

TRACKROD
MOTOR CLUB Ltd.



APRIL 1999
MAGAZINE

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

CHAIRMAN'S CHAT

The Rallying season is now well under way with some superb TV footage of the World Rally Championship for those of you with Cable/Satellite systems. Thankfully the safety aspects of British events seems much better with most spectators staying off the road!!

The first round of the BRC - the Vauxhall Rally of Wales - ran well with some uncharacteristically fine weather. Hopefully the TV coverage will identify the real winner in a Group N car - something I think the manufacturers were not expecting and certainly not wanting. Whilst we must give due consideration to manufacturer interest, since they DO pay extra money for the privilege, we must remember that there is a big field of talent out there that deserves recognition.

Talking of the BRC you will possibly have seen the reported link with Trackrod for the year 2000. Well, it is very early days and certainly no decisions have been made. We need to talk to many people involved with the event, look at what is required, and see if it what we want. If it is, and also if the BRC are interested in us, then we can start moving things forward. There are other options however and anyone with views comments are welcome to discuss them with us at any time.

Nearer home the Humberside Rally (BTRDA Championship) ran successfully last weekend using the classic stages and despite using some chicanes, three crews beat more than one boggy time! Drivers and cars seem to be getting much quicker.

Our Navigational Scatter Championship has now had the first run from DeLacy Clubhouse and was well received, with much support from other motor clubs. Since we promote this series as a FREE entry, and also to attract new members, please see if you can drum up some more support - or enter yourself - the navigation is easy and you can learn a lot about motorsport from these simple clubnight events.

Final preparations for the Lookout Rally are being made and if you are not competing I am sure Derek and team would appreciate your help. Remember also the marshals incentives - see Arthur Heaton for details of how you can obtain Trackrod merchandise FREE!!

Finally a reminder regarding CLUB EQUIPMENT - please search your garages and attics and return any club equipment to Andrew Varley so we can keep the inventory up to date.

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

Sparco helmets: 1 Pro Rally
1 Rally Jet
both complete with Peltor intercom £300 the pair

9x13" RS alloys £20 each

5 Colway Rally Plus 4's 175/70x13 £25 each

Contact Dave Hammond on
01924 220 816 0378 016625

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 287 9329.

Must go to make way for new project.

SOCIAL CALENDAR

April

- 6th. Gildersome Con. Club.
(Scalextric night)
- 13th. Admiral Hawke. Boston Spa.
- 20th. The Crown. Wetherby.
- 25th. Lookout Stages Rally.
- 27th. Square & Compass. N. Rigton.

MAY

- 4th. Gildersome Con. Club.
- 11th. Admiral Hawke. Boston Spa.
- 18th. The Crown. Wetherby.
- 25th. Square & Compass. N. Rigton.

- 1st. Gildersome Con. Club.
- 8th. Admiral Hawke. Boston Spa.
- 15th. The Crown. Wetherby.
- 22nd. Square & Compass. N. Rigton.
- 29th. De Lacy Clubhouse. Brotherton.
- Round 2 of the Navigational Scatter.

Caroline Marston.

Social Sec.

FOR SALE

SUBARU IMPREZA TURBO

Red, 4 Door Saloon

16" Gold Prodrive Alloy Wheels

Rear Spoiler, Thatcham Cat 1 Alarm

October 1997 R Reg

1 Owner, FSH, 1800 Miles

£17,995 ovno

Contact Andy Bard

on 0113 289 3012 or 0797 156 7744

RETROSPECTIVE

From the pages of the Trackrod magazine
April 1979 (issue 102)

On the cover: Geoff & Alan Simpson's MK I
Escort - in what look's like Dalby Woodyard.

Interesting clubnight venues coming up:
Mercury, Garforth; Crest Motel, Oulton; The
Castle, Spofforth; The Royal, Boston Spa &
Square & Compass, North Rigton.

Chairman Richardson reported that the PCT
planned by Ronnie Moore and Pete Walton
at Thorpe Park was cancelled due to the
extended period of heavy rain - site now a
bog! and also the cancellation of the
forthcoming Costa, as a large part of the
route was covered by up to 10 feet of snow!
Mike Nicholson provided us with a hot
report on the Mintex Rally from alongside
Jimmy McCrae in the DTV Chevette.
However the weather played it's part in this
event also, the first stage (Wass 1) saw the
Chevette ground out on it's belly pan with
the wheels in deep ruts and high snowbanks
on either side prevented the crew from
opening the doors!! "Force Majeur" said the
organisers - the Chevette finished a
disappointing 11th O/A.

