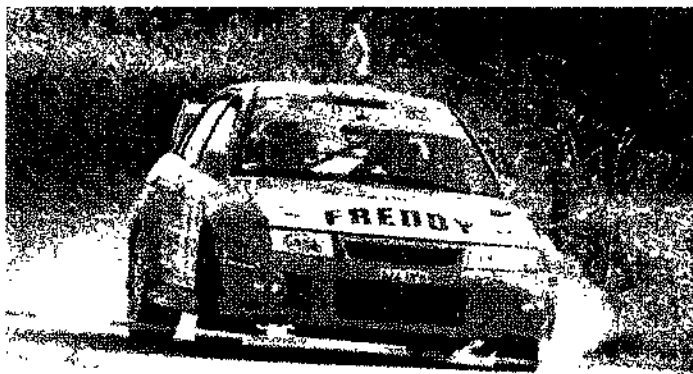


TRACKROD

MOTOR CLUB LIMITED



November 2000

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

Editorial.

ONLY 54 DAYS TO XMAS

Thanks to all who are sending articles in after my plea of last month. Please keep it up. I don't know if you are sending stuff in so I don't write about myself so much or that you want to pass on interesting snippets of competition life? But it doesn't matter so long as everyone is enjoying the Mag.

Graham Steggles
Editor.

SECS BIT

Derek Lee
Hon Secretary

CHAIRMAN'S CHAT NOVEMBER 2000

As we get closer to the winter months (judging by the recent weather they are here already!) the motorsport calendar gets a little sparse. Rallying and Karting continue but most of the Championships have been decided and all that remains are the various dinners and award ceremonies. Having seen the price of some of these dinners it makes the competitive sport look cheap! One championship evening is £40 per person for the dinner and over £50 per person for the hotel so, for a couple, including fuel, drink etc. it is easily £250 for the weekend. Makes our own Dinner Dance in January look a real bargain!

For those of you who have been trying to follow what is happening to the BRC and the various Manufacturer involvements the recent announcement in Motoring News should have clarified things a little. Basically the BRC, incorporating the Super 1600cc Championship will run over the previously announced 7 round series, with Trackrod being the final round. All these events will naturally be at International status.

The Manufacturers have agreed with the MSA to promote their own Championship for Manufacturer entries (including some privateers), still to the 1600cc format, to be known as the Rally Masters Series. These events will be National B status, one day events, and will run alongside most of the BRC rounds with 3 extra planned (Cardiff, Oxford and Kent). It will be interesting to see how the non-BRC rounds cope with the demands of the Manufacturers and the associated publicity.

Again Trackrod will host a round of this Championship and the expected 15 - 20 cars will run in front of the BRC event.

Additionally, the "one make" series: Ford Ka, Peugeot 106, 1400 Puma and Volkswagen Polo are free to choose their events. Not surprisingly they have gone the same route as the Manufacturers - so we get them as well!! Add to this the MSA/HRCR Historic Championship, plus our commitment to run a "clubman" event and you will see that we have a very busy rally scheduled for the 29 and 30 September next year. If you want to be involved please let us know as soon as possible because the planning has already begun!!

It will also be interesting to see what affect this fairly major change will have on the BTRDA and ANCRO series and what support Mintex are planning for 2001.

Watch this space!!

Happy and safe motoring



Rod Parkin
Chairman

TRACKROD FOREST STAGES 2000

Five teams from the club entered the various events which made up this years forest rally

Steve Sanderson with Chris Downes and Jon Neale with John Mc Nichol entered the National. Steve hoping to get further then his first event in his new Astra when he dropped a valve on the way ti the start. The engine was duly rebuilt and had its first run to club night on the Tuesday before the event. Jon had just as few competitive miles in his new Daihatsu just a days testing.

