage before returning to Salen at 4.27am and handing in our time cards for the night.

The service crew began to remove the motor and rebuild the unit but things did not all go as easily as planned and they eventually got to bed about 8.00am only to be awakened at 11.00am ready for Saturday afternoons stages. Having completed 70 stage miles on Friday night, Saturday afternoon consisted of 3 stages, Lagganulva/Ensay, Calgary Bay, and Mish Nish Lochs some 20.36 stage miles completed twice. The starter motor had once again failed as we went into stage 12 (and yes Andrew I did get out and push) but even with the kind assistance of fellow competitors the car would not fire up. We pushed the car into the edge so as to allow the cars behind room to get past and as we did Craig tried it again and she fired up like a little beauty. Off we went again, except I was so out of breath that it was quiet in the car as we approached the stage start, all you could hear was heavy breathing!

The weather dried and we eventually went onto cut slicks setting 12th fastest time on the second MishNish Stage even though a Cosworth Sapphire held us up who apparently just did not want to move over. Craig had words with the driver explaining in clear terms the delay he had caused us, to which he replied "Sorry"

During the afternoons performance we managed to have two moments, one after a crest where the car nose-dived the tarmac hitting the sump and front edge so hard it broke the manifold clear off the engine and secondly having caught another escort Craig followed it over a crest, a local driver he must know the line, he landed straight we didn't and went for quite a distance at right angles to the track along the grass. Fortunately it was at a section that had grass at the side!!

Upon returning to Salen the service crew set about repairing the damage and attempting to repair the starter motor again which just refused to fire up. One hour before the restart time the car was ready and we had a quick cup of coffee before setting off to stage 15. This was stage 1 in reverse along Hill Road/Glen Aros some 14.59 stage miles and once again the weather turned nasty with heavy rain in shower bursts. No problems in the stage but we dared not switch the car off in fear of it not restarting. Stage 16 was again Gribun Rocks, we managed to beat our previous time by 17 seconds, onto Stage 17 Loch Scridain where we again bettered our previous time. Back to Service where we had to switch the car off but she started again without any complaints and off we headed for the longest stage in the rally some 22.47 miles long, Loch Tuath/Calgary Bay. Unfortunately as we arrived at the time control the recovery vehicle entered the stage and we had no option but to switch the car off before the engine cooked. Fingers crossed Craig fired the car into life and away we went arriving at the last stage Mish Nish Lochs just as the boys in blue were locking up a drunk driver.

Off we went into the dark on the hairpin-infested track arriving unscathed and tired but in 42nd place overall. A huge thanks to Ivan, Howard, Paul and Simon our service crew without whom we would not have finished. An excellent Rally very well organised and definitely the best tarmac event I have ever seen, it really gives a true meaning to "*seeing is believing*".

Congratulations to Callum Duffy the winner of the event in a MkII Escort showing that you don't need to have the newest car to win. Commiseration's to Andrew Apperley and Steve Darvell the other Trackrod Crew out on the event, the crank sensor went on his car bringing it to a halt. I am sure he too will endorse the comments about the event. Everyone on the island gets involved, the children stopping you wanting your autographs and people forcing tea and coffee upon you as you arrive at service stops.

An eventful 1998 for Craig and I finishing with a real finale, the Tour of Mull. Out of some 150 cars that started the event only 82 finished and from being seeded at 62 finishing 42nd Overall is a real achievement. I hope that others follow in the quest it is well worth the effort. Thanks to everyone for the support and encouragement.

Car 62 Craig Dykes/Steve Hugill

42nd Overall 7th in Class B1

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ANNOUNCEMENT

TRACKROD MOTOR CLUB Ltd.

