



FEBRUARY 1999 MAGAZINE

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

CHAIRMAN'S CHAT

I trust you all had good Christmas and New Year festivities and are now planning your motorsport events for '99. Certainly there seems to be plenty of events to choose from. The Association of Northern Car Clubs (ANCC) are running many championships covering PCT's, Autotests, Off Road, Single Venue and Multi-venue Rallies and they are all well organised events.

Trackrod is repeating the successful format of its own championships and details should be found elsewhere in this edition of your magazine. The committee have tried to provide an interesting and varied selection of events and points scoring generally allow you to drop several low scores - or not do the events if you are not able.

The Larkspeed League is once again about to start and if we are to retain our position (or hopefully improve it!) we do need your support. Again details of all Larkspeed events are available from the magazine or from Derek Lee (or any committee member).

By the time you read this I hope you will have enjoyed the Annual Dinner Dance and are preparing to attend the Yorkshire Motorsport Dinner on the 27th February - Moat House, Harrogate - tickets are £19.50 each and John Horton has agreed to be our guest speaker for the evening.

Have fun in whatever you plan to do and remember "you are unique - just like everyone else"

Rod Parkin

CLUB MERCHANDISE

A variety of new club merchandise is now available. Orders will be taken on club nights as well as via an order form published in last month's magazine. Orders will only be accepted with full payment.

Jim Plevy / Simon Marston.

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 £950 o.n.o.

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

Peter Stanhope

01259 760811H

0378 413283M

Cheap at twice the price!!

MARSHALLING

The committee have decided to introduce a new marshalling initiative to persuade you budding marshals out there to come and get stuck in on a few events.

For each event you marshal, organised by Trackrod, there will be a marshals draw organised by myself, numerous prizes will be available to win over the coming months along with other goodies available to collect over a period of time.

If you are interested in marshalling on any event please give me a ring or see me on a club night.
Thanks

Arthur Heaton

SOCIAL CALENDAR

February

2nd. Gildersome Con. Club.
9th. Admiral Hawke. Boston Spa.
16th. The Crown. Wetherby.
23rd. Square & Compass. N. Rilton.

March

2nd. Gildersome Con. Club.
(Open Forum)
9th. Admiral Hawke. Boston Spa.
16th. The Crown. Wetherby.
23rd. De Lacey Club House,
Brotherton
Navi Scatter 8PM
Nick Dixon 0370 600310
30th. Square & Compass. N. Rilton.

April

6th. Gildersome Con. Club.

Caroline Marston.

Social Sec.

WIFE FORCES RELUCTANT SALE

Andrew Apperley offers for Sale his Class winning/Network Q finishing Fiat Uno Abarth.

Specification includes :

1) Group A Avant Motorsport 1300cc engine, stage 3 head, steel billet cam Twin 40s K & Ns with dyno sheet dated 30/10/98 132BHP at flywheel (in car 110BHP at wheels at 6000rpm, will rev to 8500) H/D Mounts, Facet redtop fuel pump and Filterking

2) Uno Turbo Gearbox with Group A close ratio gear kit ratios ;2.46, 1.895, 1.476, 1.160, 0.963, 4.2:1 Diff. Turbo/Scorpio Shafts/cvs.

3) Bias valve and Goodridge kit to GpA Disc Brakes all round with Mintex C-Tech Pads on 'Racing Blue' Fluid.

4) Sparco strutbrace to Koni-Sport adjustable front struts and pro-gas rear shocks. Both gravel and tarmac suspension set-ups. Sat on a set of Mk2 Turbo alloys with new 175-70-13 Yokohama GR17 Forest tyres plus over 20 assorted wheels and tyres.

5) Seam welded and gusseted rot free lightweight bodyshell finished in white, OMP Cage, Sparco Seat, Luke clubman belts, OMP or Abarth Steering wheel Lifeline Mechanical plumbed in extinguisher system, (Terraphone&Terratip available) Duralium front and rear sump/tank guards.

6) New exhaust (twin box) only 94dB@4500rpm.