The three other teams entered the Clubmans, I don't think we had any entries for the Historic. Seeded at 206 was Craig Dykes with Jim Plevy in Craig's Escort complete with new sequential gearbox. This was completed later than Steve's only being ready on the morning of the event. Our editor with Emma Bain was next in his Peugeot put into forest spec for their first multi venue loose surface event. Completing the trio was Nigel Drayton and myself in Nigel's trusty Sierra (at least it has been this year).

As Nigel was working away I took the car to scrutineering. No problems at noise or scrutineering but had an interesting chat with the Peugeot eligibility scrutineer. A quick chat with Graham and Emma then home for some tea. When Nigel got home we went back to the Hotel to sign on. Back to Leeds, a few last minute jobs on the car then home to mark up the amendments logging reports etc.

With a start time of 11.36 we were able to have a lie in before setting out to Scarborough and even time for a coffee on the way. Having a stroll before the start to check my watch I was

called over by Graham and Emma in the queue. They needed a push start as the starter motor had stopped working, not a good start. No problems on Olivers Mount but Graham and Emma trying to get rid of all their bad luck early had gone off on the first hairpin, no damage but they lost a lot of time as the car was on the edge of a ditch.

On to service at Dalby, change of tyres and top up of fuel and off for 20 miles of Dalby. Only to meet Graham and Emma coming the other way. Rushing after changing a clutch cable they had missed the service exit control. After going back to get a time they unfortunately hadn't got rid of all their bad luck early on and were OTL. No dramas in Dalby just a bit rough in places after all the rain and 160 previous cars.

Back to service, time for a sandwich and then into Staindale. Ran wide on one corner and the steering started to feel strange, we had a puncture. At emergency service Simon and Steve changed the wheel and discovered a badly bent track control arm, as no spare no option but to carry on into Langdale.

Safely through Langdale on to service in Scarborough and then back to York.

We finished 32nd, Craig and Jim an excellent 3rd. In the National both Jon and Steve finished their first events with their new cars in 38th and 41st place respectively.

Another great event, different in having only 4 stages but with two 20 miles long and an entry level some organisers would kill for. Here's to 2001 and the BRC.

Graham Wride.

MARSHALS WANTED

Location	Venue	Approx. Duty Times	Contact
Thursday 23rd November (Leg 1)			
Stage 1	Cardiff SuperSpecial	18:15 – 21:40	D
Service A	Cardiff	18:45 – 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	Tyfe (6.52 miles)	05:30 – 11:00	A
Stage 4	Rhondda 1 (18.00 miles)	06:10 – 11:40	A
Service C / D / E	Builth Wells	06:10 – 21:45 (or part day)	B
Stage 5	Crychan (10.00 miles)	08:30 – 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 – 18:45	A
Service G / H / I	Swansea	07:45 – 18:15 (or part day)	A
Stage 11	Resolifen (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 (18.84 miles)	06:15 – 11:45	C
Stage 16	Trawscod (16.18 miles)	07:00 – 12:30	C
Stage 17	Argoed 2 (5.47 miles)	10:30 – 18:00	A
Stage 18	Margam 2 (17.15 miles)	10:50 – 18:20	A
Service M	Cardiff	12:20 – 18:10	D

Contact

Staffing Officer

A (South Wales)

Marie Du Croq-Slip
7 Sundew Close, Llandaff, CARDIFF, CF5 2SE
Tel & Fax 029 20229800
E-mail marie@lotusport.freemove.co.uk

B (Mid Wales)

Peter Whiting
Tamah Merah, Venlake End, UPLYME, Dorset, DT7 3SF
Tel 01297 443665
E-mail peterwhiting@whiting1.netlineuk.net

C (West Wales)

Olwen Davies
Tel 01239 614681 (8:00 – 9:00pm ONLY)
E-mail olwenmdavies@tinyworld.co.uk

D (Cardiff)

Ian & Collette Winterburn
Tel 0151 3481146
E-mail iwinterburn@yahoo.co.uk

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@anthonymnorthcote.freemove.co.uk

The Geriatric Navigator Reports: Trackrod Rally and the "New Car".

