

TRACKROD

MOTOR CLUB Ltd.



JUNE 1999

MAGAZINE

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

SEC'S BIT

Hi Folks, I'm finally back after working away from home for the last few months, just to keep Jim happy, with a few snippets from the world of motorsport.

Firstly I would like to thank everyone who, in any small part, made this years Lookout Stages Rally a resounding success, but a big thank you to Simon Marston and Stephen Lancaster for their efforts while I was away from home.

The next Trackrod event is the June Jesters Autotest on 6th, June at Midland Hill Car Park, Bingley which is a round of the ANCC Autotest Championship. For details see Simon Marston or myself, as many marshals as possible are required so come along and have a good day's sport.

This will be followed by the BBQ Hillclimb on 29th August at Harewood, for details on this contact either Nigel Drayton or Graham Whitaker. I am sure that preparations are well on their way but remember if you're not competing then your marshalling services would be appreciated.

This will take us up to the Trackrod Rally Yorkshire which Rod and team are well on with organising this annual trip through the Yorkshire Forests and a spin round Olivers Mount.

I think now is a good point to bring to your attention the fact that this year's Annual General Meeting will be held at the Gildersome Conservative Club on the 3rd. of August (see announcement further in this magazine).

I would like to ask all members who own a MSA Safety & Rescue Radio (86Mhz) and would like to register it with the MSA as a Ranger Mobile please let me know so I can put together a list and register them all together. I will require your name, the radio model No. Serial No. and your existing Ranger No. if you have one. This must be accompanied with a fee of £5 per set.

That's all for now, till next month, safe motoring.

Derek Lee
Honorary Secretary.

CHAIRMAN'S CHAT

Sorry for the lack of "chat" this month, I've been in Europe three times in the last four weeks. Details over a pint!
Cheers Rod

MARSHALLING

How is it that what appears to be the entire club can move several hundred miles north to marshall on the Scottish and Mull, and yet not one of you can manage the hours drive south to Sherwood Forest or Lincanshire.

After all the publicity and requests, not one Trackrod Member signed on for the Robin Hood or Tour of Lincs. and only one (me) for the GK Derbyshire Rally.

This makes Trackrod's claim of being the north's leading motor club look rather spurious. If nothing else. Other smaller clubs manage to turn out a decent number of marshals for all sorts of events in all parts of the country, Why can't we?

Think about it, motor sport needs the mutual support of clubs for ANY event to run, our apathy could well backfire on Trackrod run events!

Below is a chance to prove yourself.

Sun 6th. June	June Jesters Autotest	Bingley
Sun 13th. June	Harewood Hill Climb	
Sat 19th. June	Dukeries Rally	BTRDA
	we are running Clipstone South	
19/20 th. June	Stockport MC Anglesey Circuit	
26/27th. June	Seven Dales Road Rally	
2/4th July.	Jim Clark Memorial Rally	Dunns
3/4th. July	British Championship Harewood	

See you there!

Arthur Heaton

FOR SALE

Sierra Cosworth 3door parts:	
Bottom fogs	£35
Set Koni Adjustable shockers	£50
Pair rear Ford Motorsport Springs	£30
Rear Whale tail in black	£40
One Alloy wheel c/w tyre (205/50x15)	£45
38Dgas twin choke webber & manifold	£30
Recaro Drivers Seat (no runners)	£10

Contact Sarah Bartley
0113 305 0961h 0585 332 246m

Front Cover:
Andy Elliot winning The Lookout Stages Rally
Pic. Pam Lukeman

SOCIAL CALENDAR

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. Admiral Hawke. Boston Spa.

JULY

6th. Gildersome Con. Club.
Guest Speaker "Silkolene U.K.
Motorsports Manager"
13th. Admiral Hawke. Boston Spa.
20th. The Crown. Wetherby.
27th. Admiral Hawke. Boston Spa.

AUGUST

1st. Pro Am Karting. Selby
3rd. Gildersome Con. Club.
A.G.M.

thought no more about it.

On removing the seat after the event (to repair the floor!) we discover, to our horror, a 2" split in the side of it.

The seat was returned to the manufacturer under complaint and we were informed of the following:

1. The seat was out of guarantee fair comment
2. "someone heavy has been sitting in it" now I do not consider my 13 stone weight to be excessive - especially for somebody who needs a wide seat!

It transpires that the F.I.A. Homologation weight for a seat is only 11 STONE !

So how many of you out there are actually racing in seats not designed to support your weight?

Surely the seat manufacturers could do much more to make us aware of the limitations of our seats, and I suggest that those of you with Glass Fibre / Composite seats have a good look at them before your next event!

Arthur Heaton

I have booked the karting venue in Selby for 1st. August at 2pm. The format will be the same as last year i.e. 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 June 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.

A CAUTIONARY TALE

Are you sitting comfortably?

Some 13 months ago, the collapse of my seat forced Toyota Team Bedale to go out and bye two new seats for the car - wide bodied for the navigator (me) and tight a—ed for the driver. These proved just the job on the next 5 events until the Robin Hood Stages this year. A nice scrutineer type person pointed out to me that my seat was loose, so we tightened the bolts and

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

ROAD RALLYING REVISITED

I had always enjoyed being a part of rallying but when children came on the scene and I was forced by financial constraints to give it up, I vowed that I would return even if it was only to marshal.

Some 15 years had elapsed since I had made that vow and as Stephen, my son, was now 16 and keen to help me, it seemed as good a time as any to give it ago so when a full page advert for marshals for Alwoodley's road rally appeared in the newsletter, it was like sign from above and I duly offered my services which were gratefully accepted. So it came about that on 20th March, Stephen and I, armed with my trusty maps 99 (copyright 1978) and 104 (copyright 1974), set off to sample this new (to me) form of road rallying.

