



TRACKROD

MOTOR CLUB Ltd.



**DECEMBER 1998
MAGAZINE**

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

CHAIRMAN'S CHAT

Two great events to reflect on this month - the Gravel Sprint in Dalby and the Network Q event (with Coys Historic Incorporated).

Congratulations to Melton Motor Club for pioneering a superb sprint using a loop around the woodyard in Dalby. The Quarry provided a suitable service area although with the recent rain it was a bit muddy!! Everyone seemed to enjoy the opportunity to get together and compare times and apart from some delays due to the perhaps over zealous use of the red flags a good time was had by all.

Another sprint is being planned for next year and with the benefit of the recent event I am sure it will be very popular.

As for the Network Q - well what can I say - the number of spectators once again exceeded expectations and for whatever reasons there seemed to be queues everywhere. I'm glad that I saw most of it on TV!! The Historic event ran without problems although I am sure there will be continuing controversy about the oil allegedly dumped by an Imp. What we all should remember is that it is a Rally and that changes in surface are to be expected. The very idea that we should use flags appalls me, and whilst we should take care not to place hidden obstructions part of the skill is to drive to the conditions and if you choose to take the car to (and beyond) its limits there are no guarantees.

What a super victory for Richard - and what a different guy he now is to the one who won our Forest event in 1991. Having so many Brits up there in the top ten is great and at least with pace notes and recce sessions they can't say it's "local knowledge".

Better close now - remember the Christmas Party on December 22nd at the Square and Compass, the Annual Dinner Dance on January 30th and the Yorkshire Dinner on February 27th - oh yes - Happy Christmas!!

Rod Parkin

AUTOSPORTS SHOW 1999

After the successful visit to last years Autosports Show I find it extremely disappointing that the total response to the article (Ref. Nov Mag) has been a phone call from one club member.

It is with regret that members will have to make there own arrangements if they wish to visit the show.

Certain members of the club find it extremely easy to criticise the lack of activities, therefore it is regrettable that members cannot support events when organisers go to a lot of trouble to ensure that these events run efficiently.

This is an observation that applies to all Trackrod events. The bottom line being, it's your club and unless you support it, organised events could soon become a thing of the past!

Russell Holdsworth

FOR SALE

Range Rover 1974

Many hours spent on maintaining the vehicle including:

Fully rebuilt 3.5ltr ish engine!
Competition Stainless Steel exhaust
Double rear shock absorbers (Bilsteins)
Double front springs with Koni shocks
Vogue interior, with Vogue alloy wheels,
New Bridgeston tyres
Twin batteries, 'wired' for rallying,
Bull bar and spots,
Good top & bottom tailgates,
Ideal for towing, rallying,
210K miles! and going strong.
Needs painting hence £1200 o.n.o.

Used for many years in Yorkshire, ideal for the motorsport enthusiast,
newer R.R. forces sale.

Peter Stanhope
01259 760611H

0378 413283M

TOUR OF MULL '98

Well it seems a long time since the rally, it is over a month now! With work commitments and house 'rebuilding' no time has been free to write a short article about the rally. So now that I have a little free time on this flight home from Madrid here we go.

The Tour of Mull rally is becoming a bit of a tradition again from the 'English' team. In the past there used to be a large number of Trackrod members attending, but in past years this had reduced, but now we are on an up! This year we had two cottages booked, a caravan, so our team included 13 adults, 2 children and our dog, a busy place. Plus there were others in part of a castle and many others spread about the island. Most people arrived Wednesday/Thursday so some time was spent enjoying the island. For those that have never been to the island it is very beautiful, as long as it is not raining - which it often does and this year was no exception. The roads are ideal Road Rally standard, most being single track with passing places, there is one bit of 'dual carriageway' where the road splits for 50 yards to go over the new and old bridges! This year the new road into Tobermory had been opened, magic but also a shame that some of the islands character had been lost.

The locals enjoy the event, with kids asking for stickers, information etc. All over the island the accommodation is booked up well in advance, usually one year in advance. There are plenty of pubs where many social events are held, i.e. singing with Jimmy and Angus, local bands etc. This year I had been working with Vodafone to install a new GSM mobile phone cell in Tobermory - and on the Thursday afternoon we succeeded, much to the pleasure of the organisers. This provided us blanket coverage in the village, improving speed of messages to the organisers and others. This cell is now permanent, and we hope for another opposite Salen for next year.

To the rally. The format is Friday night, Saturday afternoon and Saturday night stages, all on closed roads. Marshals have to be in location a sensible time in advance, but you have to watch for where the roads are closed otherwise it can be a long drive round. Most of the team were involved in running a stage finish on the Saturday

afternoon/night, there were approx. 15 of them to do this.

My job again this year was road opening/clock collection with Tim Sutherland. A busy time driving round all the event at the back end of the rally. We did not lose a single clock, miss a car, and finished the rally 17 minutes behind the last car, not bad in a TdI Range Rover!

Fire works had been arranged by the organisers in Tobermory after prize presentation which proved to be very good, Erin and Ewan enjoyed it a lot, even though they were a little cold. It was then back to the cottages where a very sociable 'cook in' was had, with plenty of drinking. Rod was back with some Garlic in the food!!!

The same accommodation has been booked for next year, and is already full with all deposits paid! And others have booked extra rooms in the Castle as well, which has excellent sea views. The cost is approx. £300 for the week (approx. £76 each), plus food, electricity, booze etc. If interested in the event BOOK NOW NOT TO BE DISAPPOINTED, anybody interested please call me on 01269 760811H or 0378 413283M to check what space may be available.

