



# PRINTAGRAPH Granite City Rally



PRINTAGRAPH  
THE PRINT FACTORY



Organised by  
**Aberdeen & District Motor Club**

**Friday 3rd & Saturday 4th  
April 1998**



## PROGRAMME





# Foreword from the Organisers

The Printagraph Granite City Rally 1998 is the 30th anniversary year for this major Motorsport Event.

Following the success of last year's exciting floodlit spectator stage we are again running a spectator special on Friday night at Aberdeen Exhibition and Conference Centre, this time on tarmac.

A highly spectacular city centre 'special' scheduled for first thing Saturday morning has unfortunately had to be cancelled at the last minute, but the action will be every bit as intense as the 120 crews head for the loose surface stages along a traditional route up into the forests of Aberdeenshire.

For 1998 we are pleased to welcome Printagraph Limited as main sponsor. Long time supporters of the event, they join Overton Automotive Group, Anderson Cars and the many other organisations which make the event happen.

The competitors, including some of the very best drivers in the UK, will travel a total of 225 miles, including 70 of the best timed-to-the-second forest miles in Scotland.

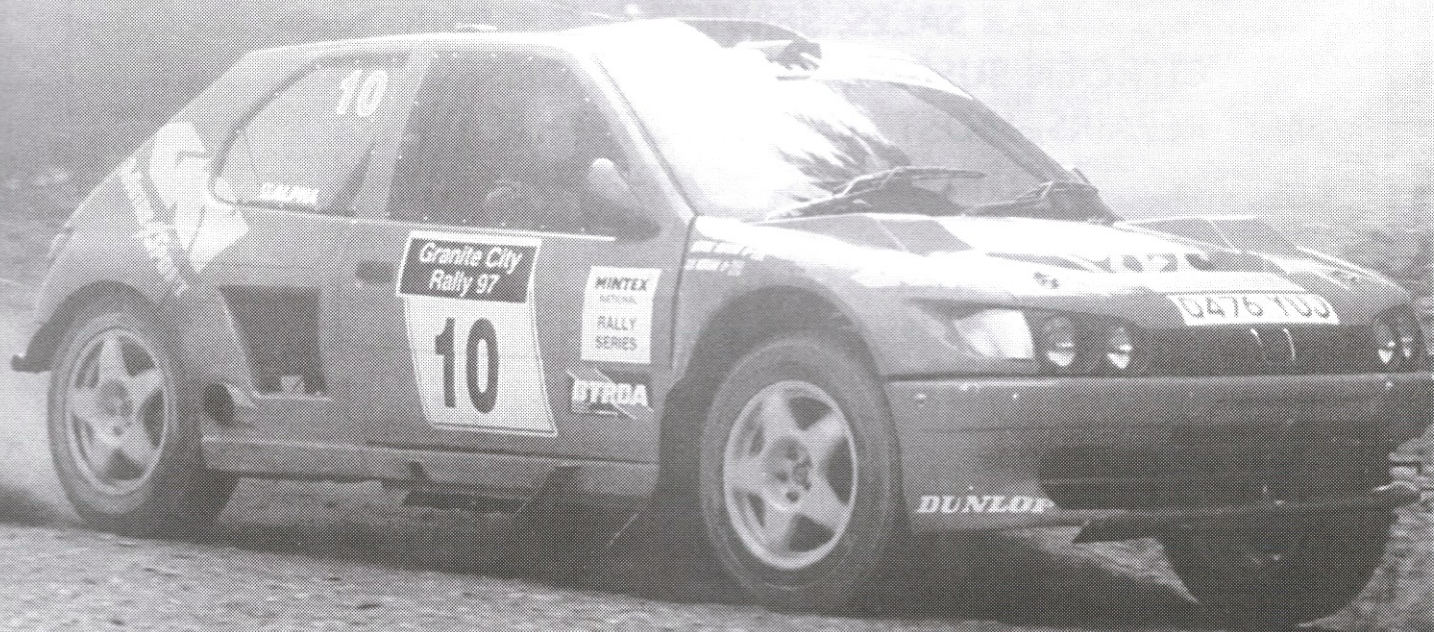
It is encouraging to see such a strong entry, with so many different types of vehicles, and remember that they aren't all aiming to win: for some a class victory, or even just a finish at the end of a fast, demanding and

highly competitive day will be enough for some to regard the result as a success.

As to who will be quickest, it would take a brave person to predict. Will it be a local, another Scot, or a 'National' crew? Particularly difficult to predict when last year, all three were the same person!

Whatever your role, be it relative of a competitor, rallying fan, or casual observer, we hope you have an enjoyable weekend.

