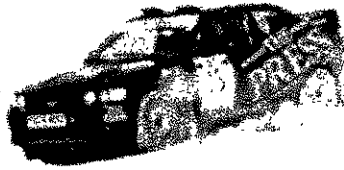


**TRACKROD**

**MOTOR CLUB LIMITED**



**BAMBOS  
&  
JIM  
IN THE WRC ESCORT**

**October 2000**

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

## Editorial.

### Only 85 days to Xmas!!

I've been doing the Editor thing for a few months now and although I appreciate the articles that have been supplied by others I still need more. I just think you all must be getting tired of Emma and I's reports all the time. Come on, if we can write something, everyone else can. Just a few pages. Er OK then lines and I'm sure it will be interesting for everyone. Or is it that no one in the club is competing, organising, or has owt interesting happening in their lives? Competitors (re Club members) can pass on information and knowledge to others in the club through the written word and may receive feedback as to a solution to a particular problem they may be experiencing. ( building, repairing or even complicated things like where to get parts at good prices.) The magazine can be a good tool for moving that old cylinder head in your garage or that old wheel stuck in the shed. 'So send it to me and have it published. You don't have to format it and email is available nowadays so please have a go.

( If it goes on like this I may have to increase the font size.)

Graham Steggles  
Editor.

### Chairmans Chat

Obviously because of Rally commitments Rod is extremely busy this month so we can hear from our Illustrious Chairman next month.

## SECS BIT

The year is quickly coming to an end as we enter this the tenth month of the new millennium. It has been a busy year for many of you competing on a variety of events and championships. However, there seem to have had a poor turn out of marshals on many events this year, though the Chief Marshal reported that there was a better turn out for the BBQ Hillclimb, many thanks to those who helped.

The last round of the **Larkspeed League** was an autotest organised by York Motor Club at Acaster Malbis, near Tadcaster. There were over forty competitors from over a dozen clubs, but one club was not represented and that was **TRACKROD**..... We seem to do well on the rallies but no one appears to want to do an autotest (one of the grassroot events) and this is where other smaller clubs tend to beat us. The final scores put Trackrod in 12<sup>th</sup> place, first time outside the top 10 for over twenty years! To round of there is a prize presentation evening at the Parkstone Hotel, Pontefract. see advert inside this magazine please come along and give your support for Trackrod and to Larkspeed for their continued support of the Yorkshire League.

For those of you who surf the net will be pleased to know that the clubs website is now up and running with much thanks to the tremendous efforts by Graham Steggles (is that enough praise Mr Editor !!!)(No I'd like grovelling aswell. Ed.) The site address is [www.trackrodmotorclub.co.uk](http://www.trackrodmotorclub.co.uk) and hopefully over the next few months it will start to fill out with a stack of information. For the site to be successful information need to be updated regularly. If you have any contributions to go on the site just e-mail or write to Graham and he will find somewhere for it.

The new social committee are coming up with some ideas for trips first there is a brewery trip around **Samuel Smiths at Tadcaster** on the 31/10/00 starting at 8.00pm prompt. See Simon Taylor, Katy Lee or Michael Kemp for details. There are also possibilities for a **Ghost Walk** around York and a **Go-Karting** day. There first event was a scalextric evening and quiz that was 5th September at the Gildersome Conservative club and was a god evening, with thanks to Simon, Michael and Richard Ineson. They are also looking at a couple of new club night venues so keep an eye out for the changes over the next few months. The first is this month due to the Bridge Inn at Horsforth now having a quiz night every Tuesday they have arranged to use the **Woodside**\_so we will be there on the **24<sup>th</sup> October**.

They are also making arrangements for the Dinner Dance, which will be on Saturday 28<sup>th</sup> January at the Castle Grove, Headingley. Menu and details next month.

Derek Lee  
Hon Secretary

### St Wilfrid's Road Rally 2000

Funny how you get talked into things isn't it? A conversation with Dave Campbell persuaded me that an entry in the Showroom (no spots, guards, etc) Cars on "140 miles of Smooth Yorkshire Roads, carefully chosen with the standard car in mind" would be just the thing to blow the cobwebs away. Coupled with Joe Taylor, returned to the navigators seat after a 5 year absence [stage diagrams on single venues don't tax my one brain cell as much-J,T,]- since we killed the "Repmobile" Cavalier on the "First Modern St Wilf's) - this made for a personal good nights fun.

