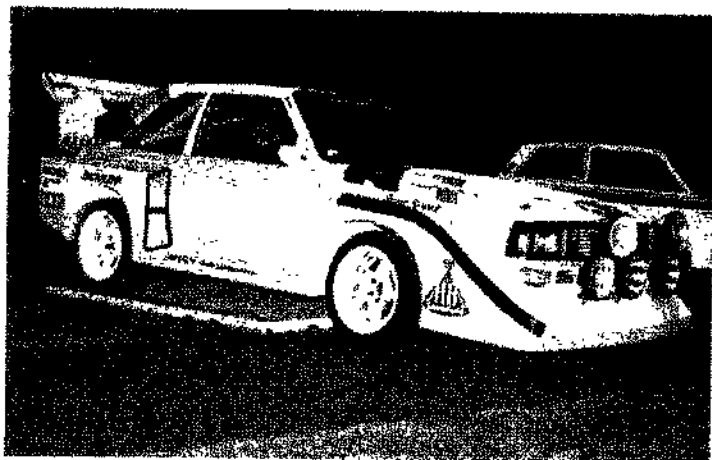


TRACKROD

MOTOR CLUB LIMITED



Audi Picture by Phil Andrews

November 2001

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

Editorial

Quite a good mag this month with a few reports. Keep them coming. The competing year is coming to a finale and if any club members are in championships I'd like to know how they are doing so as to publish any results. Send them in to me. Thanks.

Graham Steggles Ed.

Chairmans Chat

Many of you will have been disappointed to read of the state of the British Rally Championship (BRC) for next year. At a time when we ought to be sending out positive messages and encouraging competitors, we seem to be in the same state of disarray we were 18 months ago.

Trackrod has had several meetings with First Motorsport who have the "rights" to the BRC for the next few years and whilst there were some teething problems I did think we were "nearly there". Rest assured, we will be running the Rally Yorkshire next year and we will do our very best to ensure that it is part of the premier championship!

There are yet more meetings scheduled to sort the various issues and no-one thought it would be easy!

Hopefully you are all planning what you want to do in 2002 and I am sure that with all the cars re-built and all those odd jobs now completed we will have a super year!.

Have fun

Rod Parkin
Chairman

IN REPLY

Last months magazine turned into something resembling a national tabloid newspaper with a certain article, which has two sides to its content. Firstly it was of some four and a half pages in length which must have been a god send for the editor to have a magazine of such bulk. Secondly, it was written by some one, I believe to be very blinkered in his views of one of our club events.

In this so called article several points were raised about the organisers of the Lookout Stages Rally regarding their commitment to motor sport and their judgment of running a single venue rally competently and safely.

All competitors are aware that all MSA permitted events have all vehicles scrutineered prior to competition commencing. It is the driver's responsibility to make sure that his or her vehicle complies with the technical regulations of the MSA blue book.

As for the event starting on time proves that this year the organising team had everything in place in good time. In previous a slight delay was more often due to a safety aspect being implemented.

The new fog, as it was called, was from the dust which was thrown up due to the dry conditions, which in early September can usually be found. The team was unable to do anything about it, except pray for rain! As we do not own a large tanker, which could be use as a water bowser, it is usually up to the man upstairs to deliver such a large amount of water!

The fog of 1996 was another matter. Far from it being a "minor mist", this fog was a very serious problem with visibility down to just a few metres at times. The decision was a very long and hard one to make which was backed up by the MSA Steward after we decided to cancel the event. So all I can say is that you must have x-ray vision, radar or your brain removed (a vote will be taken by the membership at a later date!) to want to compete under those conditions!

The next point made was with regards to the seeding of the competitors. This is done in a very sophisticated way. We ask the competitors to write down the results of previous events on their entry forms. We then look at this performance and put them in to order with the ones with the best results at the top of the list and the ones with the lowest results or no results at all at the bottom of the list. This seems to work in most cases, but there is always one who is not satisfied with the organiser's decision! The organisers can only go on what information is available. I would like to know where "Enjoyment Prevention" comes in at this point!

By the nature of the venue and type of event, it is inevitable that cars catch each other up and at times a "queue" of three or four cars occur. It is now down to the skill and ability of the individual drivers to negotiate passed others and not be a fool by just planting the right foot and allow the turbo to fully boost and hit the rev limiter. Again driver ability comes in to play when negotiating obstacles and other dangers, including a blazing car being put out by fire extinguishers! It is inevitable that some cars will incur damage on this type of event with so many cars in close proximity of each other. It is possible that the car behind you could be battle scarred by you the car in front! A lot of the damage caused to other

vehicles may well have been caused when passing them while travelling sideways at 100 mph+, again foot planted on the floor and brain in neutral.

Page notes ???????

Winning the previous stage does not give you the opportunity to run first on the next, this can only be done by being the first car to exit the previous stage. So if you had been thinking of going first, then the REPO's would have penalised you for early departure of the time control!

As I have previously stated, due to the nature of the venue and event, competitors do meet other competitors on different laps. They may not always know you are there but to start nudging them out of your way, is this sportsmanship? I leave it up to your conscience to decide! Until the day we can run stages solely for individual competitors, which for eight stages would probably take over five days to complete. So until we all have enough leisure time and money to compete in this way we will have to continue in the old fashioned way.