Until next year - which is the 15/16/17 October 1999, the 30th Tour of Mull!

Peter Stanhope

MARSHALING

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.

SEC'S BIT

Hi folks. I know it has been a couple of months since I last put pen to paper, but here goes.

I feel that it has been a hectic year for Trackrod Motor Club and for you it's members. There have been many events you have all competed on, which many of them were included in the Championships we created for this year which I think have gone very well. We seem to have found a common interest with other local Motor Clubs with running Navigational Scatters. This look set to continue next year with a small championship of approximately 6 rounds, final details are still to be ironed out. Hopefully along with the Rally Championships we should be looking at an other good season next year an on in to the next Millennium.

As it is getting towards the end of the year we all will be looking forward to the Christmas and New Year period with events still to come. First of all the Christmas Party at the Square and Compass on Tuesday 22nd December 1998 at 9pm. That is followed by the Boxing Day Autotest at Temple Newsam, 26th December just the thing to blow away those cobwebs into the new year and to celebrate this award winners for 1998 there is our Annual Dinner Dance once again at the Castle Grove, Headingley, Leeds.

Here are just a few snippets out of the recent MSA Club Bulletin:

The Mobil 1 British Rally Championship will retain its existing regulations till at least the end of 2000. With the scoring system being similar next year, but there will not be any more "double-headers". The MSA have made two major changes designed to enhance the role of the Mobil 1 British Rally Championship as a "feeder series" for the FIA World Rally Championship. These are that every event will now 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 MSA also hope to add at least one more event to the Championship in 2000.

Rollage Door Bars

Scrutineers are being asked to check door bars used in a cross pattern, to ensure that these are not constructed from 4 tubes welded at the centre. As this type of construction is more likely to fail in the event of an side impact.

Historic Rally cars to be made safer.

From 1 January 1999, historic cars taking part in UK special stage rallies must comply with modern safety requirements. These are: 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 compartment, plus a medium-size hand-held extinguisher for crew use.

An electrical cut-off switch must be fitted.

Front and rear towing eyes must be fitted and an emergency triangle must be carried.

Competition Numbers

Competitors and scrutineers are requested to ensure that numbers are in position before a car is presented for scrutineering. Numbers must be correctly positioned, legible and distinct from any advertising or sponsors decals.

Till next year, safe motoring and have a wonderful festive season.

Derek Lee
Hon. Secretary

CLUB MERCHANDISE

A variety of new club merchandise is now available which can be viewed by asking Simon Marston or Jim Pleyey.

It will also be on display on a club nights 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.

FREUD, WHO DOES HE DRIVE FOR

I've got an MX 5. Well, to be more precise, her indoors has an MX 5, but you know what I mean. Got it in October. Not the best of seasons to run a ragtop, but it does have a good heater. It's new, a 1.8is. It's red, of course. The only colour for a sports car. Anyway, if we had wanted one in British racing grunge, we couldn't have had it till December. Which is worse than October. It has to be red, because when competing in the Mille Miglia (the real one, in Italy), if a level crossing keeper sees a green car coming, the gates get closed. If it's a red one, they are always opened. You work it out!

Nice car, the MX 5. Journalists have been raving about the old pop up headlights one since it first appeared. The new one is better. Its what the MGB should have become, if dear old British Leyland had understood what "development" meant. Mazda based the original a combination of the B and the Lotus Elan. Plus the Frogeye Sprite, the Spitfire, the Marcos, etc., and the wheel nuts from the Jensen Healey. Well, they took all the good bits, and carefully avoided all the bad bits. That's where the Jensen Healey figures in the list. When you throw away all the bad bits of that car, all you had left were some wheel nuts.

The MX 5 has a nice twin cam motor, fuel injection, fabulous gearbox, power steering and a limited slip diff. Amazing! In all the competition cars I owned, I never had one with an LSD. I buy a little run about for Mary, and there one is! It still chirups its rear wheels on brisk getaways, but otherwise is perfectly well behaved. Rear wheel drive, beautiful balance. Takes a bit of readjustment after years of front wheel drive tin tops. Odd, isn't it, that these days you have to move a bit up market to get RWD. Alec Issigonis has a lot to answer for.

Its nice to be able to really drive it round bends. Of course, the Spitfire Mk. 3 I had in the late sixties was also RWD, but when you tried to really drive that round bends, you ran into a design fault. The seat was too snug to let you turn round to see where you were going. Swing axes, on a "sports car", can you believe it! We now have power steering too. That seems to be the latest in the long line of works driver's excuses for slow stage times, "the power steering failed, Boss". What next? The CD player skipped a track, so I missed a gear at the hairpin?

We don't have a CD player (yet). Does

have a good cassette radio, though. It's great, blasting round the lanes, top down, the peak of the baseball cap keeping the wind off my neck, and Meatloaf wailing melodiously from the stereo. Its amazing how many admiring looks I get in the villages as I weave my way around the cars, prams, kids and horses. The horses in particular seem to enjoy it. They prick up their ears and toss their heads, often in time to the beat.

All in all, it's a great motor. And the best thing about it is, it drives the neighbours green with envy! The weekend we collected it, my son Richard was home with his red MGF. So we had them both parked on the drive. If you've got it, flaunt it, I say. What? Look, don't keep going on about this Freud bloke. Let him get his own sports car, if his mother will let him.

Steve Lloyd

RETROSPECT

Trackrod in retrospect, December 1978
On the cover; Ove Anderson's Toyota Celica on the Swedish Rally.

