



**TRACKROD**

**MOTOR CLUB Ltd.**



# **OCTOBER 1999 MAGAZINE**

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

## CHAIRMAN'S CHAT

As you may imagine it has been a very busy month leading up to the Trackrod Rally Yorkshire and the associated events.

To everyone who was involved a very big thank you - from all the reports we have received the event seems to have been a tremendous success with favourable reports from the MSA Steward and the competitors. Makes it all worthwhile in the end!!

Mintex have announced their programme for next year which will include the National sections of three Internationals, but they will have separate identity and awards etc. Add to this a classic tarmac event on Eppynt a trip to Belgium and, of course, ourselves and I am sure there will be some fierce competition.

To comply with FIA regulations Mintex are not allowing all Category B cars - but our event itself certainly will - so do not worry if you want to compete on the National A.

On to other matters - just received from the MSA news of the Halon extinguishers being authorised until 1st January 2003 since there seems to be no direct replacement available!! So check with your local friendly Scrutineer who will have more information.

Enjoy yourselves! Rod Parkin

## THANK YOU FROM CAR 49

A big thank you to everyone who sponsored us, either to finish or so much per mile, on the Trackrod Rally Yorkshire. We were worried that by raising money for charity, and having to finish, it may have proved to have been a jinx.

This was not the case, we managed to get round with no dramas or problems, finishing 31st overall and 2nd in class B11, and as a result we have raised approximately £ 545 for the Martin House Childrens Hospice in Boston Spa.

Thank you to Rod and the organising team, all the marshals, and the various sponsors for providing such an excellent event. Perhaps next year more club members may tackle the full event, it is worth it.

Finally thank you to our service crew (if changing tyres and refuelling is service) of Rob Buchan and Stuart Bell, they even managed to go spectating.

Stephen Sanderson / Chris Downes.

## PARTY TIME

It's coming to that time of the year again when the festivities get into full swing and the spirit of Christmas starts to flow.

To get you into the xmas mood our Christmas Party will be held on the 14th. December (venue to be announced next month) and the Trackrod Motor Club Annual Dinner Dance will again be held at the Castle Grove, Hedingley on the 29th. January 2000.

Tickets are on sale now and are priced very reasonably at £18.50.

The menu is being finalised as you read this and will also be published in next month's magazine.

Please contact:  
Caroline Marston 0113 248 1323

## **MARSHALLING**

### **OCTOBER DATES.**

- Saturday 17. Autumn Stages, Three Sisters.  
Regs available.
- Saturday 23. 061 Road Rally, Peak District.  
Regs available.
- Sunday 24. Premier Stages, we have been  
invited to Clapstone South,  
run twice, complete with split !!!  
signing on 8.00 a.m.

### **NOVEMBER DATES.**

- Saturday 06. Cossack Road Rally,  
Eastwood M.C.
- Sunday 07. Gravel Sprint, Dalby Forest.  
Regs available.
- Sunday 21. Network Q Rally of Wales.

Please contact me as soon as possible if you  
want to go out on any of the above events.

See you there! Arthur Heaton

## **NEW MEMBERS**

There are eight new members to Trackrod this  
month :-

JOHN SIMISTER  
MARK WOODS  
JOYCE LANGLEY  
ANTHONY MacWHIRTER  
STEVE GREEN  
NEIL WALLACE  
ALEX WARRAS  
STUART BOYES

On behalf of the Club I would like to wish you all  
a warm welcome, and trust you had an enjoyable  
day on our Forest Rally.

For those who live locally - don't be shy, visit us  
on Clubnights (the dates and venues are  
somewhere else in the magazine), and you will  
be made welcome, and hopefully get involved  
with some of our other events.

Once again, welcome.

Simon Marston Membership Secretary.

## **A VIEW FROM THE PAST**

Some time ago, Rod suggested to me that I  
write an article on rallying in the seventies,  
well, after a period of inaction I have finally  
got around to it and in an attempt to make it  
a bit more interesting I have written it around  
my own experiences so I hope you will forgive  
me if at times I go off at a tangent.

