



**TRACKROD**

**MOTOR CLUB LIMITED**

**JANUARY 2000  
MAGAZINE**

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

## CHAIRMAN

I trust you all enjoyed your New Year celebrations and have remained "bug free".

Not a lot to report this month except to thank the organisers, competitors and, of course, the marshals who supported the Navigational Scatter & Boxing Day Autotest. I do know that the same people organise these events each year so if there are any volunteers for 2000.....?

Elsewhere you will find details of the two Rally Championships and, whilst we have yet to finalise details, hopefully the Trophy Points system will be simplified again this year with more "nominated events" to make the various trophies more consistent with Trackrod supported events.

Please support your clubs' championships and the Larkspeed League - again hopefully details elsewhere in the magazine.

Finally, reminders of the two dinner dances coming up - our own on Saturday 29<sup>th</sup> January and, perhaps less well known, the Yorkshire Motorsport Dinner on Saturday February 12<sup>th</sup>, Moat House Harrogate - our own Simon Taylor is providing the disco and we also have entertainment and a guest speaker. Please try to support this "Yorkshire event" and let's have a full table from Trackrod. See Caroline for the Trackrod event and myself for the Yorkshire Dinner.

Happy 2000!

Rod Parkin.

## EDITOR

Well here we are in the new Millenium, and the first issue of the magazine.

Publication has intentionally been delayed this month, due to the holiday period - there would only have been a day to produce and print the magazine on the return to work, and I wasn't feeling up to a session on the keyboard after seeing the New Year in. Personally I blame the fireworks, the fumes from my sparkler gave me a terrible headache!

With the New Year there is information on several championships this month including the clubs own stage rally championships, further dates will be published as the information comes in.

In the meantime, get writing - if only half the articles I've been promised turn up my job will be a doddle.

Stuart Marsh.

## YORKSHIRE MOTORSPORT DINNER.

**MOAT HOUSE, HARROGATE  
SATURDAY 12<sup>TH</sup> FEBRUARY 2000**

This event is designed to appeal to all age groups from the Yorkshire area. There will be motorsport enthusiasts from all over the region and it is an ideal opportunity to meet old friends in a friendly atmosphere.

There will be a guest speaker, professional entertainment and a disco (run this year by our own Simon Taylor). Dress is "optional" (i.e. suits/Dinner Jackets) although no-one has yet been thrown out for "smart casual"! So why not get a few friends together and make up a Trackrod table.

Dinner is timed at 19-30 for 20-00 and the cost is £20 per person (in advance, of course) and bookings can be made through Rod Parkin at any club night or phone 0850 783555. See you there!

## SOCIAL

04 Jan	Conservative Club, Gildersome.
11 Jan	Admiral Hawke, Boston Spa.
18 Jan	Crown, Wetherby.
25 Jan	Admiral Hawke, Boston Spa.
01 Feb	Conservative Club, Gildersome.
08 Feb	Admiral Hawke, Boston Spa.
15 Feb	Conservative Club, Gildersome. Quiz night with M.G. Car Club.
22 Feb	Crown, Wetherby.
29 Feb	Admiral Hawke, Boston Spa.

**Caroline Marston,**  
Social Secretary.

## CHIEF MARSHAL.

Here are some dates for your diary - remember Spring is seriously busy in the Yorkshire forests.

Jan 22 / 23	WitchWay Road Rally. North Yorks & North Lancs.
Jan 30	Riponian Stages Rally.
Feb 19	Croft Marshall's training day.
Feb 20	Kali Kwik Rally 2000 Still no response from anyone!
Mar 5	Robin Hood Stages Rally Sherwood Forest.
Mar 19	Harewood Marshall's Training.
Mar 25	North Humberside Forest Rally.

**Arthur Heaton,**  
Chief Marshal.

## LARKSPEED LEAGUE.

Provisional dates for the 2000 Larkspeed League shown below.