Previous Wilf's have been good to me as a navigator [lousy as a driver ] - with 2 top ten finishes, but the entry list revealed what absence does to your seeding - from 5 in 1995 to 35 - last of experts - in 2000.

Pre event preparation was to usual high standards - empty the ashtrays and overfill with oil to kill the noise of a badly worn camshaft. Probably a good move since we were 1 db under the maximum at the Trackrod! Run noise test.

Preplot information was kept to a minimum - half a dozen rejoin points and a map of the Ripon one-way system so we didn't get lost on the 17-mile run-out. Fat chance - I ought to know where the (unmarked) A170 turning off the A19 is! [I did ask if he needed telling how to get there]

Therefore our arrival at MTC 1 in the lay-by! on Sutton Bank was slightly competitive. Joe was a little phased when given a large sheet of grid references for a 2½ mile section - but I followed the car in front through the

car park at the top of the Bank and then down White Horse Bank where we caught several cars - held up by a taxi!

This being a "Competitive Regularity", several minutes and seconds were dropped. A relaxed (and dipped headlights mandatory) section took us to the start of the next standard section on Wass Bank. A choice piece of heringbone navigation took us around the complex at Tom Smith's Corner into a secret check manned by DSO Steve Easton who had some choice comments about other people's driving standards. [ He was too polite to mention Arthur's ] The section finished just north of Oswaldkirk.

Nice simple tulips defined the route on a very fast blast around Grimston Moor finishing with Snargate Wood - where Joe warned me about "bad" bends. I said something about "flipping" (edited. Ed) gravel as we slid to the bottom - to a control manned by the "Dangerous Brothers" who made several cutting remarks about the vegetation adorning the front of the car - it was 'cos I pulled over to let somebody past - honest. [ not to mention overtaking an A40 on the inside on a 90 right, a move not out of place in touring cars]

By now I was just getting some intimations that all was not well - the Peugeot was running hot - and the odd flicker of red showing the water level was low - but then it all settled down on the fast roads round Tollerton.

A short non-com then took us to the best bit - what was effectively two special stages on Linton Airfield - where I discovered that you can handbrake turn 4-wheel drive cars, and try driving round a Go-kart track in the dark - magic stuff. [ Arthur was showing off. We would have

run out of petrol before we hit anything] Unfortunately, then the sh\*t hit the fan, literally. Joe was quietly informing me that we were probably OTL and would have to cut to petrol, when more red lights than a Labour Party social lit up on the dash - including the big one saying STOP. With the control in sight we coasted in and stopped. Opening the bonnet revealed coolant everywhere, so out with cigs - fill in damage dec - hand in cards and retire. Oh Poo!

Inspection revealed (after letting things cool off) that there was still enough water to get us home - luckily only 10 miles away, but the radiator core was completely Knacked.

Would we do it again? - tomorrow given a chance. Dave and the Ripon team put together a road rally suitable for everybody, as a 48 car entry and low retirement rate proved.

Arthur Heaton/Joe Taylor

Car 35 - Peugeot 405 WRC (must be one of those experimental jobbies. Ed)

### Gildersome Club evening.

5th September.

The Scalextric evening was a good night with a variety of cars turning up (only my super racing system wouldn't run right! Ed.) Rob Buchan and Barry Stoner won the Quiz and Steve Hitchcock took the Scalextric honors.

A big thank you to Richard Ineson and the Social Committee for organising that and Simon Taylor the Quiz (even though I didn't win!!)(I must use my track more often than once a year at Xmas and go through my old Rally Sport mags.)

## **TECHNOCORNER**

### **Fuel Octane Boosters.**

As promised a follow up to fuel octane boosters of last month. Fuels are given an octane rating. This can be measured by two different standards, (i) Research Octane Number (RON) and (ii) Motor Octane Number (MON) (there is an American standard as well)

This rating is a comparison between a mixture of N-Heptane and Iso-Octane which has a rating of 100. N-Heptane is very detonation prone whereas Iso-Octane is an anti detonation product. The mixture is run in a variable compression test engine and the point where detonation occurs in relation to the Compression Ratio is the octane number.

Therefore if a sample of pump fuel is run in the variable compression engine the point where detonation occurs is comparable to the same point a certain mixture of N-Heptane and Iso-Octane would detonate. E.g. a fuel with an octane rating of 80 would detonate at the same point a mixture of 80% Iso-Octane and 20% N-Heptane would detonate.

