



TRACKROD

MOTOR CLUB LIMITED

**MAY 2000
MAGAZINE**

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

A rather thin version this month I'm afraid due to mainly to my crashing the computer, now thankfully fixed with a lot of help from my next door neighbour. A combination of a new job (note my mobile number has changed, and temporarily I'm no longer on e-mail), and the Bank Holidays has meant that I've not been able to spend the time needed to do "the works" and cajole people into putting their monthly pieces together.

The recent Lookout Rally has also been a contributing factor, with most of the Club either organising, competing, Marshalling on, or recovering from the event. The organisers in particular need a big thank you – unless you've had a go yourself, it is difficult to imagine the hours of work needed to put on any event – if you feel that you could offer some assistance on future events don't hesitate to contact any committee member.

For anyone who wasn't there the event was another great success, despite a damp and muddy start to the day, although we were blessed with fine weather – much appreciated by all present. A more complete report will appear next month, along with the final instalment of Graham Steggles build – up article.

Looking to the future the Hill Climb is now only a few weeks away, and will require the help of a lot of Marshalls. Last year the quantity of people was only just enough to enable the event to run, and had it not been for the Harewood regulars we could have had real problems.

Apologies to all the contributors this month – rest assured your work is not in vain and will be published next month. I'll get myself an e-mail address in the near future, and re-join the 21st Century along with the rest of the world.

It is with great sadness that I must offer my condolences to our Chairman, Rod Parkin, on the recent death of his Mother. I'm sure you will all join me in sending Rod your sympathy at this great loss. See you soon, mate.

Stuart Marsh.
Editor.



MOTOR SPORTS ASSOCIATION
UNITED KINGDOM

Wheels

KEEP THE ROAM FIRES BURNING

ALTHOUGH we may nigggle from time to time about this or that rule or regulation, our sport is fairly (and mercifully) free of the great dramas that affect other sporting pastimes. But our laid back approach may sometimes be dangerous, not least if we are too relaxed about things happening in the wider world that affect our sport. Like the Countryside and Rights of Way Bill that, even as I write, is probably going through Parliament.

The Right to Roam dates back to the mass trespasses of the 1930's (I remember them well) which gave birth to the Ramblers Association who have 'open access' as one of their planks ever since. The present government included the Right to Roam in their manifesto and a Bill will go through the House one way or another. Many old prejudices about sport in the countryside are being aired as certain organisations try to ensure that walkers take precedence, and it is apparent that certain MP's will use the Bill as a club with which to beat motorsport.

There are five major points of concern:

- *Access land not to be closed at weekends:* we need to retain our right to use such land — essentially 'mountain and moorland'; forestry plantations may also be designated.
- *Events that continue to use Restricted Byways:* this is a new category of Right of Way and we need to ensure that our sport can use such byways.
- *Right of Way Improvement Plans.* This is a new proposal where all Highway

Authorities will have to make, and keep updated, local plans outlining the conditions of all rights of way — we need to ensure that all affected organisations are kept in the picture.

- *Enforcement of Highway Authority Duties:* although this is welcome, the provision needs stiffening up to make sure Highway Authorities carry out their duty to remove obstructions from right of way.
- *Reckless Disturbance of Wildlife:* in this context we need to ensure that our authorised events are not classed as 'reckless'. (Courting couples do not count under this clause, no matter how wild you make them.)

All very boring and no need for us to do anything? Wrong. You can bet that ramblers and other countryside user groups with an axe to grind are out there lobbying, either for the form in which the Bill goes through or, equally important, the way in which it is interpreted. Ministers have been contacted but individuals can be just as effective making 'police nuisances' of themselves at MP's surgeries or public meetings. (LARA has a briefing sheet available — tel. 01 630 6576270 — for anyone wishing to lobby.)

But the threat to our sport won't stop with this Bill. Campaigns are known to be afoot to remove Permitted Development Rights. So what? So this would require every motorsport event, other than those at permanent circuits, to have planning permission. Sit down, read that last sentence again and then think just what a devastating

effect it would have on our sport.

Although there is absolutely no evidence that temporary use of land by legitimate motorsport events causes other than the very occasional problem, there is a powerful lobby that regards our sport (and many other well-disciplined recreational activities) as unacceptable in their winsome and idealised vision of the countryside, witness the recent ban on waterskiing on Windermere — the last lake open to skiers in the whole Lake District.

