



# **APRIL 2000 MAGAZINE**

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

Hi folks, here I am again getting an ear bashing from the Editor for not putting pen to paper. Well here goes.

The new year seems to have got off to a good start, especially the weather. I marshalled on the Riponian (the day after our Dinner Dance) as did a few others. A bit damp but otherwise a good days motorsport. Then on to the Kall Kwik, a frosty morning turned in to a sunny day. I would like to pass on the thanks of the Stage Commanders for those of you that ventured out.

Next an apology, Round 1 of the Larkspeed League was an autotest organised by the Sporting Escort Owners Club at Elland Road car park. I was unable to see if anyone wanted to do this event and I only got the regs 2 weeks before. The next round is our Lookout Stages Rally at Melbourne 16 April. I am hoping for a good turnout so I can get a team together. The third is the Y.S.C.C. Autotest 30 April followed by the Sheffield Sprint on 7 May. A full list is further on in this magazine.

My thanks to all who turned out on the North Humberside Forest Stages last weekend which managed to stay dry until the last 30 minutes with a couple of small showers. After we left Langdale the heavens opened up.

Don't forget the **Lookout Stages at Melbourne Airfield**, all marshals please contact either **Arthur Heaton** or **Tim Bendelow**.

**Committee matters.** Arthur Heaton is running a marshal points system again so don't forget that you get points for marshalling and we all know what points make! Simon Marston is waiting for your requests for Trackrod merchandise including a new line in Sunstrips. A new season of Navigational Scatters are in the pipeline for more information see Stuart Marsh or Arthur Heaton. If you have any ideas or suggestions for the committee feel free to contact any member of the committee all names and phone numbers are at the back of this magazine.

Well that's all for now. Till next month safe motoring.

**Derek Lee**  
Hon. Secretary.

## APRIL.

- 04 Conservative Club, Gildersome.
- 11 Admiral Hawke, Boston Spa.
- 18 Bridge Inn, Woodside Road, Horsforth.**
- 25 Admiral Hawke, Boston Spa.

## MAY.

- 02 Conservative Club, Gildersome.
- 09 Admiral Hawke, Boston Spa.
- 16 Crown, Wetherby.
- 23 To be announced, see next months magazine.
- 30 Admiral Hawke, Boston Spa.

Due to refurbishment of The Crown in Wetherby there will be a change of venue for the meeting on 18th April, The Bridge Inn, Woodside Road, Horsforth.

From North Leeds:- Come along the ring road to the roundabout where Charlie Browns is. Turn left and the pub is just down the road on your right.

From the centre of Leeds:- Come along Kirkstall Road. Pass the Abby, pass GKN and follow the road round the bend. Turn right at the old Honda Garage. The pub is just after the left hand bend.

**Caroline Marston,**  
Social Secretary.

**SOCIAL**

### **REMEMBER**

*Venue for 18 March is  
Bridge Inn, Horsforth.  
Don't go to Wetherby.*

**APRIL.**

08 Horiba E'Isis Stages, MIRA, Nuneaton.

08/09 Tour of Lines Rally, Lincolnshire.

16 **LOOKOUT RALLY, MELBOURNE NEAR YORK,**  
**What are you doing – sign on at 07.30.**

23 Harewood Hill Climb.

**MAY.**

06 Plains Rally, Mid Wales.

06/07 Pirelli Rally, Lakes/ Kielder,  
Trackrod have been invited to marshal Kershope on  
Saturday, and Ash Park on Sunday.

13/14 Harewood Hill Climb.

20/21 Dunfab Danum Road Rally, Doncaster.

26 Bloodhound Stages Swinderby.

Liz Young of Malton M.C. is compiling a marshals register,  
contact me if you would like to be included.

Arthur Heaton,  
Chief Marshall.

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## **TRACKROD MOTOR CLUB.**

***Navigational Scatter Series.***

The first round of the Year 2K !

**TUESDAY 11<sup>th</sup> APRIL 2000*****Starting at the Admiral Hawke, Boston Spa.***

The event will be run on Landranger sheet 105.

