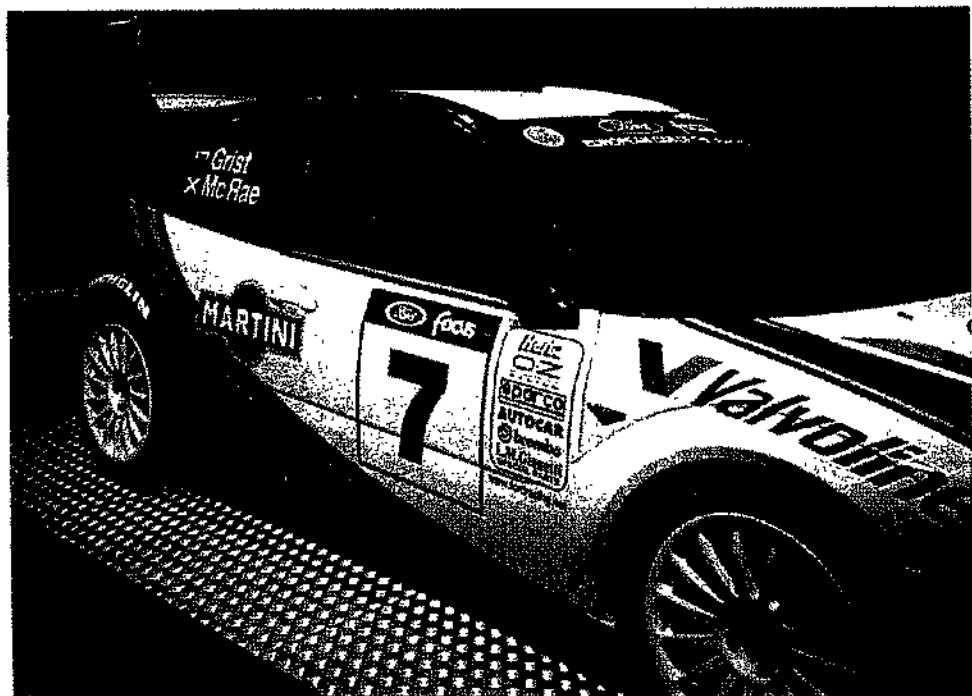


TRACKROD

MOTOR CLUB Ltd.



MARCH 1999 MAGAZINE

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

CHAIRMAN'S CHAT

Well the year has certainly got off to a good start. Our Annual Dinner Dance was very well received - personally I think the food was better than ever this year and the venue was just right, with a little more seating room for all. Well done Caroline and all your team.

The Ripon stage rally provides a much needed format incorporating farm tracks, a pleasure park and some classic forest stages. Lightwater Valley is a stage not to be missed as you run alongside the track of the "big dipper" - and on the track if you get it wrong!! A good entry from local crews together with cold, but fine, weather ensured a good days sport for all. Similarly the DeLacy Kall Kwik Rally was well received, this time using all forest stages which provided a great opportunity for the Clubman to sample the Yorkshire Forests. I do suspect that Staindale would be non too smooth the second time round!! Hopefully we will get some re-grading done in time for the North Humberside event.

The Yorkshire Dinner at the end of February was probably the best yet - again a good menu, good company and some entertainment thrown in as well - if you were not there you missed a good night out.

Elsewhere in this, and subsequent magazines, you will note that the clubs' equipment store has now been relocated to Coney Park. You will need a pass to gain access so see Andrew Varley for details. As I write this Andrew, Jim Plevey and Simon Marston were working hard to put up shelving, hooks, cupboards and lights to ensure that the equipment is kept tidy, clean and dry. Please will you all now look in your garages, car boots, living rooms etc. and if you have ANY CLUB EQUIPMENT - we need it back. There is nothing more annoying than going to the store to find that someone has "borrowed" something and not returned it. Please do look NOW and let Andrew Varley know as soon as possible. ☺☺☺ Thanks.

There are loads of events coming up to enter, or just marshal - remember the new incentives for marshals - see Arthur Heaton soon and you could be wearing the latest Trackrod "fashion wear" FREE!! Just for marshalling on a few events. Simon Marston also has the full range of merchandise for you to examine.