As if all that wasn't enough. I gather that National Park Authorities are trying to introduce amendments to the Countryside Bill that will close huge tracts of traditional motorsport and recreational areas to us.

If you are *still* not convinced that — whatever our political persuasion — we need to be active in lobbying to protect the interests of our sport, then I give up. I'm going for a ramble. Pass me my bobble hat and knapsack.

Val de res ♪. ♪. ♪ Val de ra ♪. ♪. ♪

Stuart Turner

COD FILLET QUIZ



1. Which make of British car was the first to have a steering column gear change?
2. What was the first British production car with front wheel drive?
3. In what year was the Monte Carlo Rally and Le Mans won by the same make of car?
4. What choice of engines did the Grand Prix Formula offer for the 1966 season?

ANSWERS ON PAGE 14

MSA NEWS

Network Q route published

This year's Network Q Rally of Great Britain features the most compact route of its 68-year history, despite having more stage miles than the 1999 event.

Provisional details issued by MSA reveal a totally new look to the Rally, which starts on Thursday and finishes on Sunday, with four days on gravel Forestry Commission roads in Wales.

The 2000 event covers 915 miles, including 249 miles on 17 timed stages. The organisers hope that the start, finish and every special stage will start in daylight.

The Rally is based for the first time at Cardiff City Hall, where the superb venue plays host to pre-event activities, the start, finish and every overnight halt.

Each day has been designed so that spectators, media, competitors and service crews can reach their destinations with a minimum of delay.

The final stage of the event (also the final stage of the 2000 World Championship) will be in Margam Forest, with its easy access from the M4 motorway and plentiful car parking. This stage will be shown live on BBC Television.

The Network Q Rally of Great Britain is one of this country's biggest sporting events, with almost 200,000 paying spectators, a television audience of 4.7 billion in 182 countries (more than any other rally) and over 6,000 volunteer officials. The 2000 event, the 56th since the rally was first held in 1932, is the final round of the FIA World Rally Championship.

Network Q is the UK's leading used car brand, with over 460 outlets selling more

than 120,000 cars in 18 months each year. Network Q Retailers provide the highest possible quality and service to their customers. Every Network Q car has a rigorous 114-point service and comes with 12 months' guarantee including Roadside Assistance and cover for six months on battery, brakes and clutch. For added peace of mind, Network Q offers a 30-day exchange pledge. To get up-to-date Rally information, or if you want to find out more about Network Q, visit their website on www.network-q.co.uk.

Provisional timetable

LEG 1 Thursday 23 November

5 stages = 87 miles/140 kms

START	Cardiff 08.30	
	Service A: Cardiff	08.42
SS1	Rhondda 1 (16.0 miles)	10.02
SS2	Rheola 1 (19.5 miles)	11.02
	Service B: Neath	12.10
SS3	Resolven (28.8 miles)	12.57
	Service C: Neath	14.18
SS4	Argoed (5.5 miles)	15.03
SS5	Margam 1 (17.1 miles)	15.21
	Service D: Cardiff IN	16.43

LEG 2 Friday 24 November

7 stages = 81 miles

	Cardiff OUT	06.30
	Service E: Cardiff	06.42
SS6	St Gwyno 1 (8.5 miles)	07.43
SS7	Tyle (6.5 miles)	08.10
SS8	Rhondda 1 (16.0 miles)	08.46
	Service F: Builth Wells	10.40
SS9	Crychan (10.5 miles)	11.57
SS10	Tywi (14.0 miles)	13.12
	Service G: Builth Wells	14.35
SS11	Hafren (15.5 miles)	16.12
SS12	Myherin (10.4 miles)	16.50
	Service H: Builth Wells	18.10
	Cardiff IN	20.55

LEG 3 Saturday 25 November

4 stages = 64 miles

	Cardiff OUT	08.30
	Service I: Pembrey	09.00
SS13	Brechfa (19.0 miles)	09.57
SS14	Trawscoed (17.0 miles)	10.46
	Service J: Pembrey	12.51

SS15	Killeshal 2 (17.5 miles)	14.57
SS16	St Gwyno 2 (8.5 miles)	15.54
	Service K: Cardiff IN	17.06

LEG 4 Sunday 26 November

1 special stage = 17 miles

(Note: all times on Leg 4 depend on TV requirements for SS17)

	Cardiff OUT	11.30
	Service L: Cardiff	11.42
SS17	Margam 2 (17.1 miles)	12.45
	Service M: Cardiff	14.15
FINISH	Cardiff	14.50

Regional Committee

The first meeting of the year opened with a presentation by Nigel Hayden of Bradstocks updating members on insurance matters, writes Bob Millay. Allan Dean-Lewis reported on the latest awards by the Club Development Fund, and progress on the 'Fit to be Champion' rally initiative.

