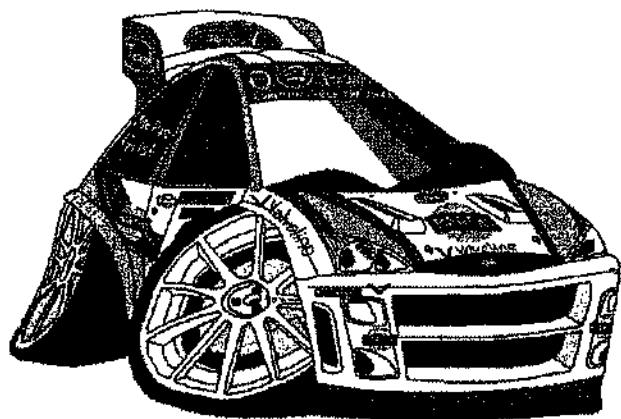


TRACKROD

MOTOR CLUB LIMITED



Picture produced by Christopher Lee
Focus 1999

August 2000

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD
RAC MSA AFFILIATED, NO. 1230

EDITORIAL

I'm sorry if the articles were all about Emma and I but if you could spare me a few articles be aware that they will get published and hopefully stir a bit of interest, not to mention competitive spirit, back into the club. Last month's mag was a bit rushed as I only had a week to compile, set it and have it copied. The colour fronts were diabolical I know but my printer ran out of ink and having only got them back on Tuesday a.m. I didn't have enough time before getting to Club. I hope you all enjoyed reading it anyway. Oh, and check out the web site <http://www.trackrodmotorclub.co.uk> its changing continually.

G.Steggles (Editor)

PRESS RELEASE

FOR IMMEDIATE USE

2001 -TRACKROD GOES INTERNATIONAL!

Trackrod Motor Club is delighted to confirm that the TRACKROD RALLY YORKSHIRE is to join with the 2001 BRITISH RALLY CHAMPIONSHIP.

Scheduled as the final round on the 29 and 30 September 2001 the "TRACKROD" will see the return of WORLD CLASS rallying into the YORKSHIRE FORESTS.

Trackrod Clerk of the Course, Rod Parkin said "The classic stages in Dalby and Cropton will provide a real challenge to the BRC contenders and the inclusion of WRC cars will ensure excellent viewing for spectators and the TV audience."

Trackrod promises to look after their loyal local and historic competitors. Parkin added "We are grateful for the long support of Clubmen and more recently the Historic competitor to our event. We will make sure they are still made very welcome in 2001, and are able to enjoy the better facilities that BRC status will bring. Without the support of these guys we would not be where we are today and we will always remember that"

Running as the final round of the BRC will give competitors and teams the opportunity to change to gravel spec and fully test their cars for the Network Q Rally of Great Britain.

As a final comment Parkin added "This move brings a whole set of new opportunities for both ourselves and the local motor clubs who support us. We are already in discussions with the Forest Enterprise and local councils. Obviously we would welcome discussions with potential sponsors!!"

Further information from

Rod Parkin

Chairman.

2001 BRITISH RALLY CHAMPIONSHIP

The dates for next year's British Rally Championship have been agreed. The seven-round series kicks off as usual with the Rally of Wales in March, and ends on mainland UK in September. Several organisers have agreed to move from traditional dates to permit a much better spread of events and to avoid clashes with the FIA World Rally Championship. MSA Chief Executive John Quenby commented: "I am delighted that we have been able to publish our calendar so early. This also makes it possible for all the other UK-based national and regional championships to establish their own schedules and avoid date clashes. "It was particularly important for us to avoid the dates of next year's World Championship, because the British series is, of course, open to World Rally Cars for the first time in many years and we want to do everything we can to help all manufacturers wishing to support our UK events."

The main changes in 2001 are the return of the Pirelli Rally to April (creating a five-week break before the Scottish); a much earlier date for the Manx International; the MSA Rally moving to September; and the brand new final round, taking British Championship competitors into the North Yorkshire forests for the first time since 1991. Championship regulations will be published by MSA in August.

2001 BRITISH RALLY CHAMPIONSHIP: PROVISIONAL CALENDAR

<u>DATE</u>	<u>EVENT</u>	<u>SURFACE</u>	<u>LOCATION</u>
March 10/11	Rally of Wales	Gravel	Wrexham
April 28/29	Pirelli International	Gravel	Kielder
June 9/10	RSAC Scottish Rally	Gravel	Dumfries
June 29/July 1	SEAT Jim Clark Rally	Asphalt	Duns
August 2/4	Manx International Rally	Asphalt	Douglas
August 31/Sept 1	MSA Rally	Asphalt	Grantham
September 29/30	Trackrod Rally Yorkshire	Gravel	York
Reserve event:	Ulster Rally	Asphalt	Belfast

Pug 205 1.6 GTI 2.0i 16v F 351 PLL Technical update.