Wrongsloot gave us another poem - two lines
of which were:-

The wife wanted to go to Majorca, but to me
that just sounded dull,

So I pawned the airline tickets and dragged
her and the kids up to Mull !!

The concluding part of the overland trip to
Port Elizabeth by 6x6 Landrover made
interesting reading for the would be
Blashford - Snells amongst the membership
- maybe someone should consider
something similar now.

RSL? reported on the Marlboro National
Rally in Somerset which was won by Terry
Kaby's TR7 after 210 miles and a whole lot
of protests at the finish.

Finally the Editor apologised for the GPO
(why?) for not delivering magazine
contributions to him for some reason.

Trackrod-----Ends

Richard Ineson.

WIFE FORCES RELUCTANT SALE

IT PAYS TO ADVERTISE!

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

The geriatric navigator reports.

Specification includes :

So all you wise guys were wrong! "Don't put in your name or you'll never find a mug to take you." "Nobody will be that desperate for a sack of spuds." Etc, etc. Well you were all wrong and it just goes to show the power of advertising (and offering to contribute towards expenses).

27th March 1999 saw my second debut in the hot seat, only twenty-one years after the first and about ten years after the last serious attempt at rallying in the forests. I reckon the older I get the less I am risking as far as life expectancy goes and since my son no longer needs the benefit of my football coaching from the touchline (16 year olds think they know it all) a little bit of excitement on the stages seemed like a good idea when I decided to E mail the ad to the editor.

No doubt the idea seemed good due to excess alcohol at the time, at 4.30 am on 27th March and fully sober, it had lost much of its attraction but was then too late as I had bought the new overalls and intercom and paid the entry fee. As a true Yorkshireman, fear was never going to get the better of financial necessity.

Having been "inundated" with offers I was fortunate to be asked by John Neale if I would be interested in doing the North Humberside Stages in his Peugeot 309GTI. A short chat on the phone and a meeting to check out the car (and John's sanity) saw the entry completed with my name on the form.

The event itself was brilliant! I thoroughly enjoyed the day (despite Castleford losing the semi final) and am looking forward to the next event. Having been away from the sport for a while I had forgotten how many really likeable people there are involved in doing all kinds of things in rallying. You can tell this by the amount of abuse you get!

1) Group A Avanti 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 Filtering

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 & Terratrip 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, various Uno engines and 5 speed gearboxes, set of new group A driveshafts and hubs, more wheels, exhaust, lights, bumpers boot and bonnet, alternators etc. enough to build a spare car with!!

RAC Logbooked and MOTed till September 1999 (can Tax if required) The car is ready for its next event, or possibly for you to drive on Melbourne? Ready to rally at £2000 or £2500 for the full package.

Tel.0838 544037 or 01924 892579

THE COLOSSUS OF ROADS

A couple of issues ago I wondered how many people in motorsport you could think of who can hold an audience for an hour or so and I suggested Jackie Stewart should be on the list because of the way he delivered the Watkins Lecture in January. Well, I've got another name for you, this time from rallying, Erik Carlsson.

Erik has just turned 70 and, to celebrate, Saab threw a splendid party for him in Trollhättan and I was fortunate enough to be invited. Flying out to Sweden I fantasised, as one does at my age, of trolling through the snow chased by blondes pink from the sauna. But it didn't turn out quite like that (that's the story of all my fantasies really) because there was no snow, just rain, and it was cold enough not to risk getting chilblains, not with my arthritis, anyway.

However, there was certainly no chill in the welcome at the Saab museum. They had invited around 80 people and put on what was, in effect, a 'This is your life' on Erik. The BBC version lasts about 30 minutes but this was much more relaxed and over a two hour spell became virtually a masterclass in rally history. The reason you can put Erik on your list of charismatic speakers is that, although there was a compere, Erik himself chatted with every guest – sometimes with ribald humour but always with courtesy – and drove the evening along quite splendidly.