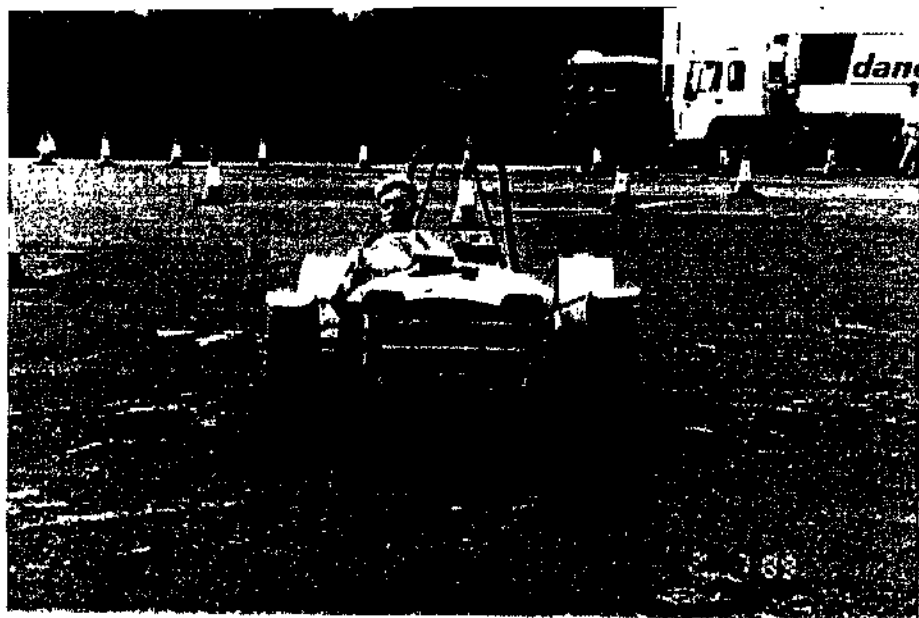
Derek Lee/Ronnie Moore won the first event of the indoor rally championship, other crews partaking included Brian Wainwright/Neil Masterman; Richard Dobney/Trevor Ward; Rob Buchan/Steve Sanderson and Gaz Waters/Vince Fletcher.

Anyone want to buy a Mini Clubman 1100 for £1000 - Sue Broadbent was selling hers - also Ronnie Moore was seeking an engine for an MGB. George Mathie was selling 6 SPR3's for sale at £12 each (slightly worn - I suspect that meant down to the canvas if George had been using them!)

Shell League now decided - likley & DMC were the winners with Trackrod third, 600 points behind. Our team on the York autotest scored well for 3rd, on the day, but the rally teams fared not so well, a non-finish by Ken Goodall/Mike Tempest not helping the cause at all!

Boltby on the RAC had been very successful, Mikkola was quickest on 2.32 with Pond on 2.38 and no, we weren't home for 9.30!!

The Bonfire Autotest at the Croft Hotel saw the first outing for the 1275GT Mini of Richard Ineson (WHO!) after a two season lay off. The bonfire was a huge success too! The Crest was the site of some terrific Autotests, especially those incorporating the ramp at the rear of the hotel, must get JR to bring his video along to a clubnight!!



BOXING DAY AUTOTEST

Regulations are now available for this years Boxing Day Autotest which is to be held at Temple Newsum House, Leeds M/R 104/355324.

To obtain your set of regs. contact Derek Lee or Andrew Apperley, alternatively grab a set from the club notice board on a club night.

You too could look as cool as this now seasoned professional (above).

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Wheels

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

PUTTING ON THE STYLE

A PART from what they see on TV, the general public must pick up some of their impressions of motorsport from the vehicles they see being trailed around our roads. Many of these are travelling to or from banger races and look pretty beaten up (strange that most seem to have 'Alf's Diner' painted on them with a yard brush) so it's perhaps important that any other enthusiasts' cars look immaculate.

It's encouraging therefore that concours events seem to be growing in popularity – they are easy to run, don't damage cars and help bring together general and one-make clubs, which has to be a Good Thing.

Several years ago concours was a more integral part of motorsport than it is today – for instance early RAC Rallies had Coachwork Competitions judged in over 20 classes with almost as much prominence as the main events and concours was a significant part of the Monte Carlo Rally too. One hero entered a Morris Minor with a lavatory built into the back; I scrounged a lift back from Monte to Boulogne with him and I sense you've already guessed where I had to sit. It left a lasting impression on me. It was unkind, I felt, of the Guinness Book of Records man to laugh when I phoned to discuss a tentative record claim.

Without going to those extremes, how do the rest of us keep our cars looking good, whether for concours or everyday motoring? Well, whenever I go to a concours Graham Robson seems to be doing the commentary (and doing it very well) so I grabbed him for some general advice. Here goes:

- Start by giving the car a good all-over wash by hand. Don't use a car wash – not just because the brushes

sometimes tear off spoilers and stickers (it happens ...), but because they often leave thousands of little marks in the paint. Using warm, not hot, water – lots of it, complete with (in hard-water regions) a little softening compound, and some high-quality cleaning shampoo, big sponges and light pressure – is the best way. Keep the sponges clean (dunk them regularly), and don't use washing-up liquid (which is salt-impregnated) as a cheap substitute. Rinse with lots of cool water afterwards, then leather the surfaces dry. Repeat this after every event. The worst thing you can do is to leave a dirty car for days in a damp garage; that's a sure recipe for corrosion to set in.