Fourth event of the year in our campaign to win the Trackrod Rally Championship was eagerly anticipated as not only is the Trackrod my favourite Rally but it was to be the first time out in Jon Neale's new car. We were so excited at the prospect that we decided to do the full (expensive!) National event rather than the shorter and cheaper Clubman's event.

First I must describe the car. It is small. In most cars you can take off your helmet at the end of a stage and throw it between the seats into the net behind you. This car is so narrow there is no gap between the seats and you have to get out and put the helmets in through the tailgate. The actual model is a Daihatsu Cuore Avanzato, which boasts 660cc, and even with the turbo only has a notional capacity of 1122cc that has to try push all four wheels at once. These limitations aside, the car is well engineered and prepared and I was looking forward to our first competitive ride in it.

Friday scrutineering went fine although we ran out of room to stick the decals on (I told you it was small). We were soon signed on and back home for a quick glance at the excellent maps provided (one day all rallies will be like this!) Saturday morning we set off for Oliver's Mount hoping it would not rain 'till we got in the forests only to be disappointed. First stage, new car, wet weather, wrong rubber – very steady!

Twenty miles of Dalby, much better but the car struggled on the straights. Had time to describe in great detail what the "ski jump" is like as we were on the previous straight. Staindale was better, Langdale was good but a Peugeot 106 passed us. Harwood Dale is still the same and then back to Oliver's just in time for more rain to wet it again for us.

NATIONAL TREASURE

As a rule I avoid writing about an individual make of car in *Wheels* because quite a number of the 400 or so clubs taking it are one-makes and I know how sensitive and protective they can be. And, of course, as a Dellow owner it would be difficult to stop a patronising sense of superiority creeping in. But I think there's one make that it is quite safe to discuss because I'm sure every right thinking enthusiast regards it with affection. Morgan.

I began to appreciate some of the make's magic when a neighbour, driving me to the factory in his +8, casually let slip that he has had heating put in the side of the garage where the Morgan lives... while his XKR shivers in the other section.

The magic became even more obvious on the road. With the top down and the wind in the hair (and in virtually everywhere else) the sense of speed is such that it must be one of the safest cars around — 60 feels like 80 so you don't need to drive like a Hatchback Henry to prove that your testosterone tank is full. At one point I thought we were about to break the Land Speed Record and looked up to find that we were actually overtaking a Mandoe... towing a caravan.

There isn't a lot of fun in motoring today but the Morgan certainly puts plenty back. It's probably politically incorrect to mention it but girls actually smile at you in towns which, believe me, is a major plus when you've reached the age where you're glad if even mosquitoes take an interest in your body.

Approaching Malvern I expected to see large brown signs directing people to the factory as a national heritage site. Zilch. Which either means the town isn't as proud of the place as it should be, or they think the cars are like pigeons and have an inbuilt homing instinct.

I thought the reception area would be quiet and sleepy. Wrong. It was like a busy United Nations with four other nationalities having already signed in that day before us. Posters and plaques on the walls remind you that this is a company with motorsport in its very soul — trials awards in 1911 for instance only a year after the company was formed. I remember that at the height of the TR domination of the UK rally scene in the '50s you always had to keep a wary eye on any Morgans, and the car has been in step with the sport ever since.

If you saw that TV programme by the management guru, you might expect a workforce hauling water from a well, pausing only occasionally for a spell of fence waltzing or Morris dancing. Forget it. I found a bunch of people who looked as if they knew exactly what they were doing and with a very keen eye on quality. One car had a small ding which on many more expensive machines would have been dismissed as patina... from the concern being shown I felt rather sorry for whoever had done the deed. My guess is that if the stocks are still working in Malvern, he's in them.

And as for the woodwork, well it reminded me of the Mouseman making

furniture up in Yorkshire in the lee of Sutton Bank. And anyone who has been there will know what a compliment that is.

If the calls and letters cascading in about the new Aero 8 are anything to go by (the tub incidentally looks as if it is straight out of a competition shop) then the future of Morgan is assured.

