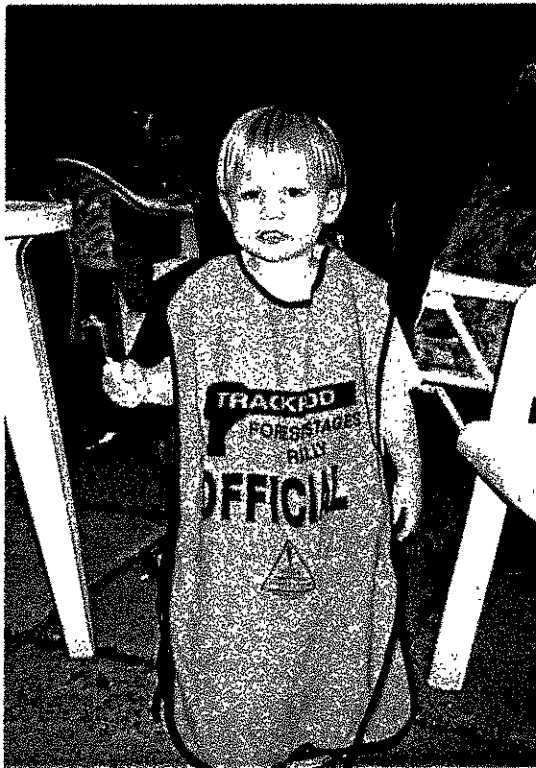


TRACKROD

MOTOR CLUB LIMITED



DECEMBER 1999 MAGAZINE

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

CHAIRMAN' CHAT.

Those of you who were keeping an eye on the Network Q Rally will have noticed similarities in Wales with the year we tried to run two loops in Yorkshire - we nearly brought Pickering and the surrounding area to a standstill!

Tremendous numbers of spectators still follow this, probably the best, World Championship event and, whilst my underlying sentiment is to have the rally back in Yorkshire, I can't help feeling that trying to run the event to the strict FIA guidelines is just not possible anywhere in the UK. With restrictions on how long before a rest period, together with the requirement to provide central servicing and use the same host town for all overnight halts, it is bound to create a bottleneck and or gridlock situation.

Notwithstanding all that the event was great to watch - on TV at least. I did venture to Silverstone to see the world's best tackle the Rallysprint stages - seeing Burns and McRae running side by side sure was good!! And of course the best man won!! Those of you who were involved in the Trackrod Forest event in 1991 may remember Richard as a very young nervous teenager who struggled to say a few words after winning the event. What a different, confident man today.

Nearer to home we still have the Navi Scatter, Christmas Party and the Boxing Day Autotest - see you there!! Elsewhere in the magazine you will find outline proposals for the Single Venue and the Multi Venue Rally Championships. Dates have yet to be finalised but we should know by January!!

All that remains for me to say this month is to wish you all a very Merry Christmas and a prosperous and safe new millennium!!

Rod Parkin

SECRETARY'S SPOT.

Well here we are into the last month of this Millennium. To finish this year there are still a few events for you to compete or marshal on.

There is the December Navi Scatter 23 December organised by Andrew Apperly which starts and finishes at the Crown, Wetherby. Then there is the Boxing Day Autotest at Temple Newsam on 26 December to blow away the cobwebs and Christmas spirit! For the really energetic there is the Christmas Stages Rally on Tuesday 28th December.

Well for next year we are putting together the Single Venue and Multi Venue Stage Rally Championships there is a list of the proposed events else where in this magazine or ask one of the committee. A finalised list will be published in the January magazine.

We would also like to do the same with Road Rallies and Autotest's if we knew that there is the interest from the membership. So please let me know or write to me.

Don't forget the social events too, there is the Christmas Party at the North Leeds Cricket Club, Roundhay and the Dinner Dance at the Castle Grove, Headingley. Give your money to Caroline or any committee member, A.S.A.P.

Well I would like to finish by wishing you all a Merry Christmas 1999 and a Prosperous Year 2000. Till next month safe motoring.

Derek Lee
Hon Secretary

SOCIAL CALENDAR

DECEMBER

- 7TH - Gildersome Con. Club
- 14th - Xmas Party (see article)
- 21st - Crown, Wetherby - Navi Scatter
- 28th - Admiral Hawke, Boston Spa

JANUARY 2000

- 4th - Gildersome Con. Club
- 11th - Admiral Hawke, Boston Spa
- 18th - Crown, Wetherby
- 25th - Admiral Hawke, Boston Spa

Tuesday 14th December 1999

Christmas Party

North Leeds Cricket Club
Roundhay

Tickets £5.00 per person

January 2000

Sunday 14th January 2000

Autosports Show

NEC
Birmingham

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.

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

February 2000

Tuesday 22nd February 2000

Joint Quiz Night with MG Car Club
Gildersome Conservative Club
Gildersome

Christmas Party - Directions to North Leeds Cricket Club

From Leeds city centre follow signs for Harehills and Oakwood. Through Harehills, to Ford Green traffic lights. Straight on here, past Tesco's on your left to main set of traffic lights in Oakwood (clock and car park on left, William H Brown and Rostlea Upholstery on right). Turn left at the traffic light, carry on with Roundhay Park on right and Soliders Field on left. Approx ½ mile Roundhay Park car park on left (old tram terminus), turn left, past allotments, take first left up hill. The cricket club is on the left opposite a new housing estate.

