



NOVEMBER 1999 MAGAZINE

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

CHAIRMAN' CHAT

As we near the end of another year I hope you are still competing or marshalling on the many events yet to come. Motorsport does not seem to enjoy "seasons" and the rally calendar especially is still very buoyant with events all through the Christmas and New Year period.

Many of you will have been keeping up with the speculation regarding Trackrod running a round of the BRC next year - well as I write this nothing has been decided. The MSA are still trying to replace the Ulster Rally for 2000 and we simply cannot run an even in the Yorkshire forests in July. Although the forest may seem very quiet when we are there for rallies it is a tribute to our PR teams that it is so. Other weekends are very busy with mountain bikes, orienteering, 4 wheel drive, bee keepers, pheasant shooters, walkers, nature lovers, picnickers, etc etc. 2001 is still a possibility and we may need to negotiate a date change or so.... we wait and see.

In case anyone wonders, or may ask you, whatever happens we will still run the Clubmans Trophy and although we are part Mintex Championship, the National A event will still cater for all cars homologated or not. Details are yet to be finalised but I am confident we will also have at least one Historic Championship and the Peugeot Challenge as well!!! Watch this space.

Enjoy yourselves, and don't forget the Christmas Party on 14th December 1999 and the Annual Dinner Dance on 29th January 1999 at Castle Grove - see Caroline for more details.

Rod Parkin

SECRETARY'S SPOT

We are now approaching the end of another year in motorsport for everyone, from competitions to marshals, from social to competitions. However we need to focus on next year not only as a new year but a new Millennium taking Trackrod Motor Club into the 21st Century. It will also see our thirtieth year in motorsport. Another milestone proving the club is going from strength to strength.

Here are a few snippets from the latest MSA news:-

Racesuits

Following checks by the FIA, three racesuit homologations have been cancelled with immediate effect. The withdrawn numbers are:-

01.004.RAC.86 Jayband Challenger (GB);
01.038.RAC.87 RRS Race Products Phoenix (GB); 01.030.FFSA Stand 21 STO15(F).

Any questions should be directed to John Ryan at Motor Sports House.

Fire Extinguishers

Many competition cars are fitted with Halon (BCG) fire extinguishers, and until very recently, the withdrawal notice advised to the MSA was 31st December 1999. It has now been confirmed that the UK Government's timescale is briefly as follows:-

Apart from certain critical specified uses, all Halon installations must be replaced by 31st December 2003. Recovered Halon must either be destroyed or recycled for critical uses. Refilling and maintenance will be permitted on these systems up to 31st December 2002. The MSA recommends that competitors taking necessary action to replace Halon systems with an environmentally friendly alternative at the earliest opportunity.

Club Development Fund

During 1999, the MSA's Club Development Fund has considered 49 applications submitted by clubs, amounting to a total project value of £235,377 with 81% of the grant amount requested by clubs being awarded by the fund panel.

Your committee has been looking into updating equipment though the Fund and are looking to purchase 3 or 4 small portable photocopiers to use on events. These will be held by several committee members and be available for use by any member for motor club work. Some new lights to be used with the club generators. Possibly another one if the money is available!

Timekeepers Needed

A shortage of timekeepers is becoming apparent in every discipline of UK motorsport. The MSA is attempting to fill the vacancies by every possible means, whether with new recruits, with experience 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 01753 681736.

Finally, don't forget our Boxing Day Autotest on 26 December 1999, probably at Temple Newsam unless another venue can be found quickly. Please also support our social events as well, the Christmas Party and the Dinner Dance, see Caroline's article for more details.

Hope to see you there, until next month, safe motoring.

Derek Lee

EDITOR

First of all a major Thank you to Caroline Marston for all her help in the production of this magazine, anyone willing to waste a Sunday afternoon sat in front of a monitor deserve a medal, doing it with me warrants a mention in dispatches to go with it - cheers Caroline!

Now I know that the magazine is late (again), but borrowing time on other people's computers is the root cause, the fact that I've had the dreaded lurgy, or flu to you, hasn't helped either - so *apart from being a crawler, I'm also going for the sympathy vote.* In all seriousness the Club is trying to cobble together a machine for the magazine, so if you can help with expertise or kit contact any committee member, all donations gratefully accepted - especially a decent printer, a Pentium 111 processor CPU..... you get the idea.

Lastly congratulations to Vicky and Andrew Apperley on the birth of their daughter.

MARSHALLING

Some dates for your diary :-

27/28 Nov 99	Beaver Road Rally.
04 Dec 99	Grizedale Stages.
05 Dec 99	S.V., Binbrook.

This is a charity event in aid of Lincolnshire & Nottinghamshire Air Ambulance
Contact Avrii Clarke, 01724 281192.

Thanks to all who turned out on the recent Premier Stages.

Chief Marshal.

1999 PHILIPS TOUR OF MULL

Craig Dykes & Barry Dove Car No 84

The journey up to Mull was as ever tiring, with Becky and myself in the Megane and Craig in the Volvo T5 estate, serving as both chase car and recce vehicle. The lengthy run was interspersed with jovial banter on our two-way radio's plus the fact that we had chosen to travel through the day, meeting at Scotch Corner at 06:30am.