I must go back to the point made earlier for the reason why the eventual event winner, Chris Myers and Matthew Whattam, were seeded at 38, which was their results were lower than the competitors in front of them. This is also relative to your own seeding. The organisers are volunteers to this game called rallying and usually have to make event arrangements from their homes on an evening using their own telephones and spare time. That is, not having the luxury of owning a business, where we can channel unlimited resources into organising events where competitor's can arrive at an event and be cosseted, being waited on hand and foot all day long. Being allowed to compete in any starting order they wish. Well, the batteries on my crystal ball have run out. At the moment I can not afford the replacements, but when I do I will be able to let all of you know when this phenomenon occurs.

One point I have left till last is the fact that you spotted that both Jean and myself were in Malta at the time all this was happening. If you had been a bit more switched on you would have found out that the United Kingdom has been in the throws of a Foot & Mouth outbreak for most of this year. As above, with my own resources and personal time, I spent several afternoons and evenings (if I remember it was longer than that. Ed.) trying to find an alternative date and/or venue to run my Motor Club's single venue stage rally. This was done at one point, which closer to the date (August 19th) was found to be on the same date as an other event in close proximity to Melbourne Airfield. The rush was now on to find some other date and/or place and after trying four other dates and two other venues the organising team agreed that the event should run on the 9th September with out the both of us. As we were sure the rest of the team could cope competently in our absence, and the fact that the event could not afford to reimburse us, if we had cancelled our holiday, so we took the decision to go. Finally, I would just like to say, if you found it more to your liking when rallying out in Barbados, then why don't you go out there permanently, it may please a lot of people. Failing that maybe you would like to try and organise your own type of rally over here. Good luck you will need it !!!!!

Derek Lee

Clerk of the Course Lookout Stages Rally.

(I thought I'd leave this one alone without any additions as it makes some good points Ed.)

A FURTHER REPLY

I read the article concerning the shortcomings of the Lookout Stages with some interest. I was at times wondering whether the event I was reading about was the same event I had attended. It seemed strange to find so many criticisms when the event seemed to run very smoothly and the majority of the competitors seemed happy with the stages. Dust was certainly a problem, but nowhere near as bad as the fog that shrouded the airfield and caused the cancellation of the event a few years ago. Referring to the fog present that November as a minor mist suggests a very poor memory, I'm sure the memory would have been better if we HAD sent you out to destroy your car, or maybe yourselves, against some piece of scenery looming out of the gloom. I do remember a car catching fire, so we must be talking about the same event, but putting the fire out with extinguishers seemed to be a sensible thing to do at the time. I suspect mentioning to the owner of the vehicle that we would like to let the fire burn for a while so that powder from the extinguishers did not obscure visibility for the other crews may not have been well received.

The 'bumper scraping' chicanes were, in fact, not as tight as previous years and were perfectly feasible at reasonable speeds, steering round these obstacles, which are there for a purpose, not just to annoy certain crews, is usually the best ploy.

Seeding on these sorts of events is always problematic, and by the way I was acting as Clerk of the Course in Derek's absence and, yes, I did do the seeding. Perusing the entry forms and sorting them tends to leave you with a pile of about 30+ competitors all of whom have registered top ten finishes in similar events. It is at this point that a basic mathematical problem causes some head scratching. How do I fit thirty cars into ten spaces? The answer, surprising as it may seem, is that you don't, therefore leaving a few less than happy people. This is of course not even considering the crews that have put no seeding information on the entry form at all! Unless we can run thirty cars all with number 1 on the side I don't think the Barbados system would work. Although we could set them all off together, that should at least hone the overtaking skills.

The stages set up at Melbourne, and I am sure at all other rallies, are conceived with safety in mind, as well as enjoyment for the crews, and are rigorously checked by the MSA and club stewards before the event can run. This does not of course mean that mistakes do not occur, but it does hopefully minimize them. Perhaps the crew of Car 18 could become stewards, then they could stop all events that might entail dust/overtaking/slower cars/chicanes/barriers etc. They could then be the best REPOs of all!

On the other hand, if they keep writing articles like the one in the last newsletter they will make pretty good REPOs anyway. If you annoy enough organizers then there won't be any events to compete in. Believe it or not, organizing an event such as Melbourne takes a lot of time, effort and cost together with a lot of dedication from the organizing team. Being labelled as REPOs is not exactly conducive to starting the organization of next year's event. At least if we didn't run it would give some crews less to complain about!

Andy Turnbull
Clerk of the Course, Lookout 2001

Dear Editor

I would like to make some comments regarding Andrew Apperley's article in October's edition of our fine magazine.

I have been involved in the Lookout stages Rally for a number of years heavily involved in the planning and running of the event. I would like to go back to the 1996 event that Andrew refers to having been cancelled due to 'minor mist that had panicked the organisers into cancelling the event'.

The cancellation of the event was not an easy decision to have to take but this was done on safety grounds after constant inspection of the venue by both the course car (which was driven by a very experienced organiser) and the MSA steward. When the MSA steward says it's not safe to run an event and removes the permit the event does not run!! The MSA steward correctly concluded that the Marshals and public safety could not be assured, as visibility was so poor. I personally would not like to have it on my conscience if I felt that I as an organiser had contributed to some body's injury by running a dangerous event.

Incidentally whilst clearing up the venue after the cancellation the fog got worse and didn't clear all day, Can you imagine how it feels to work so hard for so long to organise an event for it to be cancelled, you think you felt bad!!!! (good point. Ed)

Seeding; if you have ever run an event you will know it is a headache for any organiser.

We can only practically go on result information supplied by the competitors and hope that they are being truthful with that information. Yes we accept that we don't always get it right but we are only human and we do make mistakes. On looking at the seedings for the 2000 event we had approx 20 entries that going on results supplied any of the competitors would not have looked out of place in the top 10.