As always, whatever you get involved in, enjoy your sport, promote Trackrod where you can, but above all keep yourself safe. Happy motoring!!

Rod Parkin

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 760611H

0378 413283M

Cheap at twice the price!!

FOR SALE

"Motor Sport" magazines 1971-1986. £3 per year (12 issues). Lots of single copies at 25p each or £2 for 12 assorted copies. Grab some cheap historical reading material, some great colour photos too.

Autotest special Mini, competitive car with potential for further development. If you want to get into autotesting you won't do better! £400 ono (including spares).

Contact Richard Ineson at any clubnight or ring 0113 267 9329.

Must go to make way for new project.

MARSHALLING

First of all "Marshals Incentives"- Thank's to the generosity of:

Toyota Team Europe
Castrol UK

Prodrive
Seat Cupra Sport

Michelin
Phil Andrews

We will be running marshals draws for Trackrod members on selected events for various goodies supplied by the above.

Future Events:

Tour of Lincs.

10/11 April

Following last year's success, the event will again run on Saturday afternoon and Sunday.

Lots of marshals are required for stages such as Cadwell Park, Binbrook and Ludford.

There is free overnight camping at Market Rasen Racecourse, along with late bar, food and cabaret on Saturday night.

If rally cars bore you then try the Hill Rally (for serious off roaders) which runs in tandem with the main event.

Jim Clark Memorial Rally,

2/4 July

Trackrod have been invited to marshal on this superb event, which is a British Championship Qualifier and also features National, Historic and Clubmans events. Run on closed public roads this could be the highlight of the year.

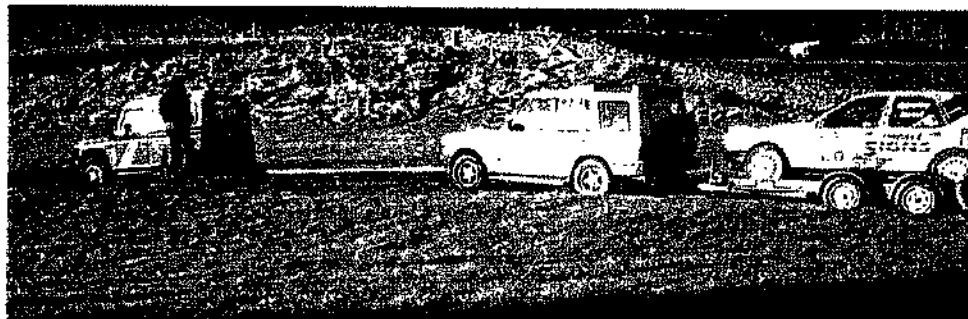
Pennine Road Rally,

20/21 March

This is the second round of the Larkspeed League, and therefore we need to put out as many crews as possible, both competitive and marshalling. If you are unsure about modern road rallies come and ask come and ask or ring me, it's not as hard as it looks for navigators and most events are suitable for standard cars.

See me on a club night or ring me on 01937 588 287

Arthur Heaton



Rally Driver? He can't even get his car to the event without the help of a tow!!!!!!

HOME THOUGHTS FROM A BROAD

1999's been a funny year so far, hasn't it? First there was the Monte francas over the Focus, now Brian Bell has 'won' the Wydean, and floating over it all is the Mintex Ancro In/Out, Shake it all about kerfuffle.

What can one say about the Focus? Except that have you seen who did the protesting? Toyota for a start off - dare we mention turbos? And Dave Richards has been creative about rules and interpretations since God was a lad. They've either got short memories, or absolutely no soul whatsoever.

Andy Burton was a different kettle of fish. His car has a letter of dispensation from the MSA, and he was fastest on the Wydean stages. So why don't the results show him as the winner? Apparently, people have been whingeing behind the bike sheds because he's a talented engineer. And built a crowd pleaser. And keeps winning. So he didn't hand in his final time card. Shame.

Brian Bell was in a World Rally Car (not a Series Production homologated jobbie as far as I'm aware), Gwyndaff ran a Seat Super Rally car, Nik Elsmore is in a Maxi something that isn't Series Production either.....and they finished 2nd, 3rd and 5th. So where's the difference? Don't blame Andy because of the MSA rules - blame the MSA.