The first problem encountered became the ferry we'd booked at 12:00 and missed by 5 minutes, but we were in no big hurry and caught the 15:15.

Once on the Island we made straight for Tobermory and 'Macgachans' bar next to Mackays garage

where a few well placed drinks eased the weary recipients, then onto Glengorm Castle, check in and unpack. This done we returned to "Tobs" for a few more beers, Craig was still there giving Callum Duffy some clues about hard northern drinking habits, this then went into oblivion as they both tried to drown each other. A fabulous night with good company

Sunday dawned eventually and we chose to check some of the pacenotes that had been bought by Craig from Bill Sturrock in descriptive format. We did a large section of the route with lots of amendments and by late evening we had tired ourselves out and went to the pub for a bite to eat and a drink or two. The lesson of the day I needed to learn was the speed at which to read the notes, even in the Volvo which was impressively quick, it became apparent that FLC > to ER + FL 50 HPL + C Narrows * had to be said in one breath, the fact that it mentions 50 yds in the middle was irrelevant because you were on it so quickly.

The plan was do all the day stages in the early afternoon each day, stop for a late tea then do the night stages from 19:00 onwards until tiredness loomed.

This we did every day some stages being repeated but always in the order they would be done on the event. The only proviso being that we finished checking on Wednesday night / Thursday morning and spent Thursday relaxing (and how).

By this time our service crew had arrived so had Nick, Katie, Andrew, and Adele with Nigel coming in the afternoon with Rod, so the evening began with a trip to the Mishnish pub, but after one drink that took 15 minutes to obtain we left for our usual eating place where our table had been booked. 'Gannets' restaurant on the seafront.

Macgachans was our final call but it turned into one helluva session until we were requested to leave at 01:30 in the morning, only because they needed to clear up before their 06:00 opening.

As luck would have it I had offered to drive back which proved to be extremely hilarious with some certain person surfing on the roof the Volvo whilst moving !!!!!!!!!.

Friday suddenly arrived and the reality of the commitment dawned, a meeting with the chase car and service barge crews Howard, Ivan, Paul, and Simon to explain some details and we were off to the Noise Test and Scrutineering. As we approached Noise we noticed vast amounts of steel wool balls plus Brillo pads littering the road, was it going to be that strict we wondered, we passed o/k so some must have been extremely noisy.

Scrutineering passed without a hitch and it was a pleasure to see so many friends and familiar faces, it really is home from home. Having checked in at MTC 1 we went and tried to get a little rest

NO CHANCE ! lots of nerves with a stomach on fire. The first stage was a blast along Tobermory seafront with a chicane around an antique clocktower, into a 45 Right and then a tightening narrow hairpin Left, uphill flat Right upto square Left tightens on exit, keep off the kerb to a 90 Right upto a crossroads and jump, to an opening 90 Left + slight Right into a 90 Left and Finish.

Our due time at SS1 was 21:07:30 sec's so we arrived in the assembly area early and watched the spectacle begin, what an atmosphere, the sound of full blown rally cars some on 'anti lag' was breathtaking as the noise echoed off the buildings and across the bay, headlights piercing the night and making the seafront look like daytime.

We rolled up to the start line Richard Webster giving us our start time 21:09:30 whilst Becky held the start flag 5,4,3,2,1,GO Black lines and Bloody Hell were on the clocktower, flat through the 45 Right and Slide into the Hairpin, KINELL! this is going some, my screamed instructions were drowned by the engine but Craig had done this so many times he had the measure spot on.

At the stopline we had a time of 21:10:20 this time went through several discussions with lots of people, and it was disputed but in the end we had to settled for 59 Seconds only beaten by John Price in the 6R4 on 57 Seconds

Stage 2 was Glen Aros and over the Hill Road, 14:05 Miles in 14:14 minutes with a BIG moment after a steep uphill Hairpin Left and Right over Crestfront wheels airborne gives little steering, and we shot off the road into darkness. Quick reactions a little luck and we were going again

time showed we were not quite on the pace of the top crews but Mull is a place you learn by experience, and we were to find out later. SS3 Gribun Rocks Daunting in daylight with Big Jumps, Narrow Bridges, Armco's and Big Drops to the sea.... AWESOME 8:38 Miles in 9:01 Minutes including a 130 MPH straight past a phonebox.

One more stage Loch Scridain and into service at Craignure at Twenty to Midnight, a quick check over the car and a well earned Coffee.

SS5 Mishnish Lochs downhill including Dervaig Hairpins led us into the final pair of stages Calgary Bay and finally Loch Tuath - what a sting in the tail., there are some tight and blind H/pins in that stage. The night had taken its toll with car 1 Callum Duffy out with mechanical failure but not so lucky we locals Eddie O Donnell Jnr & his dad who had demolished a wall and taken a trip down to the beach. This Island bites back very hard.

Our position after the Friday night finish saw us in 70th place overall with a restart time of 12:35:30 on Saturday afternoon, so off to bed (It was 03:40 in the morning). We arose mid morning on Saturday to a fine day with bright sunshine and having donned our overalls and a light breakfast we departed to Tobermory and MTC 5. The afternoon stages were made up of Mishnish Lochs followed by Calgary Bay, both stages 6.5 miles long, followed by 7.3/4 miles down Ensay / Lagganulva and finishing with 6.5 miles over Killiemor, this stage being completed in 6:06 minutes. A passage Control and then to service at the top of Tobermory.