Hereby give notice of an
Extraordinary General Meeting

To be held at
The Conservative Club, Gildersome
on Tuesday the 1st December
at 8:00 pm prompt

This meeting will be to formalise the accounts from 1996/97

This meeting will be followed by an open forum

DATE'S FOR THE DIARY

Trackrod Motor Club Navigational Scatter
17th. November 1998

Trackrod Motor Club Boxing Day Autotest
Saturday 26th. December 1998

Trackrod Motor Club Dinner Dance
30th. January 1999



Wheels

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

TAKEN FOR A RIDE

A**FTER** the suggestion in a recent *Wheels* that autotesting was perhaps the cheapest route into motorsport, a letter arrived saying there was an even more financially friendly way to get involved. The letter was unsigned but as the author appeared to have difficulty with joined up writing, it was probably from an Ecurie Cod Fillet committee member so it was perhaps not surprising that becoming a rally navigator was the method in mind.

Note the word navigator NOT co-driver, the latter suggests a second class citizen or reserve to be called on when the prima donna driver wants to rest or perm his hair. If you're a navigator you have a specific and honourable role of your own to play whether on old style plot-and-bash events or as car 'manager' on a modern major or as a regularity bolffin on many historic events.

So what qualifications do you need to be a navigator? None. Anyone can have a go although some will prove better at it than others; a sublime and probably idiotic faith in your driver's ability at the wheel is perhaps not unimportant. An ability to keep the car on the right road helps too of course which means attention to detail. Building a driver's confidence can also help but this isn't difficult because they are fairly simple souls. Perhaps more important is knowing when to *unbuild* their confidence and slow them down – your sense of self preservation will soon alert you to that moment when the driver's eyes

come out on stalks which you know heralds an off-road excursion; one reason why I always feel a prayer mat is such a comfort in a rally car.

Other equipment costs? Well, all you really need is a pencil or two, a map or two, a Romer (to plot references) and a magnifier, plus something to rest the maps on but not, please not, anything made of rigid material – written from the heart because I went off on a Monte and put my driver (who was navigating at the time) in hospital when a wooden map board hit him. Mind you, it wasn't all bad news because the wine in the French hospital, fed intravenously, was of a very good year.

The rewards? Less recognition in pocket or publicity than your hero driver although the job can lead to greater things, look at the background of the current Ferrari and Benetton team chiefs for instance. Above all, if you get into the sport via the passenger's seat you will be right at the heart of the action, often playing a pivotal part in any success, all at relatively low cost.

If you are very lucky you may get to sit next to a driver with real ability, someone with what Denis Jenkinson so aptly called 'tiger'. I was reminded of his description recently because searching through secondhand bookshops (early Barbara Cartland novels have become so hard to find) I bought a copy of 'Twistgrip', a motorcycling anthology published in 1969. I lost interest in motor cycling when I kept falling over on left hand corners (only spotting much later that

someone had nicked my sidecar) but when I saw the book was edited by L.J.K. Setright I knew it would be a good read. It is.

One of the articles is taken from Jenks' book 'The Racing Driver' and describes how he and Eric Oliver started a Swiss Grand Prix knowing that they had to make up enough time for the Norton team to give them a gallon top-up to get their combination through the race; a race in which no one else would be stopping. This meant they had to lift themselves way above anything they'd done in practice to levels which, on paper, looked impossible. And they did because they had the ability to say this event is *ours* and then make it so by superhuman ability. Tiger.

Sit alongside someone with that magical quality and it will kill much of your interest in stamp collecting.

Stuart Turner

COD FILLET QUIZ



1. Which two teams did Yardley sponsor in F1 Grand Prix racing?
2. For which F1 team did Bobby Rahal drive?
3. Who won the 57th and last Targa Florio?
4. In 1967 Abris ceased car production. What was the last model?

ANSWERS ON PAGE 14

MSA NEWS

Network Q Rally preview

The Network Q Rally of Great Britain is the country's biggest annual sporting event, with two million 'live' spectators and almost 11,000 volunteer officials.

The 1998 event, on 21-24 November, is the 54th since the rally was first held in 1932. The Network Q Rally is the final round of the 1998 FIA World Championship.

Among the stars challenging 1997 winner Colin McRae (Subaru) will be: Tommi Makinen and Richard Burns (Mitsubishi), Juha Kankkunen, Bruno Thiry and Armin Schwarz (Ford), Carlos Sainz, Didier Auriol, Marcus Gronholm and Thomas Rådström (Toyota), the SEAT World Rally Cars, plus British Championship contenders Martin Rowe and Tapio Laukkanen (Renault), Jarmo Kytölehto and Neil Warden (Vauxhall) and Mark Higgins (Nissan).