From the ring road (Sainsburys roundabout) turn right up the hill. Left off the roundabout and first right. Traffic lights at the junction of Scot Hall Road. Straight on. Next set of lights, straight on up Street Lane. Carry on all the way down Street Lane until you get to the car park on your left (old tram terminus), take the right past the allotment and then first left up the hill. The cricket club is on the left opposite a new housing estate.

Any problems please speak to Caroline or Simon Marston.

Tickets for the Christmas party are £5.00 per person. Those people not wanting to eat, a charge of £2.00 will be made.

Caroline Marston
Social Secretary



*COULD YOU
FILL THIS
SPACE ?
ADVERTISE
SOME OF YOUR
UNUSED GEAR.*

CHIEF MARSHAL.

Regs Received

Weathersfield Stages Rally (Essex) Sat 4 Dec.
Christmas Stages Rally (N. Yorks) Tue 28 Dec.

Marshals are required for the above events, and also the Boxing Day Autotest.

In Addition we have a request from De Lacy M.C. for marshals on the Kail Kwik Rally on 20 Feb 2000 - the first event of the new Mintex 2000 Championship.

Please let me know if you want to come, they need written confirmation.

APATHY RULES

And it does ! - not one member has contacted me about marshalling recently. This Club has a hard working committee trying to promote motorsport, and encourage new participants, but a membership who prefer to discuss their golf handicaps rather than do anything.

All sorts of carrots in the form of incentives, from prize draws - for holidays, days at Rallyschools, colour T.V.s among others - to goodies - badges, mugs, etc - have been offered by clubs this year. But our response - p!?? poor. Without the active involvement of all our membership events will not run - the Hillclimb had the absolute minimum number permissible this year. So what will it take to get you out there ?

Incentives - A re-launch of the "points make prizes" scheme, where attendance is rewarded by points exchanged for Club merchandise.

Compulsion - It is proposed that competitors in club championships must marshal on events to qualify for awards.

Any other suggestions gratefully received !

The committee is having to run a recruitment campaign for new young members - we need experienced people to assist and train these - that you again.

P.S. We are still missing 2 Club radios - please return if you've got them. **Arthur Heaton**

DATES TO REMEMBER.

Tuesday 21st December 1999

Navigational Scatter - Final Round of the 1999

PROIC Office Interiors
Navigational Scatter Series

Starts at 7.30 pm
from
The Crown at Wetherby

Free to Enter
Cash Prizes and Awards
Everyone Welcome

All you need is OS Map 105,
Pencil, Roamer & Torch.

P S - Don't forget the **Boxing Day Novice Autotest**

Sunday 26th December - 10 am - at Temple Newsam - More details from Andrew Apperly - 07836 544037.

Editors note.

If you think the tests will need a photographic memory just have a look at the diagrams of typical tests on the next page - not that difficult is it ?

C'mon, have a go !

MEMBERSHIP.

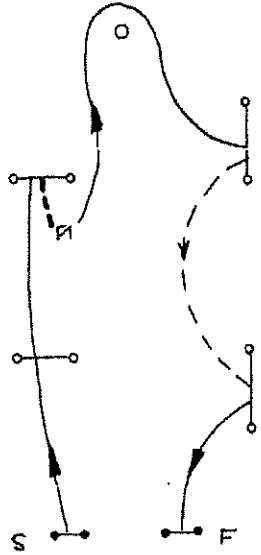
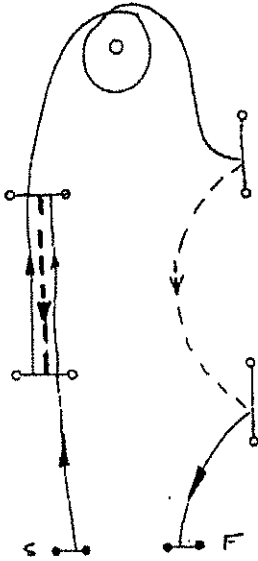
Membership for year 2000 will be due on 1st January.

Prices stay the same as last year:-
12.00 Single Membership
17.50 Family Membership

With this months magazine is a Membership Form. Please complete all the details so that we can keep the database up to date.

Simon Marston
Membership Secretary

BOXING DAY AUTOTEST



LEGEND.

- Full line shows forward travel.
- Dotted line shows reverse travel.
- S is the start.
- F is the finish.
- FT is a free turn.

MILLENNIUM MILESTONES

At their last dinner of the millennium, Ecurie Cod Fillet invited their 300 or so guests to vote for the Top 10 (or, as it turned out because of ties, Top Dozen) most important British milestones in motorsport since the sport began; they were invited to choose from a list of 20 or so drawn up by a panel (the bracketed comments in italics below indicate why the feats got on the list). There was space to write in additional achievements; the fact that no one added anything of significance – someone who listed his win on a 12 car rally was probably joking – suggests the panel got it about right.

It's an exercise clubs could well copy – it gets conversation going and the joy is that there is no 'right' answer. It's all a matter of opinion.

Although ECF is regarded as a rally outfit, several members have been round the track a few times and the results were evenly spread among our various disciplines. The only significant debate was over the importance of the Thrust effort, clearly record breaking enthuses some but leaves others cold; this may be because as one *ancien pilotes* dolefully observed: "it's a bit like my lovemaking nowadays – over far too quickly."