Just one tiny concern. Although we were shown round by a keen member of Ross and District Motor Club (another celebrating a 50th this year) we talked more about the terrors of Type Approval than the majesty of our sport.

So here's a suggestion. If rules and regulations ever put the future of companies like Morgan in peril, club members should rise and march en masse on Brussels and with drawings (in quintuplicate if necessary), show the bureaucrats exactly where they should put their legislation.

I hope you will allow me the honour of carrying the banner.

Stuart Turner

COD FILLET QUIZ



1. Who designed the Beatrice-Lola TH1-1?
2. With which team did Ayrton Senna drive after his first season with Tokem?
3. For how many years was Sir Stirling Moss runner up in the World Championship?
4. Who was known as 'Motor-racing's finest ambassador'?

ANSWERS ON PAGE 19

By now we did feel to be getting to grips with the car and were determined that the last 20 miles in Dalby we were going to have a real go and see if we could go faster than the first run. We arrived at the stage start in time to be told that the stage was cancelled due to an accident in the Woodyard.

To say this was an anti-climax would be an understatement. Many competitors at the back of the field had paid an additional £240 for the additional 31 miles over the Clubman event to lose 20 miles of it. My calculator says that is £155 they lost and never had an explanation why an accident in the most accessible part of the Yorkshire Forests should cause a stage to be cancelled. Could it not have been cleared and those cars not having started the stage been able to attempt it?

We eventually reached the end of the rally in the middle of York, three hours after last turning a wheel in anger and decided it was time for home rather than going to Rally HQ and having to battle through York again.

We finished 38th overall out of 41 finishers and 62 starters and second in a class of 2. A little disappointed with our performance but very disappointed to miss out on that last stage. We will return next year but I think some will not be so happy to do so.

The "Diddy Daihatsu" is ready to go again and we will be out on the Premier on 29th October when we will try making it go faster. Failing this, has anyone got a Sapphire Cossy they want rid of?

John McNichol

Moulded tyres for UK stages

Slick and cut slick racing tyres will be banned from UK special stage rallies after 31 December 2000. Exceptionally, Dunlop will be permitted to supply factory-cut slick tyres until 1 July 2001, but competitors will not be allowed to make any alteration to the Dunlop tread pattern.

This decision by the Motor Sports Council was among the changes recommended by the MSA Rally Safety Study Group, which met earlier this year to examine every aspect of rally safety, including vehicle regulations, organising rules, and protection of spectators, officials and competitors.

From 1 January 2002, a new Stage Rally Driver competition licence will be introduced, together with a mandatory 'starter pack' similar to those already supplied to novice drivers in car and kart racing. Mandatory attendance at an approved rally school will apply from the same date, subject to the Council being satisfied that suitable schools are available in all parts of the UK.

The starter pack and rally school attendance will be highly recommended for new special stage drivers in 2001.

Rally reminder

The Network Q Rally of Great Britain takes place on 23-26 November, based in Cardiff. Admission to all rally venues is by ticket only. Advance tickets can be bought by credit card, either from the booking office (tel 0132 785 0291) or on the official website (www.network-q.co.uk).

British GP

The FIA World Motor Sport Council has confirmed that there will be a British Grand Prix at Silverstone next year, and that the event will return to its more traditional date of Sunday 15 July.

The definitive F1 calendar now looks like this:

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	Austria (Spielberg),
May 27	Monaco (Monaco),
June 10	Canada (Montreal),
June 24	Europe (Nürburgring),
July 1	France (Magny-Cours),
July 15	Great Britain (Silverstone),
July 29	Germany (Hockenheim),
August 19	Hungary (Budapest),
September 2	Belgium (Spa),
September 16	Italy (Monza),
September 30	United States (Indianapolis),
October 14	Japan (Suzuka).

