

TRACKROD

MOTOR CLUB Ltd.



MAY 1999 MAGAZINE

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

LOOKOUT STAGES

On behalf of the organisers of this years event I would like to thank everybody who contributed there time and efforts into making the day another successful one, whether marshaling or competing. The morning of the event started with the familiar Melborne fog, but this cleared well before the day's proceedings got underway. The action as usual was fast and furious with no major incidents. Trackrod mustered up a massive nine competing crews which included the new pairing of Caroline Marston & Michelle Plevy both starting their first event. The overall winner by over two minutes were Andy Elliot & Graham Willcock in there Metro 6R4. Our own Apperley / Hammond combination were looking good for fifth place but were piped on the last stage by two seconds to finish sixth. Other Trackrod crews finished as follows:

6th	Andrew Apperley / Dave Hammond
28th	Richard Rowley / Simon Rowley
48th	Stephen Sanderson / Chris Downes
57th	Barry Stoner / Stuart Marsh
64th	Caroline Marston / Michelle Plevy

DNF:

Stephen Preece / Tony Naylor	Broken Diff
Tina Grant / Russell Holdsworth	Driveshaft
Brian Walters / Sarah Bartley	Driveshaft
Nigel Drayton / Graham Wride	Fuel Pump

Once again many thanks to everybody who gave up there time to make the day such a success.

Simon Marston Assistant C of C

FOR SALE

Sparco helmets: 1 Pro Rally
1 Rally Jet
both complete with Pelor 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

GUARDIAN INSURANCE CLASSIC

The local "leg" of this popular event is based in Harrogate and if anyone would like to assist we require marshalls on Friday afternoon (28th May) from around 1500 to 1930, and Saturday morning (29th May) from 0700!!

Your chance to see around a hundred classic cars all dating pre 1979 and, as it is a Touring Assembly, expect some spectacular examples of older cars, some dating back to early this century. No special stages - just a gentle run around the countryside with various checkpoints.

Please let me know if you are available to assist.

Thanks, Rod Parkin

MARSHALLING

Trackrod MC have recieved a letter of thanks from Wakefield MC for our efforts on the Staindale stage of the Kall Kwik Rally.

Dates for May:

8/9th.	Harewood Hill Climb
9th.	Marshalls Training day Clipstone Forest
15/16th.	Dunfab Danum Road Rally S.Yorks
21st.	DeLacy Scalextric BBQ Night Brotherton
23rd.	Bloodhound Stages Swinderby
29/30th.	Moorlands & Meadows Road Rally

Dates for June:

19th.	Dukeries Rally Sherwood Forest
25/27th.	ANEMCC trip to The Ypres Rally

Arthur Heaton

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.

WRITE ON

PEOPLE can be puzzling. Tell someone that the moon is 384,404 km away and they'll believe you but put out a sign saying 'wet paint' and they have to touch it to check. Even more curious – as information technology marches on, with some people having microchips implanted into (or, in some cases, instead of) their brains, how come people are still flocking into bookshops?

I happened to be at Haynes Publishing recently and watching the presses there at full tilt – presses built on the back of a book by John Haynes on Austin 7 specials in 1960 – suggested that there is some way to go before books fade away.

So if you feel you'd like to be the author of one of the 80 of so motorsport books published in the UK every year, how should you go about it? Well, for a start, don't dream. A book won't write itself, you'll have to make it happen. Decide on a subject, think through the various chapters then send a synopsis to one or two motoring publishers to sound them out. In the main, they will be looking for either good sound technical 'how-to' material or something with a strong, commercial 'sporting heroes' slant. Mind you, if you become a sporting hero yourself, you won't actually have to do much writing because a 'ghost' will do it for you (it is alleged that some star footballers with books to their

names today actually run cars they can't even spell).

Even if you do get published, you won't exactly become a millionaire – most publishers print between 3,000 and 5,000 copies of a book and a quick calculation of 10% of a typical retail price of, say, £18 will show how relatively modest the pickings can be. But never, ever, underestimate the sheer joy of having a book in print.

