



**TRACKROD**

**MOTOR CLUB LIMITED**

**MARCH 2000  
MAGAZINE**

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

The rallying season is now well under way and will be followed soon by racing, autotesting and many other motorsport activities.

Entries seem to be developing an interesting pattern and only time will tell what the competitor really wants. The KallKwik attracted about 85 entries split evenly between National A (opening round of the new Mintex Championship) and National B - this is a few lower than last year. In contrast the Wydean (opening round for BTRDA) was over-subscribed with 200 applications. The Robin Hood Rally had over 70 entries for the new combined MSA/HRCR Historic Championship and a similar number for the modern event.

The Rallye Sunseeker (opener for ANCRO) had about 70 entries - well down from 120 last year and current entry levels for the Vauxhall are not comforting (as I understand it) - this is not too surprising considering the support for the Mobil 1 MSA BRC this year. Hopefully 2001 will see an increase in manufacturer support and success will depend, partly, on the choice of eligible vehicles. The debate over a 1600cc Championship continues but my money is on a truly "open" championship including World Rally Cars - we shall wait and see!

Many events are planned as you will see from the events calendar so there is plenty to keep you all interested. Don't forget the First Aid Training days - details in last month's magazine - April 30<sup>th</sup> and May 7<sup>th</sup> - please let me have your £5 as soon as possible!!

Happy motorsport.

Rod Parkin

Many of you will know that the MSA in conjunction with Bradstock present an annual award of £1000 to the Overall Winner, £500 to second and £250 third place. This also includes some consultancy support and award to PR Officers.

If we are to stand any chance of winning one of these awards we need to explore several aspects of what we do as a club.

*CONTINUED ON INSIDE BACK COVER.*

## **MARCH.**

- 07 Conservative Club, Gildersome.
- 14 Admiral Hawke, Boston Spa.
- 21 Crown, Wetherby.
- 28 Admiral Hawke, Boston Spa.

## **APRIL.**

- 04 Conservative Club, Gildersome.
- 11 Admiral Hawke, Boston Spa.
- 18 Crown, Wetherby.
- 25 Admiral Hawke, Boston Spa.

**Caroline Marston,**  
Social Secretary.

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**SOCIAL.**

## **MARCH.**

- 05 Robin Hood Stages Rally, Sherwood Forest.
- 04/05 Ryemoor Road Rally, Malton M.C.
- 19 Harewood Marshalls Training.
- 25 North Humberside Forest Rally.

**TRACKROD INVITED TO LANGDALE.**

## **APRIL.**

- 08/09 Tour of Lincs, free overnight camping at Rally H.Q.
- 08/09 Pennine Road Rally, Alwoodley M.C.
- 15/16 Derbyshire Road Rally, Matlock M.C.
- 16 **LOOKOUT STAGES RALLY, MELBOURNE.**

## **MAY.**

- 06/07 Pirelli International Rally, Kielder Forest.
- 21 Marshals Training Day, North Yorkshire Forests.

## **JUNE / JULY.**

- 30/02 Jim Clark Rally, South Scotland.

**Arthur Heaton,**  
Chief Marshall.

**MARSHALLING.**

## **DRT MOTORSPORT CHARITY STAGES, Binbrook, 5th December 1999**

Having decided to contest the DRT Motorsport Charity Stages a problem arose. Who was going to navigate for me as Caroline had decided to jump ship into her newly acquired Favorit.

This problem was soon sorted as I tempted Graham Wride out of Nigel Drayton's 4x4 and our Editor put down his keyboard and picked up the maps.

After an eventful journey which included getting lost, Stuart maintains it was down to the directions and a big slide on the icy road, we arrived at Binbrook. Scrutineered and signed on no problems. Off to the B&B and then the pub.

Sunday morning came which was greeted by plenty more of the slippy stuff. Whilst waiting at the arrival control Graham gave words of encouragement like "If we don't spin today we're not trying".

Stage One – Very slippy, had one spin finished the 11 mile stage in 18.14 mins. Caroline arrived into service complete with dent to rear door after sliding into a bail with a time of 17.31 mins. Oh no, beaten by the wife on stage one!!

Stage Two – Came and went without incident for me with a time of 16.32 mins but Caroline succumbed to the icy conditions, one spin for her and a time of 17.25 mins. So, 1 spin each, 1 stage each, all equal after two stages.

Stage Three - Again an 11 mile stage with only a slight spin for Graham and myself and a time of 16.54 mins to boot. Caroline also has a trouble free run and stopped the clock at 17.33 mins.