Timetable

Saturday 21 November: Network Q Rally Show at Cheltenham Racecourse (10.00-17.00).

Sunday 22 November: Rally starts from Cheltenham Racecourse (07.27), SS1 Cheltenham 1 (07.30), SS2 Cornbury (08.46), SS3 Silverstone 1 (10.17), SS4 Silverstone 2 (10.30), Service at Milton Keynes Bowl (11.15), SS5 V-Rally Millbrook 1 (12.09), SS6 V-Rally Millbrook 2 (12.22), SS7 Silverstone SuperSpecial (13.40), SS8 Silverstone 3 (14.10), SS9 Silverstone 4 (14.23), SS10 Towcester (14.46), Service at Loughborough (15.55), SS11 Donington 1 (16.39), SS12 Donington 2 (16.50), SS13 Cheltenham 2 (18.46), Service at Cheltenham (18.58), Overnight halt at Cheltenham Racecourse (19.51).

Monday 23 November: Re-start from Cheltenham (05.00), Service at Hereford (06.16), SS14 Radnor (07.24), Service at Builth Wells (08.36), SS15 Myherin 1 (09.50), SS16

Myherin 2 (10.48 miles) (17.35), Service at Builth Wells (18.55), Overnight halt at Cheltenham Racecourse (21.48).

Tuesday 24 November: Re-start from Cheltenham (05.00), Service at Treforest (06.25), SS22 St Gwynno (07.09), SS23 Tyle (07.36), SS24 Rhondda (08.12), Service at Resolven (09.18), SS25 Resolven (10.09), Service at Resolven (11.22), SS26 Rheola (11.57), SS27 Arguedd (13.12), SS28 Margam (13.31), Service at Stormy Down (14.18), Rally finishes at Cheltenham Racecourse (16.58).

Contact numbers

Ticket Hotline: 01327 857273

Rally Kit: 01327 857273

Latest news: 0891 331331

Detailed results: 0891 551155

Official website: www.nq-rally-gb.co.uk

Stability for British Rally Championship

The Mobil 1 British Rally Championship will retain its existing vehicle regulations for at least the next two years.

Until the end of the year 2000 at the earliest, therefore, the overall championship will be for vehicles complying with current FIA regulations for two-litre, two-wheel drive cars (both Group A and Kit Cars).

The Production Cup will continue for drivers of Group N cars, including four-wheel drive cars not eligible for the overall British Championship. World Rally Cars and all Group A cars with four-wheel drive and/or engines with forced induction will continue to be forbidden.

The two major capacity classes in the Mobil 1 British Rally Championship will be known as "Super 2000" and "Super 1600" cars.

The championship scoring system will be much simpler in 1999: all six events will count towards the final score; equal points will be awarded for every round; and there will be no more 'double-headers'.

Two major changes have been designed to enhance the role of the

British Rally Championship as a 'feeder series' for the FIA World Championship: every event will permit pre-event reconnaissance of the special stages, and all work on the rally cars will be carried out in timed service parks or zones.

The 1999 calendar is confirmed as: Vauxhall Rally of Wales on March 13-14, Pirelli International Rally on April 24-25, RSAC Scottish Rally on June 11-12, SEAT Jim Clark Memorial Rally on July 2-3-4, Stena Line Ulster Rally on July 30-31, Sony Manx International Rally on September 9-10-11.

The MSA still hopes to add at least one more event to the Mobil 1 British Championship in 2000.

Safer historic rally cars

From 1 January 1999, historic cars on UK special stage rallies must comply with modern safety requirements.

This change has been ratified by the Motor Sports Council, with support from the Historic, Safety and Rallies committees and the Historic Rally Advisory Panel.

Colin Hilton, MSA Director of Sporting & Technical Services, explained: "At present, there are significant differences between safety requirements for modern and historic stage rally cars, although both use the same stages and are therefore exposed to the same risks."