Anyway, with the gracious permission of the Cod Fillet Committee (actually, a crate of Brown Ale and they're anybody's), here are the results of the ECF jury:

1 Moss/Jenkinson, Mille Miglia, 1955 (*Nobody ever got near 10hrs 7mins at 97.6 mph*). If you haven't read Denis Jenkinson's report on this event, you really should. Brilliant.

2 Paddy Hopkirk, Monte Carlo Rally in the Mini, 1964 and at the Palladium (*The first 'Big One' of many Mini victories*).

3 = Jim Clark winning Indy 500 in 1965 (*He and Lotus blew the locals into the weeds*).

3 = Colin McRae (*First/only British World Rally Champion in 1995*).

5 = Tony Brooks win at Syracuse, 1955 in a Connaught (*First British car/driver to win a GP for over 30 years*).

5 = Vanwall wins the 1958 F1 Constructors' Championship (*British engine, driver and car*).

7 Cosworth DFV F1 engine (*World's most successful F1 engine*).

8 = Thrust SSC breaks sound barrier on land, 1997 (*All the other records are small incremental ones until this*).

8 = Hawthorn (*Britain's first World Champion, 1958*).

10 = Bentley, Le Mans, 1924 (*First of five wins*).

10 = Jaguar C Type, win at Le Mans, 1951 (*Walker/Whitehead, the first of 5 wins*).

10 = James Hunt and Hesketh, Dutch GP (*Last ever win by a private entrant*).

Achievements that didn't quite make the top twelve included:

Nigel Mansell's back to back wins (F1 and CART); Jackie Stewart (Wins Championship for third time in 1973); Napier driven by SF Edge wins Gordon Bennett Trophy, 1902 Paris to Innsbruck (*The first big win by a British car*); and Donald Healey winning the 1931 Monte Carlo Rally in an Invicta.

And the Dellow, for all its successes over the years? Mine was the only vote. How quickly we forget.

One thing I must not forget is to wish you a Merry Christmas and/or a Happy New Year and/or a Marvellous New Millennium – delete according to what day you are reading this. If you are not sure what day you are reading this then congratulations on what must have been quite a party.

Stuart Turner

COD FILLET QUIZ



1. On the 1955 Mille Miglia (Moss/Jenks) where was the first control?
2. The 1964 Monte Carlo – who was the winning co-driver?
3. The 1965 Indy win by Jim Clark. Who drove the second Team Lotus?
4. Colin McRae's WRC in 1995 driving a Subaru. How many rallies did he win that year?

ANSWERS ON PAGE iv

MSA NEWS

MSA report reveals economic impact of Network Q Rally

A report commissioned by the Motor Sports Association (MSA) reveals that competitors and spectators at the 1998 Network Q Rally of Great Britain spent £11.1 million in the area of the event.

The world-wide television coverage of the event stimulated a further £17.25 million of subsequent tourist spending in Wales alone.

An independent team has measured the economic impact of the four-day rally on 7,814 businesses, employing 81,271 people in 20 counties.

Their report concludes that the Network Q Rally "is one of the largest spectator sporting events in Great Britain" and that the event "would not happen at nearly this scale unless it was part of the FIA World Rally Championship".

The study shows that 134,921 spectators paid to watch the 1998 event; 60% of them were visitors from outside the 10,503 square miles covered by the rally.

Of the £11 million spent, £6.7 million represented money flowing into the economies from outside. The main benefactors were hotels, motels and campsites (£2.1 million), eating and drinking establishments (£3.3 million), retail stores (£2.6 million) and local transport services (£2.2 million).

The average spectator spent £83 per day on tickets, parking, lodging, food, drink, entertainment and tourist purchases. Occupancy at local hotels reached 100%, at a time of year (November) when most establishments would otherwise be quiet.

ine rally created over 300 temporary jobs, notably at Rally HQ in Cheltenham and at the offices of the promoters, Silverstone Circuits.

John Quenby commented: "We already know from independent figures that the UK motor sports industry is a major contributor to our national economy, with at least 50,000 full-time jobs and an annual turnover of £1.3 billion.

"This report is the first systematic evaluation of the economic impact of a major rally. It shows that no fewer than 69 parliamentary constituencies gain direct employment benefits from the Network Q Rally of Great Britain.

"What is particularly gratifying is that so much income flows into the area immediately surrounding the route and then remains in that area, strengthening the social fabric of the community."

The 40-page independent report — "The Economic Impact of the Network Q Rally of Great Britain" — was prepared for the MSA by American economic historian William Litley III (former Staff Director of the US House of Representatives Budget Committee) and Laurence J DeFranco (an expert in geoeconomics).

MSA launches new classic runs

Two new classic car events will be added to the MSA calendar in 2000: one aimed squarely at motor sport fans, the other a weekend jaunt in Europe.

The MSA Motor Sports Classic on 1/2 April visits race circuits at Silverstone, Donington Park and Mallory Park, the sprint course at Curborough, Prescott Hillclimb, Avon Park drag strip and the high-speed bowl at MIRA.

The entry fee includes hotel accommodation, pre-event gala dinner and post-event buffet. Only 200 cars will be accepted.

Mid-summer sees the inaugural MSA Euro Weekend, which starts and

finishes in Calais on 24/25 June, visiting Croix-en-Ternois circuit, plus various test tracks and stately homes in northern France.