- Buy a complete valet pack of material before you start the job – top-class companies like Autoglym and Simoniz sell them through all the accessory shops. You'll find a cleaner for every surface – paint, glass, rubber, brightwork, vinyl trim, carpets and even dashboard surfaces. No one product will do the job for every surface.

Clearly it's good business for the car-care people to have lots of products, but each is idealised for its task.

- Don't add chrome where it isn't standard. Chrome flakes off quickly (especially on surfaces which get hot), it usually looks naïf, and can sometimes weaken the component. Chrome wire wheels are weaker than painted wheels and so are suspension kits.

That's Graham's advice. Hard work? Maybe but with Christmas approaching (and I hope you have a very good one by the way) and the risk of pounds piling on, why not regard polishing as a substitute for going to the gym? I'm never going back there anyway – I was impressed that they

put me straight onto a machine last time but less impressed when I realised it was a respirator.

The days have gone when there was a Concours d'Elegance at the end of every rally, but if you get the bug there are special Concours Championships instead. There are two types – the 'Louis Vuitton' approach, where the car has to be beautiful (and usually expensive) before it stands a chance, or the 'Concours d'Etat' (condition) events run by most one-make clubs. At the top of the pecking order there is the Autoglym Classic Concours Championship in the UK – four regional rounds every year, with a Grand Final indoors at the end of the year.

Incidentally, if you feel concours events are not tough enough for a macho enthusiast like you, well you obviously haven't been to one. I was a judge at an event at Gaydon recently and the crackle of competition left me traumatised. So much so that when I judged a pet show the following week, I played safe and gave the first prize to someone with a tin of salmon.

Stuart Turner

COD FILLET QUIZ



1. Who was driving the first British car to achieve fastest lap at Monaco?
2. Maurice Trintignant won two F1 World Championship races where?
3. What is the colour 'Granatelli Green' as described by Colin Chapman?
4. Who was the 'second' driver to Jim Clark (Team Lotus) at the '65 Indy 500?

ANSWERS ON PAGE 44

MSA NEWS

Clubsport events

From 1 January 1999, the MSA is introducing a simplified permit procedure on a range of events designed for club level.

Events included are: 12-car rallies, navigational scatters, sporting trials, production car trials, standard car trials, off-road trials (untimed), off-road tyre trials, veteran runs, all autotests and gymkhanas requiring exemption from Sections 1, 2 & 3 of the 1991 Road Traffic Act.

Qualification for a Clubsport permit will be for an eligible event to be confined to members of the organising club and members of no more than two other clubs. There is no requirement for a competitor to hold a competition licence, but he or she must be in possession of a valid club membership card.

The main feature of a Clubsport permit is that the current requirement to attach Supplementary Regulations to the application is removed. SRs must still be made available to all participants and officials, and MSA reserve the right to request a copy.

1999 MSA fees

Many fees for MSA services remain unchanged in 1999, although most charges rise in line with inflation.

The MSA Board agreed that the Non-Race Clubman competition licence remains at only £10. Other fees unchanged in 1999 include those for licence upgrading, Entrant licences, club registration and almost all judicial fees.

Per capita insurance premiums have been held at the same price for the third year running.

The complete list of fees can be found in Section Z of the *Motor Sports Yearbook*.

T-Cars launched

The British Racing & Sports Car Club has launched its T-Cars youth motor sport programme, which for the first

time allows drivers as young as 17 to race on international circuits.

Featuring ultra-safe cars, intensive track tuition and training under race conditions, T-Cars provides an entirely new path into motor sport with the full backing of the MSA.

Rather than adapt an existing car and risk any compromise in safety, the BRSCC commissioned its own chassis from Eurocar builder SHP Motorsport. The 1.6-litre T-Car has one of the most intricate safety cages ever seen, plus a host of other safety features.

The T-Car is powered by a 1.6-litre Vauxhall 16-valve engine producing 124bhp, driving the rear wheels through a five-speed gearbox. The engine is limited to 5500rpm and top speed to a maximum 95mph.

T-Cars is open to drivers between 14 and 16. Candidates undergo basic assessment in a road car and progress via tuition from experienced race instructors to take the ARDS test in a T-Car. Only if they pass this will they have the option of buying into the race programme.

Graduates can buy their own T-Car, take part in track training days with a professional driving coach and progress to televised races all over the UK. Another innovation is a buy-back plan: drivers reaching the upper age limit can sell cars back for an agreed sum.

The £28,000 all-in fee includes a race-ready T-Car with five sets of tyres, driver's and mechanics' overalls, testing fees and all race entry and series registration fees. In addition to the planned 12 races (three at each of four meetings), competitors receive five training days with driver tuition and four general circuit test days, plus access to a paddock-based mobile training centre.

Details from the T-Car office on 01787 478800 or by email to tcars@hypnms.demon.co.uk.

Watkins Lecture

• Jackie Stewart will present the 1999 Watkins Lecture during Autosport International at the NEC Birmingham on Friday January 8th 1999. Tickets for the lecture are free and written applications, with an SAE, should be made to the MRSF-Wheels, PO Box 239, West Malling, Kent, ME19 4BL.

REGIONAL COMMITTEE

The final meeting of 1998 began with Mike Coombs representing the Association of British Kart Clubs, outlining the structure and aims of the ABKC (*writes Bob Milloy*). They were in full agreement about the potential benefits of liaison between kart clubs nationally and their regional associations.

John Quenby provided details of the 'repackaged' MSA, board and Council. He was particularly encouraged by recent changes and was very supportive of regional associations' work and their role in club motor sport nationally.