Now, I hadn't kept completely out of touch and I was aware of the fact that the road rallying I knew and loved had been emasculated by new and draconian rules from the MSA. Nevertheless, nothing that I had heard or read about could have prepared me for what I encountered on that soul destroying evening.

We had been advised to arrive at Bolton Abbey Hall at 8.30pm but I decided that sometime after 9pm would be ok as the event didn't start until midnight. We duly arrived as scheduled but where was everyone, where were all the cars, the spectators etc. there was hardly a soul about. Had we got the wrong Hall, had we arrived the wrong night? Something didn't stack up, in the 70's and 80's the mere sniff of a rally and the place would have been crawling with competitors, spectators and marshals this place was like a morgue.

We parked up and headed for the hall. Ah, now this looked promising, we actually passed a couple of people coming out of the building so this must be the place.

When we got inside the Hall the first thing I noticed was again, the distinct lack of people, maybe 10 in all and this in a 15 x 30m room that boasted signs saying competitors one end marshals the other. Surely that couldn't be right, you'd never get all the Marshals and 90 competing crews in one room. All would be revealed. Now because it was our first time out and I didn't want to put on Stephen too much, I had asked for only one control and Alan, the Chief Marshal had explained that it meant we would have to take one in the middle of the event. On that premise I had advised Pauline we should be home between 5 and 6 am. So we signed on and I enquired what time our control opened,

1.54am I was informed, and what time would it close? No later than 3am came the reply. Now maths was never been my strong point but even I can work out that if the control opened at 1.54, the first competitor would be through say 2.15, now 90 cars at 1 minute intervals made it 3.45, allow 30 mins for the course closer that amounted to around 4.15am. "Sorry, I must have misheard, what time was that again?" I enquired. "About 3am." "How many cars are entered?" "About 26." The shocks were piling up now.

Taking our instructions, we went to a table and started planning what we would do for the next 3 1/2 hrs and as Stephen was a total novice at the whole thing how we would operate the control.

We had been rehearsing what to do at the control for about 1/4 of an hour when a friendly voice broke us out of our deliberations, it was Derek Lee, he was going around in the course opening car. Now this was beginning to feel more like it, somebody I knew. After a while Derek left to get himself sorted and Stephen and I once again set about readying ourselves for the task to come. We had been deep in deliberations for about 15 minutes when out of the corner of my eye I noticed a figure lurking nearby, looking up I was delighted to see the figure was none other than Rod Parkin slumming it on a road rally instead of the Silverstone Rallysprint due to a blood poisoning. After catching up on the happenings of the last year or so, I enquired what he was going to do. He explained that after calling in at a local hostelry for some refreshments, he and his friend, Steve Stringwell, would be spectating at a ford near Storiths at 12pm. Now that seemed a good idea and we would still have plenty of time to get to our control after the last car had been through. So we agreed to meet up there.

Stephen and I then set about fine tuning our marshalling skills and it was at this time that I asked who was going to read the clock which involved standing out of the car and signing the time cards. Stephen after a little hesitation and with no cajoling from me offered to do it. A decision he was later to regret.

We got to the ford with time to spare and when Rod and co. turned up shortly after, we got warmly wrapped up and walked the 100 yds to the ford. At the ford it was decided that we should spectate from the opposite bank and with the only apparent means of getting across some stepping stones I set out to show the others how to do it. I nearly made it. One soaking foot later I was across. This caused great hilarity and while the others were deliberating how to get across it was pointed out that there was a bridge 10 yds upstream, apparently that seemed to make my discomfort even more hilarious.

We were having a good time laughing and joking and I started to imagine that my disillusionment with the rallying scene was maybe misplaced. Then the competitors arrived.

The first two cars were quite interesting, but then the remainder must have thought they were on an economy run, they approached the ford so slowly, one even stopped at the edge and crawled through. The water was all of 2 inches deep.

Soon the competitors had all gone so saying goodbye to Rod and co., with a promise to arrange an evening together some time soon, it only remained for Stephen and I to make our way to TC12.

The combination of Stephen's inexperience at navigating coupled with the age of the maps made certain that we had a difficult time in finding the right spot and it was with relief that we finally found our peg with only 10 minutes to opening.

We hastily fixed the control board, set up the generator and light (it would have been a paraffin lamp 20 years ago) and sat back to enjoy a hot drink before the course car arrived, which he duly did, spot on time.

The first car duly arrived outside of the control, waited for it's time and drove up to us whereupon Stephen gave him his time and off he went, easy - peasy. Stephen was coping alright and it looked like it would be an uneventful evening, until, after about 3 cars the heavens opened and the rain was being driven by the wind nearly horizontally. Poor Stephen was getting soaked, I was getting wet with just a couple of inches of window sound down so that I could hear what Stephen was saying. In between cars we kitted him up with waterproof Kagool and trousers and opened the boot of my Sierra hatchback because as the rain was being driven toward the front of the car he could gain shelter from being behind it. I was suddenly very pleased that there were only 26 competitors and it was with great relief that after 1 hour or so the course closing car came to collect the watch thereby allow us to go leave. We got home at 4.15am, still in pouring rain and we were both relieved to see our respective beds.

What was my overall impression of road rallying today? It is plainly not what it was and has lost a large amount of it's appeal to both competitor and spectator. I think I can sum up my own feelings best by saying that before Saturday 20th March 1999, I was very seriously considering entering a road rally in the Dolomite Sprint I have but since that night, I no longer have the urge. However, in an attempt to give something back to the sport that gave me so many highs, as well as lows, I will in the future Marshal again because despite the soaking, Stephen would like to do it again.