7) A Vanload of spares including, Full Uno Turbo engine with ECU and loom, 5 speed standard turbo gearbox, set of driveshafts and hubs, more wheels, exhaust, lights, bumpers boot and bonnet, alternators etc RAC Logbooked and MOTed till September 1999 (can Tax if required) The car is ready for its next event, or possibly your first event? I have paid bills for over £5000 (parts alone) on this car and would therefore welcome offers in the region of £2700 (may accept interesting road car as P/X)

This car has served me well and has a 90% event finishing record over the past three years with numerous class awards I now need to find it another good home! Can you help?

Tel. 0836 544037 or 01924 892579
when you are ready.

RETROSPECTIVE

20 Years ago this month.

Issue 100!!

On the cover: Tony Pond's TR7 on the 1978 Manx - quality of reproduction only slightly better than last month.

This month we were to have a film show at The Lawnswood Arms - no programme published - to be a surprise!

Chairman Richardson gave us a quick resume' of the previous 99 issues of the magazine and said it all in one and a half sides of A4 - definitely a potted history of the club and it's characters, all the regulars and a relatively new member Vince Guardier who it's reported fitted three front wings to his Escort in his first two weeks in the club!

18th. February sees the Shell League start with an Autotest by Slaithwaite MC at Hartshead Moor, report next month?

The Mintex Rally was on the 24th. Feb and our stage was Staindale - plea for marshals as usual and as usual big deterrent - signing on at 05:30!! Also required were marshals for our PCT at Thorpe Farm on 11th March - contact Ronnie Moore for both.

Editor Charlie Palmer promised an improvement in quality for future issues as magazine production was now being shared out amongst several volunteers! (I wish!! ED)

The Editor reported on the Three Swans Rally from, the co-drivers seat of Mark Adamson's Mini at No. 28, behind the twink of Tom Whitaker/Vince Fletcher at 28, at 31 was the the Escort 1600 of John Bean/Ray Beamish. Car 2 was the RS2000 of Martin Kemp/John Richardson who were behind the eventual winners, starting from pole, Malcom Wilson/John Millington. The whole event was a bit of a farce as once clear of fog and some 10 controls into the event the Millington Pastures selective run "uphill" on sheet ice caught out 60% of the entry and it took over 4 hours for the tail enders to emerge and be slightly OTL.

Snow also played it's part in the results later in the event with only 20 finishers from 75 starters - needless to say results were not available at the finish. Tom/Vince 7 John/Ray managed to complete the route which was a major achievement in the circumstances.

Former editor Ineson scripted a piece on the Editors of 100 issues and picking the bones out of their respective performances behind the pen. "Navvicomp" penned a light hearted piece on "The art of coarse motoring" with a start on rallying, whilst Ron MacKinnon (Events Co-ordinator) was asking for new organisers for club events to relieve the regular "hard core" of organisers.

Mick Ogden put pen to paper and criticised the standard of recent issue's of the club magazine - Rod Parkin responded in some detail and apologised to all and gave assurances that things would improve.

Nick Leuchars offered sympathy to all co-drivers with a brief account of his worst errors and what he felt was the best way of doing things on the maps - he was keen to point out that he didn't want any of his readers to beat him!

Trackrod ————— ends,

Richard Ineson.

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TAKE YOUR SEAT



Jackie Stewart, Rebecca Gleave of the Lear Corporation (designers of the extractable seat in conjunction with Stewart Grand Prix) and Prof. Sid Watkins.

YOUR starter for ten: how many people do you know who can hold an audience for an hour without high-tech visual aids? Not many? Well, add Jackie Stewart to your list because he did just that when giving the Motor Racing Safety Fund's Watkins Lecture during *Autosport International*.

His theme, not surprisingly, was safety and he graphically described the struggle to get the subject taken seriously in the sixties and seventies. If you meet him, don't waste time asking for an autograph or pit pass – ask him instead to tell you about his crash at Spa and three nuns trying to put his overalls on while Graham Hill was trying to take them off (because they were soaked in fuel). Hilarious but also scary because there were no ambulances or emergency people to be seen.

The nuns clearly left a lasting impression on him but so did the realisation that accidents can happen

to you, they're not just things that happen to someone else.

The full face helmet was an important step in safety but JYS made the point that some drivers, foolishly, still don't wear proper protective clothing. Quote: "Marshals risk their lives to help drivers – they in turn should be responsible about the equipment they use". Stewart believes there should be legislation on the minimum level of clothing to be worn.