Summary of new requirements:

- Full rollover protection, with a modern 'cage' of at least four legs.
 - Full-harness seatbelts with four mounting points.
 - Head restraints on both front seats.
 - A large plumbed-in fire extinguisher for the engine, plus a medium-size hand-held extinguisher for crew use.
 - An electrical cut-off switch.
 - Front and rear towing eyes must be fitted and an emergency warning triangle must be carried.
- From 1 January 2000, period modifications on historic rally cars will only be allowed when it can be shown that they were used in rallying on the make and model of car concerned (ie, race car improvements will not be allowed for rallies).

AUTOSPORT INTERNATIONAL 1999

- Autosport International takes place at the National Exhibition Centre in Birmingham from 7th-10th January 1999 from 9am to 6pm daily (7th January - not open to public - trade and press day only).
- Widely regarded as "The World's No. 1 Racing Car Show", it caters for all levels of motorsport from F1, Touring Cars and Rallying to Karting, Short Circuit, Rallycross and Club Racing.
- A central feature of the Show is the British American Racing Live Action Arena, a spectacular show filled with live racing action and the Formula 1 Team Launch.
- Other themed areas include Autosport Magazine Stage, Central Industry Area, Formula 1 Pillane Feature, Silverstone Driving Centre Karting Area, Cars & Car Conversions Area, Constructors' Pavillion, Champion Engine Pavillion and Club Motorsport.
- New for Autosport International 1999 is the Motoring News Short Circuit & Rallycross Show covering all aspects of autograss, rallycross and oval racing.
- Autosport International incorporates Autosport Engineering, a two day trade show (7th-8th January 1999) which is a business forum for the specialist motorsport industry's manufacturers, suppliers, specifiers and buyers. Only visitors with valid motorsport credentials or a current RACMSA competition licence will be permitted. (For Trade Registration call 01926 889 500.)
- Advance Booking Combined Autosport International and BAR Live Action Tickets - Adults: £18.00, Concessions: £9.00. (Standard prices - Autosport International Adults: £12.00, Concessions: £9.00, BAR Live Action Arena: £9.00).
- Ticket Hotline Number: 0121 767 4747 (Payments will be verified before tickets are issued).

AUTOSCENE

AUTOSPORT REVIEWS FROM **CLASSIC**

ON THE CARDS

The Motor Racing Safety Fund, a registered charity geared to helping keep the sport safe, has produced a black and white Christmas card featuring Stirling Moss in a Cooper 500 at Goodwood in 1953.

The cards are available from the MRSF, PO Box 239, West Malling, Kent ME19 4BL and cost £3 for 10, £5 for 20 including postage.

THE LOTUS STORY

William Taylor, published by Coterie Press, £39.95 plus p&p. The genius behind Colin Chapman's legendary Lotus cars is presented for the first time in its entirety in this imposing volume.

Driven by his passion for the cars, professional photographer and Lotus owner William Taylor set himself the task of chronicling every model, from the Spartan Austin Seven-derived Mk 1, to the 1997 Type 115 Elise-based GT1 racer.

The stories - told warts and all (not all Lotuses earned rave reviews from the likes of Jim Clark) - provide entertaining insights into the cars and the characters behind them. For the technically-minded there are some excellent reference sections.

The book is peppered with archive material and beautifully laid out. It's enough to make you forgive the inconsistent captioning and many spelling errors, which will be addressed in a reprint.

TECHNOLOGY OF THE FORMULA 1 CAR

Nigel Macknight, published by Hazleton Ltd, £12.99

'Technology of the F1 car' is a clear guide to all elements of a modern Grand Prix car. It is sufficiently straightforward to read and enjoy with a minimal amount of technical knowledge - no mean feat given the inordinate complexity of the subject matter.

After a logical introduction entitled 'defining the concept', the book is split into six chapters which follow the build and development programme of a 1998 Formula 1 car.

The book is fully illustrated, as when describing minute gadgetry, pictures are worth a thousand words. The writing style is easily accessible though and it doesn't read like a workshop manual at all.

None of this is guaranteed to turn you into Adrian Newey overnight, but at least you'll understand what he's on about.