Chief Executive John Quanby brought the meeting up to date on the proposed and changes to MSA commercial activities and the management of higher profile events. Mr Quanby also explained the circumstances surrounding the choice of Grantham as the base for a new event in the British Rally Championship.

Topics covered by reports from the Safety, Off Road and Rallies committee delegates included risk management, rescue unit assessments, speeds on competition safaris, responses to the review of rally regulations, use of route notes on multi-use stage rallies and proposed changes to technical regulations.

The inter-association events were reviewed, including a report on the inaugural off-road trial and forest stage rally, which were both highly successful. [Details of forthcoming inter-association events are available from your club or regional association delegates].

Continued on page iv

CASTLE COMBE

- Having been used during the war years as an air training site, the circuit held its first meeting on 7/7/50 run by Bristol MC&LCC.
- The circuit ran F1 and F2 races until the 1955 Le Mans disaster.
- Owners unable to fund required safety system so closed for car racing. Became mecca for motorcycle racing and sprints.
- In 1962, the safety work was completed, funded by the BRSCC.
- Owner AFN's application for permanent planning permission, needed to fund resurfacing, rejected. Appeal lost, restricting use to 21 days p.a. with closure by the end of 1971.
- 1968 MCD's John Webb sublets the circuit bringing it some of its best motorsport.
- Temporary permission sought again in 1971, tied in with AFN's new owners, Porsche GMBH's search for a new import centre with test track. 5 days p.a. granted, but with all other uses rejected; circuit could not survive on 5 days p.a. and was sold to Howard Strawford.
- In 1980 Castle Combe Racing School was born, initially for training and testing days; James Hunt was used as expert witness in a planning appeal.
- Adjoining land was added including Kents Bottom Farm and Old Paddock area, later developed as a Skid Pan, Kart Track and FWD course.
- Further planning battles in the 90s took usage to 250 days a year, including 12 race days.
- In 1999, four new corners were added in first configuration change. The old lap record was held by Nigel Greensall Tyrrell F1 022 at 50.59 secs 130.93 mph. The new circuit record is held by Bob Light in his B6 sports car at 1.03.389 105.07 mph.
- For more information contact Graham Marshall on tel 01249 782417. Fax 01249 782392. E-mail graham@castlecombecircuit.co.uk

AUTO SCENE

FORMULA Nippon Review, priced at £10, published by Office FX Co (ISBN 4-901248-01-4).

For a number of years the Formula Nippon series has been the breeding ground for young, up and coming racing talent, and has even provided some of the best drivers currently in F1. Names such as Ralf Schumacher and Heinz-Harald Frentzen all honed their skills in this competitive championship before being snapped up and launched into the F1 fray.

The championship, which played host to British talents Peter Dumbreck and Ralph Firman in 1999, is the highest level of single-seater racing in Asia and is run along the same lines as our very own European F3000 championship.

If you're keen to learn more about the personalities in this series, that are gunning for a life in the F1 paddock, the new Formula Nippon yearbook is an ideal tool.

The first Formula Nippon annual ever published, this is an enticing insight into top-class racing in the land of the rising sun and provides a comprehensive overview of all the teams, drivers, and races during the 1999 season.

In addition to highlighting the present era in Formula Nippon, this book also takes you back a few years to the past championship struggles that have given Formula Nippon its reputation as being a highly competitive series. The 1996 season is a perfect example of this, when Ralf Schumacher enjoyed a terrific scrap with Hsaki Hattori to take the title by a mere two points.

Accompanied by more than 230 colour photographs taken by top Asian photographer Ichiro Tsuboi, this is a terrific book that is a must for fans of all types of formulae.