**First Crew away at 7.30 p.m.**

**ENTRY IS FREE FOR ALL MEMBERS OF TRACKROD  
M.C. AND INVITED CLUBS.**

**So no excuses please !*****See you there.***

After a fit of insanity I searched for and purchased a Citroen BX 16 valve vehicle some eight years ago for £1500. This became my only form of transport for maybe four years. It was reasonably quick giving good mpg and having loads of electric goodies; in fact you could say a good old family car! Maintenance was easy and cheap with no problems from the engine at all. Then the ECU went haywire. I located one for £100 and we were off again.

It was relegated to the garage for a couple of years as a new family car took its everyday roll. A Ford Sierra Sapphire Cosworth. Well, four doors leather, etc. etc.. That's how I sold the idea to the wife anyway. (ex wife now) It worked, only breaking my trusty old Citroen out when the cossie's head gasket failed. (twice) chipping and lots of throttle use possibly. Any way due to a divorce losing everything apart from my vehicles and some light fingered b\*st\*rds relieving me of my Cossie, (gutted or wot, I couldn't speak for a week and it made me start smoking again, worse than losing my wife, home and kids) out came the trusty Citroen again. Unfortunately a couple of years not running had taken its toll on the body, exhaust system and brakes, so a Peugeot 306 1.4 was purchased to get me around cheaply.

Still having a slightly worn out Citroen with an absolutely stonking engine I started thinking about it becoming a donor car for a little project I had been developing in my head. ( well it would go well in a 306 family boring saloon) This germ grew enormously when a friend of mine told me he had a pug 205 1.6 GTI that I could plunder off him. Hmm, I thought, now that would be good, 160 standard horsepower, very little weight, well geared (150mph top speed) yes I'll do it.

Out came the 16V engine with the entire wiring loom for the motronic management system. Now I don't know if you know, but finding out how easy this little modification is to do is quite hard. I know people have done it before but I couldn't get any information from anyone including the Internet and I'm in the trade. Eventually I found an electrician who had built a road going 16V 205. He was quite helpful but as it was only discussed over his mobile phone

THE SLOW BUILD UP.

I got the gist of it and continued ripping out the 1.6 GTI engine. After this I then ripped out the entire interior, removed all that nasty sound deadening and gouged out all that terrible seam sealer. Then I miggged it up to make it all strong and functional. A rally project was born.

Now for anyone that wants to know, this is what is involved in fitting a 16V engine. The motronic wiring loom will fit through the bulkhead as per the pug management loom but has to be routed around the offside inner wing, across the front panel, and over to the nearside inner wing. Because of the torturous Citroen route you end up with a metre or so of spare loom through the front panel, which I just doubled up and cable tied to the inside of the front bumper. The blue permanent live wire from the Citroen loom ties into the main electrical connector at the front of the engine bay and the green and yellow fly off connector which is now situated to the nearside inner wing under the ignition amplifier ( the same as the 205 amp) are connected to the switched live and rev counter wires in the original pug loom respectively. The Citroen loom earth connects to the engine earth on the amplifier heat sink plate. The yellow fuel pump wire connects to the pug loom to control the fuel pump. Wiring in an ignition switch, starter button and cut out switch was relatively easy utilising the existing pug loom. I relocated the battery to the rear of the front seats to allow more room for the induction system on the 16V. The rubber inlet pipe that connects the manifold to the air flow meter is long and moves the air inlet very close to the inner wing.

The engine fits straight to the original mounts but use the 16V offside top mounting bracket. The pug clutch cable needs to be lengthened 75/100mm and all the warning sensors will plug in from the pug-wiring loom. The pug throttle cable fits straight on and all the heater hoses fit. The pug drive shafts fit straight in and, although it doesn't initially look like it will, the cam cover misses the master cylinder. On the Citroen gearbox the top gear change lever has to be heated and bent straight to mate with the linkage.

A couple of seats, fire system and belts went in with no trouble. I used a Safety Devices cage which was very nicely finished and

fitted well, but the main hoop mounts were a little involved as it goes into a box section.