These new events join the Axa Classic on 27/28 May (the world's largest classic car run), the MSA Euroclassic on 10/14 September (starts in Belgium and runs through eastern Europe to finish at the A1 Ring in Austria), and the London-Brighton Veteran Car Run on 5 November (for cars built before the end of 1904).

Each MSA event is run by the same team which organises the British Grand Prix and the Network Q Rally of Great Britain; they all feature full RAC breakdown cover. Details from the MSA major events department, tel 0175 368 1736.

TV coverage for 2000 British Rally Championship

Channel 4 Television has confirmed that it will broadcast half-hour reports from every round of the Mobil 1 British Rally Championship next year.

The news was welcomed by Jonathan Ashman, the MSA's Director of Major Events: "This is probably the earliest we have ever had confirmation of the following year's television coverage. It's a great vote of confidence in the Mobil 1 British Rally Championship and our host production company, BHP Sport."

The 1999 Championship has so far received a total of four hours of coverage (six half-hour programmes and a one-hour programme), with peak UK audience figures of over 600,000.

The Mobil 1 British Rally Championship is now a regular part of a prestige roster of Channel 4 sport, which includes Formula 3 and GT car racing.

Mark Sharman, Channel 4's Head of Sport, said: "Channel 4 has been delighted with our first year's involvement with the British Rally Championship. It's an important part of our commitment to UK motor sport."

DUCKHAMS AT 100

• Duckhams was established in 1899 by Alexander Duckham with a £200 loan and a rented yard in London's Docklands. Since then, Duckhams has sold some 250 million gallons of oil — enough for 2.5 million cars to drive to the moon and back.

• In 1899 the top speed restriction in Britain was 12 mph. The Land Speed record stood at 65.79 mph (today it is 763.035 mph).

• Petrol cost 1s 6d per gallon in 1899.

• Alexander Duckham turned his pioneering spirit not only towards motoring but also to other areas of development such as aviation, flying with Louis Bleriot during his altitude record in 1910.

• When in 1931 Britain's first £100 car, the Morris Minor, was produced making motoring available to a much wider audience, Duckhams was given an exclusive recommendation for supply to the Morris factories by William Morris.

• Car maintenance was made easier in 1951 when Duckhams introduced Europe's first multigrade oil, QS500. This meant that drivers no longer needed to change to a different viscosity engine oil every winter and summer. Duckhams also produced the first 20w/50 viscosity oil in 1955, Q20-50.

• As part of its Centenary celebrations, Duckhams has launched a book, *The Duckham's Story: A Century of Fighting Friction*, by Robin Wager. With a foreword by John Surtees whose F1 Team was lubricated by Duckhams, it provides an insight into the world of motorsport as it developed through the Sixties and Seventies and Duckhams' involvement with drivers such as Jacky Ickx and James Hunt. A hardback 270mm x 210mm book with 160 pages and 100 illustrations, it is priced at £14.99 RRP, ISBN 85960 6393.

AUTO SCENE

REVIEWS FROM

Motoring News

As the Formula One world championship celebrates its 50th birthday this year, Nigel Roebuck, the popular motor sport journalist, takes a nostalgic look back at the classic battles between the leading stars of the sport in his new book, *Chasing the Title*. From Fangio and Moss to Hill and Schumacher, Roebuck's entertaining writing on some of the leading players in Grand Prix racing is bound to appeal to motor racing fans both young and old.

Published by Haynes (01963 440635) and priced at £19.99, this book provides readers with an intriguing insight to a sport that has changed so radically in half a century. This, combined with stunning archive photographs makes it a book not to be missed.

First impressions often make a difference, and the title of Christopher Hilton's latest book is an intriguing one. *Hitler's Grand Prix in England* is a fascinating historical account of the 1937 and 1938 races at Donington Park. It was a time when Mercedes and Auto Union were dominant in the sport, and the world was on the verge of a world war. The German teams were technically vastly superior to any of their rivals and they had the races to themselves. This book brilliantly guides the readers through the political and cultural ramifications of the two races hosted during that ominous period of world history. Nazi salutes on English parkland as Germany stamped its technological superiority on its future adversaries in war are made all the more chilling by eye-witness accounts from drivers and spectators, including Murray Walker and Tom Wheatcroft, former owner of the circuit.

It is an extraordinary piece of historical research, backed up by rare pictures. It is well worth the price tag of £19.99. Published by Haynes (01963 440635).

Back to the future, and the name McLaren is synonymous with speed and glamour in the nineties. Not only are McLaren the leading team currently in Formula One, they also produce a car for the road, the McLaren F1.

The story behind the design and development of one of the world's fastest production cars is described in a beautifully crafted book, *Driving Ambition*. Written by the men that made the dream a reality, McLaren boss, Ron Dennis and Gordon Murray, the designer of the car, the book guides the reader through all the stages of development of the car, from conception to production.

It also includes a whole variety of technical information and pictures never before published of the top secret development programme. Visually as stimulating as the car itself, this book is a fantastic documentation of British motoring engineering at its very best. Published by Virgin (0171 386 3300), it is reasonably priced, considering its quality, at £30. For fans of the car, it's a must.