As guests waited to 'surprise' Erik, we waited in a side room with a TV monitor so that we could see what was going on and, fortunately, I had an interpreter standing by me although you hardly needed to speak Swedish to feel the respect and affection



everyone had for the man. The joy of the BBC's 'This is your life' is watching for the one guest the 'victim' hated and hoped never to see again; there didn't seem to be anyone in that category.

Watching Erik chatting with Stig Blomqvist, Per Eklund, Gunnar Palm and Simo Lampinen (who called in on his way to Bangkok on FIA business) was absorbing. But then, after all, Erik was a double Monte and RAC Rally hat-trick winner.

Most of the Saab competition mechanics were there and I was reminded of the time when they decided to travel over the Grossglockner on the way back from a Liege. By chance, a Saab owner had just pulled up on the summit with a minor fault when two service cars full of some of the best rally mechanics in the world arrived, fixed the problem and drove on. To this day I bet the owner still thinks it was all part of the service.

A winter of ten or so motor club dinners has convinced me that it is often the little things that can turn a mediocre function into a memorable one. Two things that could perhaps be copied by clubs from Erik's party – instead of boring numbers, tables

were called Liege, Alpine, Monte etc, while every place had a table mat which was just a sheet of paper with press clippings from Erik's career on it. Mind you, not many drivers – or clubs I suppose – generate enough coverage to provide *different* mats for 80 or so people.

After dinner, a long list of telegrams was read out, including ones from Timo Makinen, Greta Molander and Bjorn Waldegard. I was just wondering how they could follow that ... when they read out one from the King and Queen of Sweden.

The next day it was 'open house' at the museum for enthusiasts to meet Erik and I was surprised how many youngsters, who couldn't possibly have seen him in his pomp and prime, wanted to talk to Erik and get his autograph. Maybe a new book about Erik, called *Mr Saab* has the answer because it describes him as 'The First Superstar in the World of Rallying'. Hear, hear.

Stuart Turner

COD FILLET QUIZ



1. What nationality is ex DB2 and Ferrari T750s racer Mike Sparken?
2. Who is the current RAC British Sporting Car Trial Champion?
3. Name the barrister and driver of 10.5 litre Delage and 8 litre Bentley at Brooklands (142 mph) and who held two BRDC Gold medals?
4. Who was the first official World Rally Champion and when?

ANSWERS ON PAGE 14

MSA NEWS

MSA welcomes GP findings

The Motor Sports Association has welcomed the publication of an FIA report revealing that spectators at the 1996 RAC British Grand Prix spent £28 million in the Silverstone area.

An independent team investigated the economic impact of the 11 European Formula 1 races held in 1996. Their report concluded that "Formula 1 races in Europe are unrivaled creators of local wealth". The study was presented to the FIA's European Union & Sport Workshop in Brussels, when delegates included the MSA Chief Executive, John Quenby.

The study showed that the 1996 RAC British Grand Prix attracted 170,000 spectators during race week; 80% of them came from outside a 25-mile radius around the circuit.

Of the £28 million spent by those spectators, over 90% represented money flowing into the South Midlands economy from outside. The main benefactors, in addition to the circuit itself, were local hotels, motels and campsites (£2.6 million), eating and drinking establishments (£7.0 million), retail stores in the area (£6.3 million) and local transport services (£1.2 million).

The average spectator spent £166 per day on tickets, parking, lodging, food, drink, entertainment and tourist purchases. Occupancy at local hotels reached 100% and local room prices were, on average, increased by 25.8%.

Around 3,000 temporary jobs were created during race week, while those local companies who most depend on Grand Prix business employed almost 45,000 people.

John Quenby commented: "We already know from independent

figures that the UK motor sports industry is a major contributor to our national economy, with at least 50,000 full-time jobs and an annual turnover of £1.3 billion. This new FIA report is the first systematic evaluation of the economic impact of spectator spending.

"It shows that no fewer than 17 parliamentary constituencies around Silverstone gain direct employment benefits from the Grand Prix. What is particularly gratifying is that so much income flows into the area immediately surrounding the circuit and then remains in that area, strengthening the social fabric of the community."

The 94-page independent report – "The Economic Impact of the European Grands Prix" – was prepared for the FIA by American economic historian William Lilley III (former Staff Director of the US House of Representatives Budget Committee) and Laurence J DeFranco (an expert in geo-economics).