Ian Gurnett

RETROSPECTIVE

From the pages of Trackrod Magazine of June 1979 (issue no 104).

On the cover:

Ari Vatanen & The Allied Polymer Escort.

Results of the indoor rally championship were announced and 1st. were Ronnie Moore / Derek Lee; 2nd. Brian Wainwright / N.Masterman; 3rd. M. Robson / G. Turner and 4th. Gez Waters / Vince Fletcher.

Vince Fletcher reported on the recent Barratt Oak Rally of Otley M.C. - winners were Beecroft / Millington ahead of Charlie Payne / Dealtry, Alan Larkin / Graham Whittaker were 2nd. semi experts finishing 15th. O/A - 3rd. semis were John Porogden / Ronnie Moore at 17th. O/A.

John Bean was advertising for a capable navigator and a LSD for a Mexico. Shell league round 3 reported by Ronnie Moore - the Shaun Trophy PCT of Sheffield & Hallamshire M.C. - alas only 3 Trackrod entries each turning in average results - TMC could do better!

Atwoodley's Ridings Rally saw 7 Trackrod crews - alas by the end of the night more harm than good had been done. Results reflected extra tight timing and somewhat dubious control locations with M. Kent / D. Carnforth being Trackrods best at 10 th. O/A. Gez Waters / Vince Fletcher 25th. Ray & Alan Sutcliffe 27th. Tom Whittaker / Peter Crouch 30th. and John Stevenson / John Bowness 32nd. Jake Tate / Jeff Dealtry and Richard Jackson / Tony Ginn both had to retire.

Trackrod ————— Ends

Richard Ineson

ANNOUNCEMENT

The committee would like to announce the

Annual General Meeting

of Trackrod Motor Club Ltd.

will be held at the

Gildersome Conservative Club on

Tuesday 3rd. August 1999 at 21:00 hours

Any agenda items any member would like to raise at the AGM must be made in writing to the Secretary no later than 14 days prior to the meeting. All nominations for committee must also be given to the Secretary 7 days prior to the meeting.

Apologies to the Secretary or to another committee member and will be given at the start of the meeting.

Derek Lee

Secretary Trackrod Motor Club Ltd.

CHANGE FOR THE PURSE

SOMEONE said recently that there will never be less change than there is today. He was referring to information technology but the comment applies almost equally to another area that affects our sport – sponsorship. Anyone searching for financial support for next year (and with so much going on around the millennium it's already getting a bit late) needs to monitor how attitudes to sponsorship are changing.

As one example, finding a TV programme that *isn't* brought to you by this or that company is now harder than finding one that is. Go to the theatre and you'll find similar changes, for example Mel and Sue from Channel 4 have their splendid stage show sponsored by Superdrug. It was a mild shock to find a logo projected onto the backcloth and bizarre to be given a goodie bag of the sponsor's offerings but it was all taken in good part by the audience. (Sadly, the nail polish was no use to me – it clashed with the colour of my anorak – but the Pantene vitalising conditioner is doing wonders for my split end).

I saw even more changes when I went to the Hollis Sponsorship Awards, run in association with the European Sponsorship Consultants Association, because among the prizes were ones for best use of the Internet and best use of research – the days of sponsorship being a suck it and see on a chairman's whim are fading.

For our sport, it was encouraging to hear the sports minister, Tony Banks, in a witty address, emphasise the importance the

government attaches to grass roots sponsorship – so tell anyone you are approaching for local sponsorship that you have a minster on your side. Banks, incidentally, spoke strongly against tobacco sponsorship of sport and commented that there are a lot of companies waiting to support sport once the fags have gone (a view I hear increasingly expressed about our world).

But why all the frenzied attention being paid to sponsorship by marketers as well as ministers? Well, one reason is that the media has fragmented so much – everyone will have their own individual TV station before long – that hitting target market audiences isn't easy and sponsorship can sometimes be better than advertising to do it.

But money doesn't necessarily come without strings and there is much debate in sponsorship circles about whether sponsors should stay on the sidelines or pull the strings of what they sponsor. My guess is that money will always talk – wouldn't you want to intervene if, say, a footballer you support keeps getting drunk in public to help him cope with the stress of worrying how to spend all the millions you've paid him? Of course you would.

Despite the volatile scene, for anyone seeking support some things don't change. For instance, you have to recognise that there is a lot of competition out there for the money – did you read that a Formula One world champion had to miss the start of this season because he couldn't raise sponsorship? OK, so it was in power boating but it shows how tough it can be.

A recent edition of *Sponsorship*, the buyer's guide for the sponsorship industry, had a business book publisher, a polo club and a balloon festival among those advertising for support. Oh yes, and a ballet company wanted someone to get involved in their 'passionate Autumn tour'. How passionate they didn't say.

The competition means you have to make the best of what you've got to offer and you've got to be realistic – approaching your local fish and chip shop and telling them that you get 10,000 hits a week on your website won't impress the proprietor if 9800 of those hits come from New Zealand (not unless he's got a very fast delivery system of course).

Finally, don't forget the simple things. At the Hollis Awards, with most of the power brokers there and much talk of websites and the like, what was the first thing they did as award winners came up? Posed them in front of a logo and took good old fashioned photographs!

Stuart Turner

COD FILLET QUIZ



1. Which model type of Porsche won the GP of France in 1962?
2. For which team did John Surtees race in 1961–2?
3. Rally navigators should know the name of the old Sheet 128 (7th Series)?
4. Which British 2 seater sports cars were made in 'D types' and 'E types'?