I've touched the car. Might be that "if it ain't broke don't fix it" syndrome will rear its head but any way I did it. Finding that I was correct about the std 16v gearing being too high (150mph) and not reaching anywhere near that on the straights I decided to utilise the 1.6 GTI gearbox. This has a lower 3rd, 4th, and 5th ratio but also a much lower 1st. The box also has a higher final drive. Rather than just swap boxes and have a lot of wheelspin in 1st I used the 1.6 casing and changed the clutch actuation mechanism over from the valver box, used the valver input and output shafts retaining the high 1st ratio, (2nd is the same for both boxes) and keeps the lower pinion which is cast into the output shaft. 3rd, 4th, and 5th ratios were swapped off the 1.6 shafts onto the valver shafts and it was built back with the std valver diff unit. (still no LSD yet)

	1st	2nd	3rd	4th	5th	Final
Valver (bn48)	2.9231	1.85	1.28	0.9688	0.7568	4.4286
1.6 (be3)	3.251	1.85	1.36	1.069	0.865	4.063
pug box (be3)	2.9231	1.85	1.36	1.069	0.865	4.4286
to be built						

This drops the top speed to 131mph at the red line but gives a nice close box throughout. Interestingly enough Haynes manuals report the valver ratios as a close box alternative for the 205? I am wrong? I don't think so. This has cost nothing apart from some ATF to fill it, a bit of instant gasket and a clutch plate (£20 recon) as it was nearly to the rivets. Cover and bearing were OK. The 205 plate is 200mm and the valver is 215mm.
G.Steggles.

Binbrook Stages Rally 2000

Car 37 Graham Steggles and Emma Bain.

If there were trophies for first to an event, we would have got it. Binbrook is being modified. They are removing all the tarmac top surface to leave a dusty rubbily concrete surface with drop offs of up to 18" (that's 450mm). So after having a little walk around for a couple of hours and still no competitors we went to our digs at Market Rasen. Up at 5.00am and noise/scrutineering at 6.00 am. First time out on stage 1 it was very unpredictable and it was long. (for us. Its only our 3rd rally and most stages have been between 8 and 10 miles) 11.5 miles in two laps. After the first lap I didn't want to go on the second, which very nearly happened as Emma directed me to the finish at the split instead of 45 left to the second lap. Luckily she realised and we managed to make it on lap 2 dropping about 30 seconds due to me trying to get reverse where 6th should be.(brain fade or what? I don't even have a 6th) In service we were a little gob smacked at the course and we weren't expecting it to be like it was. Stage two was the same but the surface had cleaned up a lot. We both enjoyed it. By stage four we were really into it but our brake pads were down and my 6 year old front Fulda road rubber Slick, inter, nobblies were now starting to look just like slicks! "Aha", I thought, the rear ones are still looking fresh so off came the rears to the fronts and the fronts to the rears. I'll get another rully or two out of these if it kills me.

Ann and Darren Lawson shredded their fronts and had some more fitted, but having taken a maximum on stage 1, with a spin right in front of us (scary; just like touring cars; nearly flat in 5th and trying to out guess which way she'd go. She went left so I went right just in time to see her coming right, towards our nearside; we made it through; just. (skill and judgement?)), a strange knock from the front (loose strut insert nut) and stage 5 a blown head gasket, (which has turned out to be a dropped valve and holed piston) they retired. Which is very unlucky and we hope they can do better on the next 1.

We were steadily moving up the results sheet and thoroughly enjoying the event even though I'd prayed for rain and it didn't happen. (a real leveller is the dreaded wet stuff for the big boys against the std class) The car was holding up well, the box felt good, (ratios wise) but we kept loosing body mouldings somehow. I think I'll make it look like a GR not a GTI. (cos I can't afford to replace them.) Stage 6 and we were 16th O/A, 7th in class and pretty smug at that. Emma told me we were to go on the 7th and final stage so I tried to start the car. No ignition lights, gauges

or starter. Oops. Out with the spanners, off with the battery box lid and trace the wires time. I couldn't believe it, although we could get a technical finish, I really wanted to complete the rally. Any road up, we traced it to the main feed wire connector snapped at the junction box under the bonnet. Having no time and no connectors we straightened the broken bit out, slipped it under the nut and tightened it up. We arrived at the control 2 mins late and stepped on the gas. What was that noise from the front when I brake? EBC Green stuff? 240 stage miles? Cooked, yes with a C, to the metal and all of the braking being done by the rear brakes! Side-ways, Cool. So to the finish we came of another brilliant days rallying, and, better than that a 12th, yes 12th O/A and 4th in class from a bog standard 1.6 GTI with a 2.0l 16v engine slotted in. I can't believe it, I can not believe it. Someone give me a good vehicle and a budget, I'll clean up. Now we are really on the bread line having skint ourselves for 3 weeks. Just toast now I think. We may go quiet on the competing side for a while but we will be back! Most definitely! Oh, and how weird is this Emmas birthday is 12/July and mine 4/Feb!!?

F351 PLL handling.