Interim results showed our pace was much better in the daylight, quite the opposite of what you would expect, you could now see the massive drops from the narrow ribbon of asphalt, but we had moved up to 45th Overall probably because Craig could see what I was trying to relate to him.

The second half of the Afternoon/Evening consisted of the same four stages repeated, concluding with Loch Na Keal and finally SS17 Loch Scridain, now we felt we were on the pace and moving up the table. As with most things in life there is always sharp reminders of the sport we enjoy, within sight of the start line on Stage 16 Loch Na Keal (Gribun Rocks) car 49 a 2 Litre Opel Corsa had hit a big rock head on at speed, splitting the rock and somersaulting the car over the top and onto the rocks below. Both were taken to hospital, the navigator suffering compression of the spine, the driver we think had concussion, hopefully both will make a full recovery. The resulting delay I thought might have dulled the pace but the results showed otherwise.

At the end of the Afternoon section we had elevated to 37th Overall, a pleasing result but by now we were tiring, me because im old !!!!!

We arrived at 17:30 for service in Craignure before the final night section, this proved very busy for our Service Crew who had to change the Rear axle, some big jumps had taken their toll resulting in the diff housing cracking around the axle tube. This depleting our spares even more, Callum Duffy had already taken the front struts to allow him to compete on Saturday nights Trophy Rally, which he won.

The Restart in Salen where we were again re-seeded, saw us due into MTC 7 at 21:38, the first car leaving at 21:0.

SS18 Hill Road/Glen Aros 114.02 miles finishing at Aros Bridge 14:36 minutes, which proved to be 24th fastest, then into Gribun Rocks & Loch Scridain 8.38 and 4.32 miles respectively, completed in 8:35 minutes and 4:33 minutes, averaging 60 mph. The next and penultimate stage was the longest of the event, 22 Miles over Loch Tuath and Calgary Bay, what a sting in the tail. It proved exhausting but extremely entertaining, Craig saturated with sweat, and gasping for a refreshing drink, I was just hoarse in the throat— what a stage, absolutely stunning, even Becky, Nigel, Nick and Katie were seen screaming encouragement as we came past the beach at Calgary Bay, they were spectating at 01:00 in the morning in T shirts !!!

We arrived at the start of the last stage to find everybody queuing, drunken spectators at both the start and apparently the finish had forced the Organisers and Police to delay the stage until it was safe.

One hour later and we were ready, a quick blast up Dervaig Hairpins to the sound of cheering, horns blowing and incessant camera flashes, and we were over the top and descending to Loch An Torr, fast downhill into the hairpins before the loch and we slid wide on the last hairpin left, no amount of steering lock could oppose inertia as we drifted into the 4 foot deep ditch. When desperation and despair set in there is always a shining light, and a spectator holding it. By the time Craig and I were out of the car these guys were screaming to friends higher up the hillside, and like something out a Walt Disney movie all these lights appeared running down the hillside akin to Snow Whites Dwarf's. They soon descended and physically lifted the rear of the car out of the ditch and all sat on the boot, bringing the wheels in contact with the ground at which point Craig lifted the clutch and the car inched back. A quick inspection showed panel damage along the length of the car, the front wing taking the brunt of it, a credit to its strength.

Once back on board and belted up we proceeded at a steady until sure nothing more serious had befallen us and we were off, up past the entrance to Lettermore Forest and over Mishnish Locks to the finish.

My sincere thanks, to Craig for a superb event that I thoroughly enjoyed, including the team kit. The service crew Howard, Ivan, Paul and Simon for keeping us going, Becky for the support all week and Nigel (cameraman) Nick & Katie, Andrew & Adele.

Best Memory That AWESOME stage on Tobermory Seafront

Would I do it again? Hope I Get The Chance.

Barry Dove.

Statistic 174.92 Stage Miles.
Time Taken = 194:50 Minutes
= Average Speed 55 MPH

*Explanation

Fast Left Over Crest Tightens into Easy Right plus Fast Left, 50 yards Hairpin Left plus Crest Narrows.

FOR SALE

All parts are from Sierra Cosworth 3 Door

Bottom fog lights	£35.00
Full set of Koni adjustable shock absorbers (front needs overhaul)	£50.00
Two rear Ford Motorsport springs (blue)	£30.00
1 x Cosworth Alloy wheel & tyre (205/50/15)	£40.00
38 DGas Twin choke webber & polished manifold	£30.00
Red suede rally boots size 7	£35.00
Green & Yellow Proban overalls size 40	£40.00
Arai Helmet in White, silver & aluminous pink (Large)	£300.00

Sarah Bartley
Mobile 0585 332246 (Any probs)

DOWN THE WIRE

At Motor Club workshops only a couple of years ago it was forecast that Information Technology — then a hot topic with clubs — would soon be taken for granted. We're virtually at that point because love it or hate it, the global information super-highway is here to stay. Increasingly it is becoming an essential tool for many people in all spheres of life and it can bring enormous benefits. Not everyone, of course, is hooked up and some probably never will, but increasingly those involved in motorsport in all sorts of ways are heading into the brave new world.