It's a funny old world - if a manufacturer drops a shell onto a racing car, they call it a World Rally Car - if an individual does the same thing, people mutter into their beer.

And finally....ANCRO. What is there to say about a collection of people whose first reaction to a problem is to stuff a legal writ up the nose of their major sponsor?

Ann Watson

MACHINE TOOLS & EQUIPMENT
MEASURING INSTRUMENTS

SPECIALISTS IN STATISTICAL PROCESS
CONTROL

MITCHELL FOX

ABRASIVES + HAND TOOLS + PORTABLE
POWER TOOLS

CUTTING AND THREADING TOOLS
IN HSS AND TUNGSTEN CARBIDE

WORKHOLDING EQUIPMENT



WHITEHOUSE STREET
LEEDS LS10 1AD
TELEX 557101 MITFOX G
FAX (0113 246 5000)

LEEDS 0113 246 1000

REGULATIONS

Regulations just arrived this month include:

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	2/4th 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

£IFE IS A £OTTERY

All over Britain, sports clubs are cashing in on National Lottery money – but not motor sport. And it may be our own fault...

This startling news was revealed by Derek Casey, from the English Sports Council, speaking to the MSA Motor Sports Council (the rule-making 'parliament' of UK motor sport) in February.

Mr Casey said that his organisation had handed out almost £900 million of lottery funding to some 3,000 separate projects during the past three years; over the same period, motor sport clubs received just \$76,000 for three grants!

In defence of the Sports Council, however, Mr Casey explained that motor sport had submitted only 12 applications – and that a success rate of 25% was actually quite high.

The United Kingdom has five Sports Councils with lottery money to give away: regional bodies for England, Scotland, Wales and Northern Ireland (with funding allocated strictly according to population) and the UK Sports Council to fund British national projects.

The basic aims of all the Sports Councils, said Mr Casey, could be summarised as "more people, more places, more medals".

Asked why motor sport applications for national lottery funds had been unsuccessful, he revealed that the UK Sports Council – the body to which the MSA should apply for national funding – has decided to concentrate on Olympic sports, which naturally excludes motor sport.

No such limitation applies to the regional Sports Councils, however, suggesting that applications for lottery funding in connection with motor

sports are far more likely to succeed when submitted to one or more of those regional bodies.

Historic Unity

Speaking at the same Motor Sports Council meeting, Geoff Smith of the Federation of British Historic Vehicle Clubs (FBHVC) stressed the importance of close liaison between one-make car clubs, the Motor Sports Council and the FBHVC.

He made a plea for unity among these and other motoring organisations, to preserve the rights of all those who use classic cars and other preserved road vehicles.

He explained that the FBHVC played a major role in exempting classic cars from 'possession tax', persuading the DVLC to re-issue 'lost' registration numbers, the exemption of classic cars from the emissions requirements of the MoT Test, and gaining permission for the continued use of period (including solid) tyres.

Although the FBHVC represents 300 clubs and about 250,000 members in its own right, Mr Smith stressed the importance of friendly relations with other bodies, such as the MSA, so that Britain's old car movement could present a unified defense against legislative and environmental pressures.

As an example of current activities, Mr Smith explained that the FBHVC is currently working with the Motor Industry Research Association to test 38 additives for unleaded fuel, to compensate for next year's ban on lead in petrol.

Rallying Ahead

The final speaker was David Richards, World Champion co-driver in 1981, but better known today as the owner of Prodrive (which runs Subaru cars in the World Rally Championship and Fords in the British Touring Car Championship).

His topic was the growing gap between volunteers and professionals in motor sport. He began by contrasting the interests of superstar competitors like Michael Schumacher and Colin McRae with those of the volunteer marshals and paying spectators.

Mr Richards suggested that the structure of motor sport in the UK should be completely revised. Instead of dividing the sport into different disciplines (racing, rallying, karts, hillclimbs, etc), he proposed that it should instead be divided according to the professional commitment of the drivers, starting with grass-roots events and rising through regional and UK championships to World Championship level.