The RON is measured in the engine with a water jacket temperature of 212°F and an air intake temperature of 150°F at 600 rpm. The MON is measured at the same water temperature but the intake temperature is raised to 300°F and the engine is run at 900 rpm. The MON index is more in line with what will happen in a normal vehicle engine. Most fuel pumps measure the octane rating using the RON method!

The difference between RON and MON figures would be in the order of 97 for a RON and 89 for a MON.

Obviously increasing the CR, or temperatures in an en-

gine will dramatically alter the effect on the detonation properties of the fuels used. Therefore an octane booster will only be any good if the CR or running temperature is increased or the fuel octane rating is lower than needed. There is no reason to boost the octane rating above the number needed in the particular engine! (apart from building in a factor of safety of course.) C.R. 's of 14.5:1 have been used comfortably with octane ratings of around 105 RON.

Typical octane boosters can raise the octane level by 4 and certain boosters can have their dose doubled in effect doubling the octane rating increase to 8. Also the boosters can be very indifferent to air intake temperature.

As an alternative to buying expensive octane boosters could you lower the temperatures of the intake charge or water jacket? Yes! With only a little thought you can position the Air intake to the front of the vehicle's engine e.g. behind the grille in front of the radiator, behind a headlamp etc.. This is why intercoolers are fitted to turbo engines because the simple fact of compressing air induces heat. Try using a bicycle pump very hard and feel the effect on the pump body. Obviously increasing boost increases temperature. To a certain degree this is why the theoretical CR is lowered on high boost turbo engines. When stuffing a cylinder to over 100% of its volume the actual CR goes up. On normally aspirated engines its hard to fill the cylinders to 95% of its volume and then is probably using very long duration, high lift cams and very large inlet valves. The problem with this is at low rpm a lot of inlet charge is shoved back out of the intake and a lot of unburnt fuel exits the exhaust.

Continued Page 9



This means that the theoretical CR is to be raised in order for the engine to run but still may not run smoothly at low rpm and higher octane is needed.

Lowering the intake charge temperature can also be done by disconnecting any heating method to the inlet manifold, as in the water heating pipes or 'hot spot' devices, but be aware that 'icing' may occur when the engine is cold. Icing is when the temperature of air drops in a depression through any venturi (think of the bicycle pump in reverse; instead of increasing pressure and causing heat, there is a decrease in pressure causing a lowering of temperature) and the natural moisture in the air starts to freeze. In severe cases this can have bad effects like sticking the throttles open and on one major motorcycle manufacture this happened with all of them being recalled to fit carb heaters.

The next area can be to lower the cooling system temperature by adding extra radiators or larger existing radiators. A simple fix can be to run without a thermostat but be careful, some engines need a little resistance in the thermostat area to induce the correct coolant flow around the cylinder head. Lower temperature activated thermostats can be bought that allow them to open earlier and allow a lower water temp. The temperature that allows the greatest power developed from an engine is around 60°C but at this temp the heater becomes ineffective which doesn't really matter for a race vehicle.

Don't forget that engine oil also carries heat away from the engine and an oil cooler is worthwhile on a tuned engine, but don't cool it too much or certain impurities will not be burnt off. Fit a thermostat.

Graham Steggles.

## PAINT YOUR WAGON

**S**OME enthusiasts in our sport keep photographs as mementoes. If you're one of them then do caption them properly — memories fade as the years roll by (as clubs are finding when they put on photographic displays to celebrate anniversaries).

Others keep models of all the cars with which they've been linked. But there's an alternative to photographs or models... why not have paintings done of your favourite cars? And why not have a go at doing them yourself?

What sparked this thought was seeing a copy of *Drawing and Painting Racing Cars* by Michael Turner (despite the title the book also covers rally cars and is worth buying for the glorious illustrations alone). Michael is recognised as one of the 'greats' and you'll find his paintings on many top drivers' walls, so who better to visit for advice for the budding motoring artist?

He reckons if you've never tried your hand at painting, you should start with watercolours, allowing around £40 or so for basic equipment — although a kid's painting kit from Smiths would probably be enough to find if you've got any real aptitude.

The key according to Michael is to spend time *planning* a painting, working out what will go where. Do this on a sketch pad — if you start hurling paint at a canvas without planning, the whole thing may be flawed from the start and you'll be put off. And don't start on too big a painting because that too could become offputting.