The way the car handles can't really be described simply and may sound negative but using this negativity constructively may help in the analysis. When on the straight it seems stable, but braking for corners can be dodgy. Having to brake earlier than most and not as hard with the inevitable fade at the entrance to the corner. Once lined up for the apex, applying throttle just lifts one wheel, spins and, depending on entry speed, causes the car to go off line or to stop until adjusting the throttle position gives grip again. This I am getting to grips (pun) with and while not being the quickest into or out of the bends is very enjoyable playing with steering, throttle and handbrake to negotiate the course. The best being when the entry speed is too great for the diff and tyres and letting off turns under steer into over steer as bite returns to the front inducing, albeit slow, egress from the bend. On 1 very long tightening concrete surfaced left into a hairpin right it was ear to ear grin factor just balancing the car between under and over steer (and rolling) on the throttle until the very last whereupon it would flick naturally left to line up for the hairpin right without actually braking and then just booting it when I saw the apex. Emma hated this corner at first but I developed confidence in myself to her and by the end of the day she was excitedly loving it as well. (I think)

G.Steggles.

RALLYING 2000. THE GERIATRIC NAVIGATOR REPORTS.

So we have a new editor, so much for buying Marshy all those drinks to get him to publish this rubbish. I'll have to work on this new guy now though he caught me with my guard down at the finish of the Viking Tour and said "I know you!" and I thought I knew him too from the mists of time. Anyway, good luck Graham, you are following an illustrious list of potential journalists who never got anywhere further than "potential" (self included 1986-87). **(no drinks needed! & Thankyou. Ed)**

"How goes the championship attempt?" I hear you apathetically ask, well it goes okay actually. Latest foray for the Neale / McNichol team was the Dukeries Rally, an event I have never been to before which probably explains me turning up without my licence and watch (pretty essential items for a navigator).

Friday evening saw scrutineering and check into digs with Jay and Craig our service crew. It also saw several pints and a curry in Mansfield, which was not the best of preparations but went down well at the time.

Saturday saw us depart to do the rally of a "Thousand Traffic Lights". The Dukeries uses the forests round Mansfield, which are very interesting, but unlike rallying in Yorkshire you do not have the glorious countryside to admire between stages but the suburbs of Mansfield. Still, you can't have everything.

Stage one soon saw off the affects of Friday night and we began to enjoy ourselves. This we continued to do till the end of the rally, despite the roads getting rougher and even rougher second time through. Whoever put this Peugeot together has done a blinding job because it should have fallen apart several times but it's hammering it takes yet it remains unbelievably reliable (anyone want to buy it? It is for sale).

Another good finish, 63rd of 135 starters and 10th in a class of 25.

The next event in the Trackrod Championship was the Viking Tour but we decide not to do this as the car's strength is obviously in the forests and we like the scenery there much better than old airfields. We did have a day out on the Viking though as chase car (and service crew) for Tony Conway and Jim Dixon (Trackrod entry) and I changed more wheels in a day than I have changed in the last ten years! It was worthwhile as Tony and Jim finished second overall and gained some valuable Larkspeed points for the club. Well-done lads.

As I mentioned, the Peugeot is for sale, but this is not the end of our ambitions. John has acquired a Daihatsu Challenge car and we will be having a play with this. Play is not a bad word as they look like toy cars and are just 660cc. The interesting part is that they are turbocharged and four-wheel drive!

John is keen to have a go against the other Daihatsu Challenge contenders; I have a feeling that it could be a competitive car in the forests in the up to 1300 class. Enough for now, interesting times ahead for us and for Trackrod. Get involved; you're a long time a spectator and it's better to be a second-class doer than a first class watcher! **(Is that a spelling mishtake?Ed)**

Scottish Rally.

What an enjoyable, and interesting weekend we had - one of the best rallies for a while (excluding Mull)! The weather kept good for us, whilst setting up and then running the stage. I had volunteered to run two stages this year, with 2 different starts/finishes and a common middle part - what fun. This was based around the Clateringshaw forest, one stage called Shaw Hill, and the other Loch Grannoch. All was setup on the Saturday due to an excellent team effort, so it was off to the Hotel - approx. 20 of us, most from Yorkshire and 5 from Scotland!

Sunday arrived too soon after a pleasant night in the pub! First car was due at 08:30, so we had to be up at 05:30! Final setup of boards happened with no issues and we were ready for the course cars. Both stages ran without incident, even though we did get quite a few spectators in via the start of SS11. So, a good time was had by all, with the organisers supplying excellent hats, good T-shirts and too many badges (can we have half the quantity, but twice the quality?!) Damage to marshals vehicles - lots! the boulders (not stones!) in the stage were HORRENDOUS. The stage had just been graded over the previous few days, and pneumatic rollers were still trying to flatten the stage as we were setting up on Sat. p.m. The result was:

Disco TWO new tyres written off (flint in ctr of tread) plus exhaust finished off, and on way home trailer tyre blew! - me! (blew you? Ed)

New Range Rover tyre (Ron Cowan)

Range Rover tyre (Derek Lee)

Carlton tyre (Graham Whittaker)

T reg Astra with hole in sump = no oil! expensive!!!