Stage Four – This was more exciting as 6.5 miles in the stage we caught sight of a familiar looking Favorit and set off in hot pursuit. By this time my engine wasn't performing as it should and after two

long straights we eventually caught up with Caroline who moved over to let us passed, then the call came from Graham, 200 yards hairpin left. On arriving into the hairpin quick nip of the handbrake and around we go – sounds good in theory but in practice – not so good.

We ended up facing the wrong way and yes you've guessed, Caroline came passed on the outside.

Chasing as hard as we could she wasn't going to let us passed again much to the delight of Steve Sanderson and Barry Stoner who clearly showed whose side they were on. We parted company at the split finished with a time of 16.53 mins. Caroline arrived back with a time of 17.18 mins. When asked why she wouldn't let me passed again I was told "you only get one change and you blew it".

As the darkness fell for Stage Five lights were fitted, on to the arrival control. Just as we were approaching the start the stage was cancelled due to a big roll by Andy Elliott. We were both given the same times for the final stage.

Graham and I ended up 2.14 mins ahead of Caroline and Stuart which in my book is a bit of a relief because if it had been the other way around my life would have been hell!!

We would like to thank our service crew, Steve Lancaster, Malcolm and Jan Jagger and Andrew Wride for all their hard work in extremely cold conditions and a big thank you to Mum for keeping us all fed and watered.

Simon (Car 65) and Caroline Marston (Car 89)

*Editors note –*

*Caroline could probably have gone a lot faster, but I was too distracted trying not to wet myself at Simons spin !!*

## THE LAST AND THE FIRST

**B**Y chance I happened to be at what was claimed to be the last motorsport event of the last millennium and at one of the first of this. Both left me optimistic about the future for our sport.

The *last* was the 1999 awards dinner of the Welsh Association. This actually took place in January (for reasons which seem perfectly logical when the chairman explained them to me but which I can't for the life of me remember now) and was held at the Metropole in Llandrindod Wells, a venue steeped in rally history — memories of rally breakfasts there in the '50s were so strong that I woke myself up in the middle of the night shouting "Straight on at T junction".

I thought we were in for a dreary evening when I saw the huge array of awards to be dished out. Well, the prizegiving did take nearly one and a half hours but it was anything but dreary, and as so many clubs struggle, and fail, to make their awards ceremonies interesting, I've been trying to work out how they got away with it.

Firstly, I think it was because the whole evening was well run (how often have you seen a dinner organiser get a round of applause? Gwenda Williams did, deservedly). Then, for the awards session there was a compere who kept things moving with great good humour but with a firm eye on the clock, slides were used to lighten things, while all the various championship organisers knew exactly where the trophies were, so there was no fumbling about (and no plinths fell off).

Finally, someone on a sound deck fed in music which built to a crescendo as major awards were announced. Formula 1 engine noises were blended in and by the end of the prizegiving many people were dancing about to the winners' music. I couldn't quite make my best dance, the Dinky Two Step (3rd in class East Midlands Dance Championships 1949), to the cadence of a Cosworth on full song, but there's no doubt the mixture worked well.

But why the cause for optimism? Because of the huge wall of goodwill and enthusiasm for our sport. A good base to be building on.

The *first* event of the millennium was the Motorsport Safety Fund's Watkins Lecture given this year by Max Masley. Competing in the race in which Jim Clark was killed clearly had an impact on him because, quote, "I always felt that you should be able to pursue a sport without taking your life in your hands. I resolved then, that if I was ever in a relevant position, I would aim to improve safety". He now feels that the only possible objective for our sport must be zero fatalities.

He said that the key point in more recent motor racing safety was the Senna accident. Among the major safety developments to come from that were head restraints, head protection, crash structures and side impact improvements.

The work done in motorsport has obvious links to road cars (45,000 are killed each year on the roads of Europe... 45,000) and major changes have been pushed through, notably — as with motorsport — in the area of crash testing

and side impact protection.

The President ended his lecture with warm praise for both marshals and the MSF then, among the many questions, was one from Paul Stewart about the potential for drivers' visors coming open during accidents. Max said there is a major research programme going on into helmets, led by Professor Watkins, how the visor works will be part of that research.

Asked about gravel traps, he said that "we have come to the conclusion that we would like something better and we're looking at all sorts of ideas. We have had some very wacky suggestions! We need to stop cars aquaplaning across gravel traps, but there is no single solution yet."

And why the cause for optimism this time? Well, just as 300 or so people were happy to travel to Llandrindod to enjoy each others company and plan some enjoyable motorsport, so were 300 or so prepared to spend an hour or two on a Friday morning thinking about how to keep our sport safe. Not a bad balance.