Take a look at any race or rally car these days, and the chances are that somewhere upon it you will find a website address. There are even some cars currently competing where the title sponsor is a web address. Formula 3 racer Luciano Burti is just one driver who promotes his own website address on his crash helmet. TVR Tuscan racer Martin Short launched an e-mail campaign to raise sponsorship for under-financed Charlotte Osborn to race a Tuscan and succeeded in raising a considerable sum. It is a powerful tool, and it is only going to get more powerful.

But does it have any relevance to club competitors and motor clubs? The argument for and against clubs having a website have been covered previously in *Wheels* and, in many cases, the jury is still out. The only thing which seems generally agreed is that if you cannot keep a website updated every two weeks of the

very outside, don't bother. An out of date website is worse than none at all.

However, there is surely one area where competitors and clubs can use this awesome facility to real benefit. Use e-mail as a means of sending out press releases. This is not rocket science, and some people are already doing it. If for no other reason, you can drastically reduce the amount of time and effort spent printing out press releases and folding them into envelopes. And the time spent licking stamps can be used to mow the lawn, shampoo the cat and look after all those other important domestic duties!

So how does it work? Well, assuming that you have the relevant hardware — and your local computer superstore can now kit you out for less than £500 — you can get internet and e-mail access for free from a variety of high street sources. Then, all it will cost you is a little telephone time.

Next, do a little research and seek out e-mail addresses for all the people you want to keep informed about your activities and news. This can include sponsors, potential sponsors, the specialist press, regional and local press, local radio stations, championship co-ordinators and so on. The great thing about sending press releases by e-mail is that you can keep on adding names without incurring any extra cost. A free e-mail provider such as Freeserve has an easy to use structure for compiling mailing groups from your e-mail address book and so sending the release to a group is as simple and quick as sending it to a single address.

Once you have written your release, simply cut and paste the text into the message box and away you go. We don't recommend sending files as attachments, as the chances are that not all of your recipients will have the same level of software as you have. Within minutes of finishing the release, you will have sent it to dozens of recipients. No photocopying, no envelopes, no stamps, not even a trip to the post box. Total cost? Aside from the time and effort, actual cost is likely to be less than 10p, regardless of how many recipients are on your list.

So what are the drawbacks? Surprisingly few. Not all of your target audience will be on e-mail, so some releases may still have to rely on the good old snail-mail. Ironically, local papers are notable for their lack of e-mail presence, but this will surely change over the coming months. E-mail is quick, easy and cheap. It has to be worth serious consideration as a means of spreading the word.

Paul Lawrence

COD FILLET QUIZ



1. In what make of car did Paul Pietsch win the 1951 Eifelrennen GP?
2. At which circuit was the 1972 Belgian GP held?
3. Can you name the six Bentley Team drivers at the 1927 Le Mans?
4. The 1965 Tulip Rally — name the winning car and drivers.

ANSWERS ON PAGE 14

MSA NEWS

Rally moves to Cardiff

The Network Q Rally of Great Britain will be based in Cardiff City in the year 2000, the first year of a three-year contract.

The move to the Welsh capital city was explained by MSA Chief Executive, John Quenby: "The MSA is an enthusiastic supporter of the FIA's efforts to improve World Championship rallies, making them more attractive for competitors, spectators and television.

"With new manufacturer teams reflecting the increasing popularity of the sport and FIA regulations demanding a more compact route, Cardiff was an obvious choice. All things considered, the time is right to move to a larger venue, which is also much closer to the Forestry Commission roads which make up the bulk of our competitive mileage."

Steve Freshwater, Director of Network Q, said: "This is the seventh year of our sponsorship of the Network Q Rally and as Europe's leading used car brand, we are proud of our association with a world class, World Championship event. Network Q are always looking to raise the standards in our industry and we welcome the efforts of the MSA to build a bigger and better event on the threshold of the new millennium."

The move to Cardiff ends a period during which Cheltenham hosted the Rally for three years. Said Mr Quenby: "We shall be very sad to leave Cheltenham, which has been a marvellous base for the event. Both the town and the Racecourse have made us very welcome and we are still looking forward to working together on this year's Rally."

The 2000 Network Q Rally of Great Britain starts from Cardiff City Hall on Thursday 23 November and finishes at

the same venue on Sunday 26 November. With four days of competition, the new schedule promises to be very different from any previous event.

Did you know? Since the Rally was first run in 1932, it has started from Wales only once: Llandrindod Wells was one of nine starting towns in 1935.

Cardiff offers 5,000 beds; over 200 restaurants; and an international airport with services to Amsterdam, Brussels, Paris and many UK destinations.

The Network Q Rally of Great Britain is one of this country's biggest sporting events, with almost 200,000 paying spectators, a television audience of 134 million in 71 countries (more than any other rally) and over 6,000 volunteer officials.

Network Q is the UK's leading used car brand, with over 460 outlets selling more than 120,000 cars of all makes each year. Network Q Retailers provide the highest possible quality and service to their customers. Every Network Q car has a rigorous 114-point service and comes with 12 months' guarantee including Roadside Assistance and cover for six months on battery, brakes and clutch. For added peace of mind, Network Q offers a 30-day exchange pledge.