THE LEA-FRANCIS STORY

ISBN 1 901295 01, Barry Price, Veloce Publishing, £29.95

Although essentially a reprint of a book first published by Batsford in 1978, Veloce Publishing has done a fine job of repackaging this excellent work on the Coventry marque. There is a wealth of extra pictures, particularly from the vintage years and of Hyper competition cars. The book is split into three eras: RH Lea's cycle and motorcycle business (1895-1922); the quality models designed by van Eugen (1923-35); and the post-war struggles for survival including the work of Hugh Rose (1936-62).

Author Barrie Price's Studley-based company continues to keep the marque alive.

SCALE RACERS, Published by Haynes, £17.99

Fans of Scalextric can now get their hands on the 4th edition of *Scalextric Cars and equipment, past and present* by Roger Gillham. The book pictures and lists cars, track and accessories, from the tinplate models onward and covers output from the French and Spanish factories.

Pictures are in black and white and colour, but photo reproduction is often grainy.

Shocking news ...

WE'VE had a long enquiry about gas shocks and it would take several features to answer all the questions. In brief, a gas shock absorber does not pass gas through the damping valves.

These operate in the normal way hydraulic dampers do, by passing an oil through a fixed orifice (a hole to you and I).

The gas allows the damper to be designed so that the damping fluid can be in contact with the outside of the tube, rather than in a second tube inside the first, which gives more fluid reserve for a given diameter and also allows for better cooling.

The design is tied up with the fact that, as a damper compresses, the rod moving into the chamber below will displace fluid. In the case of a gas damper, though, it will move the bottom sealed section downwards, against gas pressure.

... a buzz on the downshift

What are the advantages of running higher valve spring pressures? Well, there aren't any. What you need is the lowest spring pressure you can get away with: in other words, that which will control the valve at your highest rpm without float or bounce. Mini Miglia racers, so I have heard, are currently looking for increasingly soft springs in order to bring down the parasitic losses and gain a fraction more power.

The real danger here, though, is an over-rev situation. It's all very well saying that you never rev above 8000 rpm, but what about a buzz on the downshift, mechanically over-revving the engine? Is that fractional gain in bhp worth an engine rebuild? I suppose it depends on how bad you want to win, or how much money you have!

QUIZ ANSWERS

1. BRM 1970-71, McLaren 1972-73.
2. Walter Wolf Racing 1978 (2 starts ... 1 finish).
3. Gijb van Lennep, Herbert Muller, Porsche 911 Carrera.
4. Alvis TF 21.

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Abstract

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[illegible]

Figure 1 consists of 12 subplots arranged in a single row, each showing the probability distribution $P(x)$ for a different value of the parameter α . The subplots are labeled $\alpha = 0.0, 0.1, 0.2, 0.3, 0.4, 0.5, 0.6, 0.7, 0.8, 0.9, 1.0, 1.1$. The x-axis for all plots is x , ranging from 0 to 1. The y-axis is $P(x)$, ranging from 0 to 1. For $\alpha = 0.0$, the distribution is a single peak at $x=0$. As α increases, the peak at $x=0$ decreases and a new peak at $x=1$ emerges and grows. By $\alpha = 1.1$, the distribution is bimodal with a larger peak at $x=1$ and a smaller peak at $x=0$.

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MULL AGAIN

Guest Finnish Reporter Mika Hunt delivers the first in a series of club rally reports, now focuses on the Trackrod Team efforts on the Tour of Mull 1998.

The 1998 Tour of Mull - or How Team Trackrod Snatched DEFEAT From the JAWS of VICTORY!

At screwlineing the team was found to only consist of two cars ;

1. Craig Dykes and Steve Huggill in the 2.5 Hart Powered Mk11 Escort

2. Andrew Apperley and Steve Darvell Ford Cosworth 4*4

Problem one was that each team needed to consist of at least 3 cars! The solution was to have a guest crew in team after lengthy interviews Neil MacKinnon and Mike Stave were signed up in their Subaru Impreza. (Not sure the interviewees were actually present! - Ed)

This was an excellent and educated choice as Neil has won this event for the last 5 years! So the stage was set for an "odds on" Trackrod Team Victory as the cars left Tobermory on Friday Night . For a while all went to plan.....