DATE	CLUB	EVENT
12 Mar	S.E.O.C.	Autotest.
15 / 16 Apr	Trackrod	S.V. Rally.
30 Apr	Y.S.C.C.	Autotest.
7 May	Sheffield & Hallamshire	Sprint.
21 May	Airedale & Pennine	P.C.T.
10 Jun	North Humberside	S.V. Rally.
18 Jun	Huddersfield	Autotest.
9 Jul	Beverley	M.V. Rally.
23 Jul	Ilkley	P.C.T.
10 Sep	York	Sprint.
Reserves 8 / 9 April	Alwoodley	Road Rally.
Sep / Oct	Keighley	Autotest or P.C.T.

Remember these dates are provisional and there may be some alterations and / or additions and deletions.

## ADVERTISEMENT.

Phil Andrews would appreciate any pin badges or similar from the R.A.C. Rally or other events.

Ring 01937 588696.

**A**s this is the first *Wheels* of 2000 (writing that makes me feel as if life has moved into another capacity class) I couldn't think of a better way of kicking off the new millennium than by talking to Max Mosely, President of the FIA, about life in general and motorsport in particular.

First, I showed him the results of the Ecurie Cod Fillet vote on the British motor-sport highlights of the last 100 years and asked if he agreed with the rankings (see last *Wheels*). I got the feeling that ECF is not a name that crops up often within the hallowed halls of the FIA, but he rallied bravely and, broadly, agreed with how the voting had gone, although he said he would have put the Cosworth DFV slightly higher than 7th because it was a world-beater over such a long period, while — although recognising that it was a massive achievement — he would have edged the Thrust effort down a shade.

As an aside, practically everyone who sees the list moves the record breaking either up or down; nobody is neutral. Enthusiasts for the art form may already know that someone in Ledbury is seeking sponsorship for an attempt to establish an hydraulic land speed record. To quote the sponsorship leaflet: "The power source would be mains water pressure, or a suitable head of water, driving a paddle wheel. A fluid fly-wheel would act as the energy store." One can only hope the effort is flushed with success.

Anyway, back to the President. When I asked what he looks back on with most satisfaction, he immediately mentioned his involvement with the European New Car Assessment Programme (Euro NCAP).

At first sight this may not seem to have much connection with us but in fact it can only be beneficial that the sport is closely linked with road safety. Over the last 100 years, the sport has laid claims to helping to develop more reliable and better-performing cars; it won't do our image any harm if the next 100 years see us linked with making safer and environmentally sounder cars instead.

## 20/20 VISION

I then asked Max to look ahead, to take a 20/20 vision if you like, and forecast where the sport will be in the year 2020. He thinks it will be more widespread, particularly at entry level. This is because ordinary road driving will become increasingly automated and controlled, with cars starting to drive themselves and speed limits imposed from outside the car by electronic means. Anyone who wants to drive in a sporting way will be forced to do this in very remote areas or, more usually, at motor sport events. (At Motor Club Workshops only a couple of years ago, certain things were forecast as likely to happen affecting motorists "some years in the future". Wrong. Several of them have already happened, so fast is the pace of change).

He forecasts that cars will no longer be driven by humans but will operate like personal trains; the only form of

motoring as we know it will be motor sport. He sees the sport having a huge following at the top level, with safe and sophisticated machinery entirely controlled by the drivers. He reckons it will be about as relevant to road traffic as horse racing is today; people will look back and say "they got it right when the banned electronic driver aids in 1993".

Just before our meeting, I'd opened a batch of club magazines and found a trickle of problems in getting either entries or officials for events, so I asked if he had any thoughts on how we can get more youngsters to join — and help organise things — for motor clubs. He says he has no magic wand but it seems to him that the most pressing need is to make motor sport cheaper and more accessible so that everyone who wants to can aspire to becoming a competitor. Hear, hear to that.

Hear, hear too, to his final comment — to wish all enthusiasts enjoyable and safe motorsport in the new Millennium.

Stuart Turner

### COD FILLET QUIZ



1. Which model of MG was the last to have a flat radiator and MG badge?
2. With which team did Jim Clark drive sports cars (Jag D types etc) in 1958?
3. Name the book recording the 1969 Motoring News rally championship.
4. Name the year and car model of Britain's first diesel engined car.