But if all the major publishers turn your masterpiece down, is that it? Well, not quite, because technology has come to the rescue. Thanks to the Docutech, a high-volume digital printer, you can now go into print without the set-up costs associated with litho printing, and that means that quantities for a book can be much lower. As an example, I had just 100 copies of a booklet done to commemorate a relative and the quality was almost as good as for a mass-produced book. Come to think of it, it wasn't all that different in size from what a motor club might produce to celebrate a special anniversary.

Paul Lawrence had his splendid book 'The Lone Furrow – the story of Arthur Mallock and his U2 racing cars' turned down by publishers because they thought the potential market was too low, so he took a gamble and went ahead on his own with the Docutech system which reduced his capital outlay and commercial risk. Although he had 2,000 copies of the cover and the photograph pages printed (because

of the economics of litho printing), he only printed the text in batches of 500 and then had 500 books bound at a time. With this method, his 'warehouse' could actually be the cupboard under the stairs!

Of course, if you go it alone, you still have to get the book to the customer and you need to watch that the cost of advertising doesn't run away with you. Although there are various organisations around to guide the small publisher, self-publishing is not something to be lured into lightly. However, it can be hugely satisfying and in this mass-produced world it is one of the few areas where the little guy can still take on the majors.

I suppose it's a generation thing but I believe that motoring books – however published – will be around for a long time yet. Sure, the internet is brilliant for fast information but who wants to settle down in bed to read a book from a computer screen. You do? Don't you think it's time you got out more?

Stuart Turner

COD FILLET QUIZ



1. In the 1982 World F1 Championship who finished in 2nd place behind Rosberg?
2. Who is the British Hillclimb Champion for 1998?
3. Which British racing driver was at one time test driver for the Lancia Stratos?
4. What make was the much loved Brooklands racing car called 'Vieux Charles Trois'?

ANSWERS ON PAGE 14

MSA NEWS

More rallying on TV

Channel 4 Television will broadcast half-hour reports from every round of the 1999 Mobil 1 British Rally Championship on Saturday afternoons soon after each event.

The Mobil 1 Championship joins a prestige roster of Channel 4 sport, including test cricket, football from Italy, and major horse racing (including the Epsom Derby).

Nick Kennerley, Channel 4's Deputy Commissioning Editor, Sport & Special Events, said: "Channel 4 is delighted to be involved with the British Rally Championship. It's an important part of our new commitment to motor sport and we are very pleased to bring viewers of terrestrial TV more in-depth coverage of the British Rally Championship than ever before."

With other major terrestrial and satellite TV slots already confirmed, Channel 4's decision is a further endorsement for the Association's leading national rally championship and its host production company, BHP Sport.

Channel 4 will show each round of the championship twice, with each half-hour programme also screened in a mid-week late-night slot.

Scots lottery winners

Four drivers will receive up to \$35,000 from the Lottery Sports Fund, following a successful application by the Royal Scottish Automobile Club (Motor Sport).

RSACMS applied to the Scottish Sports Council under the Talented Athlete Programme, aimed at "the highest end of the competitive spectrum." The following drivers will receive awards: Andrew Kirkaldy (up to \$15,000); Craig Murray (up to \$10,000); Peter MacLaren (up to \$7,218); and Gordon Shedden (up to \$3,000).

The Scottish Sports Council decided that Talented Athlete Funding would be considered only for drivers in

Formula 3000, Formula 3, Group N saloon car races and the British Rally Championship. Each funded driver "will be supplied with very challenging targets".

The news was welcomed by John Quenby, MSA Chief Executive: "I congratulate the Royal Scottish Automobile Club (Motor Sport) for their initiative and hard work in achieving this funding. Their efforts clearly point the way ahead for motor sport Lottery funding, confirming our advice that applications are best directed to the four 'home country' Sports Councils."

Bruce Lyle, Chairman of RSAC (Motor Sport), said: "I took part in the assessment day attended by the Lottery Sports Fund candidates and was delighted at the high standard and depth of talent. I have no doubt that, with Lottery support, Scotland will continue to produce motor sport champions to match the achievements of the great names of the past..."

Speedway changes

The Speedway Control Board (SCB) has announced plans to re-structure to meet the challenges of the new millennium.