### **IN THE BEGINNING**

As long as I can remember, I have always  
been interested in all forms of transport but  
cars have always been of special fascination  
and because of them I have had numerous  
encounters with the law the first of these  
occurring even before I had got a driving  
licence.

When I was 14/15 we had 4 cars at home  
and they had to be moved around on an  
evening so that they were in correct order for  
the morning departures, a job I was entrusted  
to do. However I didn't just back them in and  
out of the drive, I would drive them around the  
block as well.

One evening I was driving my Dads car  
around the block and had just turned onto the  
final straight when I noticed a Police car  
coming in the opposite direction so I thought I  
would Park at the side of the road and wait  
for him to go past. However, to my horror he  
stopped right along side, wound his window  
down and indicated for me to do the same.  
When I had done that he advised me not to  
park with the lights on. I mumbled yes sir and  
he drove off.

So ended my first of many brushes with the  
Law.

In the area of motorsport, racing was the  
activity to attract my attention but then in the  
Sixties the RAC started running an annual  
rally on special stages and although the  
media coverage was restricted, I was able to  
get a feel for the sport and although I liked  
what I saw and read, didn't take any positive  
steps to become involved in it until much  
later.

It was in the late 60's when Steve Rathbone, a good friend of mine, told me that he had heard of a motor club that was local and had a good reputation. So along we went to a noggin and natter to see what it was all about. We were immediately hooked and joined there and then. Needless to say the club concerned was Trackrod.

Now we were in a motor club, we started to meet like minded people and through specialist evenings and social chat began to understand what motor sport in all it's forms was all about because Trackrod was and I hope still is a Motor Club, not a Rally club.

It quickly became apparent that the thought of driving like a maniac on the loose and tarmac appealed to both Steve and myself and that's the path we chose to follow.

Motor Sport in the very late 60's and early 70's was very relaxed and a joy to be involved with. We had 12 car Rallies closed to club of probably 60 to 90 miles in length which were easy to organise, Pauline and I ran two, and they were always well subscribed and proved a good training ground for beginners. Then there were Production car Trials, Autotests, Sportonoggins etc. In fact barely a month went by without something to enter.

I should point out here, for the benefit of the younger members, that in the 60's and 70's the one thing above all others that contributed to rallying's popularity was the use of targa timing. This meant that all the clocks were adjusted so that to keep to schedule, car No1 should arrive at every control at one minute past 12, car No 2 at 2 minutes past 12 and so on down the field. The benefit of this system was that the average speeds used to calculate the time to traverse the section could not be monitored therefore allowing the organisers to set times that would be unbeatable, or virtually so. The timekeepers job on the night of the event was to travel the route at a competitive speed to make sure that the clocks had been set correctly and if he found that a section was too easy, adjusted the clock at the end to make it harder.

It was Stephen who first took the plunge and in his usual methodical manner turned his 850cc Mini into a replica of a works car, on the outside only, the only problem was that the engine remained bog standard 850cc.

As I said Steve took the plunge first and asked me to navigate for him, obviously he had somehow heard of my experience in this field as when I was 15 I had navigated for David Salt, a school friend, in his Bond 3 wheeler on what would now be called a regularly run and despite the foggy conditions we were leading until ¾ of the way around the route we encountered the roadworks for Stanningley bypass which were obviously not as map and got lost. By the time we got back on course we were out of the reckoning but that first outing had shown promise and kindled a certain interest in navigation, so I accepted.

Interesting vehicles Bond three wheelers; powered by a 250cc 2-stroke engine they were gutless but surprisingly reliable. They had an electric starter which invariably did not work and

in this David's example was no different to all the others so starting was a process of lifting the bonnet and using the kick-start. It did not have reverse gear and if you wanted to go backwards you either got out and pushed or if the width of the road allowed lifted the front end and traversed it about.