The 11 Grands Prix in the European Union attracted more than two million spectators, who spent over £300 million. The same team estimated that figures for the following year's RAC British Grand Prix, in 1997, increased to 182,000 spectators, who spent a total of £30 million.

Copies of "The Economic Impact of the European Grands Prix" can be obtained from the Press Office at the MSA.

It is hoped that the FIA will in future undertake a similar study to establish the economic impact of events in the FIA World Rally Championship.

British Rally Championship on TV

BHP Sport begins a new two-year contract as host broadcaster for the Mobil 1 British Rally Championship with an expanded package of terrestrial and satellite TV coverage to launch the world's best domestic rally championship into the new millennium.

terrestrial coverage in the UK includes a 40-minute review of the series on the BBC's flagship sports programme *Grandstand*, plus six 50-minute slots on Channel 5's *Live & Dangerous*.

In addition, Ulster TV is taking 25 minutes of highlights from both the Ulster and Manx rallies, with several other regional broadcasters expected to take highlights of their local events.

Satellite broadcaster Sky Sports are to broadcast a 45-minute highlights package from each round in its *World Motorsport* programme, while an enhanced news service – including previews and reports from each round – means improved news coverage for the series on a national and local level.

Overseas coverage of the Mobil 1 British Rally Championship will expand, too: the Eurosport satellite channel are showing edited highlights throughout Europe, while 25-minute highlights packages appear either as stand-alone programmes or as part of BHP's successful *Chequered Flag* magazine in other parts of the world. The 1998 series was broadcast in markets as diverse as the Middle East, Australia, USA & Canada, South America and South Africa, and BHP Sport expects this to grow significantly in 1999.

With further exciting growth in TV coverage expected for 2000, the Mobil 1 British Rally Championship is guaranteed to strengthen its position as the leading domestic series in the world.

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 MSA clubs. Details from Sporting Services on 01753 681736.

Facts about... **THE ABkC**

- The Association of British Kart Clubs (ABkC) acts as an interface between kart clubs and the MSA. The clubs are represented by a Steering Group, which is elected each year during the A.G.M.
- Thirty kart clubs are members.
- Clubs nominate representatives for election as Chairman and Secretary, plus positions representing the direct drive and gearbox disciplines. Each of the ABkC and British kart championship organisers sends a representative, as can all other (regional) associations of kart clubs.
- The ABkC has observer status on the MSA's Regional Committee.
- Every year the ABkC publishes regulations that represent the class structure being used by the Association in its direct drive and gearbox national championships; they are contained within the MSA Kart Racing Yearbook, the "Gold Book".
- Clubs affiliated to ABkC should use the regulations in this document for race meetings so that drivers can move from club to club during the season and find the same classes. The ABkC Regulations will be referred to in each member club's supplementary regulations, making it unnecessary to specify individual class details. But all ABkC clubs must run their meetings according to the regulations set down by the MSA.
- The officials' duties and all the safety regulations must conform to the current MSA Yearbook, the ABkC Regulations are only the class regulations.
- ABkC National Championships are organised by the Elf Hill House Hammond S1 and S4 Series for the main 60/100cc and gearbox classes respectively. ABkC single event National Championships ('O' Plates) may be organised for these and for the other less popular existing classes and any newer classes as they become established. Four-strokes are catered for in the Honda Challenge.
- For more information contact the Secretary Graham Smith, Stoneycroft, Godsons Lane, Naption, Rugby CV23 8LX. Telephone 01926 812177.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



AUTO UNION ALBUM: 1934-1939
ISBN 0 85184 056 6, Chris Nixon,
Transport Bookman, £39.95

This landscape book presents a wealth of recently discovered photographs from Audi's archives, Jürgen Pönisch, Martin Schröder and the Deutsches Museum. As well as Grand Prix action it covers record breaking including lurid shots of Rosemeyer's tragic 1938 crash on the Frankfurt-Darmstadt *autobahn* (published for the first time), spectacular hillclimb action and the social side of the team. The captions, too, are very informative. Best of all are the studies of the beautiful Avus streamliners, a perfect prelude to the forthcoming debut of the replica at Goodwood. A wonderful book.