The Board previously comprised four directors: two nominated by the Auto-Cycle Union (ACU) and two nominated by The Royal Automobile Club.

Following recent changes at The Club, their two places will in future be filled by directors nominated by the MSA.

The new Board comprises Colin Hilton (nominated by MSA), Tony Noel (ACU) and Geoff Wilson (ACU) and is chaired by John Quenby (MSA).

The SCB constitution will be amended to bring the British Speedway Promoters Association formally into the Board; once the re-structure is complete, it is anticipated that the MSA representatives will stand down.

For 1999, an experienced General Secretary - Les Needham - has been appointed, with Graham Brodie appointed as SCB Operational Co-ordinator. The post of Board Manager, vacated by David Hughes in February, has been discontinued.

REGIONAL COMMITTEE

The first of three meetings for 1999 began with discussion on widening regional association membership, initiatives to encourage new and non-affiliated clubs to become involved, and opportunities for liaison between neighbouring associations to mutual benefit, writes Bob Milloy.

Reports from delegates on the Rallies, Safety and Off-Road committees included rally organisation, event safety plans and off-road standardisation, the recently published HSE guidelines, and trials of AFFF fire extinguishers.

The MSA Chief Executive advised of moves toward clearer delineation between MSA commercial activities and the governance of the sport. Mr Quenby also heard views on current TV exposure, and sounded out the potential for development of an MSA internet site, allowing more people - including school children - easier access to information about our sport.

Inter Association events now include autocross, production car trials, navigational road rallies and autotests; proposals for a future Inter Association off road trial and a forest rally were mooted. Ideas and comments are invited via the associations.

On behalf of the Motorsports Facilities Unit, David Kersey presented a detailed report on planning legislation and environmental and traffic regulatory issues.

The meeting concluded with topics raised by individual associations, including the Bradstock Club of the Year Awards; the merits of stage rally clerk of course licensing; multiple invites to 'club card' events; biographical information on specialist committee members; voluntary officials; the role of the Rally Championships Steering Group; and the effects of combining modern and historic rally permits.

Next meeting - 8 June 1999.

Facts about...

TVR TUSCAN CHALLENGE

- The Challenge was introduced in 1989 for racing Tuscan's using 3.5-litre V8 Rover engines. The Tuscan was designed as a purpose-built racer and is not a production car.
- In 1995, TVR's own AJP engine was introduced to the series to replace the Rover V8. The AJP unit is a 4500cc, 450bhp engine supplied to competitors on a lease basis from TVR Engineering.
- The TVR Tuscan Challenge is organised by the BRSCC and comprises at least a dozen rounds at most major UK circuits as well as Spa-Francorchamps in Belgium. All the cars run on control Dunlop tyres, with slicks and wets and up to 40 cars contest each race.
- '98 champion was Chester's Phil Hindley who pipped defending champion Bobby Verdon-Roe by a single point in a total score of more than 700 points. Former champions include TVR veteran John Kent, racing journalist Mark Hales and evergreen racer Ian Flux.
- World Rally Champion Colin McRae, Touring Car Champion Tim Harvey and Le Mans winner Andy Wallace have all made guest appearances in the TVR Tuscan Challenge.
- A typical TVR Tuscan grid turns out more than 15,000bhp, comparable with a contemporary Formula 1 grid. A racing Tuscan has a top speed of 190mph and can go from standing to 60mph in 3.3 seconds.
- At each round of the championship, a TVR race centre plays host to the teams, drivers, invited guests and TVR drivers. The TVR Car Club actively supports the championship and special TVR parking areas are set aside at selected meetings.
- The TVR Tuscan Challenge is co-ordinated by Ben Samuelson, who works at the Blackpool factory. Ben also races occasionally in the championship in one of up to six cars run by the factory-based team. Further information contact Ben on 01253-356151.

AUTOSCENE



AUTOSPORT

REVIEWS FROM



CLASSIC

GRAND PRIX DE MONACO

Rainer Schlegelmilch and Hartmut Lebrink, Published by Konemann, £19.95

Monaco is Formula 1's most evocative arena. Holding a Grand Prix in the twisty confines of the principality makes no logical sense, yet it is a tradition which has been perpetuated since 1929.