Stephen and I did a number of rallies together but even in those days when people literally turned up to do a rally in their mums shopping car a bog standard mini was not very competitive and the sound of the valves bouncing on the cylinder head as Stephen manfully strove to keep the little car going up any sort of incline will remain with me always.

Navigating involves plotting controls on a map and then joining the dots by way of the quickest route but what I didn't realise was that there might be more than one way of joining the dots. We were competing on one event and I instructed Steve to take a white road to get us from one yellow road to another. As we bounced along the white I started to have some concern as to whether it was the correct one as it was very rutted and I could see little sign of any other traffic having used it recently but like a good navigator kept my concerns to myself, even when Steve "politely" asked me if I was sure this was correct. However my doubts were growing all the time in direct proportion to the size of the ruts in the road and it was with relief that I was able to point out tail lights in the distance indicating we must be correct, I mean, how could two people get it wrong?

*The next installment from the pen of Ian Gurnett will follow in the coming months*

# MSA NEWS

## Clubcross rules

The Motor Sports Council has approved regulations for the new Clubcross category, which begins on 1 January 2000.

A club will only be allowed to organise clubcross events at Clubmans status.

Permits for clubcross will be issued at the sole discretion of the MSA, and are subject to prior approval of track details.

The maximum length of a clubcross course must not exceed 800 metres; the maximum length of any straight must not exceed 100 metres, such a straight to be followed by a corner of at least 90 degrees, off-setting the course from its original line by at least twice the width of the course.

Clubcross events shall not be timed to an accuracy of less than one second. Timing should be by hand-held watches. An MSA licensed timekeeper is recommended.

Clubcross cars must be scrutineered for basic safety. An MSA licensed scrutineer is recommended.

Only one car may run at a time in clubcross events. There will be no practice runs in clubcross, all runs counting towards the competition.

All clubcross competitors will be given the opportunity to walk the course prior to competing.

Competitors will be given the opportunity of a minimum of two runs, the aggregate of the two runs counting for the results. If more than two runs are permitted, the time for the worst run will be ignored and the aggregate of the remaining runs will count for the results. The maximum number of runs shall not exceed six.

All competitors must have the opportunity of an equal number of runs to count towards the results.

Any competitor who has never held a valid RTA licence must produce proof (by signatures on the competition licence) of having been classified in the results of three clubcross events or three other MSA-permitted events (such as kart race, autotest, production car trial) or show proof of having completed a race or rally course at an MSA recognised school.

Only the following three categories of vehicle are allowed to compete in clubcross.

**Economy 'Standard' Production Saloons.** The maximum engine capacity is 2000cc, forced induction is prohibited, four-wheel drive is prohibited and the only tyres permitted are of highway pattern (not off-road, on/off road or winter pattern).

**Road Saloon Cars.** In addition to the rules for Production Saloons, cars must be fully road legal, carry a valid tax disc, have a valid MoT certificate (if applicable) and must compete in road legal condition.

**Minicross Cars.** Must comply with the Minicross regulations and the same tyre regulations as Production Saloons.

Each vehicle may be driven in an event by maximum of four different competitors.

## Loss of road traffic licence

From 1 January 2000, it may no longer be necessary for a competition licence holder to notify the MSA if he or she is disqualified from driving on the public highway.

This change was approved in principle by the Motor Sports Council, but remains subject to advice from the Judicial Panel and final ratification by the Council.

The MSA will retain the right to act against a driver who loses his or her road

traffic licence in a manner which is deemed to bring motor sport into disrepute.

## Timekeepers needed

A shortage of timekeepers is becoming apparent in every discipline of UK motor sport. The Motor Sports Association is attempting to fill the vacancies by every possible means — with new recruits, with experienced timekeepers who have left the sport or even retired timekeepers prepared to help out. For more information, please contact John Ryan at Motor Sports House (tel 0175 368 1736).