Reports from representatives of the Rallies, Safety and Off Road committees, included details of recent proposed rule changes and venue safety. Clubsport events – the new name for Promotional events – were introduced by Tony Newsum; details in MSA News.

The programme for inter-association events was reviewed and it was agreed that associations should be more supportive of these activities, which will be subject to further discussions.

In David Kersey's absence, the written MFU report was outlined by Ian Davis, with attention drawn to LARA's recently published Motor-sport Planning Guidelines, and to the Countryside Commission's "Quiet Roads" proposals.

Items raised by individual associations included access to specialist committees, encouraging youth in motor sport, club card events, licensed officials and a well researched study of rally marshalling.

Bill Troughear and Nicky Moffitt were unanimously re-elected as Regional Committee chairman and vice-chairman respectively for 1999.

Finally, associations were encouraged to liaise with their local MSA Stewards. Allan Dean-Lewis was welcomed as full-time MSA Training & Development Executive, and the MSA was thanked for recent hospitality at Donington Park.

Facts about... **FIRE!**

- Fire is one of the most feared hazards in motorsport and, although thankfully rare today, is frightening both for the competitor strapped in his seat and for marshals on duty.
- Remember that fire does not need to burn to harm – a driver wearing fire-proof overalls can be suffocated in the middle of a fire instead of being burnt.
- A fire can be likened to a three legged stool with three elements – oxygen, fuel and heat to ignite – take one or more away and the fire goes out.
- Dry powder fire extinguishers act by reacting with the heat to remove oxygen from the fire. Re-ignition is possible (as the oxygen can return with the fuel and heat still available), but can be avoided by covering the area with foam that both seals the fuel and cools the area. Caution though – if foam is directed onto hot metal such as turbochargers or brake discs the metal may detonate. Beware!
- Cars using methanol as a fuel (and therefore displaying an orange disc) pose special problems as when that fuel ignites it shows little visible sign of burning.
- When extinguishing a fire, stand up-wind, don't get too close, and do *not* direct the jet of powder into pools of burning fuel as this may spread the fire over a wider area.
- Marshals are trained to attack fires in pairs using the two types of extinguishers. Regular Fire Training days are held throughout the country – details are included in the Winter edition of MSA News.
- The labelling of Fire Extinguishers is currently in a transitional phase. A new British and European standard (BS EN3) means that all post 1997 extinguishers must be painted 95% red – the remaining 5% may be a differently coloured band to identify the type of extinguishant.
- Tips to avoid fire-extinguisher failure include – service any unit that has been used (even if only partially); check pressure gauges regularly; keep nozzles in a clean condition.
- A last tip – *never* remove the safety pin or tag unless you intend to use an extinguisher in anger!

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

THE CHEQUERED FLAG

Ivan Rendall, published by Weidenfeld & Nicholson, £24.99 plus £2.55 p&p

The book gives an informative and intellectual overview of the last 100 years of the sport, leaving very few stones unturned.

It offers detailed reviews of each year's racing and examines technical and commercial developments. Best of all, it's presented in an attractive style, which is easy to read, avoiding the pomposity of several supposedly more authoritative volumes.

Having produced BBC2's 'The Power and the Glory', Ivan Rendall conveys a refreshing, sometimes cynical insight into the development of motor racing. He also remembers that there is life beyond Formula 1 – IndyCar gets a good look in, along with NASCAR.

A major asset of the book is its photography. It is liberally sprinkled with pictures that go beyond the standard action shots and posed podiums. Some of the photos are incredibly rare, others movingly atmospheric, a few are heartbreakingly tragic.

INTO THE RED

Nick Mason and Mark Hales, Published by Virgin, £20.00

Nick Mason is best known for being Pink Floyd's drummer, but away from that, his all-pervading interest is racing cars.

Twenty-one of Mason's most famous cars are featured in this book, which is lavishly illustrated.

Ironically, one of the biggest delights is to be found before you read a single word. A CD, which contains recordings of many of the classics on full throttle, nestles within the cover. Put it on as you're reading, and it's the closest you'll come to an interactive experience.

Two things are immediately striking: firstly, Mason is not a collector to condemn his cars to

a life inside an air-conditioned garage. Second is his emotive writing style, which builds up a wonderful impression of what it is like to own these cars with a series of subjective brush strokes.

This is an unusual and personal book, which offers a novel look at life behind a classic wheel.

TRABANT

ISBN 3 00 002105 1, Jürgen Scheibert, Mixx (distributed by Veloce Publishing), £9.99

The subtitle to this work, 'Duroplast in Pastel Colours', is almost a description of the book itself. The author worked in Trabant's press office for some years and he has a sparkling, tongue-in-cheek, yet nostalgic attitude towards the Trabbie. He covers the political shenanigans that went with Trabant, including visits to the factory by GDR VIPs. The photos are very East German, featuring correct party members in correct clothing. A witty yet fascinating book to the uninitiated – the glossary of German words is hysterical. Recommended.

FORMULA 5000,

ISBN 1 870519 52 3, Bernard Cowdrey, Bookmarque Publishing, £29.99

Starting in 1969 and finishing in 1975, Formula 5000 was one step down from Formula 1, and was a relatively cheap way of going racing in that F1-type chassis were coupled to Yankee engines. Some 40 models were produced, as covered in this A-Z. Some achieved considerable success, such as the Lola T330 or the McLaren M10B, but most were one or two-offs. A few brief words cover cars' exploits, some expansive, but most dismissed with throw-away lines. There's a fine spread of black and white photographs to compensate for the lack of wordage.