ANSWERS ON PAGE iv

# MSA NEWS

## **MSA Historic Rally Championship**

The Motor Sports Association (MSA) has joined forces with the Historic Rally Car Register (HRCR) to launch the inaugural MSA British Historic Rally Championship in the year 2000. The new series will be supported by Minilite Wheels.

The eight-round championship is a development of the successful HRCR Historic Rally Challenge, which attracted record numbers of competitors during 1999.

MSA Chief Executive John Quenby confirmed that the governing body will support the new championship for at least three years. "It is impossible to ignore the increasing popularity of historic motor sport in this country. The Historic Rally Car Register has played a vital part in this growth and we feel that the time is right to reward their efforts, and the strong competitor following, with British Championship status. We are also delighted to welcome Minilite Wheels as the principal support sponsor of the new championship."

The new championship is evenly divided between gravel and asphalt rallies. Competitors will run in two categories — Historic (pre-1968) and Post Historic (pre-1975) — with points scored in capacity classes within each category. The British Champion will therefore be the driver who is most successful against cars of similar performance.

2000 MSA British Historic Rally Championship calendar: Mar 06 Robin Hood Forest Stages Rally, Apr 08 Astra Forest Stages Rally, May 07/07 Tour of Cornwall, May 29 Millbrook Stages Rally, Jun 23/24 Ypres Historic Rally

(Belgium), Aug 06 Harry Flatters Stages Rally, Sep 02/03 Woodpacker Forest Stages Rally, Sep 30 Trackrod Historic Forest Rally.

## **British Grand Prix**

There has been speculation regarding a possible date change for the British Grand Prix to be held at Silverstone. To avoid further doubt, therefore, the Motor Sports Association is pleased to confirm that the advertised Formula One World Championship calendar date of 23 April 2000 for the British Grand Prix is definitive.

Ticket information can be obtained from the box office, tel 0132 785 7273.

## **Marshals' guide's a hit**

The 'Pocket Guide to Marshalling' produced by the Motorsport Safety Fund has been such a hit that it had to be reprinted to cope with demand from clubs and volunteer marshals. To date, more than 22,000 copies of the invaluable guide have been distributed.

The A5 booklet has been tremendously well received within the sport, both in the UK and further afield. Many copies have been sent overseas, including a consignment delivered to Korea for their international Formula 3 race.

The 60-page publication is crammed with sound advice for those involved in marshalling at racing, rallying, karting and speed events. The text is largely the work of experienced marshal Bob Roe and production of the guide was aided by support from Vauxhall.

Copies of the guide are available from the MSF at PO Box 239, West Malling, Kent ME19 4BL.

## **Fit to be Champion**

The Motor Sports Association is pleased to announce the launch of "Fit to be Champion", a new scheme to develop the careers of up to 20 aspiring young rally drivers and co-drivers.

In consultation with the Sports Injury & Human Performance Centre at the National Sports Centre at Lillleshall in Staffordshire, a programme has been developed which combines sports fitness and training, diet, nutrition, sports science, mental focus and preparation for competition.

John Quenby commented: "This new initiative is designed to encourage a professional and committed approach from younger rally drivers and co-drivers who aspire to become champions at the highest levels of national and international competition, including the World Rally Championship."

Applicants must be between 18 and 26 years old on 1 January 2000, must be in membership of an MSA recognised motor club and must hold an MSA competition licence (Non-Race National B level or above) for the year 2000.

Entry is by completion of a detailed questionnaire, available by sending an A5 stamped addressed envelope (marked for the attention of Allan Dean-Lewis, Training & Development Executive) to the MSA at Riverside Park, Coinbrook, Berkshire SL3 0HG.

Entries open on Thursday 13 January 2000 and close on Tuesday 15 February 2000. Shortlisted candidates will be called for interview at various locations throughout the UK during March 2000, with the announcement of the finalists in early April 2000.

Successful candidates will be required to attend a series of three assessments at Lillleshall, probably during May, August and November 2000, culminating in certification and award presentations.

Note: while the programme is offered at no cost to the individual, each candidate will be responsible for their own costs in attending any interview (if shortlisted), and candidates commencing the actual programme (at Lillleshall in Staffordshire) will be responsible for their own travel, subsistence and accommodation costs.