He also believes there should be more driver education so that they understand the effects of an accident – shouting for your mum or a Marmite sandwich may not be the most constructive way to help marshals if you crash.

He ended an absorbing lecture by talking about the new extractable seat, compulsory in F1 from this year. With this, it will be possible to extract a driver in his seat and leave him in it from the car to the ambulance to the helicopter and to the hospital. All

without risk of further injury through unnecessary movement. As costs come down he believes the seat will be used in all branches of the sport.

Jackie made the point that it doesn't take much for public opinion to swing against a sport so it behoves us to take safety seriously. It was perhaps appropriate therefore that on the same day as the Watkins Lecture, the Health and Safety Executive announced a new guide on health and safety in motorsport, focussing on the safety of competitors and spectators, and event management. The booklet highlights the key safety issues of pre-event planning, track or course design, safe storage and use of fuel (JYS made some pungent comments about F1 refuelling) and first aid provision. Health and safety of both employees and volunteers is covered with advice on noise control measures, best methods of manual handling and dealing with hazardous substances. The booklet is called *Health and safety at motor sport events – a Guide for employers and organisers* and costs £10 from HSE Books, PO Box 1999, Sudbury, Suffolk CO10 6FS.

You'd expect such a publication to be as dry as dust. It isn't. It's clearly laid out and even I could understand it. Invaluable.

Stuart Turner

COD FILLET QUIZ



1. Where was the Fairwood racing circuit?
2. Who designed the Jaguar E type and the XJ13?
3. Which driver had the nickname 'Pachyoga' – the unlucky one?
4. Who was 'The Flying Colt'?

ANSWERS ON PAGE 14

MSA NEWS

Woolbridge is Club of Year

Woolbridge Motor Club have won the 1998 Bradstock Motor Club of the Year Award. Club officials were presented with a cheque for £1,000 and the Bradstock Motor Club of the Year Trophy at the Motor Sports Association's 'Night of Champions' awards evening, where the club shared centre stage with the winners of every British motor sport championship.

The revised format of the 1998 competition attracted entries from a wider range of clubs than ever before, and the winners were the best of many well presented and well researched applications.

Allan Dean-Lewis, MSA Training & Development Executive, commented: "The panel of judges found that Woolbridge MC was a very well respected club, offering a wide choice of events for its members, all run by a relatively young committee."

"The club publicises its activities efficiently and is closely involved in the local community, a good example of which was a recent charity trial, which raised a significant amount in aid of a local hospital scanner appeal."

Results: Overall Winner, Woolbridge Motor Club (£1,000). Best One-Make Club, Opel Manta Owners Club (£250). Best 4x4 Club, East Northants Land Rover Owners Club (£250). Best Kart Club, Buckmore Park Kart Club (£250). Highly commended: Rochester Motor Club and Amman & District Motor Club.

Scottish Rally news

The dates for this year's RSAC Scottish Rally – Scotland's biggest

annual motor sport event – have been confirmed as Friday and Saturday 11-12 June.

For the third year running, the event will be based in Dumfries. The route will include some 135 miles of competitive motoring, mainly on forest roads in Dumfries and Galloway.

With financial and operational support from Dumfries & Galloway Council, the Scottish Rally will again be a counter in the Mobil 1 British Rally Championship.

Three supporting events will run over the same weekend: the RSAC Scottish Historic Rally – for rally cars of the 1960s and 70s – will run ahead of the main rally on Friday 11 June; the Formula 1400 Rally, also on Friday; and the Scottish National Rally with the main event on Saturday 12 June.

"Dumfries continues to prove popular with competitors," said clerk of the course Jonathan Lord. "It is easily reached from most of the UK and the forest roads in Dumfries and Galloway are well liked, because they are long and challenging."

"A particular bonus is the enthusiastic support we receive from Dumfries & Galloway Council and the local community. The warm welcome in the past two years made the event particularly special."

"This year, the route will be even more compact as we are not using the stages in the Tweed Valley. This has allowed us to reduce the road mileage even further."

"We took the decision not to include the Tweed Valley, because speeds in these forests were becoming too high and it was becoming difficult to find service areas of the size needed for this scale of rally."