Craig and Steve were the first victims of the 98 mull jinx, whilst the new Trackrod Team Star MacKinnon set off at a stunning pace leading the event by over 30 secs at first service; Andrew and Craig Swapped times in the top 50. Following a delay after service Mr Dykes' was left stranded at the arrival of Loch Scridain. The starter motor could not manage to turn against the huge compression of the freshly built Hart 420R unit. Craig and Steve Running at car 62 were not best pleased! Welcome additions to the scene was the crew of car 64, Andrew and Steve, who within a couple of minutes were coaxed out of the warmth of their cosworth in order to manually propel the broken Hart into the start control! After much grunting and straining the Escort exploded back into life just in time to start the stage!

The team was intact and all went well as the pace continued to quicken for the rest of the night stages. Saturday came and so did the sun! From the initial 150 starters only 115 survived the night! Neil still lead by over a minute from local postman Calum Duffy. By Saturday evening as darkness fell the trackrod team were confident of not only an overall win but also the

prestigious team award.

The restart at 9pm took place from the Salen Hotel with words of encouragement to the team coming from Trackrod chairman Rod Parkin, even as the heavens opened causing the legendary mull rain to spill out, things still looked rosie. At this point Neil and Craig both opted for very soft wet tyres from their well stocked vans, the amount of tyres these vehicles contained could have kept a medium sized company fleet in rubber for years! Andrew and Steve seemed to have been competing on a less lavish tyre budget, they opted to stay on cut slicks - the same 4 they had started the rally on! When questioned about his tyre choice by captain Parkin, Apperley was overheard to explain that they had only brought 8 tyres onto the island and 4 of them still had labels on - this was handy as they were on sale or return!

Miraculously, especially in the case of Andrew and Steve, all the crews pressed on into the night. The finish ramp was almost in sight when disaster struck! Trackrods No1 Crew and current Rally leader by over 2 minutes Neil MacKinnon and Mike Stave in their Kenny McKinstry prepared Impreza had alternator failure on SS16, the same stage, but in reverse, that Craig's starter motor had failed the previous night! As Neil pulled over to let Calum Duffy pass and on to victory, the impreza fell into a deep ditch. Apperley and Dykes were given the tragic news on their arrival to the jinxed stage, it was now the intention to drive for a finish with both remaining crews on target inside the top 50!

Well there is a rule about things happening in 3s and here things became spooky! On the very same stage within 100 yards of the other two electrical incidents a third was about to strike. After a faultless run with no warning the cosworth engine management system shutdown and that was the end of the rally for Apperley and Darvell, the fault was later traced to a magnetic position sensor. Craig and Steve did go on to finish the rally in a respectable 42nd O/A having used a large proportion of his £2500 tyre stock!

Obviously the stage times improved by the hour, and the heroics were embellished as the post rally festivities continued on into the early hours of Monday morning before the long trek back to Yorkshire.

Better luck next year team!

Mika Hunt

RETROSPECTIVE

Date's for 1999

October 1978

On the cover: Pentti Arkkala's DTV Chevette on the 1978 Mintex Rally.

John Richardson reported from the Chair that an Events Sub-Committee had been established to co-ordinate the club's involvement in co-promoted events (this type of event is now soon to enjoy a re-surgence under the title of "Club Sport" for up to 3 clubs, following a lengthy period of non-existence due to insurance cover and responsibility related issues). Also within the sub-committee's remit is to seek out event organisers - particularly for those that are "closed to club" (club members only!).

The Crest Stages had been won by John Laley with Dick Rowland 2nd. Alan Powell finished 18th, Richard Jackson 13th and Pete Swales 11th.

Still in 3rd place in the Shell League despite only having a single entry in the Round 8 hillclimb (Tony Marshall, Lotus Elan, and a class winner) however we were now 570 points behind leaders Ikley.

Winter film shows were announced with plenty of period films in the programme - sadly this is a feature of the social calendar that is no more - remember the neatly arranged seating, darkened room - the quiet audience - not to mention film breakages and technical interruptions! These events have now been replaced by the video night - nothing more than a TV in a corner showing (probably) the same period footage with only a handful of viewers in an undarkened room interrupted only by the more often trip to the bar and idel chit-chat!