Don't expect to get hung at the Tate with your first attempt (well, other than by the neck, that is). You wouldn't expect to play a piano the first time you sat down, the same goes for painting. If you're not prepared to learn the basics, such as that blue mixed with yellow makes (I think) green then you won't get very far.

An experienced artist will take several hours to produce a painting so you need to devote time to the task. If the *Wheels* Production Schedule has worked (Production schedule! How magazine editors like to kid themselves.) there should be one of Michael's works reproduced in black and white on the back page in the Motorsport Safety Fund ad. This painting was done many years ago against a very tight schedule and, as he pointed out, there's not a lot of detail in the drivers' faces for instance. Maybe not, but the painting has a great sense of spontaneity and urgency about it (and, as an aside, because it shows snow it makes an excellent Christmas card, which motorsport scenes rarely do).

Style? Well, you'll probably start by modelling your painting on someone whose work you admire, while Michael reckons that joining an art club is a good stepping stone because you'll be mixing with other artists. I'd just add a personal word of caution to that — some clubs may be a bit pretentious and precious. I went to one, left a half eaten ham sandwich on top of a telephone directory alongside a book on painting by numbers... and was

told what a fine example of modern conceptual ironic art it was. Perhaps I'm just bitter because I got thrown out the following week due to a silly misunderstanding — it thought I was supposed to trace round the nude model, not sketch her.

If you eventually manage to produce a worthwhile painting of your car — and why not? — then give some thought to how you have it framed. The frame shouldn't be so powerful that it vies for importance with the painting but nor should your masterpiece be 'under' framed.

Anyway, don't take my word for it. Read the book and have a go. I did and found it very relaxing. My wife must have been impressed because she told me recently that I should do more painting. I hope it was just a coincidence that we were by the Dulux display in B & Q when she said it.

Stuart Turner

### COD FILLET QUIZ



1. In 1963 the Rover-BRM raced at Le Mans . . . Name the two drivers?
2. Who lived at 'The Hermitage', Brooklands?
3. Name the three London Taxi drivers on the 1961 Monte Carlo rally?
4. To whom is the book 'A passion for motorsport' dedicated?

ANSWERS ON PAGE 14

# MSA NEWS

This edition of *Wheels* completes the 7th year of publication – time to warmly thank John Hopwood of Ecurie Cod Fillet, our advertisers and our friends at Autosport, *Motoring News*, *Classic and Sports Car*, and *Cars and Car Conversions* for all their invaluable help over the years.

## Rockingham gets CART

Rockingham Motor Speedway, Britain's newest motor sports venue, will host a round of the FedEx ChampCar World Series as part of the US championship's calendar in 2001.

The race will take place on 22 September 2001, highlight of the opening season at the track, now being built at Carby in Northamptonshire.

Rockingham will be the first time that the 200mph single-seaters have raced on a banked oval track in the United Kingdom.

"We are delighted to include Rockingham as a part of our newly expanded calendar" said Bobby Rahal, newly appointed President of Championship Auto Racing Teams Inc.

"We are well aware of the huge following our sport has, particularly in the United Kingdom, both on TV and with British fans visiting the USA. We're looking forward to bringing the world's fastest circuit racing to Rockingham."

Said Peter Davies, Managing Director of Rockingham: "As a premier motor sports venue with a unique level of spectator facilities, we always stated that our aim was to host a major international race within two or three years of opening.

"To host an event the magnitude of the FedEx World Series in our debut year is a real boost, not just to our investors and management team, but to Corby and to Great Britain. It reflects the hard work by everyone on our team, support from the UK industry, and the leading position which Britain holds in the motor sports world."

## British Rally Championship

The Ulster Rally returns to the British Rally Championship in 2001, subject to the satisfactory running of this year's event (on 28 October).

Northern Ireland Motor Club will run a two-day event on 31 August/1 September 2001, replacing the MSA Rally previously scheduled for that weekend.

MSA Chief Executive John Quenby applauded the news: "I am delighted that we can welcome Northern Ireland back to the British Rally Championship and I am sure that the Ulster Rally's new, user-friendly format will find favour with amateur and professional teams alike."

Revised calendar: Rally of Wales on March 10/11; Pirelli International on April 28/29; RSAC Scottish Rally on June 9/10; SEAT Jim Clark Memorial Rally on June 29/July 1; Manx International Rally on August 2/4; Ulster Rally on August 31/September 1; Trackrod Rally Yorkshire on September 29/30; the MSA Rally becomes the reserve event.