"We are adopting world championship-style servicing for 1999. That means there will be timed servicing after every two or three stages. On the Friday section, service crews will not have to move from a central servicing area in Dumfries."

The rally will start from Dumfries on the morning of Friday 11 June

(after scrutineering on Thursday 10 June). After an overnight halt, the second leg starts from Dumfries on the morning of Saturday 12 June.

Competitors will be able to carry out route reconnaissance the weekend before, or during the week of the rally. The first session is on Saturday and Sunday 5/6 June, with the second on Wednesday and Thursday 9/10 June.

The organisers are looking at adding a bit of spice to the rally, with a kart race for competitors at Dumfries Ice Bowl on Thursday 10 June.

With more than 180 competing crews, last year's RSAC Scottish Rally continued to prove its popularity. Recent estimates put the number of spectators on the event at 250,000.

Further information from the Royal Scottish Automobile Club (Motor Sport) Ltd, 11 Blythswood Square, Glasgow G2 4AG. Telephone 0141 204 4999. Fax 0141 204 4949. E-mail rsac_motorsport@compuserve.com. Entries open in April.

Wheelbase Club

The first seven programmes of the Motor Sports Association's *Wheelbase Club* television programmes were seen by a total of 660,000 people on Sky Sports 1, 2 and 3. The programme was frequently the third most popular on the satellite channel, beaten only by football and golf.

A compilation of all ten broadcast programmes is available on a VHS tape from Motor Sports House. The tape is free to affiliated clubs. Details from Sporting Services on 01753 681736.

Red Nose Day

Motor clubs, regional associations and companies involved in motor sport are reminded that the next Red Nose Day – raising funds for Comic Relief – is on 12 March 1999. To obtain a fundraising pack, call 0891 900 000. Since it started in 1986, Comic Relief has raised £130 million.

Facts about... **STEWARDS OF THE MEETING**

- It is the responsibility of the Stewards to ensure that a meeting is conducted to the requirements of the MSA as per the current Year Book and event Regulations. The Stewards of the Meeting should be available to hear protests and/or appeals at any time during the meeting and until the last time for any appeal has expired.
- The Stewards of the Meeting comprise a team of up to three Stewards. There may be an MSA appointed Steward who is the senior Steward, and there are always two Club Stewards.
- Where appointed, the MSA Steward is responsible for ensuring that all necessary documentation is in order and for event safety. If no MSA Steward is appointed, Club Stewards assume these responsibilities.
- The two Club Stewards must have no other official duties whatsoever during the meeting, and be available for their duties at all times.
- Club Stewards should have experience in running events and a sound understanding of the current Year Book and event Regulations.
- The following points may help Clubs establish a proper relationship with the MSA Steward, where appointed:
 - Make telephone or letter contact well before the event. Advise any last minute details; finding the venue, parking, food arrangements etc.
 - Provide all the necessary paperwork in advance - Supplementary Regulations, Final Instructions, entry list, passes etc.
 - Invite the Stewards to inspect the course well before the start of practice and the event itself.
 - Ask the Stewards to tell you where they will be throughout the meeting, and ensure that there is an area available, preferably quiet, should there be the need for a Stewards' Meeting.
 - The MSA Steward will be trying to establish a friendly relationship. Respond accordingly, and if a problem develops discuss it informally with him first. Many problems can be solved in this way!

AUTOSCENE

#AUTOSPORT REVIEWS FROM CLASSIC

**FERRARI 250 GTO,
LANDMARKS**
ISBN 1 901432 15 7, Keith
Blumel with Jess G Pourret,
Bay View Books, £24.95

In a market of highly exclusive, specialist books, this excellent publication on the legendary Ferrari 250 GTO is marvellous value. This is the first in a new series and has chapters on design/development/evolution, individual histories on each chassis, owners' views and historic photographs within its packed 190 pages. Any book involving Ferrari authority Jess Pourret is worth having and the chapter on his memories of a 20-year relationship with 3607 GT is a highlight. Keith Blumel's text lacks the flair and passion of Pourret but it is packed with detail. Other features are tables on GTO competition history, reproduction of original homologation papers and Tony Matthew's superb cutaway artwork of Nick Mason's 3757 GT. Great value and we look forward to more in this series.