Now the first problem area is the radiator. A lower bracket has to be made up for it to rest on and then a top mount has to be made to hang it on. Its best to angle the rad forward a little to clear the very long inlet manifold. I used the 16V rad and had to blank one heater hose sized outlet off. All the other pipes fit to the pug parts. The standard fan moulding had to be chopped but eventually fitted in place. A pug T16 fan will fit a lot easier but at a cost. The thermostat wires from the pug have to be lengthened to reach the Citroen switch as it is on the opposite side of the rad. The pug rad could be used but the Citroen is a little slimmer.

The next problem area is the exhaust. The 16v exhaust manifold exits a little more to the offside than the 8V engine and points towards the bulkhead. I relived the bulkhead a little in traditional Boreham fashion. (Big hammer, little heat) The down pipe will then fit on but at completely the wrong angle to meet the grp A centre pipe and of course the wrong diameter. I bought a length of 85mm exhaust pipe and after grinding off the smaller last section of the down pipe it was welded in place, still at the wrong angle. A call was made to a well known Leeds based exhaust company to see if He could adjust and fit it. Obviously a busy man so out came the hacksaw and bottles. I cut a V out to angle it offside then another to angle it down the centre of the car. The first time I offered it up it fitted! Well I am an engineer (more luck than judgement) but it was about time something went right. I then welded it up and fit the remaining centre and rear pipes. I really thought that it was going to be a long job. (Although I didn't resort to it, the bottom engine mount bracket can be redrilled to move the engine forward at the bottom, which will give the manifold extra clearance but also put the drive shafts at a funny angle).

During the build I had bitten the bullet, connected the ECU and turned it over. Great, a spark but no fuel line or exhaust yet. Now all the fuel and exhaust were connected it was time to fire it up.

Disaster, it wouldn't fire up.

*More from Graham Steggles next month !*

**THE SLOW BUILD UP.**

## WE ARE NOT ALONE

**A** FEW issues ago — way back in the last century — I suggested that clubs should get closer to the one-make ones so that we present a united front when lobbying councils and funding agencies. I'm even more convinced of this after going to a Clubs Conference run at Beaulieu by the Federation of British Historic Vehicle Clubs.

There were a few of 'our' clubs present — the YSCC in particular made a sparkling presentation — but, in the main, the clubs were one-makes with no motorsport involvement. But their concerns were exactly the same as ours.

Lord Montagu kicked off by saying that running a club now is more demanding than it has ever been. No argument with that I guess. The point was reinforced by someone who said that whereas their club's insurance form once contained 15 questions, it now had 92!

An early speaker talked about the pros and cons of being incorporated — and got rapt attention by mentioning that one club published information on how to do engine repairs . . . and failed to mention that you should replace the sump plug. Someone damaged an engine . . . sued . . . and won.

Clubs that had incorporated said that the feared extra costs of accountancy had not been crippling. The most difficult part seemed to have been in laying down the ground rules because you never know what a club might want to do in the future — 'include property development' was advised for instance.

As an aside, many motorsport clubs have a few thousand in the bank (some, far more than a few); have a group of them considered pooling their money and buying a piece of disused airfield or whatever as a venue . . . and then applying for Lottery funding? My hunch is that as more Lottery backed theatre and museum projects hit problems, motorsport may be looked on more kindly.

The discussion next turned to setting subscriptions. The advice here was don't dream, don't overestimate revenue from events or sales of clothing, but do keep an eye on what other social groups in the area are charging. The classic fault — and I suspect it applies to many clubs — seems to be to charge too little. The message was: be realistic.

As an extreme example, if you usually sell advertising space in the club mag and you 'give' a page to promote the club clothing you sell, do you 'charge' the clothing account with the lost revenue? I doubt if one club in a thousand does, if that, but if you are being really realistic, you should.

Incidentally, there were many nods at the comment that the *fast* thing to cut is the quality of the club magazine because it is still all that a high percentage of club members get for their money. Much support too for the view that regular contact with members — via at least 11 issues per year — is beneficial.

And even more support for the comment that if you need to cut costs on events, such as club displays, don't skimp

on toilets because that's what people will remember when all other impressions have faded!

At this point one club official pondered that with the professional approach being urged, 'When does a club stop being a club?' Well, a valid concern I guess if a club gets so obsessed with selling spares or whatever that it forgets its original aim in life. But perhaps not a huge concern if the club spirit on show at Beaulieu was anything to go by.