He also believed that the Network Q Rally of Great Britain should no longer be an event open to any holder of an international competition licence, but should instead be run for perhaps 60 cars, with multiple use of special stages and all competitive mileage run in daylight.

David Richards suggested that only registered manufacturer teams would have automatic right of entry, with other places to be earned by winning national championships.

Colin Wilson

COD FILLET QUIZ



1. Who joined forces with John Heath to form HWM?
2. The British Sprint Champion for 1997 and 1998?
3. In May 1998 some three new speed records were set at Elvington, for what class of vehicles?
4. When and where did Jacques Laffite win his first GP?

ANSWERS ON PAGE 19

M S A NEWS

Prince Michael Awards of Merit

Two of the best-known personalities in British motor sport were presented with Prince Michael Awards of Merit at the annual dinner of the Motor Sports Council on Thursday 4 February.

Both awards were presented by HRH Prince Michael of Kent, President of the Motor Sports Council. The ceremony took place during the annual council dinner, at The Royal Automobile Club in London's Pall Mall.

Michael Fenwick began his motor sport career in 1950, when he

joined the 500 Club (later to become the BRSCC) to marshal at Brands Hatch, Mallory Park and Silverstone. He moved to Scotland in 1961, organised sprint and autocross meetings and some races at Croft, then founded the Scottish centre of the BRSCC.

Throughout this period, he continued to compete as a driver in sprints, hillclimbs and autotests. He also organised sprints and rallies for 55 Car Club, and introduced the Red Hackle Whisky Company to motor sport sponsorship; the Red Hackle

Rally became a fixture in the Scottish Rally Championship.

He was founding chairman of the Scottish Sprint & Hillclimb Committee, helped set up the hillclimb course at Doune, marshalled on international rallies, was an RAC Steward at speed, kart and car race events and still found time to serve on the committees of at least seven motor clubs.

He also judges at concours d'elegance events, is a steward at British SuperBike races and has been a steward for the British Touring Car Championship. In 1998, he received the Jim Clark Award for services to Scottish motor sport.

W M Fenwick was born on 10 March 1925. Now retired, he lives in Biggar, Lanarkshire.

Keith Douglas has a long and distinguished history of achievement in motor sport. He is perhaps best known as a commentator, a role he has undertaken for over 50 years. He began at the Gamston sprint course in 1949, since when he has been principal commentator at Silverstone, Donington Park, Mallory Park and Oulton Park, including over 30 years on the commentary team at the British Grand Prix.

Perhaps his most lasting achievement, however, was the founding of the British Motor Racing Marshals Club in 1957. His work in marshalling was directly responsible for the formation of dedicated, highly-

trained incident teams, which are now normal practice all over the world, and for the publication of BMRMC training and grading procedures, which have since been translated into many languages (even Chinese).

He was a founding member of the Motor Sports Council and served as its vice-chairman for many years, and was an active chairman of the Race Committee, where he was a prime mover of the ARDS driver training scheme.

He is a longstanding active member of Nottingham Sports Car Club and a prominent fund raiser for BEN (the Motor & Allied Trades Benevolent Fund).

Keith H Douglas was born on 11 May 1923. He still works as a marketing consultant and lives in Solihull, West Midlands.

The Prince Michael Award of Merit is presented annually for meritorious service to British motor sport. The award is open only to people who do not principally earn their living from the sport. Among those not eligible are current members of the Motor Sports Council, and serving directors of The Royal Automobile Club and the Motor Sports Association.

New Forestry charges

Following the announcement of the government's Retail Price Index, the Motor Sports Association confirms

Contd on page 10



Presentation of the 1999 Awards of Merit at The Royal Automobile Club. Left to right: Michael Southcombe (Chairman of the Motor Sports Council), Mike Fenwick, HRH Prince Michael of Kent, Keith Douglas and Michael Limb (MSA Chairman).