BRITISH TRIAL DRIVERS
ISBN 1 85825 107 9, Donald
Cowbourne, Smith Settle, £36
This bumper work covers the period from 1925-1939 documenting all the drivers and cars that competed in the major British trials, plus those who took part in the International Alpine Trials, and quite a lot more.

Today, most of the entrants are long dead, so it's of interest mainly as a historical record. There are a considerable number of photographs, all black and white, most of which are from the Brunell Collection. Old they may be, but they're clear and full of action. The majority of the book is professional and heavy going, though the pictures more than make up for it.

**RALLY, Reinhard Klein, Published
by Konemann, £19.99**
This book is heavy, 392 pages of high-quality pictures that capture the spirit of the World Rally Championship from

its early days to the present; from the wild, staring eyes of the mechanic straining under a car to the mile-long dust trails across the Kenyan Rift Valley.

Words are almost an irrelevance, hence they are used sparingly, although with great insight (and in three languages, thanks to David Williams, Michel Lizin and Helmut Diemel).

You should find it in all good bookshops. If you can't, call Konemann on 0171 495 4343 for your nearest supplier. Don't try mail order, though, unless you're willing to pay a packet in postage.

**CHRISTIE'S WORLD OF
AUTOMOTIVE TOYS, Mike and Sue
Richardson, ISBN 1 86205 084 8,
Pavilion Books, £20**

As this work has been sponsored by Christie's, it's not surprising that the majority of the pages cover early tinplate toys, pedal cars, and later those glorious enamelled Japanese plastic or tinplate creations, rather than hi-tech hand-made modern resin or metal models. But it's easy to see the attraction: you can make out the leather seats, rubber tyres, opening doors, gorgeous paintwork and, invariably, drivers and passengers in high-falutin' clothing, which makes them: stunningly decorative and colourful. Naïve, maybe, rustic certainly, simple for sure, but who can resist them? The colour plates match the elegant words too, so this is a *tour de force* of the model field.

**1998 LE MANS 24 HOURS -
The Official ACO Yearbook
Distributed by Grand Prix models,
£39.95**

Stunning photography marks every moment of this classic event. The book begins as the engines fire up for prequalifying a month before the great race. It ends as the circuit cleaners sweep away the debris of 200,000 visitors.

Balancing act!

WE'VE had a query about balancing connecting rods using the 'end-over-end' method.

The theory here is that you balance your rods in sets so that they all weigh the same. However, you might find that the weight is not evenly distributed along every rod. Some may have heavier big-ends with a lighter little-end, making the total weight the same.

If you balance the rods so that each big-end weighs the same and then make the little ends the same, you should end up with a matching set. At least that's the theory. The practicalities are something different again. To weigh rods end-over-end you can balance the rod horizontally, support one end, and weigh the other. Or you can suspend the rod from both ends on a pair of spring balances and note the readings at either end.

Personally I think there is a large element of techno-baffle in either method. All I do is weigh the big-end caps and

balance them as a set. Then I do the same for the rods and match them by removing material from the small ends. It may not be theoretically correct but it works in the real world, which to me is all that matters.

QUIZ ANSWERS

1. Fairwood Common – an old airfield near Swansen used 1952–54.
2. Malcolm Sayer.
3. Manfred von Brauchitsch.
4. John Godfrey Parry Thomas, died 1927, Pendine Sands.

Do you have a car that is 20 years old?

If you do, then it is eligible for the three classic runs organised by the Motor Sports Association



For Regulations contact

Major Events Department,
The Motorsports Association,
Motorsports House,
Colnbrook, SL3 0HG
Tel: 01753 681736
Fax: 01753 682938

The Haynes Publishing Two-Day Classic 9/10/11 April 1999

Starts in Sparkford, Somerset – Overnight Halts at Oxford and Warwick – Finish at Castle Combe Race Circuit.

The Guardian Insurance Classic 30 May 1999

This is the biggest event of its type in Europe with a choice of 11 starts including Edinburgh, Harrogate, Lincoln, Lytham St Annes, Ipswich, Chester, Cheltenham, Bath, Millbrook, Brooklands and Goodwood. The event will finish at Millbrook Test Track where all participants will be able to drive on the High Speed Bowl as well as the demanding Hill Circuit.