ANSWERS ON PAGE iv

MSA NEWS

Junior Officials

The Motor Sports Council has approved an MSA initiative to introduce Cadet Officials into every discipline of motor sport for the year 2000.

With a minimum age of 14, each Cadet Official will at all times be under the supervision of an experienced event official.

In addition, a new grade of Trainee Official will be created, with a minimum age of 16, able to participate in modular training programmes before qualifying as MSA-licensed officials from the age of 18. Parent or guardian consent will be required for both Cadet and Trainee appointments.

Allan Dean-Lewis, MSA Training & Development Executive, commented: "Participation in motor sport includes both competitors and officials. This new initiative provides an opportunity for young people, with appropriate safeguards, to not only learn about but play a direct role in the essential work undertaken by officials at events."

Junior dragsters

The Motor Sports Council has approved the introduction of a new Junior Dragster licence, in two divisions: Junior Stock for drivers from the age of eight to 17 (only stock engines permitted) and Junior Modified for drivers from the age of 12 to 17.

All Junior Dragsters will compete over a course of 1/8 mile (220 yards).

For these young drivers to attain a Non-Race National B licence, they must undergo competence testing by an MSA clerk of the course, including observed runs at either Avon Park or Santa Pod Raceway.

Evaluation will include static blind-fold tests for familiarisation of the controls; a launch only test; a half pass (1/16 mile); a full pass over 1/8 mile at the time and speed of the applicable class (Junior Stock at 12.90 seconds and Junior Modified at 8.90 seconds).

If the clerk of the course considers the young person competent, his or

her application form, fee and certificate of competence will be forwarded to the MSA with a copy of the applicant's birth certificate.

The licence will be returned to the secretary of the club nominated by the applicant. Club secretaries will exchange photocopies of licences, so that each club holds a full set. To prevent unauthorised use, each licence will be held by a club secretary at all times.

Junior Dragster has run in Sweden for the last five years with no recorded accidents; the proposed UK technical requirements are based on the Swedish regulations.

The Motor Sports Council granted an immediate waiver to allow licensing of drivers to compete in Junior Dragsters during 1999.

Marshals' Guide

The Motorsport Safety Fund's latest booklet, *A Pocket Guide to Marshalling*, covers a wide range of topics, including an introduction to marshalling, basic first aid, circuit marshalling, essentials of fire fighting, using radios, and marshalling at rallies, speed and karting events.

Single copies of the A6-size booklet can be obtained by sending a stamped (26p) addressed envelope to MSF, PO Box 239, West Malling, Kent ME19 4BL. For five copies, please supply a large envelope with an 80p stamp.

Unleaded fuel

Historic vehicle enthusiasts – worried about the disappearance of leaded petrol at the end of this year – can take heart from the announcement that the Federation of British Historic Vehicle Clubs (FBHVC) has endorsed four lead substitutes as "adequate for all normal driving".

The FBHVC announcement marks completion of an extensive programme of testing at the Motor Industry Research Association (MIRA) to measure the resistance to valve seat recession afforded by commercial lead substitutes, for which no standard test existed.

The FBHVC realised that the withdrawal of leaded petrol would affect the entire historic vehicle

movement and – in the absence of any initiative from government or national standards institutions anywhere in Europe – commissioned the MIRA tests.

Using a Rover A-Series (an engine particularly prone to valve seat recession) with new cylinder heads and valves donated by Rover Group, each of 12 lead substitute products underwent an identical 70-hour test programme, including 20 hours of accelerated wear at full throttle and full load. For reference purposes, tests were also made using leaded, unleaded and low-lead petrol.

After about 1,000 hours of testing, independently reviewed by the RAC, four products passed: Millers VSP-Plus, Red Line Lead Substitute, Superblend Zero Lead 2000, and Valvemaster.

Rally TV stats

Independent research commissioned by the MSA reveals that last year's Network Q Rally received almost seven hours of coverage on British national television, plus a further hour of reports on regional TV.

The SIS survey shows that a total of 39,158,000 people watched 8h 12m 01s of broadcasting. This included 6h 58m 56s on national TV, watched by 23,124,000 viewers, plus 1h 13m 05s on regional TV, watched by 16,034,000 viewers.

Peak audience for a single broadcast was 3.2 million for a *Top Gear* programme, while audience share reached an amazing 56.4% during a GMTV report on breakfast ITV.

The 1998 Rally was covered on BBC1, BBC2, ITV, Channel 5 and on satellite stations Eurosport and Sky Sports 3. In addition, it was reported by six BBC regional stations (Midlands, South, South East, North East, West, Wales), seven ITV stations (Anglia, Border, Central, HTV, Meridian, Scotland, West Country) and the Welsh-language S4C.

Statistics from International Sportsworld Communicators reveal that the 1998 Network Q Rally was seen on television by 134,607,206 viewers in 71 countries around the world, the largest audience of any round of the FIA World Rally Championship.