There was lots more, for which there isn't space here. The day left me convinced the two arms of motor clubs need to stay close because we share the same problems. And it left me equally convinced that such a day could be repeated within our club world, perhaps with a get together where one club in a Regional Association talks about magazines, another about the sale of clothing etc. All followed by plenty of time for discussion.

Stuart Turner

### COD FILLET QUIZ



1. Who is the 1999 British Production Car Trial (PCT) Champion?
2. Which F1 engine did Jordan use in 1992?
3. The Mobile 2000 British Rally Championship for Manufacturers will be open to which type of cars?
4. A Renault Turbo won the '79 GP at Long Beach. Who drove the Renault to it's final GP win in 1906?

ANSWERS ON PAGE iv



# MSA NEWS

## Rally safety review

The Motor Sports Association has formed a working group to review all aspects of safety in British rallying.

The group will be chaired by Tim Stock (Chairman of the Motorsport Safety Fund and Chairman of the BRSCC); other members will be Stuart Turner (former head of European Motorsport at Ford), John Richardson (Chairman of the Motor Sports Council Rallyes Committee), Tony Newsum (MSA Rallyes Executive) and John Symes (MSA Safety Executive).

MSA Chief Executive John Quenby said: "A number of safety issues occurred with spectators on our own Network Q Rally of Great Britain last November, and further problems were encountered on this year's Monte Carlo Rally.

"When these international problems are considered alongside recent incidents on domestic rallies, it seems clear that the time has come for some fresh thinking.

"For this reason, I am particularly pleased that Tim Stock has agreed to chair the group: he has extensive experience of safety in motor sport, but does not come from a rally background. Thus, I believe he is very well placed to consider fresh approaches to these vital issues."

The new working group will examine every aspect of rally safety, including vehicle regulations, organising rules, and protection of spectators, officials and competitors.

## MSA commercial manager

The MSA is pleased to announce that Tim Foster joined as Commercial Manager on 1 March.

Tim was Special Projects Manager at

Network Q, where his responsibilities included Network Q's sponsorship of the Rally of Great Britain.

Tim's career began in dentistry, but he "quickly concluded that this was not for me" and moved into car sales, working for various dealerships before becoming a full-time consultant in 1990. Having worked with Vauxhall, ERF, Iveco Ford and Mercedes, he became Operations Manager for Network Q in 1992.

Tim Foster said: "Working for a national sports governing body will be a completely new challenge for me. I'm really looking forward to it."

## World Rally Cars for British Championship

Next year's British Rally Championship will be open to all cars homologated by the international governing body (FIA), including World Rally Cars.

The MSA announcement signals the end of a six-year commitment to two-litre, two-wheel drive cars and promises a return to the UK championship of the spectacular four-wheel drive, turbocharged cars seen on the FIA World Rally Championship.

MSA Director of Major Events & Marketing Jonathan Ashman, said: "The two-litre era has been tremendously successful, attracting nine manufacturers at one time or another. However, there now seems to be a very limited future for the formula.

"World Rally Cars, on the other hand, are appearing in increasing number on the international scene: no fewer than eight manufacturers have homologated cars and several others are in the pipeline. We naturally expect to attract a representative selection of these supercars to what is, after all, the world's leading national rally championship.

"The British series will offer an excellent opportunity for World Championship manufacturers to try out

young drivers or new cars, with the added bonus of top-class television coverage."

## New structure for Rally of Great Britain

Management of the Network Q Rally of Great Britain has undergone major change.

The Motor Sports Association has separated rally management into two distinct areas, under the overall control of MSA Director of Major Events and Marketing Jonathan Ashman.

Andrew Kellitt has been appointed the Sporting Manager, while commercial matters will be handled by a newly-appointed Commercial Manager (see above).

Jonathan Ashman explained: "We faced a problem born out of success. The Network Q Rally of Great Britain has simply become too large for a single-tier structure.

"We have decided, therefore, to adopt an approach becoming prevalent in other major sporting events, including many F1 Grand Prix, by which commercial and sporting responsibilities are separately managed.