The Euroclassic 5-9 September 1999

Provisional outline – Start in Brussels – Overnight Halts – Stuttgart – Lake Constance – Merano/Innsbruck – Finish in Salzburg. All participants will have the opportunity of driving round Spa and the old Nurburgring.

MARSHALLING

Stood on the not as map corner!

January was boring wasn't it? and I didn't see many of you out on the Christmas Stages - you missed a treat.

February however is much better for rally fans as marshalls are needed for the following events:

Sun Feb 21st.	Kaif Kwik Rally	N.Yorks
Sun Mar 7th.	Robin Hood Stages	Sherwood
Sat Mar 27th.	N.Humberside	N.Yorks

Toyota Team Bedale will be competing on the Robin Hood, so I'll be checking for the Trackrod banners!

If you are intending to go out on an event please let me know, I need to ring the organisers with some idea of the numbers we can bring. I's never enough, but I would like Trackrod to be in a position to run stages again by the middle of the year.

Marshalling Initiative

Trackrod propose to introduce a scheme where credits are awarded for marshalling and officiating on events. These credits can be used to buy club merchandise at a later date, and will be recorded on individual cards where proof of attendance is signed for on events.

For more details contact me on 01937 586 267 or see me on a club night.

Arthur Heaton.

MIND THAT TREE!

After the Boxing Day Autotest as timekeeper, watching that mad man Dykes racing about in what can only be described as a four wheeled version of something from Mary Poppins, I took myself off to the Christmas stages with Mr Apperley. This was a bitter cold and wet day for doing anything never mind being out in snow storms and driving rain messing about under cars.

The next day Andrew and I were up before the lark, all set for, hopefully, a repeat performance of last years event where we came 7th o/a and 3rd in class in the 16v Astra.

This year we returned in the Sierra Cosworth, not hoping to up stage our friend Nigel Worawick (only joking), but going for a better position. We arrived, unloaded and shot off to Noise, where the man with the meter came up to my window and asked where the exhaust was? After a little explaining we moved onto the dreaded scrutineering. We seemed to be waiting for ages so I took myself off to the documentation room to have a look at the start times. I was shocked to see a time of 08.33 as it was now 08.15 and we hadn't even being through, let alone removed lamp pod or done my routes.

We managed to get sorted and booked in on time albeit in a bit of a mad dash. We moved out of control and drove around the back of Park Hall hotel to the start area where a delay was pending. By the time the stage was live we were in position behind car 10, the Mitsubishi Evo IV of Robin Farrington. Along with Robin were Nigel Worswick (car 1), ex Peugeot man Kevin Furber and Pete Litter in the Escort WRC. A late entry from Rob Barry in his Evo IV made up a strong top 10.

After watching the first 5 cars leave my advice to Andrew was lets go for it but let's keep it tidy.

Lap 1 of 2 was over and pre race nerves were settled. As we passed the hotel for the second time we passed Nigel Worswick's 4x4 Sierra parked up by the road (it turned out to be an oil problem). We continued around again to the finish, collected our times and hit service. No major problems to report, ready for stage 2.

Back at the start area again we had a little discussion about our approach to the stage and where possible seconds could be gained and after a unanimous decision we were ready for the off. Everything was going fine. We came around for lap 2 just as a Mk11 Escort was leaving the start time.

We approached the merge together but just not in front enough to take the lead. We settled for the chase only to be barked all the way round despite continuous use of the horn and headlights.

A slightly slower time was therefore inevitable on this stage, but not to worry all was not lost. Once back in service I walked up to the HQ to check the times, but not saying too much to Andrew at this point. Once at the results desk I was extremely surprised to find us in 4th o/a on stage 1 and 5th o/a on stage 2.

Stage 3 saw a slight alteration in the course making it a bit quicker by my reckoning. This proved to be true resulting in an excellent time and 6th o/a.

At this point the Mitsubishi Evo's and the Escort WRC were starting to get warmed up. But knowing what the course is like for the big offs we weren't too concerned but just happy to be going well.