MG/JAGUAR
ISBN 185960 420 X/185960 415 3,
Malcolm Green/ Martin Buckley,
Haynes, £16.99 each

Two nicely produced works on the histories of great British marques, the MG's with text from Malcolm Green, the Jaguar's from ex-*Classic & Sports Car's* Martin Buckley. As ever, both Green's and Buckley's words are well written, crisp and entertaining, while the pictures are from C&SC's own archive. Both have boxes on the lesser-known models, and competition histories. Competently written, colourful photography, moderately priced.

RALLYCOURSE, Hazleton
Publishing, £27.50 from all good
bookshops

The 17th *Rallycourse* is, once more, the pinnacle of rally publishing. Perfectly executed, with stunning colours, it is still the masterpiece of its chosen field.

The coverage of each event is mostly pictorial, giving readers another opportunity to marvel at Reinhard Klein's perceptive lenswork.

In-depth interviews focus on Tommi Makinen, Didier Auriol and

Alister McRae, and there is a detailed review of the British and European championships. There is also a technical survey and a look at the national scene, as well as the traditional drivers' top 10. That's naturally subjective, so some of the rankings could come as a surprise.

Rallycourse has traditionally benefited from contributions from some of the leading writers in the sport. This year is no exception. The quirkier articles are fascinating, such as Michel Lizin's retrospective on the Alpine-Renault squad.

At £27.50, it is pretty fair value and it's probably the best example of this publication yet.

AUTOSPORT CIRCUIT GUIDE
Edited by Paul Lawrence,
Published by What's On, £24.99
plus p&p

Autosport's Circuit Guide is designed to be an essential manual for club racers and professionals alike.

Quite simply, it contains everything you might possibly need to know about UK circuits. Each corner of every venue is covered in exhaustive detail. Diagrams show a plethora of braking points, entry lines, apexes and exits. The diagrams are backed up by text giving a blow-by-blow account of every corner and straight.

The book is also peppered with handy 'Fast Tips', which suggest slightly less obvious ways of tackling certain bends. Every single UK circuit is represented in every possible configuration.

One of the most convenient aspects of the guide is that its ringbinder format makes it easy to update. The pages come as part of every subscription to *Circuit News*, which is published 10 times a year. The newsletter features articles, free advertising and track day dates, as well as the all-important page updates. The subscription costs £20.00 per year. Ring 01993 891000 to order.

Valve facts

After all this electronic nonsense doing my brain in, it was nice to get to a query on something straightforward. A reader has asked about valve acceleration and what are its benefits and its limitations. Also how is it measured?

Trying to keep it simple let's start with the benefits of high valve acceleration. For a start, it means you can get the valve open and the air/fuel flowing as quickly as possible – assuming that the piston movement/exhaust pulse/inlet pulse has created the desired depression to take advantage of an open inlet valve.

Secondly, a fast-moving valve tends to create more of a pulse in the inlet valve which you can use in a tuned-length system to improve cylinder filling. Its main limitation is that things wear out. The loads on the camshaft's lifting side can be very high, much higher than the valve spring pressure, and this is why cams

usually wear on the lifting side rather than the closing. What happens is that the protecting oil film simply gets squeezed out, leading to metal-to-metal contact, and goodbye expensive camshaft. As to how it is measured, it isn't. The thing that most people seem to have difficulty in understanding is that acceleration has nothing to do with speed. Acceleration is a rate of change of speed. If you are doing 100mph, in order to reach 120mph you have to accelerate. If this takes you all day, acceleration is slow and if it takes you a matter of seconds, you are using nitrous ...

The measurement is in ft/sec^2 or feet per second squared, metres per second squared if you are metric. If you accelerate at $32.2\text{ft}/\text{sec}^2$ this is equal to the force of gravity and we call it 1g.

The big problem with picturing this acceleration business is down to dear old biology. The human body feels acceleration as the force of gravity so if you are in a closed simulator and the viewing windows are showing you a scene of moving objects, you will

believe you are accelerating if the chamber is tipped upwards. You feel the push in the back and your eyes are seeing the scenery rush past – but you are not actually accelerating. Trying to tune an engine by 'feel' – by the seat of your pants, is seldom a rewarding experience.

In trying to build a mental picture of a valve accelerating, you have to take into account that negative acceleration can be just as violent as positive acceleration and the faster you go, the faster you have to stop. Fast-accelerating cams also need heavier valve springs to keep things under control. It isn't necessarily all good news for cam life.