British Rally Championship

Motor Sports Association is pleased to announce that – following intensive discussions with interested manufacturers and teams – a new format for the British Super 1600 Rally Championship has been agreed for 2001 and beyond.

Acting as a 'curtain-raiser' to each round of the British Rally Championship (World Rally Cars, Production Cars, etc), the new Super 1600 series will run as stand-alone one-day events. Each will take place on the first day of the British Championship round and will include a number of innovations aimed at improving publicity and reducing costs.

It is proposed that reconnaissance and scrutineering for Super 1600 drivers will

take place on the day before their rally. A manufacturer-organised Rally Show will take place that evening. Strong single-make championship support is expected from the participating Super 1600 manufacturers.

First Motorsport will be retained to promote both the British Rally Championship and the British Super 1600 Rally Championship.

Commented MSA Chief Executive John Queenby: "This is very good news for British rallying. It means that the resources and promotional expertise of all the manufacturers involved in the sport can now be focussed on a common aim, working with the governing body to develop the two British championships for the long-term benefit of rallying as a whole."

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@hmm.co.uk).

New websites

www.f1fandub.com promises exclusive interviews, news and images direct from grand prix and access to F1 teams and events.

www.cybersnippets.com is an online magazine biased towards vintage and classic car competition.

www.itouch.co.uk offers live coverage of F1 on mobile telephones, plus news between events.

www.autosport-international.com is the official site for next January's show at the NEC. Trade visitors can register on line.

www.colinmccree.com is the personal website of Britain's favourite rally driver, which promises unpublished photographs, live World Championship results and an email postcard service.

Autotesting

- With over 450 events each year, Autotesting is one of the top "entry level" categories of motorsport.
- The aim is to drive around a set of marker pylons and across lines on a set route as fast as possible. Often reverse manoeuvres will be included. Time penalties of 5 or 10 seconds will be added for line and pylon faults.
- Before 1970 Autotests were called "Driving Tests", but the name was changed to avoid confusion with the learner driver test.
- Timed "driving tests" were used as far back as 1934 in the Ulster Rally, later to become the Circuit of Ireland Rally.
- However, the Oxford Motor Club Gymkhana held on 12 August 1925 had the following "test" for competitors:
"A series of four posts will be arranged at equal distance apart, hoop-in rings and coconuts will be placed on the posts. The entrant who dislodges the coconuts and impales the rings on his "sword" in the fastest time will be the winner!"
- Up to the late 1970s most Autotest competitors drove their cars to the event, competed in the tests, and drove home again in their everyday cars.
- Now many Autotest Cars have become lightweight specialised machines, brought to the event on trailers. However these cars only account for part of the Autotest scene, and are used mainly for MSA British, BTRDA and Association Autotest Championship events, normally using fairly complex test layouts.
- At Clubman level you can compete in production car autotests, all forward autotests, grass autotests and simple test-layout autotests using your everyday saloon or sports car, with very few modifications necessary.
- Drivers can compete in Autotests at 16 years old and in Production Car Autotests at 14 years old.

AUTOSCENE

**Motoring
News**

REVIEWS FROM

CLASSIC

THE DERBY BUILT BENTLEYS, by Bernard L. King, published by Complete Classics, PO Box 2004, Coulsdon, Surrey CR5 2ZP, £18.95, ISBN 0 9530451 3 7

Like its three Rolls-Royce predecessors in Bernard King's privately published series, this unpretentious 350-page paperback is stuffed with so much information, much of it completely fresh, that no Derby Bentley lover can be without it.

Cocobuilders' profiles, published references, specifications, experimental cars, handbooks and catalogues are all covered in this labour of love. Excellent.

DAN GURNEY The ultimate racer, by Karl Ludvigsen, Haynes, £25, ISBN 1 85960 655 5.

Fourth in Ludvigsen's series on racers, following Fangio, Moss and Stewart — and the first book devoted entirely to Gurney's racing career — this is packed with racing images from the '60s, Gurney's heyday, from the early Porsches to the stock cars, Ford to Mopar. There's just one picture of Ol' Yaller; Gurney only drove it once.