Stuart Turner

## COD FILLET QUIZ



1. Which was the first British car to employ unitary body construction and when?
2. Whose initials did F1 teams MARCH and ARROWS have in common?
3. Name the co-driver to Jim Clark in the 1966 RAC Rally?
4. Which car was noted for being advertised in the 'Church Times'?

ANSWERS ON PAGE 11

# MSA NEWS

## Kart success

The racing kart and equipment raffled by the MSA at the Autosport International Show raised £1,964 towards the Training Trust.

The prize was won by Mr Adam Rodley of Egham. The MSA would like to thank Tai-Ko (100cc Formula TKM kart), Gattellie (race suit, boots and gloves), Grand Prix Racewear (Arai helmet), Prototrain (ARIS course) and Karting Magazine (subscription) for their contributions.

## Economy Run reunion

Hants & Berks Motor Club plans a reunion of people who took part in the club's various fuel economy events during the 1950s, 1960s, 1970s and 1980s. Their major event was most famously known as the Mobil Economy Run, later the Total Economy Run.

Competitors, officials and sponsors are invited to an afternoon of nostalgia at the Alton Grange Hotel on Saturday 29 April. Details from David Wilson, who drove the pilot car, on 01420 23644.

## BRDC and TOCA

The BRDC (organisers of PowerTour) and TOCA (organisers of the British Touring Car Championship), have formed a "mutually beneficial relationship" to work more closely on race dates, regulations, marketing and promotion.

The direct benefit of this alliance will allow very close co-operation between the Silverstone Insurance National Saloon Championship and the British Touring Car Championship.

Roger Eccell, director of PowerTour,

commented: "PowerTour's aim is to nurture and market motor sport for the good of the sport as a whole. This opportunity to co-operate with TOCA takes us a big step forward towards our goal."

TOCA CEO Alan Gow said: "We have been in close communication with manufacturers and teams, many of whom expressed a great desire to compete in both championships. This new relationship between TOCA and PowerTour will strengthen both championships and everyone will benefit."

One immediate result of the alliance is that National Saloon Championship competitors will be able to compete in both the NSC and the BTCC for the 2000 season.

## BTCC calendar

Following the recent agreement between TOCA and the BRDC, further revisions to the calendar for the 2000 Auto Trader British Touring Car Championship have been confirmed.

The season will now start as originally planned at Brands Hatch on Sunday 9 April, in front of BBC TV's live cameras. The Donington Park meeting, originally scheduled for 26 March, has been switched to Easter Bank Holiday Monday, 24 April.

The inaugural visit to Mondello Park near Dublin has been removed from this year's calendar. Essential work to bring the circuit up to the standards demanded for an event of this stature was not completed in time. TOCA has every intention of taking the BTCC to Ireland in the future and may do so in 2001.

Revised calendar: rounds 1 & 2 on 8/9 April at Brands Hatch (Grand Prix circuit); rounds 3 & 4 on 23/24 April at Donington Park (National); rounds 5 & 6 on 30 April/1 May at Thruxton; rounds 7 & 8 on 13/14 May at Knockhill; rounds 9 & 10 on 28/29 May at Oulton Park (Island); rounds 11 & 12 on 10/11 June

at Silverstone (International); rounds 13 & 14 on 24/25 June at Croft; rounds 15 & 16 on 8 July at Snetterton; rounds 17 & 18 on 29/30 July at Donington Park (Grand Prix); rounds 19 & 20 on 27/28 August at Brands Hatch (Indy); rounds 21 & 22 on 9/10 September at Oulton Park (Island); rounds 23 & 24 on 16 September at Silverstone (International).

## British GT boom

The 2000 Privilege Insurance British GT Championship is booming: more than 30 cars could be registered by the time the season kicks off at Thruxton on Sunday 26 March. As one of three 'hero' championships on the PowerTour, the GT Championship is set for a superb season, with the excitement of a 24-hour race packed into just 60 minutes.

In the GT category, at least two Chrysler Vipers will take on a pair of Lister Storms, the thrilling new TVR Cerbera Speed 12, the nimble Lotus V8, at least three rapid Marcos and a gaggle of Porsche GT2s.

Driver strength is set to include ace's like reigning champion David Warnock, Tommy Erdos, Neil Cunningham, Calum Lockie, Cor Euser and reigning TVR Tuscan champion Ian McKellar in the Cerbera.

In the GT-O category, Ferrari, Chrysler, Marcos, TVR, Nissan, Lotus, Caterham and Ginetta and are all expected in a bid to topple the strong Porsche contingent. Heading the Porsche GT3R pack will be Paul Fuller, Marcus Fortherrill and Mark Sumpter. Other leading GT-O drivers include Martin Short, Andy Middleton, Mike Wilds and Chrysler duo Curtis Hayles and Kilian Konig.