Corsa sump hit, plus exhaust

PLUS all the competitors with tyre(s) blown/wheels taken off. Bottom line, very ruff. Whilst I appreciate it is a rally, the size of the boulders I have not seen before (very similar to the condition last year when our stage was cut). If the surface had been prepared and left to settle, then maybe it would have been more packed down. I know it was a rally, but I have been out on them for nearly 20 years and NEVER known such a problem with tyres - any going cheap from the sponsors?!!!!!!

Overall a good time - and we have booked a stage again for next year! A nice double run again with two starts/finishes will give us a lot of challenges - but no boulders please.

Cheers

Peter Stanhope

TRUMPET THE VOLUNTARY

IT WAS a fairly typical dinner. 100 or so people in tables of ten, the usual three course meal. Then, in his speech, the chairman pleaded with people to volunteer to do a couple of key jobs on the committee including, surprise, surprise, the press officer's post. He also pointed out that their last AGM had had to be cancelled because not enough people had turned up to form a quorum.

Sounds familiar? A typical motor club? Well, not quite. In fact it was the annual dinner I attended of a professional association of engineers. It illustrates a growing problem — how to get people involved in things, and it's a bigger issue for our sport than for most other activities because ours simply couldn't exist without volunteers. Even the *Wheels* operation is a kitchen table one (sorry about the soup stains on the last edition).

You don't have to be a Luddite to wonder what happened to the glowing promises that the computer was going to give us all untold leisure time. Exactly the opposite seems to have happened and you now hear much about stress and the need to make maximum use of any leisure time. 'Quality time' is the current jargon I believe.

So how do we solve the problem of finding volunteers to serve on club committees and to marshal on club events? Well Susan J. Ellis, author of *The Volunteer Recruitment Book*, who has been lecturing over here, has looked at the many and varied reasons why people volunteer — if you are looking for helpers it helps to know what motivates them. She

cites for instance: to gain leadership skills. In this connection, maybe we should make more of how people develop through their efforts in the sport. Many of the thousands employed in motorsport are on the PR and marketing side — involvement with a club magazine does no harm on your CV if you want such a job.

Then there is 'to make new friends', 'to do something different than their daily job' and 'for fun'. Well, I reckon motorsport can walk tall as far as those are concerned, as it can with another reason why people volunteer: 'to become an insider' — you can't become much more of an insider than being a marshal.

Perhaps more significant is Susan Ellis' analysis of why people stop volunteering. Of the top 10 reasons based on research, tenth was that the reality of their experience was not what they expected when they signed up. I guess this simply means making it clear that flag marshalling at Pembrey rarely involves dining with the Schumacher brothers.

There isn't space for all 10 reasons but eighth is that veteran volunteers wouldn't let them into their 'insider' group. So no cliques. Make newcomers feel part of the team.

Other reasons listed in the Top 10: they made a suggestion that was not acted on or responded to, and the atmosphere was impersonal, tense or cold. Well, for sure the atmosphere can get a bit tense in our sport but it needn't be impersonal or cold.

Second most voiced reason for packing

in? No one smiled at them! Not surprising I suppose because if you're looking for quality time you won't find it among a bunch of miserable herberts arguing about their times.

And top of the turnoffs? Something of a surprise perhaps — volunteers felt underutilised. Difficult to know how you keep people gainfully occupied while waiting for the first car on a rally to arrive but I suppose we could work up a Marshals' Nude Line Dance Display Team to give displays for pensioners and build community relations at the same time. But then there's all that gorse on so many stages. Whatever, it's clear that making people feel fully involved will help to keep them on board.

I'd add one other reason why people stop helping — nobody says 'thank you'. And that's just about the easiest thing of all to do. In which spirit, thank you for reading this far.

Stuart Turner

COD FILLET QUIZ



1. Where, when and who drove the FI Shadow-Ford to its GP victory?
2. The coachbuilding firm Mulliners were once taken over by which light car maker?
3. The 1928 TT held at ARDS... Who won and what was unusual about the winning car?
4. Name the drivers/co-drivers of the factory team of Riley T.S.'s in the 1958 RAC Rally?

ANSWERS ON PAGE iv

MSA NEWS

These cars will also be permitted on British Rally Championship events until 31 December 2002.

Tobacco advertising

Tobacco related advertising, already forbidden from all televised events under a voluntary agreement, will be formally banned from UK motor sport events from 1 January 2001. This was ratified by the Motor Sports Council in June.

The Admin Committee proposed that tobacco adverts be prohibited from all competing vehicles, their support vehicles and any other form of equipment directly connected with an entrant or competitor.

However, any car which can be proved (by way of its history, through its chassis number via the FIA Historic Vehicle Identity Form), to have run in a particular livery will be allowed to continue to display that livery in the same colours and original size of logos.

F1 Calendar

The FIA has released a provisional calendar for the 2001 Formula 1 World Championship:

March 4 Australia (Melbourne),
March 18 Malaysia (Kuala Lumpur),
April 1 Brazil (São Paulo),
April 15 San Marino (Imola),
April 29 Spain (Barcelona),
May 13 Great Britain (Silverstone),
May 27 Monaco (Monaco),
June 10 Canada (Montreal),
June 24 Europe (Nürburgring),
July 8 France (Magny-Cours),
July 22 Austria (Spielberg),
August 5 Germany (Hockenheim),
August 19 Hungary (Budapest),
September 2 Belgium (Spa),
September 16 Italy (Monza),
September 30 United States (Indianapolis),
October 14 Japan (Suzuka).