Words are focused, and offer much insight into the character of the icy-calm all-American racer. Worth having.

PORSCHE IN MOTORSPORT The first fifty years, by Peter Morgan, Haynes, £25, ISBN 1 85960 659 8. Following Morgan's 917 story, this does exactly what it says on the cover, focusing on 12 cars evolving from the 550 to the GT-1 of 1998 — but not the pre-war Type 64, Porsche's first road racer. Much of the story centres around Le Mans, but there are great photos of early days at Goodwood and the 'Ring, and in Mexico, Italy and Buenos Aires, plus the single-seaters, with Gurney and Bonnier. Well-

researched — Morgan has talked to all the right people, including Helmut Flegl and Peter Falk — and absorbing.

ROAD AND TRACK ILLUSTRATED AUTOMOTIVE DICTIONARY, by John Dinkel, Bentley Publishers, \$19.95, ISBN 0 8376 01436.

A crucial book for those who don't find technical and mechanical details as natural as breathing. In 250 pages there are thousands of entries explaining in layman's terms just about every phrase that will ever arise about a car. This often borders on the simplistic — 'Fuel consumption: the amount of fuel consumed divided by the distance driven' — but the information is relevant and useful. If talk of torsion bar suspension or swing axles has ever left you numb, you'll find the answer here. To the technically inept this is as crucial a companion as a dictionary is to crossword puzzlers.

THE BMW 02 SERIES The cult car, by Walter Zeichner/Dirk Strassl, BMW Mobile Tradition, £30, ISBN 01 09 0 035 276.

The cult car will grace any '02 fan's coffee table, at a price. Its excellent illustrations include Georg Bertram's final drawing that defined the car's shape in May 1965 and lots of period photos with German landmarks as backdrops — including the 1600's debut in front of Munich's Opera House, on BMW's 50th anniversary, March 9, 1966. All the model variants are described with amusing understatement — such as 'a good compromise' (for the targa convertible) and 'an experiment' (for the touring). And there's a fabulous selection of motor sport photos, including Hans-Joachim Streytzel's Stuck at the old 'Ring — his '02 cocking its nearside front wheel at least six inches in the air.

Loss of Power

ONE question that is constantly cropping up is that of BHP at the wheels. Some people appear to be at a loss to understand how some engines can lose a lot more through the transmission than others, and why do rolling roads vary so much?

First let's make it clear that BHP is a specific measurement. If rolling roads vary then one or more is inaccurate. OK, if you keep to the same rolling road an increase is an increase, but we think this is misleading.

Brake Horse Power is a rate of doing work. If I can move a 33,000lb load one foot in one minute, I have expended 1 bhp in doing so. The 'B' in bhp stands for 'Brake' or engine brake which is a machine for measuring torque and engine speed. The machine holds the engine at a specific rpm and measures the torque generated at the flywheel. Combine this

with engine speed (revolution) in a given time (minutes) and we can calculate bhp.

A rolling road operates against the driving wheels and therefore measures the torque at the wheels and the speed of the wheels in rpm. Hence the bhp at the wheels figure takes whatever torque is multiplied by the gearbox and diff ratio into account. Now, in theory, a gearbox will multiply the torque, but the rpm will come down and the end result should be the same, e.g. introduce a two-to-one gear ratio and torque is doubled, but speed is halved. The end result is the same. So why is it that when you run a car in second gear as opposed to top, you get a much higher bhp reading at the wheels?

The answer is transmission losses. The friction losses in the drive train increase with speed. If you run in top gear, you are maybe doing 120mph, compared to perhaps 60mph in second. Therefore the bhp at the wheels will be much higher in second gear than in top. Next let's

consider how high those losses will be. Much of the lost power is absorbed by the tyre. On a rolling road, flexing the sidewall takes up a fair amount of effort. A car with a big power output will dig in on the rollers as you nail the throttle, plus you will need a body or two in the boot to prevent wheelspin. The total loss in this case might be as much as 35bhp. Now fit a much less powerful engine and you only measure 15bhp transmission loss. The answer is to measure everything on an engine dyno directly from the flywheel and only use the rolling road as a setting-up device. Sadly not many of us have an engine dyno facility!