Now, for the first time, there is a comprehensive guide to this jewel in the crown. It is an amazing piece of work. A full 460 pages, it is lavishly illustrated with striking pictures which convey perfectly the glamorous chaos that is Monte Carlo. The most amazing photographs are from the archive. They feature Auto Unions, Mercedes and Alfas driven by legends such as Varzi, Moss and Nuvolari. Every major aspect of the place's history is covered – from Ascari's plunge into the harbour and the tragedy of Lorenzo Bandini through to the dazzling Ayrton Senna years.

It is divided into a year-by-year format, which includes full results. However, it's worth buying for the pictures alone. At £19.99, it's jaw-droppingly good value.

MILLE MIGLIA RACE – THE POSTWAR YEARS

ISBN 88 7911 188 4, Giorgio Nada Editore, £19.99

A compelling archive of the great years of this old-style, town-to-town road race, done by taking excerpts from contemporary publications – *Motor Sport*, *Autosport* and *The Motor* – and complementing them with (mainly black and white) pictures primarily from the Novafoto archive. Of course there's that Moss/Jenks' victory in 1955, but this book does more than simply concentrate on the front-runners; there are plenty of pictures of the fascinating little 750cc 'Eletterinis' and saloon cars that actually made up the rest of the field.

Reproduction in this slimish softback is good given the age of some of the pictures and it's plain to see that it didn't matter what the crews were driving – the awe of the sharply-dressed Italian crowd is infectious.

FERRARI – ALL THE WORLD CHAMPIONSHIP VICTORIES

ISBN 0 7603 0450 5, Molty, Moncet, Ross and Waldron, Editions Connivance & Spe, £65.00

A celebration of the cars and drivers that have, so far, brought the prancing horse 119 Grand Prix victories, with an account of each in detail. This has been a mammoth task (research started in 1990), but the effort has been worth it, giving an insight into how Ferrari's fortunes developed.

Even though some of them have been seen before, the pictures are superb; the earlier years conveying the atmosphere of the time, but shots of Gilles Villeneuve sideways (everywhere) shouldn't be missed.

AUTOMOBILE YEAR

ISBN 2 88324 054 X, various authors, Editions JR, J-R Piccard, £30.95

As ever, *Automobile Year* covers all major new cars, motor sporting events and oddball stories such as the history of the unique 4wd Spyker. Other stories of interest are the history of Renault, 50 years of Land-Rover adventures, Karmann's history, styling with a German accent, the 3-series BMW's, and the facts on the first World Championship in 1950.

There's a listing of motorsport results at the back too. The photography is the best in the world, and authors are the greatest around, all of which make it eminently collectable.

Depressing thoughts!

Nothing to do with Valium or Prozac, the man wants to know about test depression when quoting cylinder head flow figures. This isn't difficult to understand ... just difficult to explain. First picture a cylinder head on the flow bench with the fans sucking air through the open inlet valve.

Fairly obviously the harder you suck the more air you will flow through a given hole. Therefore what we do is pick a test depression, which is our amount of 'suck' and stick to it as we open the valve and make the hole larger.

Opening the valve reduces the depression on the test bench, so you increase the depression back to your required standard and measure the flow again.

Compared to a running engine it is artificial, to a large extent, but you have to do it somehow.

If your test depression is 10in, this refers to the pressure required to support a column of water at 10in, except that most flow benches now use a light machine oil, but we still call it water because that's the standard everyone refers to.

If a given cylinder head flows 120cfm (cubic feet per minute) at 10in you can get a much bigger flow by sucking harder, say at 25in, but what does this mean? Bugger-all

actually, since engines generally do not generate such high depressions, especially race engines running on full throttle.

You can convert any flow figure to any pressure mathematically and when you check it on the bench it's pretty much spot-on as far as the accuracy of the bench goes at any rate.

QUIZ ANSWERS

1. Didier Peroni (Ferrari 1.5 l/c 126C2 V6).
2. David Grace.
3. Mike Parkes.
4. Lorraine - Dietrich 15 litre, 1912.

"99% said they would do it again!"