REGIONAL COMMITTEE

The second meeting of the year opened with updated reports on the MSA website and opportunities for its further expansion, the Club Development Fund, the Fit to be Champion rally initiative and Ann Parker's regional association development project (writes Bob Milloy).

Topics covered by verbal reports from the Off Road, Safety and Rollies Committee delegates included: Tyro trials and proposals for Junior trialling, competition safari speeds, the use and availability of rescue units, radio controllers, route notes on multi-use stage rallies, chicane signage, the form and presentation of road rally route information, and various proposed competition and vehicle regulation changes.

The coverage and interpretation of MSA information in various publications was discussed, with concerns expressed for appropriate accuracy where proposed regulation changes are being notified.

John Richardson summarised the Rally Safety Group's independent report, on which written comments were invited (to be directed to Colin Hilton at MSA).

Details of the Inter-Association events were given, including an autocross, a road rally, the second running of both the off-road trial and the forest stage rally challenge (clubs and regional association delegates will be sent information on all these events).

David Kersey submitted his Motorsports Facilities Unit report, which included reference to the Countryside & Rights of Way legislation and to the Minister for Sport, Kate Hoey.

The meeting concluded with discussions on items submitted by individual associations, including the desire for maintenance of regional diversity in national rally championships, options for extending licensing of voluntary officials and proposals for avoiding recent problems with the issue and on-event presentation of MSA competition licences.

International clothing

The FIA has cancelled its regulation which required rally drivers and co-drivers to wear flame-resistant underwear, balaclavas, socks, shoes and gloves on international rallies after 1 June 2000.

Competitors are, however, still required to wear FIA-approved flame-resistant overalls. For all British rallies, MSA regulation Q9.1 applies as published in the current British Motor Sports Yearbook.

Any questions should be directed to the Technical Department at Motor Sports House.

Extended life for rally cars

Six popular Group A rally cars whose international homologations expire on 31 December 2000 will be offered a new lease of life on the British Rally Championship.

All six homologations will be extended for British Rally Championship events until 31 December 2002. Specifications will be 'frozen' exactly as published in their latest FIA Homologation Papers.

The six cars are: A5467 Audi Coupe S2, A5466 Ford Escort RS Cosworth (including Escort World Rally Car), A5448 Lancia HF Integrale, A5415 Mazda Familia 4WD, A5473 Mazda GT-R 4WD, A5375 Vauxhall Nova GTE.

MSA notes that Group A homologations for early versions of the Toyota Celica and Subaru Legacy are due to expire on 31 December 2001.

The Scottish Rally Championship

- The main championship comprises eight rounds, seven in the forests and one on tarmac. There is also a six round championship for 1300cc cars which offers reduced entries on some events.
- The season runs from February to October. All events are one-day, national B events with competitive mileage varying from 45 to 65 miles on the forest events and over 100 miles on tarmac.
- Six of the events take place across the southern regions of Scotland and one event actually ventures across the border into Keilder.
- Scottish Champions over the years include Bryan Lyall, Andrew Cowan, Drew Gallacher, Ken Wood, Murray Grierson, Andrew Wood and of course, Colin McKee, who now sponsors one of the rounds of the championship. Jan Burn, in a Metro 6R4, is the reigning Scottish Champion.
- Bucking the trend within national stage rally championships, Y2K registrations are up on previous years, with almost 190 competitors registered, over 100 of which are drivers.
- Within the extensive awards list, there are trophies and incentives for competitors resident outside Scotland. Regular and occasional competitors from beyond the border include Steve Bannister, Pete Little, Brian Bell, John McKaown and Trevor Moore.
- Registered competitors enjoy a monthly newsletter, the highlight of which is an irreverent in-depth report from the cynical pen of the championship co-ordinator, Robert Beck. The newsletter and lots of other useful information is contained within the championship web-site at www.scottishrallychampionship.co.uk.
- There is regular TV coverage of the championship, with half-hour features broadcast across Scotland and on Sky after most events.

AUTO SCENE

REVIEWS FROM

Motoring News

LAT Photographic, Postcard Offer, PO Box 280, Sittingbourne, Kent ME9 8FB. Price £4.95 per set.

Thanks to a brand-new set of Postcards from LAT Photographic, the drama of Grand Prix racing from the 50's and 60's has been brought back to life in a new two-piece set of postcards, that will leave you scouring the classifieds for a time machine.

Decked out with top quality images plucked from the depths of the photographic archives, each set contains nine postcards that evoke the memorable images of grand prix racing at the time. Each black and white card also boasts a short description and date reference on the reverse which links each image with the memorable event in question.

A particularly pleasant postcard from the 60's set, is an image of Jim Clark consoling Dan Gurney after the American's car prematurely ran out of fuel at the 1964 Belgian Grand Prix. This moment encapsulates the friendship and gentlemanly rivalry that existed within the sport at that time beautifully. Something tells me you wouldn't see Schuey and Hakkinen perusing over a similar fate!