The Nottingham Sports Car Club has produced a 150 minute video to celebrate their jubilee. This includes unique period footage of Gamston, Mallory Park, Raymond Mays, Mike Hawthorne and much more. Price is £16.00 including p&p, from NSCC Film Unit, PO Box 568, Nottingham NG2 6NZ, or telephone 0115 982 0696 for more information.

Blame it on the management!

With covering so much electronic kit we are beginning to get more questions on management. "Why are most manufacturers now going over to sequential firing of the injectors?" is one question coming up again and again.

Basically, the first electronic systems were what we call 'batch fired', which means that all the injectors fired together and did so once every engine revolution, which equals twice per cycle. Sequential injection means firing each injector on an individual basis and timing the injection to the valve position. In order to do this you need to know which pistons are at TDC and when.

Manufacturers had to install not only a crankshaft speed sensor, but also a TDC sensor which is normally mounted on the camshaft. The Vauxhall engine, for example, uses a sensor fitted to the camshaft for indicating TDC. If you pull this sensor wire off — nothing happens. In fact, the management reverts to batch firing but if you watch the idle or drive the car you can't tell the difference.

However, if you check the emissions and carry out fuel consumption tests you will see a difference between batch firing and sequential operation. For a competition system there is nothing between the systems in practical terms except the complication of the sequential operation.

The next most asked question is: "Where do you fit the injectors in the manifold?" The easy route is to buy throttle bodies with the injectors already fitted and then you don't have a choice to make. I have asked around

and it appears that you fire the fuel at the back of the inlet valve for throttle response, fuel economy and best emissions.

For best outright power the injectors used to be sited outside the intake, with primary injectors close to the valve, doubled up to get the best of both worlds. But it appears F1 practice has now changed again. Slide throttles are currently out of fashion and butterflies are making a comeback with a single injector aimed at the butterfly. Hang on a minute, isn't that where we started out?

QUIZ ANSWERS

1. Ravenna.
2. Henry Liddon.
3. Bobby Johns, Lotus 38/2
4. Two — RAC (GB) and New Zealand Rally.

A happy new year, century
and millennium
to motorclub members everywhere

TRACKROD TROPHY POINTS TO DATE 28/10/99

MARSHALS TROPHY

Arthur Heaton	105
Simon Marston	100
Caroline Marston	85
Barbara Steele	45
David Steele	45
Stuart Drabble	5
Andrew Apperley	5

NEWMAN CUP

Caroline Marston	10
Barbara Steele	10

SERVICE CREW AWARD

Stuart Drabble	40
Simon Taylor	10
Rob Buchan	10
Vicky Apperley	10
Dave Hammond	10
5 Others on	5

RALLY DRIVER 1999

Andrew Apperley	427.7
Steve Sanderson	271.6
Craig Dykes	173.7
Tom Whittaker	108.4
Simon Marston	27.6
Caroline Marston	10

RALLY NAVIGATOR 1999

Dave Hammond	452.3
Arthur Heaton	380.8
Barry Dove	282.5
Chris Downes	271.6
Richard Padgett	216.8
James Dixon	19.1

TRACKROD TROPHY 1999

Simon Marston	45
Caroline Marston	25
Stuart Drabble	15
Steve Sanderson	15
4 Others on	10

LADY COMPETITOR 1999

Caroline Marston	47.6
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LARKSPEED LEAGUE 1999

DRIVER

Andrew Apperley	99.3
Tom Whittaker	62.3
Steve Sanderson	47.5

NAVIGATOR

Dave Hammond	99.3
Arther Heaton	83.3
Barry Dove	62.3
Chris Downes	47.5

AUTOTEST TROPHY 1999

Andrew Apperley	370.8
Caroline Marston	10

SINGLE VENUE CHAMPIONSHIP 1999

DRIVER

Steve Sanderson	30
Andrew Apperley	30
Simon Marston	27

NAVIGATOR

Dave Hammond	45
Caroline Marston	39
Chris Downes	30

MULTI VENUE CHAMPIONSHIP 1999

DRIVER

Steve Sanderson	30
Tom Whittaker	25
Nick Dixon	15

NAVIGATOR

Arthur Heaton	72
Barry Dove	44
Chris Downes	30
Dave Hammond	30
John McNicol	16

This compilation is almost up to date, but more results arrive daily.

Please ensure ALL claims are accompanied by Entry & Results sheets !!!

No Claims For 1999 Will Be Accepted After January 4th 2000

Compiled By

Barry Dove with great assistance from Vince Fletcher
(Trophy Points Team)

A VIEW FROM THE PAST.

The third instalment of Ian Gurnetts article.

In the early 70's the oil crisis came along and temporarily stopped motor sport but even when it ceased to be a crisis the price of petrol remained comparatively high and a new criminal appeared on the scene, the petrol thief.

Shortly after the resumption of rallying Rod Parkin and myself competed on a road rally in the "twinc" and when it had finished we picked up Pauline, who had been spectating, and went back to his bungalow in Horsforth to drop him off. Being the gallant Gent. he is, he insisted on sitting in the back of the car which was very cramped and uncomfortable and let Pauline sit in the front. It was about 6am when we got to his home and the sun had risen on a lovely peaceful morning.

I pulled into the drive and as I was coming to a stop happened to notice a gallon tin at the side of the bungalow, I don't know what attracted my attention to it and I really didn't consider it important until a figure dashed from the rear of the building in front of my car, into next doors drive and away. In an instant the relevance of the tin became apparent, petrol thief.