Facts about...

## **MOBIL 1 BRITISH RALLY CHAMPIONSHIP**

- £30,000 prize fund to be shared amongst amateur Championship contenders in seven capacity classes.
- New National Group N Rally Champion title for amateur drivers with either two-wheel drive normally aspirated or four-wheel drive turbo charged Group N cars.
- Drivers of standard-production 4WD cars (Group N, class N4) entered by registered teams will be eligible to score Driver points.
- Guaranteed entry into the 2000 Network Q Rally of Great Britain for Championship contenders who start all six rounds.
- Test-drives with Manufacturer teams for amateur drivers who achieve significant successes.
- Television coverage by Channel 4 both in the UK and broadcast to over 90 countries worldwide.
- Concessional entry fees and incentives for volume entries from One-make Rally Championships.
- National B event for amateur drivers with non-homologated cars up to 1400cc which will also include a category for Nissan Micras.
- **2000 CALENDAR**  
Yauxhall Rally of Wales 18/19 March  
Pirelli International Rally 6/7 May  
RSAC Scottish Rally 10/11 June  
SEAT Jim Clark Rally 30 June/1,2 July  
MSA Tarmac Stages Rally 29/30 July  
Sony Marix International Rally 7/8/9 Sept  
— Rounds 1, 2 and 3 on Forestry Commission gravel roads.  
— Round 3 on closed private roads  
— Rounds 4 and 5 on closed public roads.
- For regulations and copies of the promotional brochure send an A4 s.a.e. to: John Horton, PO Box 200 Sutton Coldfield, West Midlands B75 7TR.

# AUTO SCENE

REVIEWS FROM

**Motoring  
News**

Names such as Fangio, Hawthorn and Hill conjure up magical memories of Formula one as it used to be. Images of well dressed, clean-cut gents roaring around in machines that today would be regarded as unbelievably exposed to danger, are fondly recalled by most motor sport enthusiasts, and thanks to a new calendar for the year 2000, such images become all the more real.

*The Champion of the Fifties and Sixties* calendar is produced in conjunction with Motor Sport magazine, and it is a stunning display of F1's best moments during these two decades. Captured using original black and white images from the archives, the calendar is a joy to look at. Each image is accompanied by a small written piece explaining the story behind the picture, which adds an extra dimension to the calendar's appeal.

Above all, this is a beautifully presented calendar. It is a real pleasure to browse through and if it does make its way onto your wall, you'll definitely find yourself going back to sneak another look at some of the glorious pictures — even if you are six months ahead of yourself.

The leading rally photo agency, McKel, has reproduced the drama of the World Rally Championship for the last 20 years. Next year's calendar once again brings the adrenaline rush of rallying into your home or office with a selection of magnificent colour pictures.

*Celebrating the Best Rallies in the World* is an enormous calendar with huge A3 size pictures to illustrate it. Each month captures the distinct scenic beauty of each World Championship round and highlights the various challenges that face the drivers as they bid to conquer the terrain. This calendar is a visual feast and will appeal to all motorsport enthusiasts,

especially those who enjoy standing in freezing temperatures in the middle of Rheola Forest during November!

While memories of each season in world rallying fade with time, there is at least one saving grace for rally fans and enthusiasts alike. It comes in the shape of the *Pirelli World Rallying Book* and it is jam packed with information and reviews of every World Championship and regional event, as well as driver profiles, car specifications and results.

Perhaps the most interesting section in the book is a look into the future of rallying, as Prodrive technical chief David Lapworth highlights where rally technology stands as we approach the millennium. Lapworth provides an interesting insight into the technical configuration of today's machines, but also raises new considerations for the future concerning fly-by-wire cars and state of the art transmissions.

Published and written by Martin Holmes this is a must for all rally fans, and at £19.95 it's surely a small price to pay for such a comprehensive document of a year in rallying.

Dedicated fans of motorsport are often left crest fallen when a season of racing comes to an end, but Hazleton Annuals are guaranteed to put a smile back on their faces.