THE MOTORSPORT INDUSTRY ASSOCIATION

- Founded in 1994, the MIA is the only government-recognised trade body serving the needs of Britain's £1.5 billion motorsport industry and the people it employs.
- The MIA's priorities are:
 - to provide a forum through which to formulate policies for the benefit of the motorsport industry.
 - to promote business development and export sales opportunities; the industry via both specialist and non-motorsport media and the industry to universities, colleges and schools.
 - to further relations with UK and European Government.
 - to gather up-to-date industry information for members.
 - to create an industry code of practice for adoption by members, and a programme of meetings, seminars and training opportunities.
 - to develop an up-to-date database.
- MIA membership trebled in 1998 and now stands at 100 plus companies, ranging from individuals to small engineering companies, from such major component suppliers as Goodridge, Safety Devices and Xtrac to manufacturers like Cosworth, Prodrive and Van Diemen, not to mention front-running Grand Prix teams Benetton and Williams - ie the complete spectrum of the industry.
- If you are involved in the motorsport industry, the association offers:
 - Free 24-hour legal advice for industrial, employment, taxation or individual problems.
 - Low-cost, trade missions to overseas markets.
 - Preferential rates for: loans, travel, travel insurance, private medical insurance, pension plans, car hire, telephone calls.
 - Training seminars/workshops.
 - Networking meetings.
- For an information pack on the MIA, ring 01203 414999 or write to the MIA, Federation House, NAC, Stoneleigh Park, Warwickshire, CV8 2RF.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



INDIANAPOLIS 500 CHRONICLE

ISBN 0 7853 2798 3, Rick Popely with L. Spencer Riggs, Publications International Ltd, £17.99

This impressive 416-page book documents every Indy race from 1911 to 1998 with at least a spread. It's packed with incidents, results, driver profiles, pace cars, posters and a photo of every runner. Don't expect an in-depth look at race car development or expansive driver histories, but it's packed character makes it a must-have at the price.

MG SALOON CARS

ISBN 0 901432 06 8, Anders Ditlev Clausager, Bay View Books, \$24.95

BMHIT archivist Anders Clausager's book covers MG saloons from the 1920s to the 1970s. The arrival of the SVW range introduced super-sleek models which fell by the wayside during WW2. After the war the MG saloons were neatly proportioned, smart and rapid, even if underpowered, the final saloon from Abingdon appearing in September 1971. This book is erudite, interesting, informative, factual and accurate, with loads of superb pictures - some from BMHIT's archives. What more could you want?

MANX 98 - THE ULTIMATE ROAD MOVIE

Available from BHP, £12.99, including p&p

It's not often you ride in a British champion's rally car. Particularly on the day that he wins the title. Martin Rowe claimed it on the Manx Rally last year, and with this video you can be with him all the way.

BHP has put together an enthralling chronicle of every single Manx stage in-car. This is as close as you can get to the action, short of actually competing on the rally in a state-of-the-art Formula 2 car.

Your chauffeurs are Rowe, Gwyndaf Evans, Alister McRae and

Jarmo Kytölehto, who all have distinctly different driving styles. One thing they do have in common is a god-like driving talent which verges on the telepathic. There are some feats which have to be seen to be believed.

Occasionally, it all goes wrong. We ride with McRae into a ditch and sit with Kytölehto as his gearbox fails. It's all part of the rich, muddy tapestry that is rallying. Not for anyone who gets car-sick. To order send a cheque to MR98 Offer, BHP, Boston House, 36/38 Fitzroy Square, London W1P 5LL.

ROLLS-ROYCE & BENTLEY

ISBN 0 7509 1623 0, Malcolm Bobbitt, Sutton Publishing Ltd, \$20.00

In 1998, Rolls-Royce celebrated 60 years of production at Crewe since the factory was established to build Merlins for WW2. This hardback looks at history mainly from the perspective of the development of models up to the 1998 Arnage. There are some fascinating snippets - having to pedal hard to appoint new agents in 1905, Rolls being the first Briton to die in an aeroplane accident - but ultimately it, like the cars, is not very exciting. For the marque enthusiast who wants a shorter history in one go.

HALCYON DAYS

ISBN 1 902702 05 0, Rodney Dale, Fern House, £14.95

When Rodney Dale was a boy, his father acquired the chassis of a vintage Bentley. This soon became a car and the young Dale never looked back. He has produced a wonderfully evocative account of motoring in a post-war Britain of make-do-and-mend. Quirkily written and captioned, but always amusing, this is as much the biography of a family of eccentrics as a motoring history. A delightful, and literate, addition to any enthusiast's bookshelf.

Insight to camshaft specs

We get a lot of enquiries about camshaft specs where readers are trying to fathom out which camshaft to buy. Sadly the numbers given by manufacturers only give you a clue as to what performance you can expect from a camshaft. So much depends on what you do with the rest of the engine, and the exhaust in particular.

As an example I have seen a 300 degree camshaft in a Pinto regularly peak at 6400rpm. But when the exhaust is swapped from a 4-2-1 to a 4-1 design, peak power shifts up towards the

8000rpm mark. But this isn't a general rule, the lengths and design of the 4-1 system are critical.

If you get the lengths right you need not lose out on bottom end or mid-range power either. Generally it would appear that a 4-2-1 system is easier to get right than a 4-1 but if you can put in the extra development then the 4-1 design will ultimately give better results on a competition engine.

Going around the country on rolling road tours I regularly find that the best engines use 4-1 manifolds rather than 4-2-1 but that isn't always the case, there are plenty of Pintos making 200 bhp on 4-2-1 systems.

From our own experience the exhaust has a major influence on how well the camshaft works – or doesn't work. On our Golf we tried

a 300 degree cam which gained 2bhp on peak and lost power everywhere else. But then we refitted the stock cam and Magnex developed an exhaust manifold and system for us. The exhaust picked up some 12bhp on the stock cam but when we refitted our 300 degree camshaft we gained 14bhp on peak with improved mid-range.

As with all engine mods you have to look at the overall picture before you start making up general rules to apply to all engines.

QUIZ ANSWERS

1. Type 804, driver Dan Gurney.
2. Bowmaker Racing Team.
3. Montgomery and Llandrindod Wells.
4. Healey Silverstone, 1949-50.