Amateur drivers in four-wheel drive, turbocharged Group N cars will be eligible for the overall drivers' title in next year's British Rally Championship.

They will also qualify for points in the 'National Group N Champion' category, introduced last year, exclusively for independent drivers in FIA-homologated production cars.

One-hour programmes on Sky Television (in addition to the Channel 4

coverage) will feature these drivers and cars, which currently provide over 20% of entries on championship events.

Commenting on the attraction of the National Group N Champion category, Beechdale Subaru driver David Wood said: "Competition in Group N has been very close and the category is going from strength to strength."

Further endorsement came from Co-ordSport boss Peter Collinson (tel 0138 421 6102): "We will be increasing our involvement in the British Rally Championship with a success-related bonus scheme funded by Ralliart UK for drivers of Mitsubishi Lancers."

Requests for 2001 British Rally Championship regulations should be sent to: John Horton Motorsport Management, PO Box 200, Sutton Coldfield, West Midlands B75 7TR (tel 0121 378 2828, fax 0121 378 0500, email brc2001@jimm.co.uk).

## British F3 leads the way

The Green Flag British F3 Championship underlined its ability to find the best drivers in the world when the top six finishers in the German Grand Prix were all graduates of the UK's premier single-seater series.

Race winner Rubens Barrichello celebrated his first victory since winning in F3 at Donington Park in 1991 (a season in which he defeated David Coulthard).

Also in the top six were 1990 champion Mika Hakkinen and his season-long rival Mika Salo, plus Pedro de la Rosa and last year's F3 revelation Jensen Button.

To complete a successful day for the British F3 Championship, current series front-runner Tomas Scheckter took second place in the FIA Formula 3000 race and

*continued on page iv*

## RSAC (Motor Sport) Ltd

- The Royal Scottish Automobile Club (Motor Sport) Limited was formed in 1982.
- It is the body that authorises all events that use public roads in Scotland.
- It is the promoter of the International Scottish Rally, and also runs the Scottish Hill rally and the Scottish Thousand Mile Trial.
- The organisation was appointed as the MSA's Development Officer for motor sport in Scotland.
- RSAC (Motor Sport) Ltd represents the sport to the Scottish Sport Council and National Lottery. In 1999 it was successful in securing funding for current Scottish hopefuls including Craig Murray (Formula Ford), Andrew Kirkaldy (Formula 3), Gordon Shedden (Ford Fiesta championship) and Peter MacLaren (International Group N – long distance racing).
- The organisation facilitates the Motorsport Development Group. Many different organisations are represented including regional associations, motorsport venues, championships and Sport Scotland.
- They produce a comprehensive yearbook that is distributed to newcomers to the sport and competition licence holders in Scotland.
- On behalf of Colin McRae, the RSAC (Motor Sport) Ltd manages a rally scholarship. McRae, with Barclaycard and the Daily Telegraph, created the scholarship to benefit the three most promising rally drivers competing in Scotland each year, who are under 25.
- Despite its wide remit, the RSAC (Motor Sport) Ltd has only two full time employees – familiar names to many – Jonathan Lord and Catherine Higgins.
- The organisation's web-site is at [www.motorsport.co.uk](http://www.motorsport.co.uk).

# AUTOSCENE

**Motoring News**

REVIEWS FROM



### THE ROAD TO BEIJING, by David Brayshaw, The Book Guild, ISBN 1 85776 403 X. £8.95.

With the prospect of being 'de-emphasised' from a job in the city, most people would go on holiday and take stock. Not David Brayshaw, who, with fellow big Healey fan Nawal Saighal, decided it was the ideal opportunity to embark on an 8000-mile odyssey from London to Beijing via the Trans-Siberian Highway while raising money for Children in Crisis.

The book is full of anecdotes and facts – Lake Baikal, in Siberia, contains a fifth of the world's fresh water and if the terrain wasn't a problem, the bureaucracy was: 'There is a law in China stating that no foreigner is permitted to drive a car.' But they made it, in what became the first vehicle to have completed the route. Highly entertaining and cheap, too.

### FIRST AMONG CHAMPIONS, The Alfa Romeo Grand Prix Cars, by David Venables, Haynes Publishing, ISBN 1 85960 631 8. £30.

Despite its fabled status, Alfa Romeo's grand prix history has never been the subject of a comprehensive book. Respected historian and VSCC stalwart David Venables has taken on this daunting task and produced an impressive work.