With regard to catching cars mid stage and the dusty conditions that's what you expect and get if you are going to enter single venue events. The fact is when you have possibly 30 cars running at 30 sec intervals on a six mile double lapped stage as most single venues are, you are going to get dust. What can we as organisers do!! Should we go out and hire big fans to blow it in the other direction and put on overtaking only lane in the stage!! (Please forward ideas)

As a competitor on such events I finished reading Andrews article and thought, that is single venue rallying, you know what you're going to get when you pay your money. I don't believe that there are any organisers in the UK that are 'Rally Enjoyment Prevention Officers' only people that give up a hell of a lot of time to put on an event for the competitors to enjoy, but as we all know you can't please all of the people all of the time. Organise a rally yourself and you'll soon find this to be the case.

Simon Marston.

To the Editor

It was with more than a little concern that I read Andrew Apperley's none to enthusiastic account of the recent Lookout Rally. Without wanting to get embroiled in the ethics of seeding on rallies I cant help feeling that the last thing the membership needs is to read about, in our own widely read mag, is our own organising team getting both barrels from a disgruntled competitor when that competitor happens to be one of our own committee members, and, wait for it, our former self acclaimed Public Relations Officer! It just makes matters worse somehow, especially when I recall his relatively few PR successes which all somehow seemed to be centred around his own activities!!

As I perceive it, membership morale and enthusiasm have never been so low and will not be improved by this type of reporting from within our own ranks. We should be trying to stimulate enthusiasm, not kill it off altogether!!

Richard Ineson.

F351PLL development corner

Having completed 13 rallies now I decided that the 205 needed a look at so up in the air and off with the wheels to find the tank guard in bits (again), the offside rear pads worn at an angle, the nearside anti roll bar bolt missing, an engine oil leak and various trim loose or missing.

The trim was painted one colour and refitted, a bolt returned to the anti roll bar, the oil leak has been left due to lack of funds and time at the moment and any way it will keep the rust off, its due a rebuild for next year any way, the worn pads was a funny one and after deciding that it was the calliper bracket that was wrong I rushed out to buy a second hand one only to find it was at the same angle? Odd? I thought. It all turned out to be a bent stub axle pin and although only 1/2mm out against the piston it added up to about 2mm at the disc edge! New pin bought and fitted all looks correct again. Peugeot won't sell them separate from the radius arm but can be had from Peugeot Sport! Another oddity from manufacturers? Its like not keeping stock of sump and tank guards whilst a model is still in homologation! Any way we are ready for Grizedale on 1st December.

G.Steggles.

Harold Palin Memorial Stages

G.Steggles/Emma Bain Car 20 (New that's seedling!)

This was the last round of the ANCC single venue championship and as such we needed a good result to remain in with a chance. I was tempted to go for crash and burn tactics to gamble but settled for 10/10ths driving to secure our position.

After Stage 2 we were 25th and quite happy with the situation. Whilst on the start line a Mk1 escort smoked by with a trail like a formula 1 car in the rain behind it. Thinking to myself that it could possibly be out of the rally and we should move up a place (not very sporting but come on it goes through our minds) I forgot to think about the oil laying on the track. After 2 180° spins into chicanes and the very real threat of getting a 30 second penalty for touching bales or cones I still didn't twig that there was oil on the track and came off thinking the rear brakes were grabbing. Derek and Katy cheered me on as I stopped with inches to spare backwards into their chicane. First gear was selected before we were stopped and not much time was lost. Back in service Malcolm, Jan, Jim and Michelle were trying to find stuff to do on the car but only managed to top up their tans! and a lot of people were scratching their heads as Chris Leeming had spun mysteriously (according to him) and bent his steering having wiped out a chicane and parked in the grass. Thinking he could take a maximum and get back out he fixed the rack only to be pulled and excluded by the organisers. They wouldn't even let him continue out of the results. It suddenly dawned on us all that it must have been the oil from the now retired Escort and on the next stage we could see a black film on most of the racing line around the course. The spins had dropped us to 28th which worried me until I saw that there was 17 seconds between us and 20th position and 6 between 25th. It was going to be close.

Lorraine Leeming was flying and into the top 20. The rest of the day was good with us clawing back second by second to get us to 20th again, the car was going well and the oil disappearing but I was really having to work at it. The penultimate stage saw Lorraine blow up big time and deposit her engine all over the track just on the braking area for a chicane. Warned about this we went out on the last stage.

We were consistent with our times but still only good enough for 18th O/A and 5th in class. Still a good day and considering that it was so fast out there we held our own again mixing it with some quick cars.

So, the end of one part of the ANCC championship and it looks as if I will finish 3rd and Emma will get 2nd in the single venue championship. Not too bad for our first year in the home built bitsa car!

G.Steggles

Youth Marshals at Manby

6 young people turned up for a fine day out on Saturday at Manby for the Harold Palin Memorial Stage rally we have to thank Denis Healy Centre for organising the transport to the event. We organised it with the Chief Marshal Terry Kirby and Derek Lee who had Katy Lee with him Marshalling a corner. This is where the young people were placed for the event. I've spoken with them today and the response has been good as they all enjoyed it and would like to go to the next one. If it keeps on like this we'll have double for the next one as well. I anticipated that it would be slow to get off the ground but as word travels through the group of how good it was we should be able to develop a core of people that can go marshalling. The next one may be on 1st December in Grizedale Forest but still needs a lot of planning as it is a multi venue albeit the stages are close and I may throw in some extra training classes for them. Plus the event is notoriously cold and that may dwindle the numbers a little. Joe Stones said, "I enjoyed watching cars at speed and they were so close to us" Mat Goodwill said, "It was a good day out and I enjoyed the racing" Ste McReynolds said, "It was great and I want to go on the next one, when is it?" Derek Lee said, "They all behaved responsibly but I had all on keeping up with the questions about the sport from them."