I immediately made a hasty exit from the car and the set off in pursuit of the thief. After about 100 yds. I caught him up and with a fine flying tackle brought him down and pinned him to the floor. I was feeling quite proud of myself when I was unceremoniously knocked over and a voice I instantly recognised said.

"Got you both." It was Rod and it was fortunate for me that in those days he was substantially lighter than at present.

"It's me, Ian, let me go." I shouted. Realising his error, Rod released his grip on me and transferred it to the thief.

I learned later that after seeing the thief Rod, who was in the back of the car, had scrambled past Pauline and in so doing had not seen me get out so by the time he was up and running, all he could see were two people dashing away from the scene so he presumed them both to be involved. Quite what he thought when one brought the other down he never did explain.

Anyway, we called the police and while waiting for them to arrive kept a firm hold on the thief

to prevent him getting away and you know what they say about criminals and what can happen to their bladder control, well it's true, he wet himself. Listening to his sob story about how poor he was etc. made me feel really bad, so it was with relief that we later learned that he was an habitual criminal.

In the 70's the RAC rally wasn't the "9 till 5" event of today but ran right through the night with competitors being on the go for 24hrs without a break except for servicing etc., this made the event far more arduous for all concerned.

Without exception, TMC ran Boltby stage every year and Pauline and myself used to always be at the finish doing running recording etc. and to help us I took to borrowing my brother-in-law's VW caravanette to give us somewhere to brew up and work from.

One year the stage was to open at 5am so we decided along with Steve and Alison Hazeldene, who also had a caravanette, to meet up at the stage the previous evening, have a few drinks at the local pub and then get some sleep in the vans on the stage. All went according to plan but what we hadn't allowed for was the temperature.

We settled down in our sleeping bags about midnight and nodded off quickly only to be woken in the early hours by water dripping on our heads. My sleepy brain could not take this in, rain, inside the van, not possible or so I thought and indeed that was a correct assumption but what was possible was condensation forming on the underside of the fibreglass roof due to low external temperature outside and the warm moist atmosphere inside. Why the air was warm and moist is of no concern.

The RAC rally of the 70's held a very special fascination for rally enthusiasts but fortunately not for the general public and therefore spectators were not the problem that they were to become hence you could run stages in the most inaccessible places without the problems of crowd control that were to make alterations to the rally's format inevitable. The most lasting memories I have of the event are: -

Esholt sewage works as a special stage with divers on hand to save anyone who went into the "water", thank goodness they were never needed, could have brought a whole new meaning to the phrase "being in deep ****."

The film "From Harrogate It Started" with the Who's recording "I Can See For Miles" on the sound track.

The rasping exhaust note of the Lancia Stratos echoing around the forest. The first of the super cars.

After only seeing two wheel drive cars, the fantastic acceleration off the line of the four wheel drive Audi Quattro

The sheer simplicity of the event, literally rubbing shoulders with the stars, no motor homes.

The stamina sapping quality of an event that took in all reaches of the country.

My trusty "twink" was starting to show it's age and it developed the classic sign of fatigue namely cracking of the screen pillar which despite the best efforts of Jim Gostin and myself trying to patch weld only continued to get worse, having rolled it on the Tour of Lincs. didn't help.

Anyway, the time had come for a replacement and in 1975 I saw advertised in Motoring News that Cooper's of Oulton were selling a Vauxhall Magnum 2300, ex. Chris Lord. I went to have a look at it and was instantly smitten, it was very professionally put together and sounded the dogs *****. So the "twink" was disposed of and the Magnum purchased.

Now the Magnum, like all of the GM competition cars was, because of it's suspension design, superb on tarmac but not very good on rough loose surfaces but that suited me fine because I couldn't afford stage events.

As I got used to the car and with Rod on the maps our results were steadily improving until everything I had hoped and worked for started to happen when, with Jack Coulthard, I finished twelfth on the Tour of Mull . This despite the fact

that we did not have a service crew and could therefore not change tyres for the forest stages a couple of which were incredibly slippery on Dunlop SPR3's.

1978 started even better than 1977 finished and now with Frank Stuart-Brown or Jack Coulthard overseeing the maps due to Rod badly slicing his hand open with a Stanley knife, we finished 1st on the Mini Miglia, 2nd on the Roskirk and 1st on the Ribble but disaster was lurking and on the Moonraker Frank and I had a stupendous roll that left the roof as the only straight panel on the car. The accident was caused by the axle moving due to the bottom suspension arm bush being worn, I had felt it on the way to the start but just made a mental note to sort it before the next event - bad decision.

I took the car to Dave Lawtons for repair and you would think that after the delay in doing the "twink" I would have learned my lesson because as I was leading the ANCC championship a speedy repair was essential to keep any chance of winning it alive but no and so it took 3 months before the car was ready for use. Again it has to be said that Dave, when he did do the work on the car, performed miracles.

I never quite reached the dizzy heights of those first few months of 1978 ever again.

I have noticed before and since, that in all areas of sport, one person can briefly come to the fore and just as quickly fade away, giving them a taste of glory, well I had had mine and it was good while it lasted

I was now seeing the other side of the coin and things started to go from bad to worse when in 1979 on the CD Bramall rally we were haring down a narrow road with stone walls either side when I hit a pile of stones that had fallen from the wall into the road with the front nearside wheel. The impact caused the steering to break and the car to slew violently to the left ramming the wall. We ended up straddling the road with inches to spare at the rear, effectively blocking the road.