Hazleton publish a wide range of season review books, the most popular being the F1 review — *Autocourse*. These books are beautifully produced and bursting with comprehensive analyses and results from all races. Rally fans are also catered for by another one of Hazleton's sister publications — *Rallycourse*. Both are expensive — *Autocourse* is £32.50 and the rally version £29.50 — but if you are a fan they are well worth the money.

## Performance Cats

We have had a few letters asking about performance cats. Coming race regulations are going to require cats to be fitted to a lot of race cars, so what's the deal?

As far as we know (our crystal ball is a bit cloudy here) these regs will require catalytic converters to be fitted, but you can still run carbs and there will be no gas test for emissions.

As we saw from Bill's Corsa you shouldn't actually lose a great deal of power if the set-up is right for the rest of the engine. Running a cat with carbs on a power-rich mixture means that they simply are not going to work.

In order to reduce CO emissions the cat needs to be at a working temperature and to be presented with a burnt mixture in the ratio of 15 parts of air to one of fuel. This chemically correct ratio is known as 'stoichiometric' or Lambda 1.

Even road cars fitted with cats come out of Lambda 1 when you accelerate hard or run flat out. This is why pollution in Germany is a real problem because there is no speed limit on the motorway and, cat or no cat, you are pumping out CO on a power-rich mixture.

The idea of fitting a cat to a race engine is ludicrous. The amount of pollution coming from race cars over a weekend is exactly like piddling in the ocean to try and raise the water level. All it will do is make racing more

expensive ... but it probably will come because it's politically correct, even if it is meaningless in terms of practicality.

Since when did anything political make any sense in the real world? Emissions will not be improved one jot but then the results don't really matter, it's all just a big PR exercise.

### QUIZ ANSWERS

1. TF.
2. Borden Reivers.
3. 'Nineteen to the dozen'.
4. 1954 Standard Vanguard (2 litre Ferguson tractor engine).

## FOUR EXCITING MSA CLASSIC CAR RUNS IN 2000

### THE MOTOR SPORTS CLASSIC

*Saturday April 1st & Sunday April 2nd*

Our new 100% motor sport run; seven great venues, based on Donington, all inclusive package for two with accommodation - only 200 places available.

### THE AXA CLASSIC

*Saturday 27th & Sunday 28th May*

Relaxed social focus, mixture of motor sport and general interest venues, one and two day routes, ten different start points, finish at Millbrook, 2000 entries hoped for!

### THE EURO WEEKEND CLASSIC

*Saturday 24th & Sunday 25th June*

Our new weekend in Northern France, mixture of motor sport and general interest venues, no work time lost, finish in/near Calais.

### THE EUROCLASSIC

*Sunday 10th to Thursday 14th September*

Our longest event, always a sell-out, visits Germany, Czech Republic, Poland, Slovakia, Hungary, Austria - only 200 places available.

*For further details contact:*

Major Events Department,  
The Motor Sports Association,  
Motorsports House, Colnbrook, SL3 0HG  
Tel: 01753 681736 Fax: 01753 682938



*Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG*

# TROPHY POINTS CLAIM



Name \_\_\_\_\_ Memb. No. \_\_\_\_\_

Event \_\_\_\_\_ Date \_\_\_\_\_

Organising Club: Trackrod/Other

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

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Competitors: Please fill in below  
AND provide evidence:-

EVENT Type:

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

EVENT STATUS:

C CM R N I

ANCC round? Y/N  
LARKSPEED League round? Y/N

ENTRANT Name: \_\_\_\_\_

**RESULTS**

Entry No. \_\_\_\_\_ Position Overall \_\_\_\_\_

No. in Class \_\_\_\_\_ Position in Class \_\_\_\_\_

---

Received \_\_\_\_\_

Processed by \_\_\_\_\_



# TROPHY POINTS CLAIM



Name \_\_\_\_\_ Memb. No. \_\_\_\_\_

Event \_\_\_\_\_ Date \_\_\_\_\_

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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 \_\_\_\_\_