All in all a good day I think and it will take time to get them up to marshalling on their own but is achievable. It now needs a couple of cold wet ones to see if they can stick it like the real marshals do.

G.Steggles

MOTORSPORT

Teenagers taking control in rally initiative

TRACKROD Motor Club have launched an innovative scheme to take motor-mad kids off street corners and thrust them into the action at rallies across the north.

The Leeds-based club have teamed up with the Denis Healey Centre in Seacroft to get some of their youngsters involved in marshalling at single venue and multi-stage events.

Six teenagers, aged between 14 and 17, went with Trackrod members Derek and Katy Lee on the recent Harold Malin Memorial Stages Rally at Manby Airfield.

They spent a day marshalling and learning the ins and outs of ensuring the smooth running of an event while watching the cars at close range.

The youngsters: Joe Stones, Stephen McReynolds, Aran Herbert, Matt Goodwill, Ricky Jordan and Danny McCutcheon, are all part of the Seacroft United Moto Project (aptly abridged to SUMP).

The club liaison was the brainchild of Graham Steggles, who was competing in the rally in a Peugeot 205 and helps out at the centre.

Steggles said: "The response was really good and all the lads enjoyed the experience and want to go again."

Centre helper Dave Woolford, who accompanied the entourage, emphasised it was just another opportunity that SUMP can offer them.

The project already involves its patrons in motocross, karting and grass-track racing.

Trackrod are now hoping to arrange evening sessions teaching map reading, first aid and other safety issues within motorsport.

LARA'S THEME

As the media continues its downward dumbing, I find certain words make people instantly turn off or turn over. For instance, if you don't watch anything on TV with cooking, gardening or survivor in the title, or turn the page if a newspaper article mentions body piercing, impotence or organic foods, suddenly there are far more hours in the day. But this gives me a problem because I'm about to type four words which I know are a total turnoff for *Wheels* readers; just force yourself to read a few sentences beyond them before turning over.

Here goes: RIGHTS OF WAY ACT. Come back! I'm not going to delve into the details of the new legislation or talk about RUPPs, ORPAs or even FARTs (Footpaths As Recreational Thoroughfares), instead I want to ask for your help in fighting motorsport's corner over the issue. I know it doesn't appear to affect all branches of our sport but it does because any restriction on one area damages us as a whole; on this issue the many strands of motorsport must stand together. You can bet that rambblers will (I think their pullovers knitted from recycled marmalade give them an inner strength).

One problem is that some of the legislation lies way in the future, up to 20 years ahead and many readers may feel that they won't be around by then. I know for sure that I'll have crossed to

the Other Side (I'm going to live in Australia) but if we relish our sport, surely it's worth fighting for its future?

So what can we do? Well at a national level LARA (the Land Access and Recreation Association) is playing a blinder by keeping tabs on the issues and it, with the MSA, will be lobbying nationally. But the question of access to land is mainly a local rather than national one. Which is where Regional Associations come in. They will need to monitor things on their patches and feed information to LARA and, where necessary, organise lobbying letters to all and possibly sundry.

And clubs? Well, above all they should support the Regional Associations. But ... and it's sometimes a big 'but' ... a club may not support its Association because of long forgotten feuds or simply because they don't think it's active or lively enough. Well, instead of sulking outside the tent it would be much better if such a club joined its Association and fought to inject some life into it. Think how it weakens an Association's lobbying position if when asked if it represents all clubs in an area, it has to say 'well ... er ... no'.

Clubs can also help by trying to persuade people to act as local 'monitors' of Rights of Way issues. This is important because some planning matters have to

be advertised in newspapers 'considered to circulate widely in an area'. That's the theory but ... tut, tut ... some authorities deliberately advertise in newspapers which meet the letter of the rules but not the spirit because they have such low circulations that nobody actually reads them. Only local monitoring will spot such skulduggery.

To create a receptive climate for any future lobbying, clubs and individuals should do all they can to promote motorsport at a local level so that we are seen as part of our communities and thus entitled to a voice in them. That way we won't get rucksacked aside.

Finally, all clubs will soon receive a revised Guideline for the Club Manual on promoting a club - why not borrow it and see if you can implement some of the suggestions?

You can turn over now.

Stuart Turner



COD FILLET QUIZ

1. Name the two English co-drivers who have won the Monte Carlo rally twice?
2. Which US racing driver was nicknamed The Bedouin?
3. When and where did J. F. Gonzalez win his 2 GPs?
4. How many cylinders had the Audi 200 Quattro in '89, '90?

ANSWERS ON PAGE 14

This edition of *Wheels* begins the 9th year of publication. Time to thank John Hopwood of Ecurie Cod Filler, our advertisers and our friends at *Motorsport News*, *Classic and Sports Car*, *Cars and Car Conversations* and Bob Rae of the British Motorsport Marshals Club.

MSA adopts European governing principles

The Motor Sports Association has become one of the first governing bodies to commit itself to new international principles for the good governance of sport.

Both the Motor Sports Council and the Board of the MSA have agreed to adopt principles laid down by the Governance in Sport Committee, a collaboration between the European Olympic Committee, the Fédération Internationale de l'Automobile and other international sports bodies.