To get up-to-date Rally information, or to find out more about Network Q, visit their website (www.network-q.co.uk).

Advance tickets are sold exclusively by the Ticket Hotline (tel 0132 785 7273).

British Rally Championship launched

Next year's Mobil 1 British Rally Championship was launched on the Isle of Man, at the final round of the 1999 Championship, under the slogan "The Best National Championship in the World... just got better". Among improvements for the year 2000:

- A £30,000 prize fund, rewarding the top three registered amateur drivers in each class on every qualifying round.

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REGIONAL COMMITTEE

The final meeting of the year opened with a discussion on Inter-Association events, including the new Forest Rally Challenge and RTV Trial. For details of all Inter-Association events, contact your club or regional association, writes *Bob Moffat*.

The "Future of Regional Associations" document was well received, while the Club Development Fund continued to support a variety of projects with a total value approaching £250,000 during 1999. A document from the Central Southern Association set out guidelines for the negotiated use of new venues.

The voluntary licensing of National B stage rally clerks of course was in place for 2000; allied discussion on licensing of speed event clerks concluded that training in all disciplines was vital, to demonstrate the competence of individuals and to defend all concerned in an increasingly litigious world.

A balance was considered essential between the requirement to build knowledge and experience through attendance at events and seminars, and the need to encourage more volunteer officials into the sport.

The Chief Executive was present to take questions, including concern over the increasing use of the publicly recognised term "racing" instead of "rallying".

Reports from Off-Road, Rallyes and Safety delegates included details of clerk of the course and radio controller training, live recovery procedures, the availability and use of Halon fire extinguishers, route notes on multi-use stage rallies, and the marking of chicanes on stage rallies.

David Kersey updated his comprehensive Motorsports Facilities Unit report, including the sixth edition of the Heritage Motor Sports Directory, advice on the use of set aside land and planning issues in motor sport.

The meeting concluded with the re-election of Bill Trougher and Nicky Moffat as Regional Committee chairman and vice-chairman respectively for 2000.

THE NATIONAL SALOON CUP

- The National Saloon Cup is managed by the British Racing Drivers' Club and features alongside the British GT championship with 14 rounds at 10 circuits including Spa-Francorchamps.
- The regulations for the NSC closely align to those of other European countries. Cost and performance are controlled by minimum car weights, limited technical modifications and success ballast for the first three finishers in each race. At each race, the first three finishers from the previous meeting must carry 35kg, 25kg and 15kg respectively. Gearbox casings must be standard but gear ratios are free. However, ratios must be nominated prior to the first race entered and cannot change for the duration of the season.
- Honda, Peugeot, Nissan, Ford, Proton, BMW, Vauxhall and Toyota are all represented in the entry list. Cars can be front or rear wheel drive. Cars must have four seats but can be two, three, four or five door models.
- The NSC is sponsored by Silverstone Insurance Services, an insurance organisation launched in March 1999 by Hill House Hammond to harness the power of the Silverstone brand name in the vehicle insurance market.
- The National Saloon Cup has trade support from Dunlop and Mintex. All competing cars use Dunlop racing tyres, either slicks or wets depending upon conditions.
- The NSC grew out of the old Production Saloon Car Championships of the late 1980s and early 1990s. It is now a single-class competition for two-wheel drive, normally aspirated saloon cars up to 2000cc of which at least 2500 identical road cars must have been produced in a consecutive 12-month period.
- For more information contact the BRDC. Tel: 01327 857271.

AUTOCORNER

REVIEWS FROM

Motoring News

Stirling Moss sums up Goodwood perfectly in his introduction to *The Glory of Goodwood* book. "The great thing is that Goodwood never really moved away from the basic approach of providing good racing and a cordial welcome."

Published by Virgin Publishing (0171 386 3300) the book details the history of the circuit with superb illustrations and pictures, including the rebuild and launch of the track for last year's Revival Meeting. The name Goodwood still stirs the emotions of everyone who shares a passion for motorsport all the great meetings from the past are featured as are all the names that made Goodwood the institution it is today. Also included are full accounts of the best races and memorabilia from the Goodwood archives. Priced £30, this book is a must for motorsport fans.

Stuart Turner claims he had doubts before committing the story of his career to print, on the basis that he would have to use the word 'I' too much for his liking. Anybody who picks up *Twice Lucky, my life in motorsport* priced £17.99 will wonder why on earth he hesitated. Turner should need no introduction to readers: from his exploits as BMC rally team manager in the Sixties to the rejuvenation of Ford as a motorsport force in the mid-Eighties, this ex-MN *Rallies* Editor became synonymous with success and, perhaps more importantly, innovative and bold thinking in pretty much everything he turned his hand to. But this is no self-congratulatory testimonial outing. Turner has a pro's eye for an anecdote and his penmanship — the talent which drew him to MN all those years ago — is sharp, opinionated and thoroughly entertaining. And, as anyone who has ever heard a Turner after-dinner speech will tell you, he is also extremely funny. A remu

story; a remarkable man. Published by Haynes (01963 440635).

Le Mans is a true test of man and machine, and Duke Video (01624 640000) have captured this in their review of this years race. Priced £12.99 this video features all the highlights of the great event, including Peter Dumbreck's huge crash in the Mercedes CLR and coverage of the qualifying sessions.