"We are confident that our new structure will enable the Network Q Rally to enjoy further growth as one of this country's most popular spectator events, while continuing to evolve in accordance with FIA World Championship requirements"

Previous Rally Manager Malcolm Neill has been appointed Classic & Historic Events Manager, with responsibility for the four MSA classic car runs, the London to Brighton Veteran Car Run and the new British Championship MSA Rally.

He will continue as the MSA's Deputy Director of Major Events & Marketing.

Malcolm Neill said: "After 14 years in charge of Britain's round of the FIA World Rally Championship, it is time to move on to other things. I look forward to the challenge of getting involved in a wider range of events..."

*Contd on page iv*

## BTCC 2000

- Extended calendar for 2000 will include: first ever BTCC visit to Mondello Park; return to Brands GP circuit; full highlights coverage of every round on BBC Grandstand.
- Rounds
  - 1&2 25/26 March Donington Park (Ntl)
  - 3&4 8/9 Apr Brands Hatch (Grand Prix)\*
  - 5&6 30 Apr/1 May Thruxton
  - 7&8 13/14 May Knockhill
  - 9&10 28/29 May Oulton Park (Island)
  - 11&12 10/11 June Silverstone (Intl)
  - 13&14 24/25 June Croft
  - 15&16 8 July Snetterton\*\*
  - 17&18 29/30 July Donington Park (Grand Prix)\*\*
  - 19&20 12/13 Aug Mondello Park\*\*\*
  - 21&22 27/28 Aug Brands Hatch (Indy)
  - 23&24 9/10 Sept Oulton Park (Island)\*
  - 25&26 16 Sept Silverstone (Intl)\*\*
- \* BBC TV live coverage;
- \*\*Night race meeting;
- \*\*\*Subject to completion of works
- Sporting regulations:
  - Three cars (rather than two) will count points in the manufacturers' championship.
  - A complete ban on testing from 1 March 2000 to cut costs.
  - The introduction of success ballast will see cars that finish on the podium carry a weight penalty for the duration of the following weekend.
  - A complete ban on specially-prepared qualifying engines.
  - The use of replacement cars has also been banned.
  - Michelin has been nominated as the exclusive tyre supplier for the next three seasons.
- Major boost for 'Independents' category: increased start and prize money fund. TOCA fees abolished.
- BTCC 2001: 28 components to be common to all cars, reducing cost by 40%.

# AUTO SCENE



## Build your own sports car for as little as £250 — and race it.

Published by Haynes Publishing and written by Ron Champion, priced at £14.99.

Been watching the F1 on TV and found yourself dreaming about all the girls, glamour and money? Ever fancied taking to the circuits but feel you can't afford a tank of petrol, let alone a racing car?

If you are in this predicament but still feel you've got what it takes to win, then help is at hand. A new book from Haynes Publishing has been released in conjunction with a new motorsport series that will enable drivers to build their own cars and then go and race them. All right, you'll still have to dream about F1, but at least you'll be racing — at an affordable price as well. This book will enable you to build your own ultra light and powerful racing car for as little as £250.

The book traces all stages of manufacture in an informative and understandable manner giving detailed descriptions of where to get parts from and then how to assemble them in the correct order. You don't even have to be the best engineer in the world to build this car as it's been specially designed to be built by novices with all manner of experience.

The text is accompanied by black and white photographs taken during the building of the prototype vehicle and copies of drawing board designs, illustrating the production process highlighting component dimensions and specifications.

Should you decide to take the initiative and build your own racing car, you will be able to race it in the Haynes Locust 2000 race series, which will be applying for official championship status next year.

Motor racing has never been a cheap sport and unless you've got a substantial amount of disposable cash you're never likely to get a look in. This is a great book designed to get people involved.

**The Sound and the Fury** by Neil Randon. Available from Factor Publishing, PO Box 354, Redhill, Surrey RH1 2YW, priced at £12.50 plus £2.10 p&p per book.

Stock car racing has always unjustly suffered from a poor image, but this well-presented and well-written book will help redress the balance.

The first offering from *Motoring News* Editor Neil Randon, *The Sound and the Fury* profiles nine of the BriSCA F1's most prominent figures.