COYS
INTERNATIONAL
HISTORIC
FESTIVAL
Presented by
Chrysler
SILVERSTONE
JULY 30 - AUGUST 1
1999



BRMMM, BRMMM, BRM

The Coys International Historic Festival, presented by Chrysler at Silverstone, this year celebrates BRM, the legendary British racing marque.

Meet the great BRM drivers of the past, including Jean-Pierre Beltoise, Froilan Gonzalez, Stirling Moss, Jackie Oliver and Clay Regazzoni. See the greatest ever gathering of important, historic BRMs.

Thrill to a programme of 14 action-packed

races in the Festival weekend, featuring once again the best of motor racing history.

Bid for a piece of motoring heritage in the Coys of Kensington auction of important cars, or sift through the memorabilia and motoring treasures on trade stands galore. With plenty of off-track activity, including an appearance by the Red Arrows on Saturday, to keep the family amused it's a weekend no motoring enthusiast should miss.

CALLING ALL CAR CLUB MEMBERS

Car club members can reserve a special 3-day Club Advance ticket for just £30 (£75 on the day) by calling 01327 657273.

Registered car clubs can display members' cars in the Club Parking Area – call James Beckett on 01327 320242 for further details.

Silverstone
www.silverstone-circuit.co.uk

The world's greatest historic racing

Correspondence to Stuart Turner, MSA Motor Sports House, Riverside Park, Calnebrook, Slough SL3 0JG



TRACKROD

MOTOR CLUB Ltd.

NOMINATION FORM

I _____ hereby wish to put
my name forward in nomination for committee of Trackrod Motor
Club Limited.

For position of Officer/Committee Member*
(* delete as appropriate)

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on
3th August 1999 :-

Derek Lee
26 Spencer Road
Guiseley
Leeds
LS20 9LG

4 WHEELS GOOD **2 WHEELS CRAZY!**

Did I mention that I have a motor bike? Always meant to, in my various natterings, but never got round to it. Yep, I am a biker! There, I've said it. I'm outed. Doesn't feel any different. Well, if I'm honest, I've always been a biker. Yes, I know there were all those years on four wheels when, if I wanted some two-wheel experience, I had to take the stabilisers off my son's Raleigh Trainer. But deep down inside I knew the truth.

It started early for me. I was a clean-cut healthy young lad until I had an illicit experience that changed me forever. I rode my mates Beeza 250 and was instantly lost to decent mankind. The feel of that hot, throbbing lump between my legs, the thrust of pure power, controlled by my eager right hand was too much. I had to join, to belong, to be one of them!

Before long, my pushbike had given way to a Raleigh Moped. 50cc of unbridled frustration. Well, we all make mistakes. The tiny two stroke pushed out so much carbon that the exhaust clogged up every other week. Power, such as it was, dropped to zero, and the pedals came in very handy. A Norman Nippy moped followed, nice little Villiers engine and GEARS. But nippy? Hardly.

So to the big time. A James Captain. 200cc Villiers motor and four speed box! Now this one had been used for commuting, never out of the 30 limit, so when it was given some hammer, the carbon burnt off inside the exhaust and flew out of the back like tracer bullets! Got me plenty of road space, though. Sturdy sort of bike, kept me going for a couple of years, before the siren song of four wheel motoring lured me away from my first true love.

23 years were to pass before I rediscovered the thrill of motorbiking. A Suzuki DR125 trail bike was my daily steed in Cyprus for 3 years. Mainly for commuting, but a bit of trail and beach bashing at weekends. Loads of lovely trails in the mountains over there. And the higher you got, the cooler it was. Big advantage in a Cyprus summer. There is always a price to pay, however, and the Cypriot drivers had difficulty seeing the mountains, let alone a little trail bike in

amongst them. So I learnt how to fall off without too much damage. And they always picked me up and said sorry very nicely. And they always had a second cousin who could fix the bike, better than new, for next to nothing. They usually could, too!

A bit of globetrotting when we left Aphrodite's Isle meant that the next bike didn't arrive until 1994. Our home is on the edge of Salisbury Plain, which is the ideal location for a green laning weekend trail biker. So the new addition was a bike I had wanted since the seventies. See, the wanting never actually goes away, just lies dormant waiting to leap out and surprise you. A Yamaha DT175MX, the bike that wrote the trail riding book in this country. 1984 vintage, so one of the later ones, it was a fine little beast. Not fast, but fun. While it was going. Which got progressively less often. It would trundle through the lanes all day, but give it 5 miles at 50 on an A road, and she'd seize. And then there was the time she hurled me off into a field for no apparent reason. I don't heal so fast, these days. Classic bike or not, it had to go.

So now I have a Suzuki DR350 trail bike. A nice, big, meaty four stroke, discs front and back, proper chunky tyres, six speed box, electronic ignition and, best of all, **UNDER WARRANTY!** Plenty fast enough on the road, and dry sump lubrication, so it's not likely to run short of GTX, no matter how hard it is worked. Did I mention that it has an electric starter? Imagine this. You're stuck down a muddy, rutted, stony, track, so rough even the Scottish wouldn't look at it, with a stalled engine. If the bike has fallen over too, then the carb will have flooded. You have to balance yourself and the bike on one leg, while kick-starting it with the other. Good game, good game! Now, if all you have to do to fire it up is pull in the clutch and push the button, then you can get into some really rugged places with a lot more confidence.

Not that I am all that adventurous. Well, I have to keep fit to drive the MX5, when her indoors will let me. Must keep the priorities right, born again biker or not!