The book is packed with rich insight, complemented by a wealth of historic photographs, many from the Guy Griffiths collection, including precious colour from the 1950 International Trophy. If this fine book lacks anything it is an incisive technical insight (but maybe that's another book) and first-hand impressions of what these great cars were like to drive.

Not only does England produce the best restorers, but also the most dedicated

historians; the Italians should be ashamed it took an Englishman to write this important history. Great value and highly recommended.

### FAST CARS, by Brian Laban, Harper Collins ISBN 0 00 472475 5, £4.99.

This pocket guide is ideal for tantalising the kids and squeezes into its 192 pages a wealth of classic and performance car indoctrination. The cars covered range from Shelby Cobra to Bentley W16 Hunaudières with more esoteric inclusions along the way such as Allard J2, Mercer Raceabout and Frazer Nash Le Mans Replica. There's two pages plus a lean factfile on each entry and the choices are far more interesting than the usual *Top Trumps* fodder. A gem.

### LAND SPEED RECORD 1898–1919; 1920–1929; 1930–1939; 1940–1962 and 1963–1999, Brooklands Books £11.95 each. ISBN 185520 5130; 5149; 5157; 5165; 5173. Also available as a limited edition single volume of 700 pages for £59.95.

Packed with fascinating features both contemporary and historical, this exhaustive five-volume set is a must for fans of Campbell, Segrave, Cobb, Noble and Green. There's a wealth of cutaway artwork and the added bonus of David Tremayne's introductions. As well as featuring successful subjects, the books include such stillborn challengers as Mercedes Benz's 3000hp six-wheeler which Pomeroy was the first person outside D-B to examine. Other gems include both Brock Yates and Henry Manney III on rocketman Stan Barrett. Highly recommended.

## Lightening acceleration

LIGHTEN and balance is a phrase we use a lot here in CCC, perhaps without stopping to explain exactly what we mean, and why its important. We've had a query about lightened flywheels and why they allow the engine to generate more power. Well for starters they do not affect the power from the engine one way or another. Let's begin with why we have a flywheel in the first place; it's more than just somewhere to put the clutch and the starter ring gear.

The flywheel effectively stores the energy acting on the crankshaft. It smoothes out the pulses from the firing cylinders and reduces the tendency of the engine to rock on idle. It allows lazy gear

shifting by keeping up engine rpm when the clutch is depressed and the throttle is closed during gear changes.

This is fine on a family car, but we look for something different. The downside of the heavy flywheel is that it takes energy to accelerate it, energy that could be better employed in accelerating the car.

The way to think of it is that every gram taken off the flywheel is like one gram (multiplied by the overall gear ratio) taken off the car.

For example: reduce the flywheel weight by 1kg and with an overall gear ratio of 10:1 your car is effectively 10kg lighter. Note that 1kg off the centre of the flywheel is not as effective as 1kg off the outside -- but I'm sure you are getting the picture.

The lighter flywheel also allows the engine to slow down quicker, so gear changes can be made in a hurry.

## MSA NEWS *Contd from page ii*

Christiano Da Matta won his maiden ChampCar race at Chicago.

Jeremy Lard of the Formula Three Association (FOTA) said: "This is why Formula 3 is recognised as the best training ground for young drivers.

To have 13 of 22 starters as former F3 racers is exceptional, but a top six lock-out was amazing."

## QUIZ ANSWERS

1. Graham Hill and Richie Ginther
2. Parry Thomas
3. Tony Brooks, Peter Dimmock and Willy Cave
4. Dennis Jenkinson

## CHRISTMAS CARDS

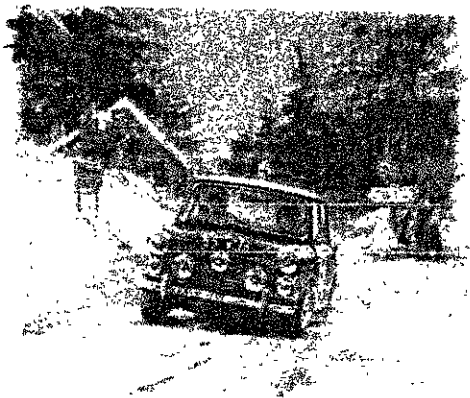
*from motorsport's own charity.*

The Motorsport Safety Fund has produced Christmas Cards from a glorious painting by Michael Turner of Paddy Hopkirk and Henry Liddon on their way to winning the Monte Carlo Rally.