- Such is progress.

Trackrod-----Ends

Richard Ineson

Mintex

27/2	Winter Rally
10/3	Granite City
8/4	Manx Rally
5/5	Keridge
17/6	Enterprise Printing
21/8	Silverstone Rally Sprint
25/9	Trackrod Forest Stages
23/10	Bulldog

B.T.R.D.A.

6/2	Wyedean
6/3	Malcolm Wilson
27/3	N.Humberside
17/4	Somerset
1/5	Plains
29/5	Red Dragon
19/6	Dukeries
24/7	Quinton
4-5/9	Woodpecker
2/10	Cambrian

B.R.C.

13-14/3	Vauxhall
24-25/4	Pirelli
11-12/6	Scottish
2-4/7	Jim Clark
30-31/7	Ulster
9-11/8	Manx

W.R.C.

16-20/1	Monte Carlo
10-14/2	Swedish
24-28/2	Safari
20-24/3	Portugal
17-21/4	Catalunya
9-12/5	Corsica
22-26/5	Argentina
5-9/6	Acropolis
14-18/7	New Zealand
19-22/8	Finland
15-19/9	China
2-6/10	Sanremo
3-7/11	Australia
19-23/11	Net.Q RAC

MAD VIDEO STAGES

Sunday 6th September 1998

Firstly apologies for the cent lack of magazine articles but we have been incredibly busy over the last few months with customers cars, having built a Gp A Cosworth and a Gp N Impreza WRX RA in the last 4 months alone, as well as maintaining existing customers cars, anyway enough excuses and on with the good stuff!

I was looking forward to my next event, not unusual, as I was in for a change of vehicle and driver, the driver had only done two rallies in the last eight years, and on the last rally he managed to write off the car, many of you will remember the incident which happened at Melbourne on the Lookout Rally. The car on the other hand has only just been built and in its gleaming red coat looks grate, of course I'm talking about a Subaru Impreza WRX RA, that's a mouth full. Tony and I had decided to tackle the mega quick tarmac of Elvington on Saturday 5th September however upon hearing that the rally scheduled for Saturday at Elvington had been cancelled due to lack of entries we decided to go further south to Swindon for the MAD VIDEO STAGES. Early on Sunday morning a heavy blanket of fog surrounded Swindon airfield and this left the organisers no alternative but to delay the start of stage one by 30 minutes, due to our late entry our start number was 97, this did have its advantages, we managed to have a good clear run through the first stage with no slower cars and considerably less fog, the result for SS1 was third fastest only 6 seconds off the pace. SS2 saw us on another charge and we were rewarded with fifth fastest time, tyre choice was critical on the damp tarmac and loose sections so Nick was left in charge. SS3 and 3.5 miles into the stage Tony noticed that the car had picked up a puncture, we had opted not to carry a spare and so were forced to continue to the finish, this incident had dropped us 3½ minutes, which on a single venue rally is a life time. Into service and John Neale and Nick had some work to do checking the O/S/F for any damage, the car was pronounced OK so we set off into the next stages. Once you have been around the stages a couple of times there is no need for a navigator which meant I could sit back and enjoy the ride, the Subaru is a fantastic car having a good balance of speed and handling. The only other little incident was on SS10 when Tony decided to show me how he rolled the last car but this time not going

all the way (lucky for us!!) and on SS11 the intercooler to turbo pipe splitting leaving us about 50bhp down even with all the niggling problems (especially the 3½ minutes) we managed to finish the rally in a respectable 15th place overall and second in class. Many thanks to all those who helped us out especially Nick Dixon, John Neale and thanks again to Tony for an entertaining event.

Tony Conway/Jim Dixon - Car 97

RETROSPECTIVE

November 1978

Steve Wood and R Spenceley moved into the lead of the ANCC Rally Driver/Navigator Trophy standings.

Everybody looking forward (those were the days!) to the RAC Rally. Our stage was to be Balthay - for a change the time was more civilised - arrive 14.30, first car 16.40, home by 21.30?? - no chance - Nigel Drayton was Stage Commander.