Facts about... REYNARD

- Reynard was formed in 1973 by Adrian Reynard and Bill Stone, a former Production Manager at March.
- Reynard celebrates its 25th anniversary this year and has built over 1700 chassis in this time, with the workforce growing to 250 and a turnover over £30 million annually.
- Reynard are supplying cars to eight Champ Car teams for the 1999 FedEx Championship Series and 13 cars for the 1999 Formula Nippon Championship.
- In 1999, Reynard will be on the Formula 1 grid, as the technical partner in the new F1 grand prix team, British American Racing.
- Every driver on the '99 F1 grid has driven a Reynard at some point in their career – except Fisichella.
- Reynard has won its first race in every single seater category the company has entered. In 1985 Reynard entered Formula 3 and won its first race from pole position; in 1988 Reynard won its first F3000 race and went on to win the international title at the first attempt. In March 1994 Reynard re-wrote the record books when they entered the IndyCar World Series scoring a debut win from the front row of the grid.
- In 1971 Adrian Reynard held six British National and five World Land Speed Records, running a home built motorcycle with a Royal Enfield engine.
- In 1990, the company was awarded the Queen's Award for Export Achievement. In 1996, the company became the first racing car manufacturer to be honoured with this prestigious award twice.
- Reynard has a Graduate Training Scheme which attracts the cream of the young engineering talent – Malcolm Gossler, Technical Director at Reynard and Barry Ward, Chief Designer for the 1999 Champ Car are both former trainees.
- Reynard has a website at www.reynard-motorsport.com providing all the details of the racing series, people history, and activities of the company together with employment and careers information.

AUTOSCENE



REVIEWS FROM



AMERICAN SPORTS CAR RACING IN THE 1950s

ISBN 0 7603 0367 3, Michael Lynch with William Farravano, Motor Books, US\$39.95

Backed up with a splendid selection of photographs, author Michael Lynch vividly portrays this glamorous era of sports car racing which developed from amateur east-coast street races to big-banger contests at California tracks.

Lynch also focuses on the characters, both patrons and drivers. Von Neumann, Shelby, McAffee and Reventlow are covered, but chapters on John Edgar and Tony Parravano, by their sons, make it worth buying alone. Fresh information about Parravano's disappearance dismissed Mafia links while Edgar's riotous race adventures could upstage the music business. An extra bonus is a 'where are they now' section, a vivid colour gallery and a detailed appendix of race results including chassis numbers. Wonderful stuff.

MG BY McCOMB

ISBN 1 85532 831 3, F Wilson McComb, revised by Jonathan Wood, Osprey Automotive, £24.99

This definitive work on the octagon marque has been brought right up to date over the 1984 edition with chapters on the design and development of the RV8 and the MGF. It now includes a section of colour plates on MGs deemed to be historically significant.

BRITISH RALLY CHAMPIONSHIP

BHP, Available from the BRC office, £12.50 inc. p&p, shop price £12.99

The British Rally Championship produces some of the most spectacular driving in the country, and BHP has compiled a video of last season's highlights. You can experience what a complete

roll feels like in Justin Dale's Peugeot, and with Alister McRae you drop two wheels into a ditch in sixth gear – and recover. Outside the cars, strategically-placed cameras capture the best action. A highlight of the programme is the extensive use of home video footage, where spectators have filmed incidents the professionals missed.

WALTER GOTSCHKE, prints of the

Silver Arrows, Bygone Era, 0181 462 0708, £30 each + £4 p&p. Czech-born Walter Gotschke is one of the world's greatest motoring artists and Bygone Era has discovered a limited source of his dynamic tribute to Silver Arrows racers of the 1930s. These action paintings were originally commissioned by Automobile Quarterly in the '70s.

The five print set features Nuvolari and Auto Union V12 in the '38 Italian GP; Stuck and Auto Union V16 winning the Coppa Acerbo, and the victorious von Brauchitsch with Mercedes W125 at Monaco in 1937 and winning the Eifel Grand Prix in 1934. The fifth print features a pit scene at Pescara. All are signed.

ACHIEVEMENTS, Richard Graves, ISBN 0 7475 3771 2, Bloomsbury, £30

Bit of a modern version of the *Boy's Book of Speed*. Sponsorship by Castrol is appropriate as Wakefield oils supported motor sport and record attempts from the start. Large format, with bold use of decent pictures and with the car bits (about 20 per cent of content) by Mick Walsh, this celebrates success and heroism, and lists year-by-year achievements. The only criticisms are sometimes vague captioning and occasional misuse of apostrophes. Good value, though.