## Historic rally changes

The Motor Sports Council has approved details changes affecting all historic rallies in the UK. Subject to final ratification, the changes take effect from 1 January 2000.

After that date, historic road rally classes must be based on the ability of competitors (masters, experts, non-experts, and novices).

It will be permitted to sub-divide these classes by vehicle cubic capacity and/or vehicle age. It is recommended that classes be the same as for historic stage rallies.

## In brief...

- Passengers as young as 12 are allowed to compete in production car trials from 1 January 2000.
- The Inter-Association Off-Road Trial takes place on 31 October at Tong, West Yorkshire. Details from John Richardson, tel 0175 770 2048.
- Super Unleaded fuel (BS7800) will be banned from kart racing in the UK from 1 January 2000.
- 'Live recovery' of stranded competitors (without stopping the competition) is permitted on competitive safaris and hillclimbs after 1 January 2000.

## THE MINI AT 40

- The Mini, born in 1959, went on sale at £497. Sales took off the following year with nearly 120,000 produced including the van and the wooden framed traveller.
- Designer Sir Alec Issigonis failed his maths exam three times but this didn't put him off pursuing a career in automotive engineering. The basic design for the Mini was drawn up on a serviette.
- First million Minis were produced by '65, the second by '69 and the third by '72. Over 5.3m have been produced to date.
- 1971 was the best year for the Mini with 102,006 sold in the UK and over 300,000 worldwide
- The Mini Cooper took its first Monte Carlo Rally win in 1964 with Paddy Hopkirk and Henry Liddon.
- It was the first British car to win the European Rally Championship.
- Niki Lauda's first success was in a Mini Cooper on a hillclimb.
- Famous owners have included Enzo Ferrari (he had three), Peter Sellers and Spike Milligan.
- When the car was launched, a single speed heater was an extra, there was no provision for a radio and you had to pump the windscreen washer manually. Today the Mini is available with airbag, front seatbelt pre-tensioners and a 1.3 litre fuel injected engine.
- There are 155 Mini clubs in Britain, 8 in Germany, 1 in Croatia and no less than 400 in Japan.

### WHEELS DRAW WINNERS!

Pairs of tickets for the Cops Festival 2000. Alwoodley MC, Bexley LCC, Hogley and BLEC, Hart MC, Herts County A&AC, Jaguar Apprentices MC, The Rover OC, Stetham Rover C, Southern EC and Torbay MC.

Copies of 'McLaren: the Epic Years' BANC (HW), Bristol MC, BARAC (HE), Eastwood B DAC, Mid-Devonshire MC, Port Talbot MC, South Hants MC, Southern MC, Spadeadam MC and Winton MC.

Thanks to Silverstone and Haynes Publishing.

# AUTO SCENE

REVIEWS FROM

**Motoring News**

*From this issue, Autoscene will be brought to you by Motoring News. As we say welcome to them we also say thank you to Autosport and Classic & Sports Car for their help.*

**V**ARIETY is the spice of life and it was never so true as with this month's selection of books.

From a look at Germany's assault on pre-war British Grands Prix to a fascinating insight into arguably the greatest ever racing driver plus a guide to preparing the humble Mini for circuit racing.

Two of the most incredible motorsport events of all time - the 1937 and 1938 British Grands Prix at Donington - have been re-created by Christopher Hilton in the gripping book, **Hitler's Grands Prix in England, 1937 and 1938.**

Huge government-backed German teams, taking on what were basically British club racers, competing in a country that in less than a year was to be at war with their visitors. Fascinating subject matter to say the least. What more could a writer want?

The book, priced £19.99, contains some fascinating tales, such as the German teams being told to flee after the race, burning their cars if attacked and the romantic tale of a British driver incurring his mother's wrath after falling for a Bavarian lady.

Extensive research from archive diaries, films and newspapers has been assembled to give a fascinating insight into a situation that will never be repeated.

**Juan Manuel Fangio: Motor Racing's Grand Master**, priced £24.99, chronicles the life of one of Formula One's greatest drivers.