Measuring 150 x 200mm and in full colour,

the cards are £5.50 for a pack of 10 including envelopes, postage and packing. Available from:

**MOTORSPORT SAFETY FUND**  
PO Box 239, West Malling, Kent ME19 4BL



# **LARKSPEED LEAGUE ANNUAL** **AWARDS , PRIZE GIVING AND** **DISCO**

This year's annual Larkspeed League Prize giving and Disco will be held at The Parkside Hotel, Pontefract (Near to M62 Junction32) on Saturday 21 October 2000 8.00 pm. through to 1.00 am. with free admission. As usual we have some great value prizes for the raffle, tickets available on the night.

## FOR SALE/WANTED.

Advertise here if you want to offer any parts  
or whole vehicles for sale or wanted.

Peugeot 205 bits.

1.6 GTI engine with injection and ancills, Std.  
12000 road miles since receipted rebuild.  
£150

Magnex SS exhaust. 1 part tatty but sound.  
£100

Wanted; Quaife LSD for Pug 205  
G.Steggles. 01132893641

Damaged Full GP 'A' Pug 205 1.9 Cylinder  
head. Excellent Gp A Camshaft and followers  
Gp A dizzy and ECU. Gp A air filter and air  
flow meter. Baffled sump, Full Gp A bottom  
end but damaged pistons and liners.  
Sensible offers will split.  
Darren Lawson 07714696461

F351 PLL Development corner.

Graham Steggles/Emma Bain.

Two weeks to go before the Rally Yorkshire and the car is ready. (except for a good clean) I bought some bilstein adjustable front forest legs and inserts and some forest springs with heavy duty top rubbers and fitted a couple of rear bilsteins raising the rear torsion bar system at the same time. The Pug sits a lot higher now but looks OK on its borrowed 15" wheels and begged front Michelin tyres. (thanks Russ and Darren) I had to buy the rear Colways and wheel spacers. The front bumper needs pulling out a bit after an ever so small coming together with a bail at Binbrook and the front tyres wont touch on a bit of lock then. The result is a very firm ride now and the ECU is bouncing all over the place on normal roads! Wont be able to drop off quite as much now but at least all my fillings are out. A set of Mintex 1155 front pads from Questmead helps the brakes. (Very helpful Chaps) After last months revelation about the OSR radius arm being loose I stripped the beam to rebush it only to find it was totally trolled Luckily I had 2 spare beams in 'stock' and started stripping them to try to make 1 good 1 out of them. Pretty common thing these rear radius arms being nakt innit? Eventually I had enough parts to make one up and rebuilt it with PLENTY of grease. A little tweak for anyone with a Pug rear beam. Drill the beam in the centre of the two bushes each side and tap it to accept a grease nipple. Then whenever you get the chance push loads of grease into it from a grease gun!!! The bottom pinch bolts have worn excessively and I always thought that they were wrong for the job, not having a shank on them or even locating into the cutout on the ball joint properly and looking decidedly cheap and



nasty, so, since we're off into the forests and the consequences of losing the steering at a great rate of knots, I decided to purchase some genuine ones from Peugeot. Guess what? They are all like that and they are all wearing out. Peugeot know about the problem and are trying to address it but at the moment no decent ones are available from them. I'm got some from a specialist bolt dealer. A couple of Group A bottom arms would solve the problem but it's the old story of over budget. (or is that out of budget?)

I'm still able to borrow a forest sump guard but have found because of the angle of the exhaust from the 16v engine it has nearly rubbed through the composite tank guard. A little fettling with a big hammer and it is now clear of the guard but a third exhaust mount had to be made up that hangs it from the beam. The tank guard has been repaired.

As I fitted the sump guard I found the sump to be touching it! Having std engine mounts I decided to pack the top one to raise the engine when I found it to be in 2 bits! Aha, that's why the sump touches. One new mount and its all back as it should be.

I've manufactured a spare wheel mount and purloined a helmet net from out of a skip! It had rained so it was clean. I've fitted some s/hand body trims that I lost on Binbrook. (someone must have picked them up) Oh, and I found that since Olivers is a small stage I've got a use for those 14" wheels and worn out 150 year old road rubber. (knew I'd get the chance to canvas them)

I must admit to being a little apprehensive about venturing into the Forests but I'm sure once we hear the word 'Go' that will all disappear, down our overall legs. (must remember not to have a curry the night before.)