There's also a full-colour section on the '99 BriSCA F1 World Final — believed by many to be the greatest stock car race ever — but the on-track exploits take a back seat here. The book is about the drivers and what they are like away from the track.

It's fascinating stuff — from Paul Harrison's habit of daydreaming during races to John Lund and his dairy cows, all the drivers featured here have plenty to say about stock car racing and life in general.

The best parts of the book are those concerning the rivalries between drivers. Andy Smith, Frankie Wainman Jr and John Lund all talk candidly about each other, which makes rivetting reading, while Ian Higgins recalls the exploits of Bobby Burns, one of F1's toughest drivers.

*The Sound and the Fury* is easily the best book about stock car racing ever produced and, with more efforts like this, the sport could finally gain the respect and recognition it deserves.

## Depressing thoughts!

Nothing to do with Valium or Prozac, the man wants to know about test depression when quoting cylinder head flow figures. This isn't difficult to understand... just difficult to explain. First picture a cylinder head on the flow bench with the fans sucking air through the open inlet valve. Fairly obviously the harder you suck the more air will flow through a given hole. Therefore what we do is pick a test depression, which is our amount of 'suck' and stick to it as we open the valve and make the hole larger.

Opening the valve reduces the depression on the test bench, so you increase the depression back to your required standard and measure the flow again.

Compared to a running engine it is artificial, to a large extent, but you have

to do it somehow.

If your test depression is 10in, this refers to the pressure required to support a column of water at 10in, except that most flow benches now use a light machine oil, but we still call it water because that's the standard everyone refers to. If given cylinder head flow 120cfm (cubic feet per minute) at 10in you can get a much bigger flow by sucking harder, say at 25in, but what does this mean? Not a lot actually, since engines generally do not generate such high depressions, especially race engines running on full throttle. You can convert any flow figure to any pressure mathematically and when you check it on the bench it's pretty much spot-on as far as the accuracy of the bench goes at any rate.

### QUIZ ANSWERS

1. Barrie Parker
2. Yamaha
3. Two-litre, two-wheel-drive
4. J-P Jobouille (79) and F Szisz (06)

**MSA NEWS** *Contd from page ii*

### Forestry charges

In accordance with the current agreement between the Motor Sports Association and the Forestry Commission, new charges will apply for the use of forest roads for special stage rallying.

With effect from 1 April 2000 until 31 March 2001, the charges are as follows: primary use £378 (the old charge was £357); secondary and subsequent use £279 (the old charge was £264).

Any event which is cancelled within ten weeks of its intended date will forfeit £2,000 for an international rally, or £1,000 for any other rally (unless force majeure can be proved).

The Motor Sports Association gains no financial benefit whatsoever from the use of Forestry Commission roads by rallies. The MSA simply administers the charges on behalf of the Commission and passes those charges directly to registered clubs.

## It could happen to you!

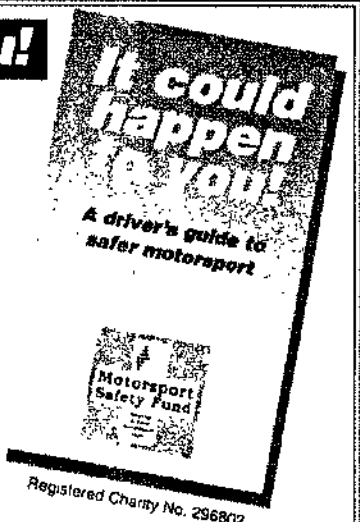
A new video designed to show newcomers how to enjoy safe motorsport.

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



# B478 NHN VAUXHALL ASTRA 1.8 GTE

REGISTERED 30/11/84 - RETIRED 8/3/00

I have owned and rallied B478 since May 1988 when I bought it from Stuart Bell, after navigating in the car twice in the six months he had it, and he became my first navigator. My record of events in this reliable, if not the quickest car (or is that me ?) is as follows :-

61 Stage Rallies, 57 Finishes (2 mechanical, 1 stuck in a ditch, 1 ill navigator retirements), 4 Hillclimbs, 1 Rallysprint (retired broken gearbox).