Formula Nippon is often neglected in

REVIEWS FROM
**Motoring
News**

Europe, but this is a first title of its kind aimed at bucking that trend.

Grand Prix Who's Who by Steve Small and published by Travel Publishing Ltd, priced at £19.99

Since Steve Small sowed the first seeds of his motorsport reference legacy back in the seventies, and the vast influx of drivers with more money than talent became more prevalent in the F1 world, his piles of driver information have got bigger with every season and therefore so have his books. The latest offering in the Who's Who series is the enlarged third edition that is more comprehensive and informative than any of its forerunners and is a definitive catalogue of the men and women that have written the F1 history books.

This is a book that marries an abundance of easy-to-use statistics with informative and sometimes quirky biographies of every racing driver that has ever lined up on an F1 starting grid, as well as those that never managed it — although not through lack of trying.

The history of F1 is littered with stories of personalities who earned their drives with astonishing speed, those who were given their chance by being bankrolled by rich parents and those that were killed on their GP debuts. This is a book that tells the stories of each of these protagonists and gives them a school-like report based on their performances within the F1 climate at the time.

Whether you're a massive or minor petrol head this is certainly a book you'll be interested in. If you do find yourself buying a copy you'd better be careful when you read it, because once you've picked it up you'll be hard pushed to ever put it down. It's not the type of thing you want to pick up on the morning of your wedding....

Boost balance!

A reader wants to know why ported cylinder heads and turbos do not go together. Well they can actually, but this is one of those 'how long is a piece of string' questions.

First take boost. The pressure level in the system does not have any direct bearing on the flow through the engine.

If all the inlet valves stayed closed you would have a big boost pressure and zero flow. By porting the head you can improve the flow through the inlet, but if the turbine speed remained the same the boost level would drop.

Not knowing too much about turbos I checked with a man who does. This ex-

Holset engineer said that boost levels really need to be considered in conjunction with turbine speed.

If you port the head and improve the flow, the turbine speed must be increased to regain the boost level. This can be bad news because an over-speeding turbine will quickly destroy itself. If you fit a larger turbine then you can reach your required boost level too quickly and the turbine isn't spinning fast enough to be efficient.

It seems the trick is to find the right balance between boost level and turbine speed.

QUIZ ANSWERS

1. Triumph (1946)
2. Alvis 1928
3. 1956 (Jaguar)
4. 1.5 litres supercharged or 3 litres unsupercharged

MSA NEWS *Contd from page ii*

David Karsey updated his comprehensive Motorsports Facilities Unit report, including reference to the Countryside & Right of Way legislation. Copies of the sixth edition of the Heritage Motor Sports Directory were distributed.

The inclusion of regional association details on the MSA website was discussed, and a sample of an authorised club medical kit (for the use of doctors at club events) was displayed.

The benefits of closer links between regional associations and racing clubs and circuits were considered, and views on 12-car and scatter rally championships were aired.

The meeting concluded with an explanation of delays in processing licence applications over the Christmas and New Year period, including recognised problems with second class mail and the unusually high number of applications.



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First of all a big thank you to all those people who turned out for the Lookout Rally – a small, but select band !

MAY.

- 06 Plains Rally, North Wales.
- 06 / 07 Pirelli International Rally, Kielder.
- 13 Harewood Hill Climb.
- 14 Harewood Hill Climb.
- 20/21 Dunfab Danum Road Rally.
- 28 Bloodhound Stage, Swinderby ?

JUNE.

- 03 Elvington Stages, near York. **Big effort required please.**
- 04 Mild and Bitter Stages, Morecambe C.C.
- 24 Dukeries Stages Rally, Sherwood Forest.

ANEMMC / EMAMC Training :-

- | | |
|--------|---------|
| 07 May | Manby |
| 20 May | Newark |
| 21 May | Newark. |

Arthur Heaton
Chief Marshall.

MAY.

- 02 Conservative Club Gildersome.
- 09 Admiral Hawke, Boston Spa.
- 16 Crown Wetherby.
- 23 Bridge Inn Woodside Road, Horsforth.
- 30 Admiral Hawke, Boston Spa.

JUNE.

- 06 Conservative Club Gildersome.
- 13 Admiral Hawke, Boston Spa.
- 20 Crown Wetherby.
- 27 Admiral Hawke, Boston Spa.

Caroline Marston.
Social Secretary.

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