The MSA already complies with many of the Committee's recommendations, including the making of sporting rules, resolving disputes, publishing an annual financial report, and clear demarcation between a governing body and its commercial activities.

Full compliance will also require democratic appointment of all Council members; fixed terms of office for those members to ensure the regular entry of new people; more published information about elected members and their voting procedures; and open tenders for commercial contracts.

MSA Chief Executive Colin Hilton explained: "All groups involved in a sport – participants, spectators, sponsors, the media, governments, organising and rule-making bodies – need to have confidence that the sport in which they are involved is effectively and fairly governed at every level.

"Good governance requires clearly defined rôles and responsibilities for all participants and transparency in the way these rôles and responsibilities are defined, monitored and enforced. The legitimacy of any governing organisation depends on continuing and widespread confidence in its institutional structures, governance arrangements, rules and dispute mechanisms. Without this confidence, the value of the events and championships for which it is responsible may be adversely affected."

Club Officials seminars

In 2002, the officials seminars will be held at various venues throughout the UK and reserved for unlicensed club officials (which typically includes event secretaries, non-licensed clerks of course, club stewards, championship co-ordinators, observers and other unlicensed club officials), with the content based on the theme of club level event management.

Attendance is invited from rally, off-road, speed, kart and race disciplines, and each club may nominate up to six officials from as wide a profile as considered appropriate, with newcomers especially welcomed.

Formal invitation letters to each club were sent with MSA Club Bulletin 5 and each club is asked to discuss – ideally at the next committee meeting – nominations to represent the

club at its nearest or most convenient venue, and supply appropriate contact details to MSA before 1 December 2001.

Award of Merit

Nominations are being sought for the Prince Michael Award of Merit, which is presented annually for meritorious service to British motor sport.

The award is open only to people who do not principally earn their living from the sport. Among those not eligible are current members of the Motor Sports Council, and serving directors of The Royal Automobile Club and Motor Sports Association.

The award is normally presented by HRH Prince Michael of Kent, President of the Motor Sports Council, during the annual council dinner at The Royal Automobile Club in London's Pall Mall.

Nominations should be sent in writing to the General Secretary at Motor Sports House, to arrive by 1 December 2001.

Dedicated radio station for Network Q Rally

Red Dragon Rally FM plans to broadcast around the clock during the four days of this year's rally (22–25 November). Using satellite technology to link transmitters across South Wales, the station will provide live, up-to-the-minute news, driver profiles and expertise from such well-known rally commentators as Maurice Hamilton and John Hindhaugh, plus music, local and world news.

This year's event promises a number of other 'firsts' including a single service point at Felindre, near Swansea.

Tickets can be booked by credit card, either via the ticket hotline on 01327 850291 or online at www.networkq.co.uk.

RIGHTS OF WAY JARGON

- **Access Land:** Land where the new Right to Roam will soon apply – ie Mountain, Moor, Heath, Down & Common. Also called 'Open Country'.
- **CRoW, CRoWA:** Countryside & Rights of Way Act 2000.
- **DEFRA:** Ministry which replaced DETR for countryside matters (but not main roads).
- **DM&S:** Definitive Map & Statement (shows most rights of way – kept at County Hall).
- **LAF:** Local Access Forum. All English & Welsh Highway Authorities and NPAs will have one soon (except London).
- **Lost Ways:** Routes not recorded or under-recorded on the DM&S.
- **NPA:** National Park Authority.
- **ORPA:** New OS term for 'whites' – Other routes with public access.
- **RB, Restricted Byway:** A new class of RoW for all users except motor vehicles (but where there may well be full vehicle rights as well). All RUPPs will soon become RBs.
- **RoWRC:** Rights of Way Review Committee, a House of Commons advisory group on access matters and RoW.
- **RoW:** Right of Way (often used to mean only those shown on the Definitive Map).
- **R-to-R, R2R:** Right to Roam on foot only (on Access Land).
- **SI:** Statutory Instrument – minor legislation which brings part of an Act of Parliament in force.
- **RUPP:** Road used as a public path, an obsolete designation for many green lanes. All RUPPs will become restricted Byways.
- **SoS:** Secretary of State.

AUTOSCENE

**Motorsport
News**

REVIEWS FROM

CLASSIC
A SPECIALIST PUBLICATION

CLASSIC RACING ENGINES, Karl Ludvigsen, Haynes, £29.95, ISBN 1 85960 6490.

This is a technical analysis of 50 of the greatest racing engines, chronologically from the 1913 Peugeot dohc 'four' to the 1994 Mercedes (Ilmor) pushrod V8 Indy winner of 1994, but spanning all the landmarks – tiny Austin Seven Twin-Cam to the great Auto Unions and innumerable Ferraris.

The criterion for inclusion is success rather than engineering bravery – so the BRM V16 is not included, although the later and marginally more successful H16 makes it in.

Each type is dealt with clearly over four pages, with at least one overall photo and several details – all in black and white – and the clarity of Ludvigsen's descriptions means the relative merits of each type can be established, even for those who do not have an intimate understanding of how engines work. In any case there is an excellent glossary at the back. A timely work, equally at home on the coffee table or in the reference library.

FABULOUS FERRARI, £14.95, Speedvision, tel 01962 841100.

Six years after the release of his excellent *The Porsche Story* director Tony Maylam has again teamed up with presenter Alain de Cadenet to produce the promised follow up on the Ferrari.