Karl Ludvigsen has written many motorsport titles and this one continues the theme of his previous releases about Jackie Stewart and Stirling Moss.

Fangio's early days in racing, preparing cars for his family and friends are detailed, as is his progression through the ranks in Argentina and Europe.

The book also takes a look at aspects of Fangio's life that readers may not be familiar with - his kidnapping in 1958, an ill-fated attempt at the Indy 500 and his magnetic appeal to women.

Ludvigsen has superbly documented the life of one of the most charismatic drivers ever to grace the F1 grid. Any fan of motorsport past or present should read this book just to see how different things were.

Mini racing is an affordable route to real, competitive motorsport and **Building, Preparing and Racing your Mini** by Bill Sallis is a valuable asset to anybody starting out in Mini racing.

Author Bill Sallis has been at the centre of Mini racing since 1984. He started as a novice in Mini Seven racing and progressed through to Mini Miglia, winning championships and countless races on the way. Who better then to guide the prospective Mini racer through the build and preparation of a car?

Sallis reveals all the little tweaks that make a circuit racing Mini quick. The only problem with this is that Minis can be used for many types of motorsport and Sallis is only a circuit racer. Disciplines like rallying are not covered at all.

This is the only gripe though, detailed pictures and a price tag of £17.99 make the book an invaluable aid to Mini racers.

All books are available from Haynes Publishing (01963 440635).

## THE MORE WE ARE TOGETHER

**T**HE motor club world is sometimes full of contrasts. I've just been browsing through the hundred or so club magazines that were entered for the recent *Wheels* Draw and for every club rejoicing in a successful year, there is one facing a problem either with falling entries (even classic events seem to have gone off the boil in places) or the perennial lack of officials. And how many clubs found a way of getting members to its Annual General Meeting? (Send your answers on a postcard please).

Generalisations can be dangerous but if there is one to be drawn, it's that clubs with a crystal clear and strong focus, on a specific event or series of events for instance, are the most healthy and confident about their march into the new millennium.

That's probably why the one-make clubs still seem to be booming. A recent Ford day had a problem many other organisers would relish — too many people, resulting in traffic jams for miles around, while there was no shortage of enthusiasts at the Mini party at Silverstone recently.

So all is well with the one makes? Well, not entirely, because magazines still report feuds between clubs representing different models from a manufacturer.

To some of us, cherishing a particular car which should really have been put down at the start of the production line, may seem more like a cry for help than a collecting passion. But ... it's a free country and they should be left to get on

with it. I suspect it can't be long before some old car owners grow to look like their cars just as dog owners are supposed to do but I'm not brave enough to suggest which — at least not while the vintage folk wield such large starting handles.

It's silly to try to rationalise old car ownership, you might just as well try to work out why so many men are excited by stockings, suspenders and high heels (not me though — I find they make my ankles swell). Let's face it, if you took the worst new car on general sale today and drove it from A to B (B must be choked with parked cars by now), it would be quicker, more comfortable and more economical than almost anything over thirty years old. Yes, even sophisticated machinery like Rolls-Royces and Dellos, damn it. But rational arguments like that don't matter because the new car would be a lot less fun.

And if we are to preserve that all important fun in our motoring, we have to stop squabbling among ourselves — whether it be a broad based club refusing to work with a neighbouring one "because they formed as a splinter group" (fifteen years ago in one case) came across, yet they were still not speaking!) or rival clubs for the same make at loggerheads because one faction believes only the rustbuckets with the walnut inlay are the truly authentic ones.

We really shouldn't need peacekeeping forces within our motorclub world, not when we have so many outside pressures facing us. Whether it's concern over the

loss of loaded fuel, concern over access to National Parks, concern over plans to scrap old cars at a certain age, concern over finding venues ... there is a common thread — the move is anti car and therefore anti us. Quickly: name one piece of good news you've heard in the last few months to cheer up motorists. Bet you can't.