That was the response to our questionnaire following last year's
MSA EUROCLASSIC RUN.

If you have a car that is 20 years old, join us for a five-day tour of Europe starting in Brussels that includes the opportunity of driving round the old Nurburgring, Spa and Salzburgring. The objective of the event is fun, it is not a competition.

The route will include overnight halts at:

WIESBADEN STUTTGART KONSTANZ INNSBRUCK SALZBURG

For further details or a copy of the Regulations contact:

Major Events Department,
The Motor Sports 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

SOCIAL CALENDAR

MAY

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

JUNE

- 1st. Gildersome Con. Club.
8th. Admiral Hawke. Boston Spa.
15th. The Crown. Wetherby.
22th. De Lacy Clubhouse. Brotherton.
Round 2 of the Navigational Scatter.
29nd. Square & Compass. N. Ripton.
1/8/99 Karting. Selby

I have booked the karting venue in Selby for 1st. August at 2pm. The format will be the same as last year ie. teams of 4 in a 3 hour endurance race. The cost is £25 per person with the deposit of £15 due before the end of May and the remaining £10 payable on the day. Places are on a first come first served basis, so get in early to avoid disappointment.

Caroline Marston.

Social Sec.

RETROSPECTIVE

From the pages of Trackrod Magazine of May 1979 (issue no 103).
On the cover: Clark/Porter & Cossack Escort.

Chairman Richardson reported on our stages on the York National and Elcar rallies though the turnout from the club left something to be desired. However, the Elcar will be remembered for a number of incidents, two of which involved our own members: Stage 1 Wykeham saw Paul Noon suffer chest injuries and a double arm fracture when his driver put the car off the road. Radio reports sounded grim, though serious, his injuries were not as bad as were first expected. The other incident involved non other than Rod Parkin who totaled his Escort, if my memory serves correct a half shaft pulled out on a runway straight and in true spirit Rod was heard to remark that the wheel and shaft that passed them looked remarkable like his own,

the ensuing accident reduced the car to scrap, fortunately without injury to Rod or Richard Spurdens.

JR reported that there was to be an award for the most consistent reporter in the magazine (what happened to that?) Richard Spurdens reported on the Dukeries event on which he accompanied JR as it was the first round of the Escort 1300 Championship, they finished 9th in class for a goodiey number of points and £10 to boot!

Ian Gurnett / Jack Coulthard & Tony Cope / ? were reported by an unknown columnist as having mixed fortunes on the West Cork Rally. However the Cope / ? duo were forced into retirement when a mechanic put a block (?) through the wrong hole in the bellhousing and punctured the sump too badly to repair! Ian Gurnett / Jack Coulthard continued to finish 4th in class and 28th OA.

I, as Shell League Captain reported on the opening events for 1979. Our Autotest team did well to finish 2nd, to York on the day with all 5 of our team turning in good performances. Ken Goodall got his head down and proved that a little application reaps rewards finishing a close 3rd in class behind Colin Grew's V8 Escort and George Blades Alfa GTV. Chris Miller and Howard White were also partaking but not in the team, just as well because both appeared to have left their Autotest brains at home!

The second event was the N. Humberside Moonraker Rally, we only had 3 crews out but that man Goodall was on form again and finished 2nd OA with Martin Kemp / Steve Mills 3rd. Martin however came home on a rope KG. (just rubbing the salt in the ground!) his engine obviously overworked by the nights activities. JR/R. Spurdens finished 15th which was enough to keep them in 3rd OA.

I also reported that there was to be an ANCC Autotest Championship of which I and Howard White were the co-ordinators, sponsorship obtained from the Yorkshire Bank. The first event was Kirby Lonsdale MC event at Morcambe, also a BTRDA event, three TMC entries Chris Miller, Howard White and RFI all came away with awards, 2nd, 1st. & 3rd. in respective classes.

Sue Broadbent reported that membership stood at 203 (4 honorary, 169 ordinary and 30 joint members).

Trackrod ————— Ends
Richard Ineson

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