QUIZ ANSWERS

1. French (he raced under a pseudonym).
2. Ian Wright.
3. Oliver Bertram.
4. Bjorn Waldegard in 1979 (Ford).

Do you have a car that is 20 years old?

If you do, then it is eligible for the 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 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.

Many thanks to Nick, Jim and Jay for servicing (and eating all the snap) and to John who proved to be an ideal partner with none of the death wishes of some previous forest racers I have known. John is also not without ability, the car is basically a Group N challenge car but as it is now out of homologation it runs in B11 with the likes of Steve Bannister (who we beat) and at this BTRDA National level we were pleased to finish 62nd overall and 7th in class from a large field (130+). Not bad with a novice, over the hill navigator.

John McNichol.

MARSHALLING

Sat 10th. / Sun 11th. April.
Tour of Lincs. Details in last months magazine, see Toyota Team Bedale's trophy winning car in action.

Sat 17th. / Sun 18th. April.
GK Derbyshire Rally
(Formerly Auto Windscreens)
A classic Derbyshire Road Rally on map 119, cash marshalls draw etc.

Sunday 25 th April.
TMC Lookout Stages Rally
Melbourne near York
Be there or the boys will be round!!!!

REGULATIONS

Regulations just arrived this month include:

Chandlers Tour of Lincs	10/11 April
Pirelli International	24/25 April
Seat Jim Clark Memorial Rally	2/4th July

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

WELSH THOUGHTS FROM A BROAD

So, Mr Higgins, bless his tiny cotton socks, really showed those works teams the way home on the Welsh, didn't he? Now the Works teams are screaming blue murder about the lost publicity opportunities after emptying their pockets into the coffers of the Jim Jones Benevolent fund (aka Vauxhall organisers). And Muttering Nudes is speechifying about 'freezing development' of Group N cars at 1999 spec so that we can all have a good clean fight between the works F2's and the 'private' Group N's.

Do me a favour! I'd be (maybe) in favour if I thought that the homologation papers attached to these group N's showed a finishing point, instead of the point at which creative development started. So, if we want to start with a level playing field, perhaps eligibility ought to be enforced as standard on all Group N's.

Can you imagine the fuss? All that development money gushing down the plughole as standard bits are raked back out of scrap bins! And the loss of profit to the parts manufacturers! Real life example - a guy was rushing round scrutineering on the Vauxhall because he'd got a dead coil on his Astra. Sensible suggestion from Alan Brown of Questmead "buy a new coil tomorrow morning when the local Vauxhall dealer opens." Long silence. 'Hmmm well actually, it's not qqqquillite the one that Vauxhall sells, shuffle shuffle'. Nuff said.

So what about the manufacturers? They do in fact have a point - the rules say Group N big boyz toyz are permitted, so refer to above paragraph about showroom standards being enforced. But, the manufacturers knew what the rules were when they joined, so merely muttering into their cocktails isn't the answer. Maybe, they could query the eligibility of the cars that beat them? Light blue touchpaper and retire, immediately!!

Anne Watson

P.S. I've just found out something else interesting. Did you know that the Production Cup (i.e. for Group N4's) is supposed to be open only to AMATEUR drivers? And that Mr Higgins gets round it by saying he is only getting paid for testing?



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.

PROICI-Office Interiors

Navigation Scatter Series 1999

Following an excellent turn out on Tuesday March 23rd. & successful launch to the first event of the 1999 series.

The drivers and navigators standings are as follows:-

	Driver	Navigator	Points
1	J. Coates	F. Coates	30
2	A. Apperley	R. Padgett	29
3	R. Davies	P. Bruce	28
4	J. Neale	J. Turner	27
5	R. Lodge	C. Hepptenstall	26
6	A. Bard	J. Plevy	25
7	S. Turner	A. King	24
8	R. Chapman	A. Kelly	23
9	N. Cordingley	A. Varley	22
10	C. McCrae	N. Grist	OTL

The next round of the championship will be held on Tuesday June the 29th. Starting again from the De Lacy club house Brotherton at 8 pm, and following an easy to plot route on map 105.

As with all the future rounds of the PROICI-Office Interiors Championship these novice events will be free to enter and carry both a cash prize fund to winning crews, novice awards and cut glass trophies.

For further details contact Andrew Apperley, 0836 544 037

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