Next month, our first forest rally.

G.Steggles.

# 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 [ ]

Organising Club:

Trackrod [ ]

Other [ ]

PCT [ ]

Road Rally [ ]

Stage Rally M/V [ ]

Stage Rally S/V [ ]

Type of Claim:

Driver [ ]

Navigator [ ]

Marshal [ ]

Service Crew [ ]

Organiser : [ ]

state position

Treasure Hunt [ ]

12-Car [ ]

Other -

state type

Event Status

Clubman CM [ ]

National "B" [ ]

ANCC Round [ ]

National "A" [ ]

International [ ]

LARKSPEED Round [ ]

Other

**For Official Use Only**

**RESULTS**

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

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

## NOTE.

The **Woodside pub** has been secured for our meeting on the **24th** and an area near the Lounge entrance will be sectioned off for us. This has been negotiated by Katy Lee part of our Social committee and we thank them for addressing the issue.

Don't forget the Brewery Trip on 31/10/00 at 8.00 pm. It should be a good night!

### OCTOBER

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa.
- 17 Crown, Wetherby
- 24 **\*The Woodside, Horsforth.\***
- 31 **\*Admiral Hawke, Boston Spa. AND  
Brewery trip, Sam Smiths, Tadcaster. 8.00pm.\***

### NOVEMBER

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

### *WOT'S ON*

#### OCTOBER

- 1 Lindesfarne Rally, ANECC.
- 6/8 Cork International Rally
- 7 DEEJAYS Cambrian Rally, Final round BTRDA
- 7/8 Seven Dales Road Rally, DeLacy. Starts at Malton
- 14 Harold Palin Charity Stages, Eastwood MC. Manby
- 13/15 Tour of Mull
- 29 Premier Stages Rally, EMAMC, ANEMMC and AEMC

#### NOVEMBER

- 4 Sprint Stages Rally, Durham MC. Croft Circuit.

#### DECEMBER.

- 2 Grizedale stages rally.

## Your 2000 Committee

### Chairman/Assoc. Rep

Rod Parkin  
15 Holly Drive  
Tinshill Lane  
LS16 6EF  
0113 2262422 (h)  
0850 783555 (m)  
rod.parkin@virgin.net

### Treasurer

Michelle Plevy  
24 Kirkfield Avenue  
Thorner  
LS14 3EL  
0113 2892127 (h)  
0589 153584 (m)  
michelle.plevy@talk21.com

### Secretary

Derek Lee  
26 Spencer Road  
Guiseley  
LS20 9LG  
01943 875231 (h)  
dereklee.lee@virgin.net

### Social Committee

Simon Taylor  
0973 914965 (m)  
Simontaylor  
@powerpromotions.  
freeserve.co.uk

Katy Lee  
26 Spencer Road  
Guiseley  
LS20 9LG  
01943 875231 (h)  
dereklee.lee@virgin.net

Michael Kemp  
8 Redhall Garth  
Leeds  
0113 2329160 (h)  
mkemp@inmyworld.  
freeserve.co.uk

### Competitions Secretary

Jim Plevy  
24 Kirkfield Avenue  
Thorner  
LS14 3EL  
0113 2892127 (h)  
0402 277995 (m)  
jim.plevy@virgin.net

### PR Officer

Andrew Apperley  
The Gate House  
Church Road  
Altofts  
WF6 2NJ  
01924 892579 (h)  
0836 544037 (m)  
andrewapperley@rally2.  
fsnet.co.uk

### Member/Merchandise Rep

Simon Marston  
20 Berkeley Avenue  
Harehills  
LS8 3RH  
0113 2481323 (h)  
0589 152580 (m)  
simon.marston@virginnet.  
co.uk

### Editor

Graham Steggles  
1 St John's Court  
Thorner  
LS14 3AX  
0113 2893641  
g.steggles@virgin.net

### Trophy Points

Barry Dove  
5 Kenilworth Gardens  
Gildersome  
LS27 7EW  
0113 2536985 (h)

### Chief Marshal

Arthur Heaton  
29 Kings Meadow Mews  
Wetherby  
LS22 7FT  
01937 588287 (h)  
07808 579018 (m)

### Equipment Officer

Tom Watson  
01405 860758 (h)  
0589 769641 (m)  
atmeng@compuserve.com

Andrew Varley  
91 Moseley Wood Gardens  
LS16 7JD  
0402 564314 (m)