A burning question?

A few letters have come in about 'mixture ratio gauges' which are appearing in motoring press advertisements. Whether they are any good seems to be the burning question (excuse the pun).

The answer is a definite maybe. Basically what is on offer is a Lambda sensor, located in the exhaust pipe, which reads the oxygen content of the exhaust gas. This would normally feed a closed loop injection system for a car running a catalytic converter. All that is on offer is a Lambda sensor linked to a read-out gauge.

Often the gauge takes the form of a series of LED lights, arranged in a row and changing colour from weak to rich. They work fine – provided you

have a wide range-reading Lambda sensor, rather than a narrow-reading production sensor that is used on cat-equipped cars. A narrow sensor will give you a reading range from about 0.8% to 1.5% CO, while a wide range sensor will go up to 7%, which is a lot more useful to oiks like us who pollute the planet with power-producing rich mixtures.

The main thing to remember is that you can't use them on cars running leaded petrol. Lead attacks the sensor and stops it working.

Since you can run unleaded petrol for several thousand miles before any damage is done to valve seats, these sensors may well be a lot more useful than they first appear to be. They certainly react a lot faster than a CO meter – which seems to take forever when you are holding an engine flat-out on the rollers at a screaming 8000rpm. In our judgement – they are worth looking into.

CONGRATULATIONS!

Winners of the 1998 Bradstock Motor Club of the Year competition were:
Overall: Woolbridge Motor Club Ltd
Best One-Make: Opel Manta Owners Club (UK)
Best 4x4: East Northants Land Rover Owners Club
Best Kart: Buckmore Park Kart Club Ltd
Highly commended: Rochester Motor Club and Azzman & District Motor Club

QUIZ ANSWERS

1. Tony Brooks, Vanwall 1958 (pole position 1m 39.8secs).
2. Both at Monaco, 1955 Ferrari, 1958 Cooper.
3. Red (STP colours).
4. Bobby Johns (finished 7th behind winner Jim C).

*A Merry Christmas
and a Happy New Year
to all Motor Club Members*





I/We wish to APPLY FOR/RENEW* Membership of Trackrod Motor Club Ltd for 1998.

NAME: _____ AGE IF UNDER 18: _____

NAME: _____ (If Joint) AGE IF UNDER 18: _____

ADDRESS: _____

TEL NO'S (Home) _____ (Mobile) _____

Enclosed is a Cheque/Cash* for the sum of £12.00 (Single)
£17.50 (Joint/Family)

Please inform us of any change in details. Thank you. * Delete as required.

Please indicate below your experience:

COMPLETED					
Autotest	Stage Rally	Road Rally	PCT	Hillclimb	
Race	Kart	Other (Specify)	Driver	Navigator	
OPENED					
Event Steward	Marshall Junc/Sector	Marshall Chief	Timekeeper Start/Finish	Timekeeper Chief/Ass	
Scrutineer	Noise Official	Radio Operator	Radio Co-ord	Organiser (inc Social)	

Please read and sign the declaration below:-

I UNDERSTAND THAT THE INFORMATION THAT I HAVE GIVEN WILL BE STORED IN A COMPUTER DATABASE FOR THE USE OF TRACKROD MOTOR CLUB LTD.

SIGNED _____ DATE _____

Please Return Completed Forms to:-

Simon Marston
Membership Secretary
20 Berkeley Avenue
Leeds LS8 3RH

Membership No/Nos.

Card

Date Approved

Tel: 0113 248 1323 Mob: 0589 152580

TROPHY POINTS

Off Road Events:

Richard Jackson	272.2	Peter Jackson	74.4	Andrew Apperley	71.5
Richard Padgett	48.5	Arthur Heaton	10.0		

Road Rally Navigator:

Arthur Heaton	35.0
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Lady Competitor:

Tina Grant	314.3	Pam Lukeman	175.1
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Single Venue Championship:

Steve Sanderson	27	Driver:			
Stuart Drabble	15	Tina Grant	15	Andrew Apperley	15
Alan Larkin	12	Craig Dykes	15	Tom Whittaker	15
		Russell Holdsworth	12		

Dave Hammond	30	Navigator:			
Arthur Heaton	15	Chris Downes	27	Russell Holdsworth	15
Tina Grant	12	Barry Dove	15	Bernard Fernyhough	12

Multi Venue Championship:

Tom Whittaker	42	Driver:			
Alan Larkin	16	Dave Arnold	30	Russell Holdsworth	18
Richard Jackson	12	Steve Sanderson	16	Stuart Drabble	15
Craig Dykes	1	Jon Neale	10	Richard Rowley	2

Barry Dove	42	Navigator:			
Tina Grant	18	Graham Whittaker	30	Arthur Heaton	30
Stuart Marsh	15	Bernard Fernyhough	15	James Dixon	15
		Steve Hughill	2	Dave Hammond	1

Newman Cup:

Nicola Sanderson	40	Tina Grant	30	Dawn Fernyhough	10
------------------	----	------------	----	-----------------	----

Autotest Trophy:

Richard Ineson	100.8
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Stage Rally Championship:

Andrew Apperley	504.9	Driver:			
Tom Whittaker	243.3	Dave Arnold	491.3	Russell Holdsworth	254.3
Richard Jackson	202.9	Craig Dykes	217.5	Alan Larkin	208.8
Steve Sanderson	169.1	Stuart Drabble	188.8	Pam Lukeman	175.1
Richard Rowley	10.0	Jon Neale	125.4	Tina Grant	80.0