We flagged down the competitors and with their assistance managed to push the car the road to a layby so the rally could continue.

I arranged for a tow and later that morning got the car home in a sorry state. I thought that was the end of the matter but no.

The organisers rang me later that same week to advise me the name of the wall's owner so that I could get in touch with him and organise payment for the repairs. This grieved me a bit as it was stones from the wall that had caused the accident in the first place but, not wanting to cause any problems for future rallies I agreed to contact him. I duly contacted him and after I had arranged to meet him to sort out payment he informed me that he had contacted the Police and made an official complaint.

The following Saturday I met the owner of the wall and paid him £50 to cover the cost of the repairs, I asked him to let the Police know that all had been resolved and I thought that that would be the end of the matter - no such luck.

Some months later I got a call from the Police to go and give a statement on the incident. This I did and a few weeks later to my great surprise I received a summons detailing that I was to be prosecuted at Skipton on 5 counts, failing to report an accident, failing to stop after an accident, driving without due care, dangerous driving and one other that I cannot remember. Now each of these carried an endorsement and 3 of those meant a lost licence so I was in deep trouble.

I retained a local solicitor and she negotiated an agreement that if I pleaded guilty to three of the charges, failing to report, dangerous driving and driving without due care, then the other charges would be dropped. Her recommendation was for me to accept this arrangement and plead mitigation on the charges brought, I agreed to do just that but I was still in trouble as I could still be banned.

On the day of the trial, Pauline and I went to Skipton and after pleading guilty to the charges gave my reasons for mitigation namely:-

a.. I didn't know you had to report damage to a stone wall.

b.. The owner had been contacted and the damage paid for.

c.. The accident was down to the owner of the wall not maintaining it correctly and far from paying him for it's repair, I should have been suing him for the damage to my car and all the costs I had incurred.

The three Magistrates then went into deliberation and finally gave their verdict - a complete discharge on all counts. Victory for common sense.

My Solicitor was astounded, she confided that she fully expected that they would "throw the book at me" and the mitigation was just to ease the pain.

My last big adventure was when along with a number of other Trackrod members Jack and myself went over to Ireland in 1979 to do the West Cork.

The Irish were terrific and the event amazing. An Irish tarmac event should be a priority for all those interested in rallying.

As with the Tour of Mull, due to a lack of finance, we didn't have a service crew or even a change of tyres and while at service areas others were dashing around changing tyres etc. Jack and I just sat waiting our restart time. However all was not plain sailing as with 5-6 stages to go on the last day, the front right shock absorber broke (or so we thought, when I dismantled it at home I found that the eye had unscrewed from the rod, I screwed it back on and hey presto, £50 saved) and going round a tight left hand bend the front of the car skipped across the road into a wall. Fortunately the damage was not too bad and we were able to continue without losing much time. Despite everything we finished fourth in class.

As I said previously, the authorities had always been tolerant of road rallying and you hardly ever saw a Police presence on an event but towards the end of the 70's that was now changing and the instruction from marshals to "beware the police are about", became commonplace.

Editors note.

This is about the time I began competing, and the next episode bring back some fond memories !

More from Ian next week, and don't worry John, I'll run your reminiscences soon.

TOYOTA TEAM BEDALE - A CHAMPIONSHIP SEASON?

After a limited programme of events in 1998, Bedale Motor Factors' Andy Anderson and his trusty(?) co-pilot Arthur Heaton, decided to contest more gravel events in 1999, and possibly 'do' a championship, in Andys group N spec Toyota Corolla Twin Cam.

A good pre-season test was the Christmas Stages run for the first time on the MoDs gravel roller coaster at the Catterick ranges. Eight stages, including two 10 milers, and several hairy moments on the blind crests and jumps yielded a respectable 37th overall, 7th in class, and some well entertained sponsors guests.

A look at the 1999 calendar showed that the first three events we planned to contest were in the ANCC Championship, so - try the Championship.

The first multi-venue on offer, the Riponian, offered twelve mixed surface stages, luckily free from snow, but not the usual ice. Two runs at the niggly, and not as map, Hollins Wood (where we were 9 seconds quicker on the second run) led on to a quick blast on the all tarmac Marys and Lightwater Valley, where one wrong tyre choice didn't half show - we were lucky to only hit the sleepers on the roller coaster. A quick change from Plus 4s to Noras put us on the right tyres (well, the other ones) after service.

A loop of four forest stages in the Trackrod run Boltby, Waterloo, Roppa, and Riccall Dale took us to second service at Wombledon - possibly the coldest, windiest place in the Northern Hemisphere, and the back to the forests.

Waterloo 2 gave us a shock, where on a stage littered with broken cars, an 'iffy' landing after a gateway resulted in a very nasty noise from the ear of the car. A quick inspection at emergency service revealed nothing, so into Boltby again and an almighty moment on a downhill patch of ice. Nice of us to throw stones at Barry Stoner and crew, - sorry!