The first in a series of two classic collections, these cards are sure to appeal to both nostalgic motorsport fans and collectors alike with a price tag of only 50p a card.

Super Series Volume 2, £12.99 from Duke Video (01624 640000).

Originating in the USA in the 1950s, Drag Racing became a coveted national pastime.

The British scene is massive, and the latest offering on the video market which captures the best action from this side of the pond is coverage of the 1999 Avon Park Super Series which is made up of

five rounds and encompasses every category of Drag Racing on both two and four wheels. Turn the volume up loud and hold onto your holiday money because this video will take you for the ride of your life — albeit without leaving your living room, but hey, who cares!

Made up of footage shown on Sky Sports during the year, this is a professionally put together tape which includes a lot of coverage never seen before. Therefore even if you did see the Satellite programmes, you're still in for a large helping of action that will send your adrenaline levels rushing.

The two-wheeled Drag racing angle is encapsulated by the top-fuel drag bikes which easily exceed the 200 mph mark thanks to engines which produce in excess of 1000 hp. There's no steering, all you can do is lean. Believe me, this is the last thing on earth that you'd ever want to try getting your leg over!

The action from the four wheeled racers is equally spectacular, whether the racing is of the relatively modest Street Eliminator variety or the heavy weight action in the top-fuel Dragster and Funny Car classes. These machines are absolute monsters and can cover the quarter mile track in under six and a half seconds at a top speed approaching 300 mph. If you want to know what the drivers of these machines have to do to keep these highly charged bullets in a straight line then the on-board camera footage will tell you.

Drag Racing is the fastest form of motorsport in the world and although it's all over in less time than it takes to recite your name and address it is the most spectacular form of racing you're ever likely to see. This is a video that will definitely make the hairs on the back of your neck stand on end — and legally as well!

TRACKROD RALLY Yorkshire

Training? It's about time!

Trackrod Motor Club are holding a training/briefing meeting at the Jarvis International Hotel, Shipton Rd, Skelton, York. (A19, just north of the ring road), on Monday, 18th September, commencing at 20.30 hrs.

The subject will be the timing equipment being currently used on World Championship, BRC rounds and occasionally other events, including "Rally Yorkshire".

This involves light beams, traffic lights, tenth of a second timing, automated printing etc. and is the state of the art equipment for rally timing.

All ANCC clubs are invited, particularly those personnel with a timing interest, timekeepers, stage commanders, clerks of course, radio personnel, competitors, all will be welcome.

Further details are available from Lloyd Walker. Tel: 01482 566559

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Keeping tabs

A reader wants to know if those little stick-on heat indicator tabs actually work, as in: are they accurate?

You often see them stuck on cylinder blocks and gearbox cases where the panels are supposed to change colour as the surface temperatures goes up.

I recently conducted a few tests with my tyre temperature probe and concluded (wrongly as it turned out) that they aren't accurate at all.

My mistake was in using a tyre temperature probe, which is a

submersion probe, on a heated surface.

A couple of heat indicator tab manufacturers took me to task on this one and showed me how the tabs are tested under laboratory conditions.

I had the back of my legs slapped in no uncertain terms. I am told that some people pay good money to be treated in this fashion but I didn't find it a pleasant experience at all.

Basically, I didn't know enough about surface heat to realise that a submersion probe loses a lot of heat

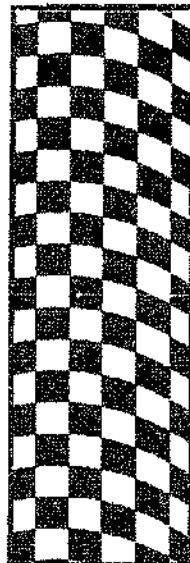
from one side of the thermocouple when it isn't submerged.

When checking tyre temperatures I now make sure I get well under the surface of the rubber with the tip of the probe to get an accurate reading.

In answer to the question, yes they are deadly accurate and usually to less than 1 per cent.

QUIZ ANSWERS

1. Austrian GP, 1977, Alan Jones
2. Calthorpe of Birmingham
3. Kye Dan in a S/c Hyper Leo-Francis with Front Wheel Drive
4. Nancy Mitchell and Joan Johns
Ken Lee and Archie Sindair



Castrol Event Support Material including items such as:

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- ☒ *signs (caution, no-entry etc.)*

Order forms available from:

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3 Sheldon Way, Larkfield, Aylesford, Kent ME20 6SF
Tel: 01622 882473 Fax: 01622 882498



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

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick ☒ appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest ☐
 Economy Run ☐
 Hillclimb ☐
 PCT ☐
 Road Rally ☐
 Stage Rally M/V ☐
 Stage Rally S/V ☐
 Treasure Hunt ☐
 12-Car ☐
 Other - state type ☐

Organising Club:

Trackrod ☐

Other ☐

Type of Claim:

Driver ☐

Navigator ☐

Marshal ☐

Service Crew ☐

Organiser : ☐

state position ☐

Event Status

Clubman CM ☐

National "B" ☐

ANCC Round ☐

National "A" ☐

International ☐

LARKSPEED Round ☐

Other ☐

For Official Use Only

Date received

Processed by

Awards eligible for

RESULTS

Your Entry No

Position Overall

Position in Class

No. in Class

ALL claims to be made within 3 months from the date of the event

NETWORK Q RALLY

GREAT BRITAIN FIA WORLD RALLY

NEWS

JUNE 2000

NEW RALLY FORMAT

The route of the 2000 Network Q Rally of Great Britain has been revised substantially from that published in March. The reason for the change is to allow more time for the teams to prepare for the event after the finish of reconnaissance. The new format will produce a more relaxed schedule for the shakedown stage and scrutineering which will take place on Wednesday and Thursday. The rally will now start on the evening of Thursday the 23rd November with a Super Special stage in Cardiff, before moving onto three demanding days on Friday, Saturday and Sunday on the gravel Forestry Commission roads in South and Mid Wales. The FIA World Rally Championship will then come to a close on Sunday the 26th November with the final stage in Margam Park, near Swansea which will be televised live on BBC.

CARDIFF 2000 Cardiff (Caerdydd) the Capital of Wales will host the event for the next three years. Cardiff, perhaps best known for its Castle, the new Millennium Stadium and its infamous Cardiff Bay Barrage, also contains the magnificent City Hall, which will house the Rally HQ.

Event provisional Timetable

Sun 19th - Tues 21st Nov
Reconnaissance
Wednesday 22 nd November
Shakedown & Scrutineering
Thursday 23d November
Rally Show
Start - 18.30
SuperSpecial Stage 18:45
Friday 24th November
Leg 1 - Start 06:40
Leg 1 - Finish 20:45
Saturday 25 th November
Leg 2 - Start 06:45
Leg 2 - Finish 17:20
Sunday 26th November
Leg 3 - Start 06:00
Leg 3 - Finish 15:15

The Cathays Park area surrounding the City Hall will be the location for the end of Leg service on Saturday as well as the parc ferme each night.

TICKETS & SPECTATORS

For the first time, due to concerns over spectator safety, the Forestry Commission will be closing the forests to normal public access during the Rally. Admission to all stages will be restricted to paying spectators. The Event Pass (£45) will offer access to all stages on all days plus entry to the Rally Show in Cardiff, exclusive access to Rally HQ and a copy of the Official Programme. sales will be accepted. The Day Pass (£15) offers access to every stage on any nominated day. A limited number of tickets will also be

available at each venue (£10) however if advance sales prove popular the MSA reserves the right to offer no tickets at particular venues on the day. Both Event and Day passes can be booked by telephone (01327 850291) or on the Rally website (www.network-q.co.uk). Only credit or debit card sales will be accepted.

MOTOR CLUBS

This year we are looking to establish stronger links with UK Motor Clubs. The first element in this is circulating Motor Clubs with this edition of Network Q News. Those clubs agreeing to supply a group of more than 15 marshals by mid summer will be promoted in the Rally Programme and it is hoped to arrange exclusive correx name boards for these clubs to display on the stages at their marshalling locations.

Marshals are the Network Q Rally of Great Britain's greatest asset. The MSA would like to try to help publicise their Motor Clubs, so their devotion and assistance to the event is recognised.

WE NEED YOUR HELP

MARSHALS WANTED

Location	Venue	Approx. Duty Times	Contact
Thursday 23rd November (Leg 1)			
Stage 1	Cardiff SuperSpecial	16:15 – 21:40	D
Service A	Cardiff	16:45 – 22:00	D
Friday 24th November (Leg 1 cont.)			
Service B	Cardiff	04:10 – 10:00	D
Stage 2	St Gwynno (8.51 miles)	05:10 – 10:40	A
Stage 3	Tyle (6.52 miles)	05:30 – 11:00	A
Stage 4	Rhondda 1 (16.00 miles)	06:10 – 11:40	A
Service C / D / E	Builth Wells	08:10 – 21:45 (or part day)	B
Stage 5	Crychan (10.00 miles)	09:30 – 15:00	B
Stage 6	Halfway (11.00 miles)	10:00 – 15:30	B
Stage 7	Hafren (16.78 miles)	13:30 – 19:00	B
Stage 8	Myherin (10.38 miles)	14:10 – 19:40	B
Saturday 25th November (Leg 2)			
Service F / J	Cardiff	04:20 – 21:30 (or part day)	D
Stage 9	Rhondda 2 (16.00 miles)	05:30 – 11:00	A
Stage 10 / 12	Rheola 1 & 2 (19.51 miles)	06:30 – 16:45	A
Service G / H / I	Swansea	07:45 – 18:15 (or part day)	A
Stage 11	Resolven (28.86 miles)	08:30 – 14:00	A
Stage 13	Argoed 1 (5.47 miles)	13:15 – 18:45	A
Stage 14	Margam 1 (17.15 miles)	13:30 – 19:00	A
Sunday 26th November (Leg 3)			
Service K / L	Pembrey	05:00 – 15:00 (or part day)	C
Stage 15	Brechfa (18.64 miles)	06:15 – 11:45	C
Stage 16	Trawscod (16.16 miles)	07:00 – 12:30	C
Stage 17	Argoed 2 (5.47 miles)	10:30 – 16:00	A
Stage 18	Margam 2 (17.15 miles)	10:50 – 16:20	A
Service M	Cardiff	12:20 – 18:10	D