Graham Whittaker	491.3	Navigator:			
Barry Dove	243.5	Arthur Heaton	298.6	Tina Grant	254.3
Steve Hughill	128.7	Dave Hammond	228.1	Bernard Fernyhough	208.8
Stuart Marsh	92.1	Peter Jackson	125.4	Jim Dixon	96.7
James Dixon	48.7	Chris Downes	72.0	Russell Holdsworth	60.0
		Richard Padgett	5.0		

Service Crew:

Vicky Apperley	40	Arthur Heaton	25	Dawn Fernyhough	20
Stuart Marsh	15	Richard Padgett	15	Rob Buchan	10
Andrew Apperley	10	Nigel Cordingley	5		

Trophy Points:

Andrew Apperley	180.7	Alan Larkin	72.1	Steve Sanderson	72.0
Tina Grant	60.0	Richard Padgett	48.5	Richard Ineson	43.6
Stuart Drabble	35.0	Arthur Heaton	10.0		

Trackrod Trophy:

Chris Sanderson	60	Nicola Sanderson	40	Russell Holdsworth	25
Tina Grant	25	Arthur Heaton	15	Steve Sanderson	15
Andrew Apperley	10	Stuart Drabble	10	Stuart Marsh	10
Dawn Fernyhough	5	Nigel Cordingley	5	Dave Hammond	5
Chris Downes	5	Bernard Fernyhough	5	Alan Larkin	5
Barbara Steele	5	Tim Bendelow	5		

Spy 44:

Arthur Heaton	343.6
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Marshals Trophy:

Barry Dove	80	David Steele	65	Chris Sanderson	60
Tim Bendelow	55	Arthur Heaton	55	Barbara Steele	50
Nick Sanderson	40	Nigel Cordingley	25	Andrew Apperley	20
Tina Grant	20	Russell Holdsworth	20	Vicky Apperley	10
Steve Sanderson	5	Daniel Steele	5	Caroline Marston	70

Any member must have at least three claims in any one category to qualify for an award and where the category has more than one award overall then claims to qualify are as follows:-

1st O/A	3 claims from any individuals
2nd O/A	3 claims from 5 claimants
3rd O/A	3 claims from 8 claimants

<u>SCOTTISH DATES FOR 1999</u>

I know this is forward planning, but last year we had a couple of conflicts with dates. So here in advance are the details for:

Scottish Rally**10th - 12th June 1999**

Stages on the Friday and Saturday. In '98 we were allocated SS3/6 Yair in the borders which proved good fun! Then in the evening a BBQ at my house, Saturday enjoying Scotland followed by a BBQ at night in the pouring rain!

All help welcome. If interested please let me know so that accommodation can be booked.

Please no double booking this year with boat holidays or Road Rallies!!!

Tour of Mull**15th - 17th October 1999**

As per the previous article Mull is becoming a popular Rally with the English teams again. Expected format same as this year - Friday night, Saturday afternoon, Saturday night on closed roads. We have two cottages that are fully booked. More can be arranged, but this will be on a 'first come first served' basis, and a deposit will be required.

Please call me on 01259 780811 to discuss.

Peter Stanhope

DEALS ON WHEELS IS BACK!

**AND WE'RE LOOKING FOR
PEOPLE LIKE**

YOU

**CHANNEL FOUR'S TOP RATING CAR SHOW
IS BACK FOR A THIRD SERIES**

**WE ARE LOOKING FOR PEOPLE WITH A TALE
TO TELL AND A CAR TO SELL WHO ARE
INTERESTED IN PARTICIPATING IN THE NEW
SERIES**

**YOU MUST BE SELLING, OR SERIOUSLY
CONSIDERING SELLING, YOUR PRIZED MOTOR
AND NOT CAMERA SHY**

**IF YOU'RE INTERESTED AND HAVE A GOOD
STORY ABOUT WHY THE CAR HAS GOT TO GO,
OR KNOW PEOPLE THAT ARE SELLING, WE'D
LOVE TO HEAR FROM YOU NOW!**

**WE ARE ALSO LOOKING FOR PEOPLE WHO ARE
ON THE HUNT FOR A BARGAIN CLASSIC CAR. IF
YOU HAVE THE CASH, WE WILL SEND OUR
RICHARD TO BE YOUR PERSONAL SHOPPER
AND FIND YOU THE CLASSIC CAR OF YOUR
DREAMS.**

RING NOW

**Ashleigh (Glasgow Office) tel:0141 353 3222
Suzanne (London Office) tel:0171 831 7331**

OR SEND INFORMATION TO:-

**DEALS ON WHEELS
IDEAL WORLD PRODUCTIONS
93-97 ST GEORGES ROAD
GLASGOW G3 6JA**

**'DEALS ON WHEELS' WILL NOT SELL YOUR CAR FOR YOU BUT WE ARE
INTERESTED IN FILMING THE STORY BEHIND THE SELL
NO DEALERS PLEASE**



1998 Dinner Dance & Prize Presentation

30th January 1999

This year's dinner will once again be held at Castle Grove in Headingley. Dinner is 7.00 pm for 7.30 pm followed by the Prize Presentation. The bar will be open until 12.30 am and the disco finishing at 1.00 am.

In an attempt to give you more choice there will be various menu options available. Because of this, each person attending the dinner will be required to fill out and sign a booking form to confirm your preferred menu choice. No bookings will be taken without the accompanying form and payment of £18 per person.