The winners will be presented with one of the most prestigious trophies in British motor racing. The Motor Sports Association has confirmed that it will again present the famous Tourist Trophy to the GT champions when the season concludes

*Cont'd on page iv*

Facts about...

## SILVERSTONE AND THE GRAND PRIX

- Silverstone has hosted racing since 1948, when the first Grand Prix was held at the circuit, then marked out by oil drums and straw bales. The race was won by Luigi Villoresi driving a Maserati.
- Silverstone Circuit is owned by the BRDC (British Racing Drivers' Club). There are currently around 830 members, membership is by invitation, and restricted to British racing drivers of proven success and experience.
- There are a number of other tracks within the main GP circuit on the 800 acre site including the Historic GP, National, International, Southern and Stowe circuits, with the additional Roger Clark Rally Sprint circuit, 4x4 off road course, indoor and outdoor karting tracks and rally handling stage.
- The Grand Prix circuit is 3.194 miles/5.140 km long, with the British Grand Prix covering 60 laps.
- The current lap record at Silverstone is held by Michael Schumacher at a speed of 136 mph in his V10 powered Ferrari.
- Silverstone becomes the world's busiest heliport on race day Sunday of the Grand Prix, with over 4,000 air movements from fleets of helicopters. At peak times on the Sunday, a shuttle helicopter takes off or lands at Silverstone every 9.5 seconds.
- About 1,000 volunteer track side marshals will be on duty around the Grand Prix circuit during the 3 days of the event.
- On the Friday (21/4) there will be Formula 1 practices and qualifying sessions for the support races. Saturday will feature F1 practice and qualifying, then the Formula 3000 International Championship race. On Race day Sunday, there will be the support races, with the GP starting at 1pm.
- The 2000 British Grand Prix is on 21-23 April (Easter weekend). To book call 01327 850260.

# AUTO SCENE

REVIEWS FROM

**Motoring News**

**A**S we enter the new millennium, we move into an exciting new era for both automotive design and racing. Developments on the track heavily influence the cars we drive on the road and such technological exchanges can also work in the opposite direction to influence the racing machines which thrash about on the circuits.

A book which captures both the developments in car design and motor racing is *Automobile Year*. The *Automobile Year* series has built a reputation for being one of the best documents of automotive developments and when looking through this latest edition, it isn't hard to understand why.

The past 12 months of the world's motor industry are beautifully chronicled in this book by the world's leading journalists as they cast their eyes over the respective aspects of the industry that are closest to their hearts.

The beginning of the book charts the year in automotive design and introduces the many radical, ground-breaking designs that did make the production line as well as those that didn't.

After browsing through this production section, the book then moves onto the year in motorsport. Once again, the sports leading journalists give their considered opinions on a wide range of formulas from around the world including F1, world rallying, Sports cars, F3000 and CART. This section is a fantastic reflective look back at 1999 with full race results to complement each formula. This, as with the previous section, is accompanied by some stunning colour photography.

Written by Ian Norris, this is an expensive book at £32, but the old saying 'get what you pay for' is really quite true. A superb document chronicling

a year in the world motoring industry ideal for undertaking serious research or just simply browsing.

Derived from Hitler's original car for the people -- the VW Beetle, the Porsche has become one of the most popular names in world motoring and racing. Honed as a road car originally, Porsches were noted for their sleek aerodynamic looks and a level of performance that was rivalled by few.

The presence of the Porsche in today's championships is captured in the latest book by Ulrich Upletz entitled: *Porsche Sport '99*. In this book, the many different guises of the German car are brought together in one big celebration of the nimble racer from the humble 911 Carrera in the Supercup to the Mighty GT1 in the FIA GT Championship.

Bringing together the best action from the Porsche Cup, GT Series, long-distance classics such as Le Mans and the smaller national series, this is a book that is very European based with little reference to the British interest in Porsche racing during the 1999 season. With text in German as well as British, this is a publication that reaches out to both nationalities, but possibly appeals more to the former because of the love affair that the Germans have shared with the Porsche name for so many years.

Published by Group C Motorsport this is a book that is dotted with adverts for companies associated with the Porsche name which can become quite irritating as they interrupt continuity, but on the whole this is still a good book which plots the impact of Porsche in the world of racing very well. It is perhaps a little more appealing to die-hard Porsche fans in this country, but can still be enjoyed by motor racing fans in general.



## Rolling Radius

A reader has written in to ask about wheel diameters and their effect on top speed and acceleration. He realises that this is a pretty basic question, but would we answer it anyway? Certainly since you ask so nicely.