The race footage leaves a little to be desired but the night race camera work is excellent. Two highlights that spring to mind are a full lap of the track on board one of the ill fated Mercedes cars, and in-car footage of Ukyo Katayama grappling with a tyre blow-out in his Toyota at frightening speed. I can guarantee that the pause and rewind buttons will be thumbed every time the viewer reaches the Dumbreck incident. A good buy for the armchair enthusiast but the dedicated fan will be left wanting.

MSA NEWS *Contd from page ii*

Prizes will be in the form of vouchers offering a substantial contribution towards the entry fee of the next Championship round.

- A new "National Group N Rally Champion" category has been created for the drivers of homologated Group N cars (including those with four-wheel drive or turbocharged engines, which are otherwise ineligible for the British Championship).

- A guaranteed entry in the 2000 Network Q Rally of Great Britain for each registered driver who starts every round.

To help competitors search for sponsorship, a new championship brochure includes details of media coverage (television, radio, newspapers,

Contd on page iv

Going round the bend

First off, bump steer is not about the steering wheel leaping about in your hands when your front wheels hit a bump, or series of bumps, in the road. That may happen, but it isn't bump steer. Probably a better definition of bump steer would be: suspension travel steering deviation, but that's a bit of a mouthful.

To check for bump steer you should start with the car at normal ride height, preferably supported on blocks, with the springs and dampers removed. Centralise the steering, and clamp it so it can't move; then check that the front wheels don't deviate from straight ahead as the suspension moves through its range. You can do this with a very trick

(read expensive) bump steer gauge, or you can improvise, using a couple of dial gauges and a flat plate – suitably drilled – bolted to the hub in place of the road wheel.

What makes the steering move on each individual wheel is when the steering arms do not move in the same arc as the suspension: that is to say, the steering arms tug the wheel this way or that as they in turn pivot up and down.

Theory says that to correct this situation you can bend the steering arms, or move the steering rock position, or both; but sometimes it isn't possible to eliminate bump steer entirely, especially at the extremes of suspension travel. In fact, some suspension experts maintain that a modest amount of bump steer can actually enhance steering response and stability, although opinions remain divided.

MSA NEWS *Contd from page iii*

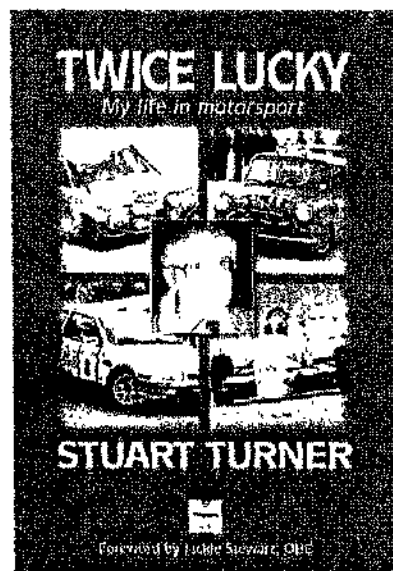
teletext, national news agency, worldwide web, etc). Copies are available from the championship office, tel 0121 378 2828.

2000 Calendar: Vauxhall Rally of Wales on 18/19 March; Pirelli International Rally on 6/7 May; RSAC Scottish Rally on 9/10 June; SEAT Jim Clark Rally, 7/8/9 July; Stena Line Ulster Rally on 28/29 July; Sony Monx International Rally on 7/8/9 September.

Latest information on the championship website (www.motorsport.co.uk).

QUIZ ANSWERS

1. Veritas.
2. Nivelles.
3. Sammy Davis, F. Clement, D.J. Benjafield, L. Callingham, G. Duller and Baron D'Erlanger.
4. Rosemary Smith and Valerie Damico, Hillman Imp Rallye.



Twice Lucky

My life in motorsport by Stuart Turner

'One of motorsport's most engaging and enthusiastic characters writes frankly, revealingly and, above all, modestly about guiding BMC and Ford to rally glory. For anyone who has heard Turner's after-dinner speeches, this autobiography is long overdue and, rest assured, it is every bit as entertaining' – *Classic & Sports Car*

ISBN: 1 85960 602 4 £17.99 RRP

This book is available from all good bookshops, mail order specialists or, in case of difficulty, direct from the publisher (Please add £2.00 P&P).



Haynes Publishing

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New
October 1999

PHILIPS TOUR OF MULL RALLY '99

The best rally in the world – my best rally ever!

The Tour of Mull rally is becoming a bit of a tradition again from the 'English' team. In the past there used to be a large number of Trackrod members attending, but in past years this had reduced, but now we are on an up! This year we had two cottages booked, a caravan, so our team included 13 adults, 2 children and our dog, a busy place. Plus there were others in part of a castle and many others spread about the island. Most people arrived Wednesday/Thursday (Susanne and the kids on Tues since it was a holiday period in Scotland) so some time was spent enjoying the island. For those that have never been to the island it is very beautiful, as long as it is not raining – but this year it didn't!!!! In fact the weather was superb. The roads are ideal Road Rally standard, most being single track with passing places, there is one bit of 'dual carriageway' where the road splits for 50 yards to go over the new and old bridges! Last year the new road into Tobermory had been opened, magic but also a shame that some of the island's character had been lost.