## RECENT EVENTS.

### PROICI OFFICE INTERIORS CHRISTMAS SCATTER

TRACKROD MOTOR CLUB 21<sup>ST</sup> DEC 1999  
RESULTS

POSITION	O/A	N/E	CREW	VEHICLE
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1 <sup>ST</sup>	O/A	EXPERTS		
		NICK DIXON	JIM DIXON	

SIERRA 1.6  
195PTS

2 <sup>ND</sup>	O/A	EXPERTS		
		SIMON TAYLOR	ANDY KING	

SIERRA 2.0  
168PTS

3 <sup>RD</sup>	O/A	NOV		
		RICHARD	CHAPMAN	
		ANDREW KELLY		

SKODA FELICIA  
148PTS

4 <sup>TH</sup>	O/A	NOVICE		
		FAT	ABSENT	PADGE
		JONATHAN BATTY		

FOOTWORK  
100PTS

DNF	OTL	NOVICE		
		BOB STOKER	TOM STOKER	

SLOW VOLVO  
POSS 125PTS

NEVER STARTED AWARD BUT TALKS A  
GOOD EVENT! JOHN RENNY & RICHARD  
INSON WINNERS OF THE GOLFERS  
PRIZE 'COS THAT'S WHAT THEY WOULD  
RATHER BE DO'IN

THANKS TO THE CREWS THAT  
BOTHERED!

THAT WAS THE LAST PROICI SCATTER IN  
THE SERIES!

RESULTS FINAL AT 22.14 ON 21/12/99

ANDREW APPERLEY

## A VIEW FROM THE PAST.

*The concluding section of Ian Gurnetts story.  
The theme will be continued next month with a  
similar article from John Nichol.*

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.

It was just so on one event I did in 1980, when  
at a time control the marshal advised us to  
watch out because the Police were  
somewhere on route, so taking due notice we  
set off. Now obviously we couldn't travel at the  
regulation speed limit so we went as quick as  
we could while keeping an eye out for the tell  
tale signs of Police. We hadn't allowed for  
them being sneaky.

We were charging along at a fair rate of knots and came over a brow only to find that they were parked at the side of the road about 200-300 yds ahead. I frantically braked but the \*\*\*\*\* had a radar gun and duly clocked me at 70mph.

I was waved to a halt behind another rally competitor who was in the process of being booked and as usual with the Police he started giving me a lecture on why I shouldn't be speeding etc. Why is it that they cannot just give you a ticket and let you go on your way, do they like the sound of their own voices so much, do they really think sermonising will make a difference? Anyway there we were, both of us being booked at the same time one copper to each car when over the crest came another competitor. Now he either hadn't been told or, more likely, couldn't give a damn because he flew over the brow and didn't even lift off the accelerator as he powered past us. The Policemen were helpless to do anything about it because they were too involved in booking the two of us. The one who was dealing with me couldn't believe his eyes and starting ranting on about reckless driving etc.

"There you are thats the sort of thing I've been refering to" he spluttered

I thought he was going to suffer an attack of some sort as his face went quite purple and I was beginning to think I might get away with it yet but after a while he recovered his composure finished writing the ticket and let us on our way. Needless to say we retired straight away, one ticket in one evening was enough.

1980 also saw another big event, marriage to Pauline in June but my luck in motorsport had not changed and in October the car suffered a terminal accident.

I had marshalled in Boltby forest on many occasions and could never understand why the competitors slowed down for what I considered to be a fast right bend and therefore when I was doing my usual course opening on the Forest Stage event with Nigel Drayton in the navigators seat. As we set off from the Boltby start line I was determined not to be fooled by this corner.

The first problem that we encountered was that they had been logging in the forest recently and the top surface was a bit loose which didn't matter mostly as the sun had dried it out but the approach to the bend was in shade and was still muddy so it was very slippery and my impressions of the bend were incorrect, it did require respect but it was too late for me and we slid off the road backwards into a 10 foot fire water pit. However, that wasn't the end of it as the start crew had let through the first competitor which happened to be the Ford development Fiesta and they were likewise caught out ending up in the pit luckily just grazing my car.