Alwoodley MC's Pennine Rally was reported by Nick Leuchars (where is he these days?) having read the maps for John Palmer. Apparently it was a very hectic night with a high rate of attrition. Alan Powell rolled his Escort on the approach to Caydale ford where Martin Kemp/Steve Mills drowned out, earlier they had collected two punctures and suffered an electrical fire - definitely a night to forget!

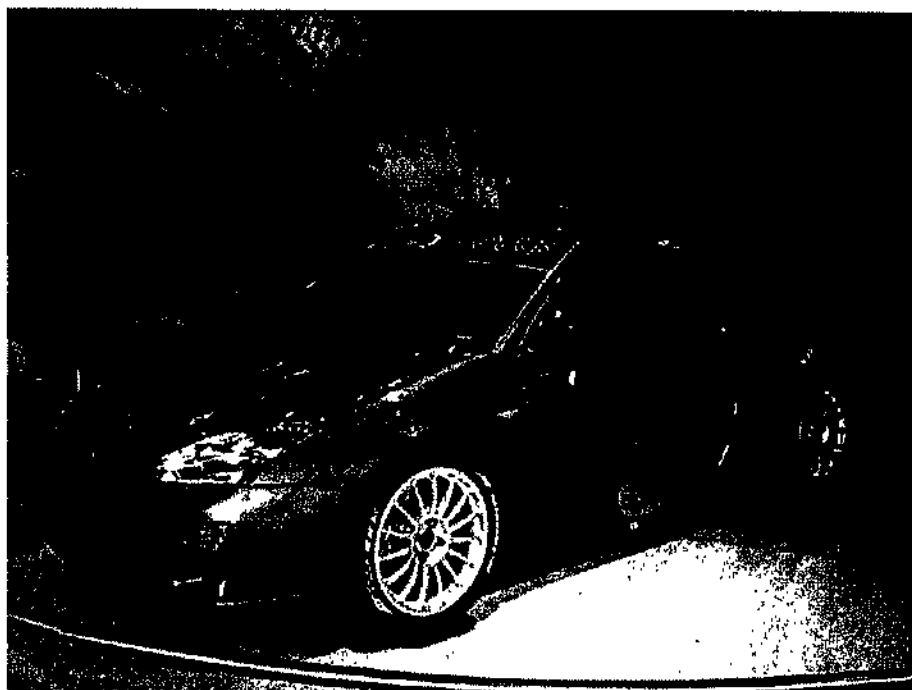
Ken Murray had John Millington on the maps in the BMW but got caught out on the Gouthwaite reservoir road and the ensuing accident of some size put them out of the event on the spot. The story goes that the same kind caught out Ron Beecroft/Millington on a previous event that resulted in a marginally less serious "off" but nevertheless underlined the fact that local knowledge is not always an advantage! Other crews taking part included: H Thompson/Bob Chapman; David Marshall/Charlie Palmer; Steve Wood R Spenceley; John Haygarth/John Coppin; Clive Sissons/Kevin Savage; Geoff Birkett/Dave Orrick and Alan Powell/Unknown soldier!

Trackrod-----Ends

Richard Ineson



Tony Conway / Jim Dixon - In action on the Mad Video Stages



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Event Date _____

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Service Crew []
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Competitors tick [✓] appropriate boxes
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Event Type :
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Hillclimb []
PCT []
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Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []
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ANCC round []
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**ALL claims to be made within 3
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HOLDALL	N/A	BLACK		N/A	£14.50	
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1998 MOTORSPORT CALENDAR

November:

1st	F1 Suzuka	Japan
5/8	WRC Rally	Australia
8th	Dalby Forest Sprint	Yorkshire
17th	TMC Navigational Scatter	
21/23	RAC Rally	Cheltenham
28th	Signagraphic stages	Aintree

December:

5th	Grizedale Stages	Lakes
5/6	Southbank Stages	Cadwell
6th	Flookborough Stages	
12th	Mintex Dinner Dance	
26th	TMC Boing Day Autotest	
27th	Christmas Stages	

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