QUIZ ANSWERS

1. Ross Brown
2. John Player Special Team Lotus
3. 4 times (55/56/57/58)
4. Graham Hill

2000

John Horton



**For the widest range
of Trophies
at affordable prices . . .**

FREE COLOUR CATALOGUE

- Club/Event Logos Engraved
- Nationwide Delivery
- Prompt attention to all orders

Call John Horton

Tel: 0121 378 2828 (24 hours) Fax: 0121 378 0500

E-mail: john@jhmm.co.uk Mobile: 07860 298022

Trackrod RALLY YORKSHIRE
Graham Steggles/Emma Bain
Peugeot 205 GTi 16v Car 228

We made it! But went OTL through a silly navigation mistake which I have to take part blame for as well. Olivers, (we were warned that it was slippy) 1st lap, 1st hairpin, flat out and going for it on my 150 year old well worn road rubber and absolute wheel lock up into a couple of barriers leaving us perched precariously on a drop of a few feet. (lets say 10) A marshal told Emma not to get out of that side of the car. (its on video!) No diff and on the grass meant we weren't going anywhere without some help. The car had to be lifted using Marshals (thanks men)(that's not sexist, they were all male) and placed back on the track. Off we went again but left the stage in last position with a 3.14 minute deficit. Into service and a wheel change meant we were back on track for Dalby forest. With a couple of minutes to go we entered the car, but what's this? No clutch. The pedal was on the bulkhead. Oh no. I hadn't even touched it. Thinking it was a broken cable we whipped it off to fit another. It turned out that one end had only slipped its mooring in the gearbox and we refitted it. 12 minutes late we headed for the service exit in a panic. We missed the control thinking because we couldn't see it that it would be on route. It wasn't. Dalby was held up so we went to try to get our minute from the service exit control but no such luck and we were OTL. We decided to carry on thinking that we may be able to contest it but ultimately it was no use.

So out into the forests for the 1st time just taking it easy not knowing what to expect and believing that it would be very nasty indeed only to find 1/2 way around that it was extremely easy and velocity increased. We came

out of Dalby with me having a very red face, a helmet full of sweat and an absolutely massive smile.

The same went for the next two stages and we actually made it to York finish. No spins and no offs (in the forests) but a few close ones with the rear slipping into a couple of ditches. All under control don't you know? Excellent. (air guitar)

I can't work out if I like the forest better than tarmac. Both have their own merits for me and I would like another crack at it. (Premier?)

The handling was brilliant on the forest tracks but dangerous on the road. I can only put it down to the rear remoulds as swapping to road rubber stops the rear hanging out through only the slightest of corners. At speed, on the road, rear wheel steering can be induced by a little input from the steering wheel and then going through the corner with the front wheels straight! Worrying at its best. Although I've bought 3 remoulds I might have to save for some Michelins. Other people with similar cars and the same tyres have reported no problem so if you have any advice.....contact me. At scrutineering I asked Peugeot Sport if they had any answers but were a bit stuck really and confirmed it may be the tyres.

In the Forests it was just what I needed hardly needing the handbrake or left foot as the car naturally turned in with little effort although when on the straight again it did keep going from side to side for a while and if I had let off the throttle I don't exactly know what would happen.

So our 4th rally and a disappointment of OTL that means a 25% failure rate. We are going to have to do better! If I can blame only my navigator, which of course I wouldn't do, then can I half that to 12.5% failure rate?!
Graham Steggle.

FOR SALE/WANTED.

Peugeot Parts For Sale.