The high quality production and inspired photography of Chris Davies are a class above most video marque histories. Alain de Cadenet is the lucky

man who gets to pedal some of the greatest ever Ferrari sports cars from gorgeous 166 Barchetta to 333SP, but his charm and authority carry the enviable task off with aplomb. Cameraman Davies makes the most of various locations and masterfully manages to make California back roads look like the Targa Florio.

CLASSIC SPEEDBOATS, The Summit 1945-1962, by Gerald G Guétat, MBI (via Haynes in UK), £29.99, ISBN 0 7603 09167.

A year since its French publication, the second volume of Gerald Guétat's brilliant *Classic Speedboats* is at last available with an English text.

Translated with real feeling by speedboat historian Kevin Desmond, this handsome title covers both race and water speed record boats.

Packed with spectacular photos of these fearsome craft, including colour of rare, restored survivors, this 190-page title covers developments from both sides of the Atlantic.

The book also covers the 'jet society' including John Cobb's extraordinary Crusader, with Ghost 48 power, similar to that used on the De Havilland Comet. Tragically, having topped 200mph, this bold machine disintegrated on Loch Ness in 1952 – costing the life of this popular speed legend.

Author Guétat is a key figure in the revival and restoration of historic race boats and master-minded the wonderful Retronautique display at Retromobile. A marvellous book.

MARSHALS POST

by the BMMC

In the last few issues of *Wheels* we've been looking at the very important issue of fighting fires in competition cars.

We've looked at the protective clothing you need, the type of extinguishers used in motorsport – dry powder and foam – the plumbed in, on board extinguishers, which usually pump foam into the engine bay and cockpit, how you trigger them – by a button, switch or pull handle marked with a red 'E' in a white circle – and the need to isolate the car's electrics to stop fuel being pumped into a hot engine.

Now we are going to look at how you fight a fire using hand held extinguishers.

Approach with the wind

behind you, stop about 12 feet from the fire and remove the safety pin from your extinguisher. Hold the hose, grip the trigger and start fighting the fire from there.

Watch out for any flames on the ground. Don't walk into them, put them out with a powder extinguisher, followed up by foam.

If people are still in the vehicle, fight the fire in the cockpit first, otherwise, fight the main seat of the fire.

Direct the powder extinguisher at the base of the fire, but don't get too close. If you do, all that will happen is the power of the gases propelling the powder or the stream of foam will spread the fire.

Use the powder in bursts to knock the flames down, then seal with foam. If the flames have gone out, don't use any more powder. A reasonably

large powder extinguisher will be exhausted in just 20 seconds if you squeeze and hold the trigger, so be economical. You never know when you might need more powder.

Fires will flash up again, they will lurk in hidden corners and they will blaze away unnoticed in engine bays and under cars. What ever you do, don't throw open a bonnet or boot. All that lovely oxygen is just what the fire is waiting for. Just crack the bonnet open and squirt some powder in, or squirt some in through a grille.

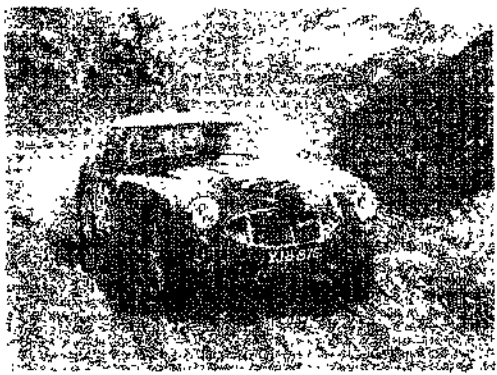
QUIZ ANSWERS

1. Henry Liddon (Hopkirk '64 and Aaltonen '67) and David Stone (Elford '68 and Andersson '71)
2. Ray Marroun, Indy Winner 1911
3. 1951 and 1954 British GP (Silverstone-Ferrari)
4. 5 in line (2144cc)

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on Saturday 26th January 2002

Tickets £18.95 available November 2001

See Simon Taylor for tickets and further details

Trackrod Merchandise

Item	Colour	Price
Sew on patch	N/A	£2.50
Polo Shirt S(40") M (44") L (46") XL (48") XXL (50")	Grey	£10.00
Sweatshirt	Grey	£11.00
S (40") M (44") L (47") XL (50") XXL (53")	Navy	£11.00
Roll Neck	Black	£16.00
S-M-L-XL-XXL	White	£16.00
Rugby Shirt	Red/Black	£22.00
S(36") M (40") L (44") XL (48") XXL (50")		
Short Sleeved Shirt	White	£14.00
(Please state collar size)	Blue	£14.00
Wooly Hat	Black	£4.00
	Grey	£4.00
Cricket Sun Hat	Navy	£5.00
Wallet	Black	£4.00
Navigators Bag	Black	£7.50
Holdall	Black	£14.50

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Taylor)

Richard's Retro Requiem.

From the pages of the Trackrod Newsletter of November 1971
(Issue No. 14)

The latest escapades of 12 car rallyists were reported, the event being won by Richard Jackson/Steve Hazeldene closely followed by Ken Goodall/Richard Ashcroft. It had been quite an eventful night in somewhat foggy conditions with tricky navigation taking its toll amongst the flat out merchants. Apparently the "Braffon White" was a new innovation requiring a short deviation on to the station platform! And leaving via the sign marked "EXIT". Steve Mills exhaust dropped off and time was lost whilst it was secured to the boot lid - unfortunately a flat rear tyre went unnoticed until they set off again, yes, undo the exhaust, change wheel, do up exhaust for a second time (no service crews on those events)

Chairman Ray Dickinson reported ecstatically on the tour of Mull Rally (since when we've had a presence just about every year!) and the Dewsbury MC Rally was cancelled due to lack of entries, maybe it was a production car trial being held at night!