Just Marys and Lightwater to go, and only 2 seconds slower on Marys on the wrong tyres, and a nightmare on Lightwater - running short of petrol with a front flat and two broken rear shockers - discovered when the rear nearly come over the front on a yump - didn't half surprise the Avenger crew trying to overtake us at the time! Still we made it to the finish, and 40th overall, 8th in class, from a seeding of 71.

Next up for us was the pure forest **Robin Hood Stages** in Sherwood Forest.

First of all - It never stopped raining all day - so well done Craig Dykes - 3rd O/A beating a lot of 4wd cars. Second - Toyotas are very tail happy - especially in the wet - as we found out demolishing the flying finish on the first stage (Watchwood). Blidworth 1 - was better 0 but who moved the hole after Junction 6? Clipstone South and North were brilliant - flat in 5th on the straights - much to the consternation of the specys walking up the stage on the finish straight. Into service and discovered that our stage times were pretty good - the Nova's must be struggling in the mud as well.

The next 3 stages passed without incident, and so did Blidworth 2 - till we got to the finish and discovered that the sump guard had gone AWOL. Service revealed no damage so Andy resolved to carry on carefully, but disaster - on the next stage the fan belt parted company - and with the gauges off the clock we had to stop and replace it. Funny - somebody had left a socket set and bag of spanners in the road, thanks!

Unfortunately, this cost us a maximum - effectively about 4 minutes and dropped us to 49th O/A and 12th in class - so no pot, or so we thought. Pints drunk, car trailered and off home - Best Toyota Trophy picked up by Becky Kemp - oops and thanks.

Tour of Lincs - What a change - Searing weather - sealed surfaces mainly and 22 stages over 2 days. The event started on Saturday afternoon with 6 stages at Cadwell Park, 2 at Ludford and 2 short dark gravel stages for a sting in the tail. No problems all day, playing with tyre choices and breaking a wheel stud in the process. Changing the stud (donated by the other Toyota crew on the event) proved to be a major operation - so we headed for the bar and then the motor home - at 2.30 am!

TEN PIN BOWLING

Sunday morning looked fair after a gigantic bacon and egg roll at event HQ at Market Raisen racecourse and the wakeup call was the tricky Holmes/Dyes farm stages - especially the split! 2 Manbys back to back - 4 spins on the same bend - 4 Binbrooks, Bye Bye one set of Yoko 008R's, 2 Ludfords, Krymund and Elkinton and back for the pot slinging Sunday afternoon.

Result - A good event enjoyed by me especially the Hill Rally lads and 34th O/A, 9th in class - One to do again next year.

That halfway through our season, more next month.

Big thanks to all our crew, Lee, John, Mark, Kevin, Stuart D, Stuart M, Keith, Geoff and everybody else.

CLUB RALLY CHAMPIONSHIP.

Events for the 2000 Club Rally Championship are listed below. Dates are not yet fully finalised, but are shown in chronological order. Keep an eye on the magazine for the latest position.

MULTI VENUE.

Kail Kwik
North Humber-side
Robin Hood.
Tour of Lincs
Dukeries
Viking Tour
Trackrod
Premier
Grizedale

SINGLE VENUE.

Lookout
Bloodhound
John Overend
Opposite Lock
MAD Stages
October Stages
Binbrook
One other to be announced.

On Tuesday 23rd November a group of 30 Club Members went to Hollywood Bowl in Kirkstall. A good night was had by all. The teams were as follows:-

Lane 16

Andy K - 169
Richard
Mel
Graham S
Emma
Michelle P
773

Lane 17

Nigel C - 291
Liz K
Simon T
Tom S
Micheal K
Andy
1163

Lane 18

Ian W
Carol W
Andrew W
Graham W
Graham Whittaker - 289

867

Lane 19

John R - 232
Derek L
Brenda I
Ken G
Katie L
Richard I
1097

Lane 20

Caroline M
Jan J - 217
Darren M
Malcolm J
Jane M
Edith D
1069

As you can see from the team lists above, Nigel C was the highest scoring individual with his team also having the highest cumulative score for both games combined.

EDITORS ENDING.

**TROPHY
POINTS
CLAIM**



Phew - this editing job is a bit more involved than you may think !

Once again thanks are due to Caroline Marston for her help, both in computer time and typing - I just wish I could type so fast - must be something you're born with !

Thankfully I've had plenty of articles, for which I owe thanks to several people, but more are always well received. Ian Gurnetts life in Motorsport is now on its third episode, and John McNichol has provided a further article in a similar vein, but what about the younger end ?

You don't need a twenty year involvement in rallying to tell the rest of the club what you've been up to - even if it may seem boring to you, a lot of other people will find it interesting. Indeed the TOGs (Trackrods Old Gits) may be able to re-live their mispent youth reading about your exploits.

You may notice a few blank spaces here and there this month, left - overs from the longer articles, that need a little filler. Adverts for unused items in your garage, a thank you note to your service crew / driver / navigator or anything else could easily fill these spaces.

So put pen to paper, or even better put fingers to keyboard, and let the Club in on your antics.

The Clubs computer has now been professionally declared to be deceased, so if anybody can help in any areaspeak to me, or any committee member and offer your goods and services. In all seriousness, however, we do need to resolve this, and there are enough people who may be able to broker some kind of a deal for the Club, particularly since computers are becoming more and more a part of everyday life.

Enough for now

Condiments of the seasoning to everybody.

Stuart Marsh
Editor.

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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