Contact

Staffing Officer

A (South Wales)

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C (West Wales)

Olwen Davies
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D (Cardiff)

Ian & Collette Winterburn
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Pen

Network Q Rally News is produced by The Training Working Group. Any comments on the Rally can be sent to: 16 Hounsfield Way, Sutton on Trent, Newark, Notts, NG23 6PX.
Or by Fax: 01636 822691. Or by E-mail: anthony@anthonynorthcote.freemove.co.uk

July 9th Armstrong Massey Multi venue.

Out spectating this time. Emma and I arrived at Melbourne in time to see the second half of their 1st visit. We also watched the 2nd visit as well. The rain held off and through the stages went Nigel Drayton/Graham Wride navigating, Simon Marston/Steve Lancaster with a nasty misfire, Russel Holdsworth/Tina Grant and Caroline Marston/Michelle Plevy with a very respectable rear end position. (I apologise for not mentioning everyone who flew the Trackrod flag that day.) We were too late to sign on for marshaling so after that we went to Elvington to see some fast action with Simon going out at the end of the stage with a blown engine. Nigel was fighting a dodgy steering rack which may explain the destroyed bails of hay. (Ask him. I'm sure it was that, I'm sure?) Russel showed how to go round bends with the rear end stepped out everywhere and Caroline was about 17 seconds behind hubby. Next stage we went to was Beacon Farm but on the way the "Grey Horse" called and after a quick one we arrived too late, just to be told Russel had retired due to the N/S/R radius arm bearing collapsing (that's why it was sideways) and to see Caroline leaving the stage so off we went to the finish. Not a bad day and from what we saw a good event. Maybe next time, if I've got enough folding stuff. Oh, and it must be nice when someone enquires if you are the daughter of the man you married, eh Michelle?

Graham Steggles/Emma Bain

PLEASE NOTE:

Trackrod Trophy Points Claim Form is included in this issue. The committee has been looking into possibly changing the format of the trophy points system with a view to making it easier to understand. If anyone has any suggestions they will be well received.

If you don't know, a social sub committee has been set up to try and give you something to generate interest in the Club. They are Simon Taylor, Katy Lee and Michael Kemp. In order to do this they do need your support in the planned activities. So get along to Club nights for a bit of fun and a chat about the Sport. Any interesting ideas can be sent to them.

I've personally noticed a bit of the old enthusiasm returning which can't be a bad thing. Don't be left out.

G.Steggles (Editor)

NOMINATION FORM

I _____ hereby wish to put my name forward in nomination for committee of Trackrod Motor Club Limited.

Signed _____

For position of Officer/Committee Member*
(* delete as appropriate)

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on 1st August 2000 :-
Derek Lee
26 Spencer Road
Guiseley
Leeds
LS20 9LG

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STOP PRESS!STOP PRESS!STOP PRESS!STOP PRESS!

Simon Taylor will be holding a Navi Scatter on the 8th August. It will be run on Map No: 105 and will start at 7.30pm from Admiral Hawke in Boston Spa. The last time he organised this only two crews turned up to do it. Please be aware that a lot of work goes into organising anything and it must be soul destroying for the people involved if no one turns up. Make an effort or organisers will just stop organising, and, if you do turn up and do it, you may even enjoy yourselves. So come on and have a go.

Remember: 22/08/00 Bridge Inn, Horsforth
Graham Steggles (Editor)

AUGUST

- 01 A.G.M. Conservative Club, Gildersome.**
- 08 Admiral Hawke, Boston Spa. Navi Scatter 7.30 p.m.**
- 15 Crown, Wetherby.**
- 22 *Bridge Inn, Woodside Road, Horsforth.***
- 29 Admiral Hawke, Boston Spa.**

SEPTEMBER

- 05 Conservative Club, Gildersome. Scalextric & Quiz Night**
- 12 Admiral Hawke, Boston Spa.**
- 19 Crown, Wetherby.**
- 26 Admiral Hawke, Boston Spa.**

WOT'S ON

AUGUST

- 05/06 St Wilfreds road rally, Ripon MSC**
- 06 Weeton Army Camp Rally, Wigan & District MC**
- 07/09 Manx International Rally**
- 19 Manby Showground Stages, Mablethorpe & District MC**
- 27 Barbecue Hill climb, Harewood**

SEPTEMBER

- 02/03 Rally of the Dams, road rally**
- 03 Madvideo Stages, Swinderby????**
- 30 Rally Yorkshire Forest stages, Trackrod**

I'd like to organise a Table Top Rally Championship depending on interest and suitable venues. (tables big enough for a start)
Just letting you know so you can hone those navigational skills.
G.Steggles (Editor)

Your 2000 Committee

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