So, here's a suggestion. As we make our various plans for the Millennium celebrations (my half bottle of elderberry wine is chilling in the fridge even as I write) let us vow to make at least one common, all-embracing New Year's Resolution. Let's vow to work together, whatever branch of motoring or motorsport we enjoy. That way we have the best chance of protecting all our interests.

Shall we have trial run? Altogether now: *Should old acquaintance be forgot ... Sing up there.*

Stuart Turner

### COD FILLET QUIZ



1. When was the Triumph Herald introduced?
2. Who drove the Austin Healey 'S' type to 142.6 mph at Bonneville 1953?
3. Where is the Pedrablos GP circuit?
4. Name the famous father of the winner of the 1964 Targa Florio?

ANSWERS ON PAGE 49

## More fuel for thought!

What is it? Where does it come from? Not as complicated as it sounds if you think in terms of a combustion chamber full of mixture.

When lean-burn engines looked to be the way forward for production cars, engines started to run into problems of an increased number of misfires as the mixture got weaker. Fairly obviously the weaker the mixture the harder

it is to set the mixture alight with a spark.

So how can you have your cake and eat it? The answer is a stratified charge. Instead of spreading your available fuel throughout the combustion chamber you try to arrange for more of it to pack towards the spark plug, giving a richer local mixture which fires up more readily. That flame then spreads throughout the chamber igniting the weaker mixture within.

You can get this effect with a lot of chamber swirl which tends to centrifuge the fuel to the

outside of the chamber where the spark plug is located.

As for us racers this is of academic interest only: all we want is as much power-rich mixture inside the chamber as we can get.

### QUIZ ANSWERS

1. 1959 at the Motor Show.
2. Donald Healey.
3. Spain (last used in 1954).
4. S.C.H. 'Sammy' Davis (son of Colin won TF in a Porsche 904GT).

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Correspondence to Stuart Turner, c/o NSA, Motor Sports House, Riverside Park, Colindale, Stough SL3 0HG



## EDITOR'S SPOT

Since this is my first edition as editor (but with masses of help from Jim Plevey) I thought it was appropriate to remind everyone of the need for articles.

Now I realise that editors always bleat on about articles, but it is the quality of the material coming in that determines the quality of the magazine. You don't need to be a budding Denis Jenkinson (or a Len Deighton for that matter), just put pen to paper and tell us about your involvements with the Club and Motorsport.

To save my poor fingers from further damage (worn to the knuckle they are with all this typing) I would much appreciate the use of e-mail or even disks to deliver the articles - but even something scribbled on the back of an envelope is better than nothing!

We hope to start a series of non-car related covers next month.

If you have any photographs (motorsport related, and not too lewd) that you think may be suitable, get them to me, and it could well appear on the magazine.

Get thinking about that article, and get writing.

Stuart Marsh, Editor.

## SOCIAL CALENDAR

### **OCTOBER**

- 5th. Gildersome Con. Club.
- 12th. Admiral Hawke. Boston Spa.
- 18th. The Crown. Wetherby.
- 26th. Admiral Hawke. Boston Spa.

### **NOVEMBER**

- 2nd.. Gildersome Con. Club.
- 9th. Admiral Hawke. Boston Spa.
- 16th. The Crown. Wetherby.
- 23rd. Bowling Night. LA Bowl.
- 30th. Admiral Hawke. Boston Spa

Caroline Marston.

Social Sec.