Compare the circumference (distance around the outside) of a large wheel with that of a small wheel. Since it's larger, anything attached to the wheel will travel further, every revolution. A larger wheel gives a higher top speed, provided the engine has the power to overcome all rolling and wind

resistance's at that speed. It follows that in reaching the high top speed acceleration will be slower.

However, it is the circumference of the tyre that concerns us, not the diameter of the wheel. For example, a 17in wheel with a very low-profile tyre might have a smaller circumference than a 15in wheel fitted with a high profile tyre. Stand the two side-by-side and the 17in wheel will sit lower than the 15in one with the latter tyre fitted. I hope this answers your question.

### QUIZ ANSWERS

1. Vauxhall 10/4 in 1937.
2. Alan Rees (AR).
3. Brian Mella.
4. Trojan.

**MSA NEWS** *Contd from page ii*  
at Silverstone on Sunday 8 October.

"For any racing driver, having their name on the Tourist Trophy is a fine achievement and we are delighted that the MSA has again chosen to bestow this trophy on the British GT Championship," said Chris Norman of the BRDC.

The Tourist Trophy, Britain's oldest, was first awarded in 1905 to John Napier for victory in an Arrol-Johnson on the Isle of Man. Since then, it has traditionally been awarded for sports car or saloon car races and can count some very famous names among previous winners: Tazio Nuvolari, Sir Stirling Moss, Graham Hill and Derek Bell have all won the trophy during its 94-year history.

Equally impressive will be the trophy awaiting the winners of the GT-0 category. The BRDC's John Woolfe Trophy is presented in memory of the British sports car racer who lost his life at Le Mans more than 25 years ago.



## It could happen to you!

A new video designed to show newcomers how to enjoy safe motorsport.

It runs for 11 min 44 secs and is available at £12.00 inc. p&p.

From:

**Motorsport Safety Fund**  
PO Box 239, West Malling,  
Kent ME19 4BL

# **MATHERS SIGNS BAY STAGES, Flookborough, 27<sup>th</sup> February 2000.**

What can I say ?

- it rained – all so....ng day.
- so the inters never came out of the barge.

Ten stages on Flookborough, only three miles each, but a mixture of pig s#lt, tarmac, increasingly broken concrete, and in places a foot of standing water – which we soon discovered on the first pair of stages, neatly removing all the bungs from the floor, and giving us a nice smelly shower inside the car.

Of course I said ten stages, but it should have been eight really, with SS 5 cancelled when car 1 rolled, and SS 9 when someone wiped out the light beam flying finish equipment.

The format was three pairs of stages, starting around the go-kart track, and then out into the fields. After lunch the stages were reversed and had some chicanes removed, leaving the worst patches of water in the fatest part of the stage.

The end result, however, was that D 89 DSH never missed a beat all day – and got us up to 33<sup>rd</sup> overall, 8<sup>th</sup> in class, thanks ( I suspect) mainly to other peoples problems.

Thanks to our loyal service crew, John and Lee, who were soaked to the skin all day

Andy Anderson / Arthur Heaton, Car 54,  
Little Black Corolla.

## ***CAR FOR SALE.***

Peugeot 405 GL 4 x 4, G reg, 1989.

Metallic Blue, reasonable condition – well looked after.

Brilliant tow car.

£ 500.



Phone Arthur on 01937 588287.

The following are the headings of some of the areas which are judged where we probably do not score well:

- web site
- promotion in newspapers and magazines
- local radio coverage
- TV promotion
- photography co-ordinator
- recruitment literature
- effort to recruit youngsters
- involvement with local community
- championship covering social programme
- plan to recruit marshals
- liaison with other local clubs

The committee is aware of the above issues and is planning action to improve our profile in several areas - notably the web site and recruitment. However we would welcome ideas and help from anyone in Trackrod to see if we can rapidly improve our chances of becoming Motor Club of the Year 200X.

Your ideas please!!!!

Thanks,

Rod Parkin

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So here we are with a new style for the magazine after comments by some of the members about increasing the type size to make for easier reading – it does at least show that some people are reading the magazine, or at the very least *trying* to read it.

I've got to admit that the idea for the format came from the recent quiz night with the M.G. Car Club at Gildersome, where I saw one of their event programmes, which gave me this idea.

One last thing is a desperate plea for more articles. Until recently I've enjoyed having a stock of articles (thanks to Ian and John), but I've now lost that luxury. So get writing – or better still get tapping a keyboard

Stuart Marsh,  
Editor.

MOTOR CLUB OF THE YEAR

EDITORIAL

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