Jonny Solk/Frank Stuart Brown flew the Trackrod banner on the Illuminations Rally and came away with Best Novice awards, Richard Jackson/Steve Hazeldene entered as Semi experts, finished 31st O/A and 6th in class.

The editor was bemoaning the fact that the National press tried to sensationalise the death of Jo Siffert, whose BRM recently crashed at the Brands Hatch Race of Champions, nothing changes does it? However Jo Siffert went to join his recently departed colleague Ricardo Rodriguez in that great Porsche 917 in the sky!

New members included one Andy Makay!

How about a 13" steering wheel for an Anglia/Imp for £4.00, another Steve Lloyd bargain basement item!

Finally, details were provided for the Bickley Stage of the RAC rally as we were assisting Ilkley & DMC (We didn't merit one of our own in 1971!) and get this: 249 entries, first car due 13.27 hours, marshals to meet at 92/845883 at 12.15 latest! (that map reference is the Fox and Rabbit!) How did this grow into being in position on stage, 3 hours before the first car?? Is it something called progress?? But is it more or less full??

Richard Ineson.

Mull 2001

Well, for the few from the club that made the trip up to the wettest place on the globe, it was well worth it!! Read On.....

Having being on the island since the weekend before, we had managed to explore every inch of the place, every road, passing-place and of course, pub! On the Wednesday, another member and his partner arrived and so the drinking was to begin properly. The first night of which was in the infamous McGochan's Bar. The annual 'Rally Quiz' was taking place. So tempted as we were, we took part and managed to keep a fair result throughout. The final round was all to play for, to cut a long story short, we WON! The prize of which was 45 seconds behind the bar, un-interrupted to get what we could! Well, 12 pints and several shorts later, we did our best. But from what I seem to recall, the rest of the pub benefited more than we did!

Staying in Glengorm, for those who haven't been, is fantastic. A huge estate with a fairytale castle and several small cottages make up what is an amazing area complete with deer, sheep, big cows with even bigger horns, a golden eagle and more sheep. We were staying in 'Cnoc Fuar' apparently meaning 'cold place'. Well this year it didn't live up to it's name as it usually does. This year it was surprisingly warm, t-shirt weather some days! I kid you not!! Using this as a base, it is an ideal location to get out and about, plus it's not too far to the pub.

The Thursday saw the majority of crews arriving, Tobermory full of hustle and bustle and the racket of cars being fixed??!! Surely the idea is to do that prior to the event?

Anyway, the evening saw more drinking and quite a lot of singing (not by us!)

Friday was scrutineering day. 160 cars in total taking part, it was a no mean feat. Again the town was alive as rally cars appeared from every direction. Then onto the evening, where the fun was really going to begin.

The evening obviously brought darkness (No, really? Ed), not a place to be in the dark. There are quite a few big monsters up in the Mishnish lochs. Even Gibbons (I think we were still drunk!) At 8.05, the first car was due on stage. The rumour at the time was that Mr Duffy, car 1 was no longer in the entered Mitsubishi and had swapped it for a good old Mark II. (Fair swap?) Anyway, two minutes later it was obvious of his choice of car as the deafening roar of the BDA stormed past us, never lifting for the whole time. How he does it I will never know. Big Balls I assume.

After braving it at the roadside for quite a number of cars, we had to rest! Only up until we realised that a car was missing, off two corners earlier than ours! So, like you do, we went to help. Running is not something that I do on a regular basis, having a car an' all that. So by the time we were there, I had to rest. Car 88 had gone off the road and into the land just before the first Mishnish Loch. So down we jumped, down to our knees! What a place to go off. The bog that he had landed in not only had good hold of the car, but had a good hold of us as well! Whilst the marshals watched from a safe distance, the speccys (All 4 of us) tried our hardest to unearth the stricken Pug 205. No chance. Even after getting the entire rock-face under the car, we were still unable to shift the great lump.

Well, having no success, we wandered back to watch the remaining cars and called it a day. Only after driving to the service area to see if there was any excitement. None at all. Bed.

Saturday brought sunshine and the only place to be whilst the sun is out is of course on the beach. So Calgary Bay it was then. What a setting! Watch the cars go by whilst sunning ourselves, complete with en-suite toilets (Now there's something that you don't get in Dalby or Clipstone!) (I do. Ed.) The setting was perfect apart from the local drunks who must have been on the long walk home and got lost! The usual competitors at their usual pace...balls out (This expression does not refer to a part of the male anatomy hanging free but rather an old reference to the governors on old steam engines where a set of balls spinning under centrifugal force came out from the centre of a shaft and limited the speed to maximum, thereby the expression "balls out" refers to maximum speed! Ed) but noticing Calum Duffy a few cars further down the field. Apparently an oil pump problem, which was later on during daylight to put him out of the rally. The top runners were few and far between, leaving us to wonder what was going on. There were a good 3 or 4 1600cc cars in the top 10 by now!

The rally became slightly more interesting when a Sierra Cossie decided that the only house around needed some new drainage ditches and a tree removing. Using of course his front bumper and radiator! No more Cossie! Wedged on its driver's door, it was going no-where. Well stuck. Then, out of the blue, came a good ol' mark 1, slip sliding all over the place and duly took off a layer of paint as he skimmed both the fence and the cossie. Providing the land-owner with a heart attack!