2hp for free!

Giving good advice about porting is pretty tricky since every head is different, but there is one mod you can make to just about any head and get a small flow gain. Most standard valves, plus a lot of race ones, have a sharp edge where the back of the valve comes down onto the seat area. Stock ford valves are awful here, with a raised lip just prior to the seat.

Put the valve in a drill and a stone in a second drill and you can shape off the sharp edge to smooth the flow into the seat. Finish with emery paper, but take care not to remove material from the seat area of the valve. If you do not

you will need to recut the valve to get the flat seat area back.

On just about any engine this is usually worth about 2cfm over a badly-shaped valve. Add that up across four cylinders and, on an eight-valve engine, this means a gain of a couple of brake horsepower, or more. Not massive, but it's virtually free ...

QUIZ ANSWERS

1. George Abecassis.
2. Roger Kätty
3. Electric (over 1000kg)
eg 187.35 kmh over 1 km.
4. 1979 Argentine GP - Ligier JS11.

MSA NEWS *Contd from page ii*

new charges for the use of Forestry Commission roads for special stage rallying.

With effect from 1 April 1999 until 31 March 2000, the charges are as follows: primary use £357 (the old charge was £331); secondary & subsequent use £264 (up from £245).

Any event which is cancelled within ten weeks of its intended date will forfeit the amount of £2,000 for an international rally, or £1,000 for any other rally (unless force majeure can be proved).

The Motor Sports Association gains no financial benefit whatsoever from the use of Forestry Commission roads by rallies. The MSA simply administers the charges on behalf of the Commission and passes those charges directly to registered clubs.

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

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.



For Regulations contact

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

Correspondence to Stuart Turner, MSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

RADIO TRAINING EVENING 7/3/89

Radio Procedure

One of the major problems on rallies these days is the radio getting "Blocked". This is due to radio operators putting down thier microphone's and then the transmit button getting jammed on. The only way to stop this happening is to make sure that you know where your microphone is, at ALL times.

Radio's should be manned at all times, so two people should be with each radio. One person can then take notes while the other operates and so having hold of the mic at all times.

Prefixing Messages

The types of situations which would merit such words are:

- a. RELEVANT - to interrupt, at a break between calls, in order to provide significant information which may materially assist the problem/situation in hand.
- b. SAFETY - for messages concerning stage safety eg Car off but all OK, stage arrowing, spectator marshalling problems.
- c. URGENT - for situations requiring immediate action e.g. car known to be in difficulty, suspected injuries, stopping the stage.

required.

Use common-sense - do not overrate the urgency of your message unnecessarily.

I have copied some of the radio notes out of the Quip Rally operations manual.

1. Make sure the set is switched on, aerial and mike connected, turn up the volume.
2. Adjust 'squelch' or 'mute' control just to the edge of the noise. If you find that rally cars are causing interference do not adjust squelch control. You will have to work in the noise.
3. Make sure that someone is listening to the radio at all times. This means listening to everything, not just messages for you.
4. Always work through Control. It is there to help not hinder.
5. Remember, Control may be able to hear a lot of radios that you cannot hear. If he does not respond to you immediately please do not call incessantly. Controllers will announce when they go to standby.

6. If you want to talk direct to another mobile, call Control and when he says 'go ahead' then go ahead with your call to the other mobile. Don't then ask the Controller for permission to call the other station, it just wastes time.
7. When you call another radio, be it control or another mobile once you have clearance from control, you should put the call sign of the radio you are calling first followed by your own.
8. If you cannot talk to your local Control establish quickly which set you can hear best and work through that.
9. Always keep messages as brief as possible.
10. Always remember this frequency is specifically for safety and medical purposes, keep admin. traffic to a minimum.
11. When you put your microphone down make sure you do not trap the transmit button. It will 'kill' all other transmissions.
12. If your set appears to have stopped working check all connections. If this fails and you have another radio nearby (i.e. rescue vehicles, etc.) get them to notify Control that you will work through them.
13. Only use CB for chat, never for safety purposes except as a last resort.

time for thinking.