During this time I have had the following band of Navigators :-

Stuart Bell	11 Rallies
Rob Buchan	21 Rallies
Chris Downes	9 Rallies
Steve Hugill	11 Rallies
Stuart Marsh	9 Rallies

The cars reliability has enabled me to win the following collection of awards :-

1988 TMC Best Trier

1989 TMC FSB Rally Driver & TMC ANCC Rally Driver

1991 Barkston Forest Stages Best TMC Crew

1992 2nd TMC Rally Driver

1993 Colman Tyres Rally 2nd in class, TMC Stage Rally Driver, TMC Larkspeed league, Foster Shell Trophy for Best Trier, Lookout Rally Best TMC Crew.

1994 Artemis Forest Rally Best TMC Crew & 1st in Class, TMC Stage Rally Driver & TMC Larkspeed League Driver

1995 TMC Larkspeed League Driver, & TMC Stage Rally Driver

1996 Trackrod Forest Stages Best TMC Driver

1998 1st Driver Single venue Championship

1999 1st Driver Multi venue Championship, 1st Driver Single venue Championship, & 2nd Driver TMC Rally Championship

The cars final event was the Trackrod Forest Stages 1999, when with the generosity of many in the Motor Club and with the Barclays Bank Employee £ for £ scheme matching the sponsorship, I managed to raise a final total of £824-11 for the Martin House Children's Hospice.

The cars history prior to 1987 is vague, however I know from scrutineering stickers it did the Manx National & International in 1986, we have it on video on the 1986 Trackrod Rally as a plain white car and the owner prior to Stuart did the Manx & Audi Sport in 1987 and Stuart bought the car in November 1987.

This means that for the first year since 1983 I will miss the Lookout Rally next month. Farewell to a hardworking and loyal car who has given many of us hours of fun, pleasure and frustration.

**R. I. P. ( Rally in Peace )**

Stephen Sanderson

*Editors note - This may not yet be the end for B 478,  
Andrew Apperley has plans to ressurect its spirit.*

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Something of a bumper issue this month, and I've still got articles to publish – an editors dream.

Thanks to all the contributors (but don't stop, there's always space to fill), and another thank you to those people who commented on the new format, it's always encouraging to get feed-back. The magazine is produced for the readers, so if you've any ideas or comments' simply jot them down on the back of a £ 20 note, and I'll give them serious consideration.

Have a good look at this months offering – it should have been produced on an inkjet printer (rather than a laser printer), and using a new printing firm. If there's no adverse reports I can assume everything is fine, either that or the entire effort is totally illegible !

No more space left – so I'll see you at Melbourne, on the Lookout.

**Stuart Marsh**

Editor.

OBITUARY.

EDITORIAL.

## RALLYING 2000. THE GERIATRIC NAVIGATOR REPORTS ON ONE CREW'S ATTEMPT TO WIN A CHAMPIONSHIP.

### RALLY REPORT - KALL KWIK.

With the benefit of three events experience in 1999 the Jon Neale / John McNichol team decided it was time to hit the big time and contest one of the major championships in 2000. The one we chose was the Trackrod Multi-Venue Championship, mainly because we already intended doing four of the rounds anyway!

First event to see the awesome power of the two wheel drive (when the diff works) group N (well it would be if the homologation had not run out) ex Richard Burns (a long time ago) Peugeot 309 GTI, was the Kall Kwik Rally (Clubman's section).

Complaint time. Noise check, scrutineering and signing on were all in separate places on a busy Saturday afternoon in York. I reckon it took longer to do these preliminaries than it did to do the rally if you don't count the run back to, yes you guessed, the traffic in York.

Compliments time. From the start to the action there was little delay and the pleasures of Langdale (bit long), Harwood Dale (too short), Dalby (too many straights), Staindale (great) and another Dalby (good finish) came and went. I know it sounds like we are hard to please but we could have done without the ice! It was a matter of "Why are those people standing there? Oooooohhhhhh!" Anyway, thanks De Lacy for a good event in the forests but could do without all the driving through York to visit the Lord Mayor. I'm sure he was as interested in meeting me as I was in meeting him.

Result?