The locals enjoy the event, with kids asking for stickers, information etc. All over the island the accommodation is booked up well in advance, usually one year in advance. There are plenty of pubs where many social events are held, i.e. singing with Jimmy and Angus, local bands etc.

This year I had been working with Vodafone again to install a new GSM mobile phone cells on the island, last year we got a new one in Tobermory, this year two permanent ones, plus 4 temporary (in due course they will become permanent). This provided us far better coverage on the island, improving speed of messages to the organisers and others. We also used the coverage to transmit results to over 40 organisers using the GSM SMS service – very successfully.

To the rally. The format is Friday night, Saturday afternoon and Saturday night stages, all on closed roads. But this year with an added extra – The Vodafone Millenium Stage in Tobermory SS1. Start on the main street, round the clock tower, up the hill, past the school, and finish just before the junction to Dervaig – superb! VERY well received by the local, competitors, in fact everyone – we hope it will be repeated next year, but longer!

My job again this year was road opening/clock collection with Tim Sunderland. A busy time driving round all the event at the back end of the rally, but this year also driving the Tobermory stage 7 times to make sure it was all OK after each batch of 30 competitors! What fun that was! We did not lose a single clock, miss a car, and finished the rally 15 minutes behind the last car, not bad in a Tdi Discovery!

Fire works had been arranged by the organisers in Tobermory after prize presentation which proved to be very good, Erin and Ewan enjoyed it a lot, even though they were a little cold. It was then back to the cottages where a very sociable 'cook in' was had. Unfortunately this year John & Margaret Smallwood had to leave the island on the Sunday afternoon since they could not get a ferry on the Monday (book early next year!)

The same accommodation has been booked for next year, and is already full with all deposits paid! And others have booked extra rooms in the Castle as well, which has excellent sea views. The cost is approx. £300 for the week (approx. £76 each), plus food, electricity, booze etc. If interested in the event **BOOK NOW NOT TO BE DISAPPOINTED**, anybody interested please call me on 01259 760611H or 07803 855457M to check what space may be available.

Until next year – which is the 13/14/15th October 2000, the 31st Tour of Mull! Or see you on the Scottish on the 9th/10th June.

Peter Stanhope

A VIEW FROM THE PAST.

The second episode of Ian Gurnetts article.

As we continued to bounce and scrape along I noticed the lights were getting closer, they must be stopped, puncture, mechanical failure 101 reasons I kept on trying to convince myself and Steve. We got to within 100 yds. of the car when we scraped to a halt front wheels unable to get grip as the car rested on it's sump guard, we were grounded. I won't repeat Steve's comments on the usefulness of navigators or whether they have parents or not but when he calmed down we decided to go to the other car and see if between us we could do something to get us both going. As we approached the car we could see that they too were well and truly stuck on ruts and it was clear that we would not be able to move it even with the occupants help. It was at this time I recognised the car and realised the other competitors were none other than Martin Kemp and Steve Holden so I felt a little better, if they could get it wrong there was hope for me yet.

We had a conference and all agreed that nothing could be done until morning when with the aid of a tractor or suchlike we could all get out. Martin and Steve then kindly suggested that as it was a cold night we all sit in their car to share body heat as seeing it was a Cortina it would be more comfortable than the Mini. However, even in the Cortina space was limited and both Steve and I had a very uncomfortable night.

I was starting to get interested in driving and didn't know how to tell Steve but fortunately matters resolved themselves when, one day, I called round to see Steve at the garage where he worked part time and noticed that my name on the passenger door had been replaced with a certain J. Kitchell. When challenged as to why I had been dropped, Steve replied it was because I didn't read the bends,

"But the map isn't accurate enough to do that," I replied.

"I want the bends reading and that's that".

It's tough at the top it's said but it's also tough at the bottom.

I now undertook my own preparations to commence rallying and started by tuning the engine of my 998cc mini, having it rebored, the crankshaft reground, 731 cam, duplex timing gear, twin Stromberg carbs. etc. but things did not go smoothly because after the rebuild, I couldn't get it started and thinking that it was the timing that was in error I kept on removing the distributor drive gear and repositioning it. I must have altered it half a dozen times and was getting really cheesed off when I went to alter it one more time and it slipped from my grasp right down into the bowels of the engine. Literally shaking with anger at my own stupidity and full of trepidation that the only way to retrieve it would be to remove the engine and take it apart, I got a torch and looked down the distributor drive hole and there it was laid on the crankshaft. Calming myself down I managed to get one of my fingertips jammed into the end of the drive and very slowly and very carefully I withdrew it up the drive hole. I took a great deal more care after that.

I was still having trouble getting the engine started and finally decided that the only course of action was to put back on the original cylinder head and single SU carb. but Pauline and I were going away in the car the next day and I didn't have time to get a new cylinder head gasket so I thought as the engine had not been fired up the old one would do. Good idea, the engine now started but bad idea regards the gasket. Every thing seemed okay apart from a little water loss which I put down to a weeping bypass hose but as the months passed I started to notice the smell of oil burning on the overrun and eventually after only 1 year motoring the engine had to be rebuilt again, the gasket had been leaking all the time letting water into the cylinders and causing rapid wear of the piston rings.