Moving onto the evening, more food was required. No chance, Mull was out of food. So that was that. (As long as they had alcohol? Ed)

Deciding that our best option was to head to Dervig to catch 2 stages, we trundled to the pub. Bumping into our old friends the boys in blue. Very accommodating they were too. (Not like ours.....the bas#+*ds) Having started walking through the stage a good half an hour before it was due to be live, we were met by the 00 car, an immaculate, 'uniflo' mark one. To our surprise, at competitive speed. We were confused! Ten minutes later, sure enough, car 2, Neil MacKinnon had started the stage. The stage was started 15 minutes earlier and of course, just the time when all the drunks and specys were taking up their positions. I've got to say that this was very unprofessional and extremely dangerous, and don't forget this is all in the dark! The drivers were as surprised as the spectators upon seeing each other. I bet MacKinnon saw a few whites of peoples eyes that night! The local law were in force to oversee that there were no casualties like the night before where a drunk was knocked into the grave yard, (His own daft fault)

The last stage of the evening was a blast down the hill road and through glen aros for those of you that know it. So patiently we stood at the junction in Dervig. What a spot, a K right over bridge into nearly hairpin right. The rwd boys were loving it! The atmosphere was electric even though it was 4 in the morning. With the top 10 original line up mainly out earlier on in the rally, it meant that they ran in the trophy rally tagged onto the end. Talk about saving the best 'til last, it was fantastic.

Neil MacKinnon won with a convincing victory, nearly 10 minutes ahead of nearest rival the Cope's in the escort cossie. Also this clocked up MacKinnon's wins to 10. It pays to be the postie Even after backing off on the last few stages, he was still hard to beat.

Simon Taylor.

SOCIAL SECTION

So far this year, we have seen both successful and unsuccessful events taking place, with people coming from far and wide to take part. Ranging from the karting day to the not so exciting boat trip!! The scalextric competition comes to a close as you are reading this article and by now we should have a winner. Many thanks to Richard Ineson and friends for making this happen.

So then, onto the future. First off, we are going to have another playstation night, on the 4th December 2001 at Gildersome, any playstations along with a copy of Colin McCrae 2.0 would be greatly appreciated!

Later on and into the new year will see the return of the Willy Wonka Trophy Indoor Rally Series. Taking place across varying clubnights, so keep your eyes peeled for more information soon.

The Annual Dinner Dance and Award Presentations will be held this season on the 26th January at the same venue, The Mansion, Roundhay Park due to it's success last year. Taking the same format as last year, tickets will be available from November onwards and also regular raffles will be held for your chance to get the ticket for free.

More events will be organised this year with the local community in mind, the first being through Graham Steggles. This is basically to give us a much better chance in the club of the year competition. Watch this space!

Finally, any other ideas? Please let me know if you wish to organise or help on any event. Phill Andrews, the new chief marshal will be informing you on a regular basis of the rallies which will be on so see you there, no excuses!

Regards,

Simon Taylor
Social Sec.

Web Sites

The committee has passed that members may have links to their own personal web sites from the club site;
www.trackrodmotorclub.co.uk

This doesn't include any commercial sites but if you have a personal site to do with competing, marshalling or organising events then we will include a link to it.

If you have wanted a site but don't know how to go about it then contact me as I can help. Things you could include are pictures, reports, championship standings, escapades you may have encountered, etc..

Its simple really and you never know who might get in touch.

G.Steggles. Web master.

Rally dates for marshals:

I need marshals and radio operators for coming events.

10th & 11th Nov Cossack road rally.

Dec 1st Grizedale stages, 44 miles in the Grizedale complex centralised servicing.

I have 2 stages on the RAC if anyone interested phone me.

2nd Dec DRT stages Binbrook air field also in Dec Xmas stages date either 27th or 28th venue Croft circuit not Caterick as in press.

Anyone interested phone;

Phill Andrews on 01937 588696 or

pg.andrews@talk21.com or mob 07940 250022

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2) ENGINE. Blueprinted & Gas flowed. Wills ringed, Group A Head gasket with Pectel P8 Engine/Management, Gibbs/Bajoo mapped, Flow jet Water Injection system with Kevlar/Carbon Tank, AET Hybrid quick release Motor sport Turbo (34mm restrictor), 403 Grey Injectors, Mountune Air to Air Boost Injectors, New AP Racing Paddle clutch, Gp A Oil Breather System.

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Probably the finest clubman's rally car in the world for £5000.00

**Any interested parties are welcome to contact Andrew Apperley on
07836-544037 or 01924-892311 Fax/Ans or at apperley@tinyworld.co.uk
for more details on either of the above. He is currently looking to
acquire, possibly in part exchange a rot free budget rally car/project up
to the value of around £3500.00 .**

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

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

Autotest

Economy Run

Hiliclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other -

state type

Event Status

Clubman CM ☐

National "A" ☐

National "B" ☐

International ☐

ANCC Round

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 1 month from the date of the event and must include a copy of entry list and final results sheet.

NOVEMBER

- 6 Conservative Club, Gildersome (Scalextric last round)
- 13 Admiral Hawke, Boston Spa
- 20 Royal Oak, Wetherby
- 27 Crown, Boston Spa.

DECEMBER

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 Royal Oak, Wetherby
- 25 Crown, Boston Spa.

Wots on.

November

- 2/3 Jim Clark Memorial rally
- 2/3 Dee Jays Cambrian rally, Final round BTRDA
- 4 Lynn stages, Snetterton
- 10/11 Cossack road rally

December

- 1 Grizedale stages rally
- 2 December Stages, Weeton Army barracks
- 30 Xmas stages?

Your 2001 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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