25<sup>th</sup> out of 47 starters and no damage to the car either bodily or mechanically.

Next round was the North Humberside Stages, which promised a spin round Olivers. and then 5 forest stages. Noise, Scrutineering

and signing on was on the outskirts of Hull and took less than an hour all told (other events please note!)

On the other hand, we had a 90-minute run out from the start (on a RAMP) to Oliver's but it is a rally I suppose. Oliver's came and went in it's usual flash (why only two laps? Would it cost more to run three?) We did 4m 30s which felt quite good till you consider the best time (on the Quip in 1986 I believe) is 3.26. Bet that went in a flash!

The forests were brilliant! Langdale was brill (thanks TMC), Staindale was mega rough with holes you could lose a Daihatsu in, Dalby saw the rain start but I've never enjoyed Flaxdale so much! Over to the forests to the west and Gale Rigg had caught a few out big time and Cropton rounded off a superb day.

Despite the long run back to Hull it was quite civilised as we arrived back 30 minutes early so left the car, went for a pint and then drove over the finishing ramp on due time before going for another pint.

Result?

81<sup>st</sup> from 145 starters but more importantly, no damage and still plenty of tread on the tyres. Even more importantly, a brilliant day.

So that's up to date, next up should be the Dukeries but before that we will be meeting the requirements of the Trackrod Championship by marshallng on the Lookout.

Finally, as I write this it is the Oscars awards night so I would like to thank Jason and Craig for servicing, Nick and Jim for "being about" and my mother and father, director, best man, cat and the milkman, without whom this would not have been possible.

**John McNichol**

# YOUR 1999 COMMITTEE

## Chairman/Association Rep

Rod Parkin  
15 Holly Drive  
Tinsill Lane  
LS16 6EF  
0113 226 2422 (H)  
0850 783 555 (M)  
rod.parkin@virgin.net

## Treasurer

Michelle Plevay  
24 Kirkfield Ave  
Thorn  
LS14 3EL  
0113 289 2127 (H)  
0589 153 584 (M)

## Secretary

Derek Lee  
26 Spencer Road  
Guiseley  
LS20 9LG  
01943 875 231 (H)  
dereklee.lee@virgin.net

## Social Sec.

Caroline Marston  
20 Berkeley Avenue  
Harehills  
LS8 3RH  
0113 248 1323 (H)  
0411 416677 (M)

## Chief Marshal

Arthur Heaton  
29 Kings Meadow Mews  
Wetherby  
LS22 7FT  
01937 588 287 (H)  
07808 579 018 (M)

## Comp Sec.

Jim Plevay  
24 Kirkfield Ave.  
Thorn  
LS14 3EL  
0113 289 2127 (H)  
0402 277 995 (M)  
jim.plevay@virgin.net

## P R Officer

Andrew Apperley  
The Gate House  
Church Road  
Altofts  
WF6 2NJ  
01924 892 579 (H)  
0836 544037 (M)  
andrewapperley@rally2.fsnet.co.uk

## Membership/Merchandise

Simon Marston  
20 Berkeley Avenue  
Harehills  
LS8 3RH  
0113 248 1323 (H)  
0589 152 580 (M)  
simon.marston@virgin.net

## Editor/Events Co-ordinator

Stuart Marsh  
30 Chestnut Avenue  
Leeds  
LS15 8ED  
0113 226 9364 (H)  
0370 642 635 (M)  
01924 886071 (W)  
stuart.marsh@torch.co.uk

## Trophy Points

Barry Dove  
5 Kenilworth Gardens  
Gildersome  
LS27 7EW  
0113 253 6985 (H)

## Rebecca Kemp

8 Darkwood Close  
Shadwell  
LS17 8BH  
0113 268 0834 (H)  
07771 650 599 (M)  
rakemp.inmyworld@freeserve.co.uk

## Tom Watson

St Quinton  
Pinfold Lane  
Pollington  
Nr Gole  
01405 880 758 (H)  
0589 769 641 (M)  
atmeng@compuserve.com

## Equipment Officer

Andrew Varley  
91 Moseley Wood Gardens  
Leeds  
LS16 7JD  
0402 564314 (M).