Before a stage becomes operational, one radio operator (usually at the start) gets clearance from control to do a radio check. Since all radio's will be manned at all times they can checked out very quickly! At this time radio operators on the stage can also make a list of the other radios on their stage maps.

SOCIAL CALENDAR

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.
(Scalextric night)
13th. Admiral Hawke. Boston Spa.
20th. The Crown. Wetherby.
25th. Lookout Stages Rally.
27th. Square & Compass. N. Rilton.

MAY

4th. Gildersome Con. Club.

Caroline Marston.

Social Sec.

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

RETROSPECTIVE

From the pages of Trackrod Magazine of March 1979 (issue No. 101)

On the cover: Richard Ineson (a nobody) competing in the Boxing Day Autotest at the Crest Motel.

The social committee announced their programme of forthcoming events and that at film shows members would be charged 10p admission and non members 50p - club card would be inspected - so there! Three treasure hunts would count for a league with a prize at the end of the year for the overall winner. Comp. Sec. also produced a comprehensive calendar of events for the next 3 months.

On the 16th. March we were due to take part in the Shellport quiz at the De Lacy clubhouse - watch this space (what happened to the inter club quiz challenge of recent years?)

Following his article last month on navigational gaffes Nick Leuchars was convinced of the merits of a regular column of navigational matters - this month's topic "making up time" when you can and when you can't. It seems mighty complex to me reading it now, so maybe his final advice might have been the best policy, "if in doubt take back only 3 minutes and you will remain innocent and unfailed"!

J.C.Barker wrote at length on his journey, with two pals, overland to South Africa (14000 miles) and the creation of a six wheel drive Landrover in which to do the trip, second instalment next month.

Vince Fletcher was a bit late with his report on Decembers "Seven Dales Rally" which he did with Tom Whitaker. By all accounts it was a basically good event made frustrating by the slack timing and icy conditions. Tom & Vince finished 17th O/A.

Trackrod—————Ends
Richard Ineson.



are pleased to announce the

Old Mill Autos

PENNINE ROAD RALLY

20th/21st March 1999

2nd Round of the Larkspeed League

Maps 99 & 104

120 miles of competition using some of the finest road rallying areas in the North of England.

A fast and furious night guaranteed!

Entries only £45 including 2 full English Breakfasts.

Free breakfasts for marshals running 2 or more controls.

Further Information from:

Clerk of the Course:	John Smallwood (01904 706257)
Entries Secretary:	Graham Whitaker (0113 265 4182)
Chief Marshal:	Andy Shaw (01937 584009)

TRACKROD MOTOR CLUB 1998 AWARD WINNERS

Service Crew Shield	V. Apperley
Cantrill Hipflask Marshals Trophy	D. Steele
Boxing Day Autotest, Best Trackrod	A. Varley
Newman Cup, Best Allround Lady	N.Sanderson
D&W Tailor Trophy Best Lady Competitor	T. Grant
Outside Events Trophy (Sprints/Autotests)	R.Jackson
Spy 44	A. Heaton
Rally & Speedshop Trophy (Autotests)	R. Ineson
Larkspeed League Trophy Driver	A. Apperley
Larkspeed League Trophy Navigator	D. Hammond
Myers Memorial Shield, Best Newcomer	T. Bendelow
Jim & Beryl Stocker Trophy (Best Organised Events)	Navigational Scatters A.Apperley & Team
Chairman's Trophy	P. Stanhope
Trackrod Trophy	C. Sanderson
Single Venue Rally Championship, Driver	S. Sanderson
Single Venue Rally Championship, CoDriver	D. Hammond
Multi Venue Rally Championship, Driver	T. Whittaker
Multi Venue Rally Championship, CoDriver	B. Dove
T.M.C. Stages Rally Championship Driver	
1st Arnold G Wilson Trophy	C. Dykes
2nd Mary & Steve Lloyd Trophy	A. Apperley
3rd. Leeds Crest Motel Trophy	D. Arnold
T.M.C. Stages Rally Championship Co Driver	
1st Ray Dickinson Rose Bowl	G. Whitaker
2nd. Gordon Jefferson Trophy	A. Heaton
3rd. Trackrod Motor Club Trophy	D. Hammond

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