Stage 4. By now we were quite familiar with the terrain so "pull out all the stops and go for it", was the cockpit briefing. After lap 1 we came around to meet the eventual winner, Rob Barry and his Evo IV. We managed to keep with him for about 1/4 of a mile but he was flying so the gap lengthened. It did us good though as we moved up to 5th o/a. At this point I decided to inform Andrew of our o/a position, but he remained calm and composed, not wanting to get too excited you understand.

After a long dinner break we were set for stage 5 and a change of direction, so a little caution was required. As we waited for the off I noticed car 2 had not been into finish control, and just as I said it the stage was stopped. Not good for us as we were revved up to start next and now we had to shut down the engine until the stage was live again. Eventually car 2 came around obviously OTL but still in the event. This therefore took us to 4th o/a as long as we didn't "cock up".

5,4,3,2,1, go, we shot off the line going for it big style, taking a few risks here and there but always maintaining safety. After meeting with Rob Barry again through the chicanes, eating his dirt and being blinded by his exhaust fumes he pulled away leaving us a clear track.

As we headed along the straight we were hitting about 85mph when the back of the car just seemed to go and before we knew it we were sliding along and approaching the tight bend. Andrew looked at me and I looked at him, everything seemed to be in slow motion as we hit the mud and grass, taking some chap's mountain bike with us, covering spectators in mud and heading for trees and bushes. Bang, crash, wallop, we slipped sideways into the bushes at the same time going forward into a large tree. We then came to rest and proceeded to get out as soon as we could.

Marshals came to our rescue and eventually got us out of the car. We were both ok but shaken up. We composed ourselves and as we watched the last car go by we relieved the car with the aid of the rescue vehicle. They towed us back to the service area where we tried to get back on course but failed as we were unable to locate another thermostat housing. So, onto the trailer and away we went back home, a little sorry for ourselves but nevertheless happy with our performance.

Thanks go to Andrew's dad, "Doris", Rod and Andy Varley for their support.

Well, as they say that's rallying, but it won't stop us from doing what we all like best.

Dave Hammond (Car 11)

REGULATIONS

Regulations just arrived this month include:

Morecombe Bay Stages	28th Feb
Malcolm Wilson Rally	6th March
Robin Hood Stages	7th March
Sporting Escort Autotest Larkspeed	7th March
Chandlers Tour of Lincs	10/11 April
Seat Jim Clark Memorial Rally	24th July
T. I. Northern Stage Rally Championship	
Northern Road Rally Championship	
Northern Classic Road Rally Championship	

All are available from the notice board or ring Jim Plevy for details. 0113 289 2127

SCOTTISH RALLY

11th - 12th June 1999

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

This year another route change, no stages in the Central belt, nor in the Borders, only around the Dumfries area! I have negotiated a stage for the Friday, Craik SS5. I have not visited the stage yet but it is just to the east of Moffat off the A74 (but not easy to get to), approx. 7.5 miles long with 8 junctions. Watch out in coming months mag. for a map of the area.

How many members are interested in helping? (I am assuming that the usual team from last year plus Malcolm, Richard will be in attendance - please, thank you!). I understand that the format will be, 1st car at approx. 13:13 for the Historics, followed by the main event at 15:13. It would then be dismantle the stage and back to my house - if you wish. We then normally have a restful Saturday (during the day) and then at night a 'sociable' BBQ with 'one or two' drinks, supplied via Guinness!!!! I must know by early April if you are interested so that I can assess what we can do. Accommodation can be found in the region (of my house), from camping to 5* hotels! Please let me know your requirements.

A few of us will be staying near the stage on the Thursday night to make setting up easier, anyone able to help please let either Caroline Marston or myself know.

Please, please, please contact me on either 01259 760611 (Home, not after 22:00) or 0378 413283M, thank you in advance.

Peter Stanhope.

TOUR OF MULL

15th - 17th October 1999

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

Please call me on 01259 760611 to discuss first.

Safe motoring.

Peter Stanhope

RIDE WANTED!

Geriatric navigator seeks not too fussy driver for occasional rides in the forests or on single venues. Not desperate to win (been there, done that, had the accident) but serious enough to keep awake until in the bar afterwards.

Pacenote experience but prefer proper maps, MSA Rally Timekeeper, ANCC Road Rally Navigator runner up (1986 when rallies were rallies)!

References available (dubious sources) and will contribute towards expenses.

Contact: John McNichol. 0113 286 6318

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