Steve Lloyd

FORD RALLY CARS

I was watching the TAP Rally on the box and marvelling at how successful the Focus has been straight out of the box. I should think that Ford were over the moon with Malcolm Wilson's efforts, and if he were to ask for that heavenly body, they'd probably get it for him.

Of course that Scotsman has got something to do with it, but it's the Welshman in the controller's chair that really keeps the show on the road. Did you hear his comments when the start marshalls clock was 30 seconds faster than the arrival marshalls clock? "It caused a bit of confusion"! If that had happened to a few club rallyists of my acquaintance, it would have caused a bit of confusion. In the immortal words of Eddie Waring, "Spot of claret flowing there". But he kept his cool and they won. Of course, I'm not surprised that the Ford does so well. Back in the sixties, I also had a Ford WRC that was quite successful. Mine was an Anglia, and WRC meant "Wiltshire Rally Car". Didn't have quite as many mods as the Focus, but the Alextractor exhaust pipe was good for at least 2.5 h.p. And the wood rim steering wheel just transformed the handling. The leaf springs were wrapped in a gaiter to stiffen up the rear end, just like the vintage boys do. Brakes were no problem, cause there weren't any. I had no idea about the relationship between volts and amps, so just kept hanging spots and fogs on the front till there was no more room. Couldn't understand why the battery went flat so often, when there was a perfectly healthy generator churning away by the side of the block.

It had a Weber carb and exhaust from a Cortina GT, but for even more oomph, I fitted a Broadspeed high compression head. Increasing the compression on a tired engine absolutely transforms it. In to a knackered engine! You also need short reach plugs in a high compression head! I wondered what the knocking noise was. One day I was leaning over the running motor when there was a bang, and the oil filler cap flew past my right ear, on its way in to Geo-stationary orbit. A piston had cracked, and there was more compression in the sump than in the head.

Eventually, the learning curve flattened out. We entered a few small rallies and even finished some. The usual classic mistakes like following someone else who turns out to be lost got less frequent, and we began to nudge our way up the finishers list. Our lowly start position worked to our advantage one wet night when everyone in front of us had to retrace their steps up a very narrow white when a shallow ford became a raging torrent. We saw what was happening and cut the section, saving a lot of time, and no penalties cause that control was scrubbed. That bit of fortune put us in to the big time, a top ten finish, and Best in Club award.

The ultimate accolade, the number one spot,

came very unexpectedly. My WRC was off the road for brakes/steering/engine/lights (perm any one from four), so I borrowed Dad's Zephyr Six. (Told him we were going to the pictures!) Complete with column change, bench front seat, and valve radio. Lots of lovely grunt, brakes that worked, a fair bit of roll and a high "You're not doing it in that!" factor. The rally turned out to be a trundle round the South Cotswolds, with my main worry being whether the Zephyr would fit between the stone walls. It did, and we won! But that car didn't have the street cred of the WRC. No lights on the front, no big reversing light on the back, no map light, no names on the side, and, biggest downer of the lot, it had HUB CAPS!

Still a Ford, though, and possibly that win was all that Boreham needed to convince their Dearborn masters to start down the path that currently ends at the Focus. We may never know for sure, but I can dream, can't I?

Steve Lloyd.

MADE FOR T.V.

They say a country gets the politicians it deserves. Nuff said! Do we also get the TV we deserve? Or do we get the TV "THEY" think we deserve? What set me thinking was the 75th issue of "Motor Sport" Now I'm not a vintage and veteran freak, not yet anyway, but there is a lot of sense in that mag. Has been, ever since I were a lad. I eagerly awaited my two bob's worth every month, and turned straight to Jenks report on the latest GP. Even though the race could be as much as two months old by the time I read DSJ's thoughts on the matter, he always had a different opinion, and often, a very controversial one.

I didn't always go along with his ideas. Well, I couldn't see what someone whose company car was a V12 E Type convertible, who spent all his time at Formula One races, and got paid as well, had to complain about! And Bill Boddy, the Editor, used to road test his cars on the A 40, on his regular runs to his place in Wales. Well, of course, don't we all? I've got a little place in Wiltshire that I like to get down to when I can. Like every night!

Jenks was frequently heard to complain about the dullness of modern GP tracks. Anyone who has driven round the old Nurburgring (me) doesn't need to be told that the modern track is just not comparable as a spectacle. Can you imagine what "THEY" would have done to the Monaco street circuit, if there had been room?

So we opened up the circuits and provided big run off areas and built the standard set of fast and slow bends. And took away most of their challenge and nearly all of their character. Then we wondered why the apogee of motor sport had suddenly lost its thrill factor. Little or no overtaking resulted in processional races. But sponsors had paid mega bucks to put their names on the cars. Not for the hardy souls who spectate at the track, but for the millions who do so at home. On TV.

You were wondering when I would get back to the TV, weren't you. Audience figures fell. But F1 is not only sport, it is also big business. If potential customers weren't watching, and sponsors were looking elsewhere, where was Uncle Bernie's next football club to come from! So, if they can't overtake on the track, Eureka, let them overtake in the pits. Drivers being a bit unreliable, all they would have to do is stop at the right place. 14 or 20 blokes would then give the car a 10,000 service in 8 seconds. A few more processional laps, back to the pits for a quick valet and screen wipe, reel off the final circuits, take the flag, and pause only to don the sponsor's cap before the champagne shower.

As the winner is the driver with the quickest pit crew, the car is only there to exhibit the sponsor's logo from every angle. And no overtaking or side by side stuff, cause that obscures the punters view of the name of the firm who make the glue that holds together the very large shoe box in which the driver keeps his loot! Yet it is still the driver who is paid zillions of mazumas, while the pit crews get an extra bacon butty come Michelmas Wednesday, if they are lucky!