It took a huge Ford tractor to tow us both out at the end of the event and despite the damage I was able to drive it to a local inn where I left it until I could arrange for its collection

When I got it home I quickly came to the conclusion that this time a repair was not an option and therefore the only sensible thing to do was to re-shell it. I found a bare shell in Northalerton, had it transported to my home and carried out the operation myself. Very satisfying it was too.

While the car was being re-shelled I was relegated to the role of spectator and something that had been of concern to me before now became clearer, sadly the end of road rallying as I knew it was inevitable and it couldn't last much longer.

What gave rise to this conclusion? The high-powered machinery and equipment now being regularly used on the lowliest of events.

Sure the Motoring News Championship boys had always used the best technology available but in any one area those events were few and far between so I guess the authorities weren't too concerned and were prepared to turn a blind eye.

The defining moment for me was when I went to the start of the White Rose rally at Bingley or Baildon, I forget which, and saw Alan Larkin's new car, an Escort Mk 2 complete

with all the bells and whistles including a 2 litre BDG engine, flared arches and if all this wasn't over the top for an ordinary ROAD (the reason for capitals will be explained in a minute) rally, then the tyre's emblazoned with the statement 'RACING TYRES NOT FOR ROAD USE' certainly were.

I still competed on road rallies but the car was showing it's age and I was constantly having to cope with little and not so little niggling problems, the worst of which was when with Jack we went to do an event in Lancashire and on the way to the start the clutch started making grating noises and was difficult to use. Now after the experience with the axle the obvious thing would have been not to start but I was all fired up to do the event and anyway if the clutch went, what could that do, we'd retire then.

The problem was me, I couldn't concentrate on the event as I was too concerned with what was happening with the clutch and we went too quickly into a right hand bend causing us to slide off the road on the right hand side and down an embankment bending the steering rack and suspension tie rod before being flipped into the air doing goodness knows how many spins but luckily landing 'right way up' in a field.

My inevitable retirement from the sport came in '82 with the loss of Pauline's salary due to the arrival of our first child, a very fair exchange I considered.

My story has reached into the 80's, beyond that brief given me by Rod but I just couldn't stop until I reached the end of my own personal journey. Looking back, what did I get out of it all? Well there were the hours of working on the car in a cold damp garage but to compensate there was the dizzy heights of winning events becoming a very minor celeb, and by so doing proved what I had always believed, that I was a good driver. There was also the many new friends I made and the fantastic social side of motor sport that both Pauline and I thoroughly enjoyed.

## RALLY CHAMPIONSHIPS

**PLEASE NOTE - DATES AND VENUE'S  
MAY CHANGE!!**

### MULTI-VENUE

Feb 20	Kali Kwik Rally 2000 (Clubmans)
Mar 5	Robin Hood Stages
Mar 25	North Humberside
April 8/9	Tour of Lincs
June 24	Dukeries
July 9	Armstrong Massey (Viking Tour)
Sept 30	Trackrod Rally Yorkshire (National A or Clubmans)
Oct 28	Premier Stages
Dec 2	Grizedale

### SINGLE VENUE

April 15/16	Lookout Stages
	Trackrod Melbourne
May 28	Bloodhound
	Lincoln/Grimsby Swindery
June 10	John Overend
	North Humberside Manby
July 2	Binbrook
	DeLacy Binbrook
July 22	Opposite Lock Staithwaite
	Manby
Sept 3	MAD Stages
	Lincs/Louth Swindery
Sept 24	Weedon Camp Blackpool
	Weedon Camp
Oct 14	October Stages
	Eastwood Manby

**PLEASE NOTE - 6 EVENTS TO COUNT IN  
EACH CHAMPIONSHIP.**

**AWARDS TO WINNING DRIVER AND CO-  
DRIVER (and runners-up if sufficient entries)**

**TO BE ELIGIBLE FOR AN AWARD YOU  
MUST PERSONALLY MARSHAL OR  
OFFICIATE ON AT LEAST ONE OF THE  
ABOVE EVENTS. So, for example, if you are  
doing the Single Venue Championship you  
must marshal/officiate on an event in either the  
Single Venue list OR the Multi Venue List.**

**More details form your Committee!!**

# YOUR 1999 COMMITTEE

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