## FOR SALE

No Reasonable offers refused

### Ford wheels (some with good tyres fitted)

- 13"- 6 inchXR2 Pepperpots  
from £10 each (5off)
- 13" \_7 Capri 2.8 Pepperpots (Mint)  
from £ 25 each (8 off)
- 14" \_8 Ford Weller Steels With Tarmac Yokos  
£20 each (7off)
- 14"-6 5stud Mk II Granada Ghia alloys  
from £10 each (5off)
- 15"-6 ET49 Steel Mondeo/Sierra  
from £10 each (loads)
- 15"-7 ET40 Sapphire Cosworth alloys  
from £25 each (plenty)
- 13"-5.5 Uno Turbo Mk1&2 Alloys/Tyres  
from £20 each (bare)
- 13"-6 OPEL Ascona "ATS" alloys £10

### MANTA/ASCONA

2.0 C1H Rally Engine for above Piper 285 cam etc plus i200 Injection

5 Speed Getrag box and prop only 20 stage miles £350ono

1300 Uno Turbo Engine & box from road car 45K £150ono

Lifeline with new box needs wires

£50

Micro Dynamics rev limiter

£45

Cosworth 4wd 5Spd Gp N box with U/R 50Nm VC £450 inc new synchros

**Loads new and part-worn Rally Tyres 13-15" both gravel and tarmac all at least 4mm from £10 each (phone for details by fax)**

Please call **Andrew Apperley** for more details on (01924) 892579 or (0836) 544837 anytime

## **MINTEX RALLY 2000**

Mintex are pleased to announce the creation of a new, flexible rally series primarily based in the UK, utilising some of the countries finest gravel and sealed surface rallies. We are calling the new series Mintex Rally 2000.

The Mintex brand has long been associated with National Rallying in the UK, and this new initiative will continue that relationship whilst providing a more varied and flexible series within which competitors will be offered a greater variety of events and dates on which to compete. The Mintex Championship will sit between the existing BTRDA and Mobil 1 British Championship's creating a logical progression through the sport whilst retaining it's long standing commitment to rallying at the national level.

The Mintex Championship will now select events annually on merit using competitor feedback as the principle benchmark for an event's continuation within the series. In this way, Mintex intend to create the most competitor friendly series, whilst maintaining a cost effective base for competitors and in so doing creating a spectacle of speed and excitement for the viewing public, both on the special stages and in their homes, with a guaranteed scheduled television package.

In addition to the substantial television coverage, which will assist competitors to secure and retain sponsors, Mintex are anxious to provide as much assistance as possible for competitors to fund their rallying activities and will for the first time be providing "on-event" cash awards starting with £1000 for highest placed registered competitor, cascading to third place and including GpN & F2. Associated product and "bonus" schemes will also be available.

From their base in Cleckheaton, Yorkshire, Mintex view the Trackrod Rally as their home event and have chosen it to launch the new Championship. The Trackrod Rally had long been a respected part of the Mintex Championship, and Mintex are delighted to announce this event's inclusion in the 2000 Mintex Rally Championship.

The Championship will consist of seven rounds using classic stages of the UK.

Six rounds have confirmed their participation in Mintex Rally 2000 and the seventh round will confirm shortly.

The Rounds already confirmed are:

### **National Vauxhall Rally of Wales.**

90 miles of classic Mid Wales Forest Stages in March.

### **National Pirelli Rally**

100 miles in the awesome Kielder Forest in May

### **National Scottish Rally**

70 miles of the best South Scottish Forest Stages in June

### **Harry Flatters Rally**

100 miles on the superb asphalt Epynt Military Ranges, Mid Wales in August

### **The Tour of Flanders.**

Belgiums most popular rally for British Competitors giving 130 miles in Sept.

With the **Trackrod Rally Yorkshire** to finish the season.

This we believe will create a base on which rallying in the UK can develop into the new millenium.

**ENDS**

**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

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## 1999 CALENDAR

### OCTOBER

1/3	Cork '20	Cork
2nd.	Cambrian Rally	Llandudno
2nd.	October Stages Rally	Manby
3/6	WRC Sanremo	
15-17	Tour of Mull	Mull
17th.	Malaysian Grand Prix	
23rd.	Bulldog	Shrewsbury
31st.	Japanese Grand Prix	

### NOVEMBER

4/7	WRC Australia	Perth
7th	Dalby Gravel Sprint	
21/23	WRC Network Q	Cheltenham
27th	Blackpool MC	Aintree