The following day we went on our holidays and as anyone who has built an engine will confirm for the first few days/weeks you are listening for any abnormal sound that threatens a problem. Well there we were

It's not the car, it's that workman over there."

Sure enough I quickly glanced around and a guy was hammering away at a wall, phew, relief.

Being of a careful financial disposition when it came to lamp brackets I did not buy a ready made article but got one made for me at no cost which consisted of 50 x 50 ms angle with brackets at either end and one in the middle, the bracket was stronger than the car and I don't know how I got away with it, because if I had hit a pedestrian, it would have sliced them in two.

So now my rallying career finally began and happily for a couple of years, never making the leader board but in a mildly tuned 998cc mini that wasn't surprising. The enjoyment of it all was tremendous,

no Police, no quiet zones, no stop and give way, also no super fast cars making great noise and no idiots treating the event as there own private chariot race. They were yet to come.

The mini, while being of great value in getting me started, was beginning outlive its usefulness and therefore when I got the chance of an Escort Twin Cam I needed no second invitation even though it had been in a front end shunt, had no carburettors, only the remnants of petrol injection (mechanical) system, an oil cooler and filter that weren't fitted and was being sold at auction, to me it looked great, white with broad green stripes down the flanks. I put my bid in and kept my fingers crossed. My Brother in law was one of the auctioneers and therefore I don't think I had any cause for concern, nevertheless when he rang me to tell me that the car was mine I was over the moon. The only niggle at the back of my mind was, why had the oil filter been removed and could the engine have been damaged in the accident but being unable to fire it up I had to take pot luck.

I had the car towed to Dave Lawtons to have the front repaired and while it was there bought a set of Webbers from Withers of

Winsford who were getting rid of a job lot from Talbot

As usual with Dave, a couple of weeks job turned into months and it was very frustrating to drive over to his garage on a Saturday to help him work on my car only for it to remain untouched while some other vehicle that had only just come in took priority. I assumed I was getting a good job done on the cheap so didn't complain. Dave had virtually finished the bodywork by the time I had sorted the mechanicals and come the great day when I fired it up, the noise was unmistakable, big ends very definitely gone.

After Dave finally finished and as usual had made an excellent job of it, I towed the car home to Dewsbury and set to sorting the engine.

That done, it was out to play.

The engine was fine although after a while I began to notice the oil pressure wasn't reading as high as when new but assumed this to be normal. However after six months and a couple of events I was coming home from a noggin and I noticed that the oil pressure was actually falling and on tick over the oil warning light started to come on. A serious investigation required I thought.

When I got home I felt the oil cooler to see how hot the oil was but to my surprise it was cold so I felt the filter and it was only luke warm, something was seriously wrong. That weekend I stripped down the oil filter and cooler sandwich and the cause of the problem became clear, the rubber seal that stopped the oil bypassing the cooler and filter was missing. What this meant was that the oil was carrying round with it small particles of metal that had been slowly wearing away the moving parts of the engine hence the reducing oil pressure. Another rebuild was called for. I had the feeling of dejavu.

More from Ian Gurnett next month.

**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 _____

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SOCIAL CALENDAR

NOVEMBER

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

DECEMBER

- 7th - Gildersome Con. Club
 14th - Christmas Party
 21 - Crown, Wetherby - Scatter
 28th - Admiral Hawke

November

Tuesday 23rd November - 9.30 pm
 2 games of bowling for £7.00 each
Ten Pin Bowling
 Hollywood Bowl
 Kirkstall

Beer and curry optional extra afterwards.

December

Tuesday 14th December 1999
Christmas Party
 North Leeds Cricket Club
 Roundhay

Tickets £5.00 per person

Sunday 14th January 2000
Autosports Show
 NEC
 Birmingham

Tickets are £12.50 each. The live action arena is £6 in advance £9 on the day.

Due to the lack of interest last year, I do not intend to book a coach unless we get an overwhelming response. Those members wanting to go in January let me know and I can book tickets in a block, hopefully with a discount (10 or more people). Depending on numbers we can sort transport out nearer the time.

Saturday 29th January 2000 - 7.00 for 7.30

Annual Dinner Dance & Prize Presentation
 Castle Grove
 Headingley

As in previous years we will be holding the first Dinner Dance of the new Millennium at Castle Grove in Headingley.

The meal will take the same format as this year as it seemed to work quite well. The menu selection is as follows:-

Homemade Pate with Warm Toast
 or
 Prawn, Smoked Salmon & Cream
 Cheese Roulade with Crusty Bread

French Onion Soup

Honey Glazed Gammon with Apricot
 Sauce

or

Braised Knuckle of Lamb in Mushroom,
 Onion & Red Wine Sauce

Jam Rolly Polly & Custard

or

Fresh Fruit Salad

or

Cheese & Biscuits

As in previous years, payment for any of the above events can be made in instalments to spread the cost.

If you wish to attend any of the above events, please let either Caroline Marston, Edith Drayton or one of your Committee members know.

February 2000

Tuesday 22nd February 2000
Joint Quiz Night with MG Car Club
 Gildersome Conservative Club

YOUR 1995 COMMITTEE

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