And all this is organised for and by the TV companies. There's got to be some excitement somewhere during a race. You can't rely on the sort of start line dramas we have seen recently. You can rely on there being no drama on the track between the start and finish. So all the action is in the pits. Ludicrous or what!

But we do get the TV we deserve. Rupert and Bernie aren't media moguls for their health. They will provide whatever is necessary to keep us in front of that box. If that means a GP consisting of 27 pit stops and the odd Roller Derby up and down the pit lane while the cars are out advertising, so be it.

The important thing is that big business continues to pay for the privilege. Racing, what does that matter?

So when you tuned in to watch Interlagos, there was nothing wrong with the sound. That whirling noise in the background was Juan Manuel spinning in his grave.

Steve Lloyd.

NEW MEMBERS

Welcome to new members who joined us for the Lookout Stages Rally last month, these include:

Richard Wood
Dean Swaby
Ben Simpson
Charles Wilson
Kate Jobling
Lee Hirst
Simon Rowley
Richard Rowley

Hope to see you at a club night soon.

Simon Marston

Membership Sec.

MERCHANDISE

The Club's new merchandise will be available to view at the Conservative Club, Gildersome at the A.G.M. night of the 3rd. August.

If you require anything before that date give either Simon Marston or Jim Plevy a ring and they will take your order.

The new range includes:

T Shirts
Polo Shirts
Sweat Shirts
Hats
Bags
Shirts
Rugby Shirts

**TROPHY
POINTS
CLAIM**

TRACKROD

MOTOR CLUB LIMITED

Name _____ Memb. No. _____

Event _____ Date _____

Organising Club: Trackrod/Other _____

**ORGANISER/DRIVER/NAVIGATOR
MARSHAL/SERVICE CREW**

Competitors: Please fill in below
AND provide evidence:-

EVENT Type:

Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: _____

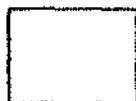
RESULTS

Entry No. _____ Position Overall _____

No. in Class _____ Position in Class _____

Received _____

Processed by _____



**TROPHY
POINTS
CLAIM**

TRACKROD

MOTOR CLUB LIMITED

Name _____ Memb. No. _____

Event _____ Date _____

Organising Club: Trackrod/Other _____

**ORGANISER/DRIVER/NAVIGATOR
MARSHAL/SERVICE CREW**

Competitors: Please fill in below
AND provide evidence:-

EVENT Type:

Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: _____

RESULTS

Entry No. _____ Position Overall _____

No. in Class _____ Position in Class _____

Received _____

Processed by _____



YOUR 1999 COMMITTEE

Chairman / Association Rep.

Rod Parkin
15 Holly Drive
Tinshill Lane
LS16 6EF
0113 226 2422
0850 783 555

rod@rkpassociates.demon.co.uk

Treasurer.

Michelle Plevy
24 Kirkfield Ave.
Thorn
LS14 3EL
0113 289 2127
0589 153 564

Secretary.

Derek Lee
26 Spencer Road
Guisely
LS20 9LG
01943 875 231

Social Sec.

Caroline Marston
20 Berkeley Ave.
Harehills
LS8 3RH
0113 248 1323

Editor / Comp. Sec.

Jim Plevy
24 Kirkfield Ave.
Thorn
LS14 3EL
0113 289 2127
0402 277 995
jim.plevy@virgin.net

P.R. Officer

Andrew Apperley
The Gate House
Church Road
Altofts
WF6 2NJ
01924 892 579
0836 544 037
anderw.apperley@freemove.co.uk

Membership / Merchandise

Simon Marston
20 Berkeley Ave.
Harehills
LS8 3RH
0113 248 1323
0589 152 580

Chief Marshall.

Arthur Heaton
29 Kings Meadow Mews
Wetherby
LS22 7FT
01937 588 287
07808 579 018 (m)

Trophy Points.

Barry Dove
5 Kenilworth Gardens
Gildersome
LS27 7EW
0113 253 6985

Event Co-ordinator

Nigel Drayton
11 Ayresome Ave.
Roundhay
LS8 1BB
0113 294 8440
ranger@firstnet.co.uk

Rebecca Kemp

8 Darkwood Close
Shadwell
LS17 8BH
0113 268 0834
07771 650 599
rkemp.inmyworld@freemove.co.uk

Tom Watson

St. Quinton
Pinfold Lane.
Pollington
Nr. Goole
01405 860 758
0589 769 641
atmeng@compuserve.com

Stuart Marsh

30 Chestnut Ave.
Leeds
LS15 8ED
0113 226 9364
0370 642 635
01924 882 712(w)
stuart.marsh@torch.co.uk

1999 CALENDAR

JUNE

5th. Kerridge
6th. June Jesters Autotest
6/8th. WRC Acropolis
12th. The Scottish
13th. Canadian GP
18/20 Donegal Int.
19th. Dukeries
25/26 Ypres Rally
27th. French GP

Llandrindod Wells
Bingley
Athens
Dumfries
Montreal
Letterkenny
Mansfield
Belgium
Magny-Cours

JULY

2/4th. Jim Clark Memorial Rally
10th. Elckerlyck Rally Sprint
11th. Armstrong Massy Viking Tour
11th. British Grand Prix Silverstone
16/18 WRC Rally New Zealand Auckland
17th. Enterprise Printing Swansea
24th. Quinton Stages Llandrindod Wells
30/31 Stena Line Ulster Belfast

Dunns
Belgium