Members wishing to attend the Dinner must have their completed forms and remittance to Caroline Marston either at Club nights or by post, by Friday 15th January 1999.

The Menu is as follows:-

Smoked Chicken & Avocado Salad

or

Seafood Cocktail

...

Tomato & Basil Soup

...

Poached Fillet of Salmon
with Veronique Sauce
and New Potatoes

or

Roast Topside of Beef
with Rich Onion Gravy
and Roast Potatoes

...

Treacle Sponge & Custard

or

Fresh Fruit Salad

or

Cheese & Biscuits

COMMITTEE MATTERS

The committee is looking forward to a new season in 1999. We hope that next year will be another successful one for you the members.

We are looking into finding new clubnight venues along with trying to revisit some of our old haunts. Any suggestions from anyone will be looked into and possibly given, at least one trial evening. Pass your suggestions on to a member of the committee.

We also would like to put Trackrod Motor Club Limited and it's members forward for the 1999 Bradstock Club of the year contest, which will be judged largely on how and the amount of publicity generated in the media during the year. Also the quality of recruitment literature and general style. So if you have anything to go in the press about an event or competitors get it in the papers with reference to Trackrod or pass it on to Andrew Apperley for inclusion by local reporters.

The club is in need of a secure room, garage, container or lock up to use as the equipment store, as the use of the present one is coming to an end very soon. So the challenge is for someone to find a garage sized place for the club to use, at reasonable rates and unrestricted access. If anyone knows of such a place please let Andrew Varley or any committee member know so we can investigate.

There are plans to organise a small Navigational Scatter series of 5 or 6 events throughout next year. Entry to these events will be Free to any member of Trackrod Motor Club. For more details contact Andrew Apperley.

Chairman / Association Rep.

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15 Holly Drive
Tinshill Lane
LS16 6EF
0113 267 1918
rod@rnpassociates.demon.co.uk

Treasurer

Michelle Plevvey
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Editor & Comp. Sec.

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Chief Marshall

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Wetherby
LS22 7FT
01937 588287

Membership / Merchandise

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Harehills
LS8 3RH
0113 248 1323

Social Sec.

Caroline Marston
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Harehills
LS8 3RH
0113 248 1323

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Nigel Drayton
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LS8 1BB
0113 294 8440
ranger@firstnet.co.uk

Equipment Officer

Andrew Varley
91 Mosley Wood
Gardens Cookridge
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0402 584 314

Trophy Points

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0113 226 9364
0370 642 635
01924 882 7126 (w)
stuart.marsh@torch.co.uk

Larkspeed Captains

Derek Lee
Nigel Drayton

TROPHY POINTS CLAIM FORM



Members Name _____

Event Name _____

Event Date _____

Organising Club :
Trackrod []
Other _____

Type of Claim :
Driver []
Navigator []
Marshal []
Service Crew []
Organiser -
state position _____

Competitors tick [✓] appropriate boxes below and provide evidence (results)

Event Type :
Autotest []
Economy Run []
Hillclimb []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []
Other -
state type _____

Event Status :
Clubman CM [] National "B" []
National "A" [] International []

ANCC round []
LARKSPEED round []

For Official Use Only

Date received _____

Processed by _____

Awards eligible for

RESULTS

Your Entry No. _____

Position Overall _____

Position in Class _____

No. in Class _____

ALL claims to be made within 3 months from the date of the event.

TRACKROD MOTOR CLUB

Merchandise Order Form

Name.		Address.				
Telephone No.						
Item	Size	Colour	Quantity	Personalised	Price	Total
SEW ON PATCH	N/A	N/A		N/A	£ 2.50	
POLO SHIRT S (40") M (44") L (46") XL (48") XXL (50")		GREY			£10.00	
SWEATSHIRT S(40") M (44") L (47") XL (50") XXL (53")		GREY			£11.00	
		NAVY			£11.00	
ROLL NECK S-M-L-XL-XXL		BLACK			£16.00	
		WHITE			£16.00	
RUGBY SHIRT S (36") M (40") L (44") XL (48") XXL (50")		RED/ BLACK			£22.00	
SHORT SLEEVED SHIRT (PLEASE STATE COLLAR SIZE)		WHITE			£14.00	
		BLUE			£14.00	
WOOLIE HAT	N/A	BLACK		N/A	£ 4.00	
		GREY		N/A	£ 4.00	
CRICKET SUN HAT	N/A	NAVY		N/A	£ 5.00	
WALLET	N/A	BLACK		N/A	£ 4.00	
NAVIGATORS BAG	N/A	BLACK			£ 7.50	
HOLDALL	N/A	BLACK		N/A	£14.50	
Cash/Cheque					Total	

All order forms must be accompanied with the relevant cash or cheque. No order will be accepted without

1998/99 MOTORSPORT CALENDAR

SOCIAL CALENDAR

December

1st. E.G.M. Gildersome Con. Club.
8th. Admiral Hawke. Boston Spa.
16th. The Crown. Wetherby.
22nd. Christmas Party.
Square & Compass. N.Rigton
29th. The Beehive. Thorne.

January

5th. Gildersome Con. Club.
12th. Admiral Hawke. Boston Spa.
19th. The Crown. Wetherby.
26th. Square & Compass. N. Rigton.
30th. T.M.C. Dinner Dance

EVENTS CALENDAR

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	

February:

7th	Riponian	
21st	DeLacy	
21st	Rally Sprint	Silverstone

Mintex

27/2	Winter Rally
10/4	Granite City
8/5	Manx Rally
5/6	Kerridge
17/7	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