- 1.9 Cylinder head (Less than 10K miles) - £100.
- 4 off 1.9 Gti alloys - white - never had tyres on £200.
- 1 Pair GPN Gravel Bilstein struts.
- 1 Pair Rear Gravel Bilsteins. - £250 the lot.
- 1.9 Gti Front 1144 Mintex pads - New - £30.
- 1.9 Gti Rear 1144 Mintex pads - New - £25.

01757 617263/0589 400930

E mail john.neale@british-energy.com

F351 PLL Development corner.
Graham Steggles.

I haven't done anything this month, not even washed it! We will be doing the Premier stages so I hope it all hangs together again. The Yorkshire forests took their toll on the tank guard but a bit of fibre glass and it should be strong again. A new front head lamp and a bit of water in the radiator cos I haven't fixed it from the Lookout rally when we put some rad weld in it and it should be right (ish). I did say that we were budget rallying didn't I? Having pressure tested the cooling system I've found the radiator cap to be weak and letting water out at below the 15 psi.mark. (Around the 8 to 10 point) This could be the problem of allowing the engine to run hotter than usual and the water loss. A new one will be fitted.

7 Dales Road Rally 2000

It was with some anticipations that I decided about putting in an entry to the rally, but after a brief think, that was that, I'd do it! First thing, navigator. Well, the best navigator that I know of has got to be Arthur (I don't know too many people!!) so after persuading him to dust the cobwebs off his roamer, he agreed.

The week of the event came around and so I decided that I ought to remind myself how to drive a car and not the usual Cadbury wagon that I was getting quite used to. What a difference!! A few minutes practicing and I was sorted.

Then came the event. Careful timing got us to scrutineering not a minute too early and so joined the queue. Well, I thought that this would be a piece of cake, after all the car is less than 3 years old. I was wrong, I had no tail lights due to a fuse problem and where's the yellow tape when you need it. (Battery earth lead!!)

Car 20 we were, the last of the so called experts, I can't quite work that one out seeing as it is my first drive!! The navigation didn't seem too taxing, as Arthur had it sorted straight away. First few sections, into Dalby forest!! Right then, a bog standard road car, in fact one of only two in the event. What was I letting myself in for? The first scare came in Dalby, after visiting a control, I flew around a corner and only just missing the tail end of a cavalier (inches rather than feet) and on turning around, we came across a maestro on its side in the ditch!!! (best place for it. (I do hope everyone was alright.) Ed.) 8 sections later, we had only dropped 1min 29 secs through about 40 or so miles of forest and tarmac! Well chuffed! This included Wykeham, not used for a while and all new to me!

At this point we were lying well inside the top 10 but all was to change.

The route carried on towards Scarborough and across the A64 to petrol at Seamer. After pulling up at petrol, most of the cars were squeaky clean, had I been in the same place as them? Apparently so.

Now heading back towards York, we lost 8 minutes whilst negotiating a white, 6 inches deep mud on standard road tyres, not good. Then 9 minutes were lost on a mis-plot thus losing a total of around 20 minutes.

Well, we finished 11th overall, which I suppose for a first time driver and a rusty navigator aint too bad, maybe we'll try a championship next year!

Simon Taylor.

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

[]

Autotest

[]

Economy Run

[]

Hillclimb

[]

PCT

[]

Road Rally

[]

Stage Rally M/V

[]

Stage Rally S/V

[]

Type of Claim:

Driver

[]

Treasure Hunt

[]

Navigator

[]

12-Car

[]

Marshal

[]

Other -

Service Crew

[]

state type

Organiser :

state position

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

NOVEMBER

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

DECEMBER

- 5 Conservative Club, Gildersome
- 12 Admiral Hawke, Boston Spa.
- 19 Crown, Wetherby
- 26 Admiral Hawke, Boston Spa.

Michael Kemp is trying to plan an archery trip in the near future. Cost will be around £5.00 per head. Any interest? Please contact him on:

0113 2329160 (h)
mkemp@inmyworld.freemove.co.uk

or at club nights.

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@innymworld.
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)