**The Organising Team**  
**Printagraph Granite**  
**City Rally**





# PRINTAGRAPH GRANITE CITY RALLY 98

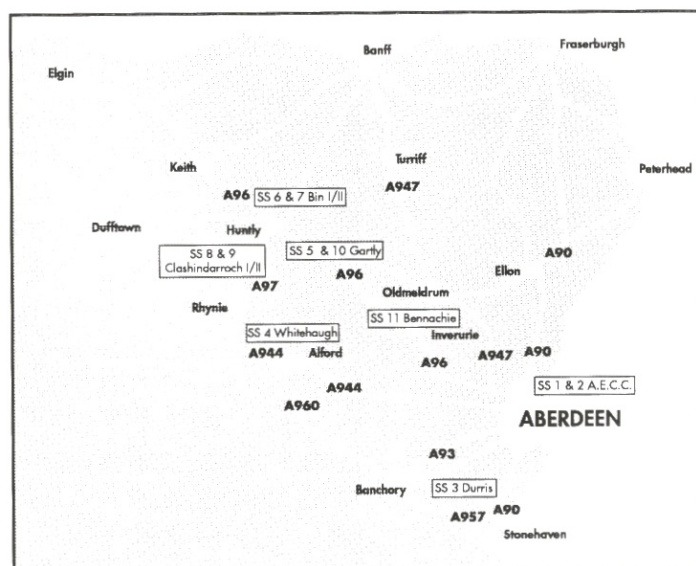
## STAGE SCHEDULE 3RD/4TH APRIL 1998

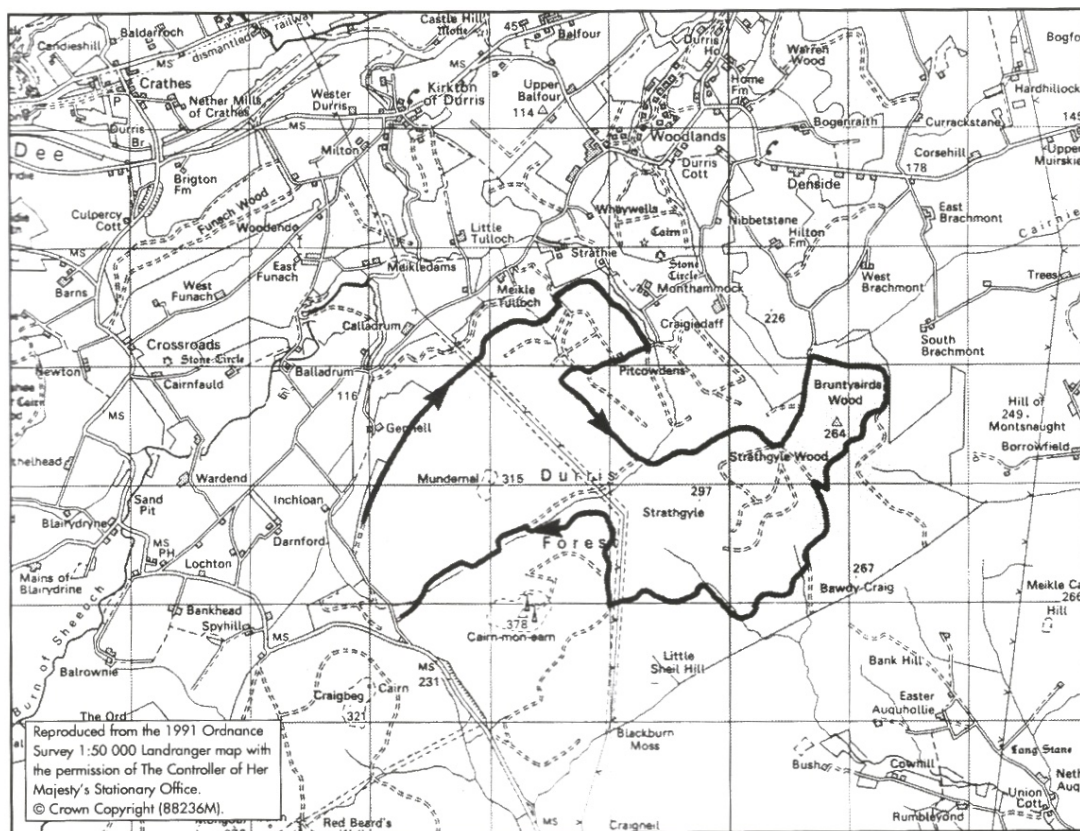
### Scrutineering Exhibition Centre Friday 3rd April 17:00 - 21:00

Stage	Stage Name	MR Start	MR Finish	Approx Time First Car	Spectator Parking Information
1	Exhibition Centre I			21:30	Ample Car Parking
2	Exhibition Centre II				
	Re-Start Exhibition Centre Saturday 4th			08:00	
3	Durris	38/77059285	38/77459210	09:02	Roadside Parking on A957
4	Whitehaugh	37/57502280	37/56652405	10:43	Very Limited Parking - Not Recommended
5	Gartly Moor I	29/52903305	29/57853265	11:14	No Parking between Gartly Village and Stage Start
6	Bin I	29/49004425	29/51204345	12:12	Limited Roadside Parking
7	Bin II	29/50804275	29/52804295	12:28	Limited Roadside Parking
8	Clashindarroch I	29/47453720	29/47303385	13:17	No Access to Start or Finish
9	Clashindarroch II	29/48203350	37/44302805	13:39	Roadside Parking at Finish Only
10	Gartly Moor II	29/52903305	29/57853265	14:30	As Gartly I
11	Bennachie	38/66252025	38/69902130	15:12	No Access to Start - Roadside parking at Finish
Finish	Exhibition Centre	38/94901060		16:45	Ample Parking

REMEMBER - KEEP YOUR SPEED DOWN ON PUBLIC ROADS. GRAMPIAN POLICE WILL BE CHECKING AT VARIOUS PARTS OF THE ROUTE AND WILL ALSO USE SPEED CAMERAS. (OVER 25 PEOPLE WERE CHARGED WITH ROAD TRAFFIC OFFENCES ON LAST YEARS EVENT.)

PLEASE NOTE! DO NOT PARK NEXT TO STAGE START OR FINISH. STAGE IS LIABLE TO BE DELAYED OR CANCELLED IF COMPETITORS CANNOT GAIN ACCESS. IF ASKED TO MOVE YOUR VEHICLE BY A MARSHAL OR RALLY OFFICIAL, PLEASE DO SO. GRAMPIAN POLICE WILL ENFORCE PARKING RESTRICTIONS.





## Special Stage 3

### Durris

Start 38/9650 0495  
Finish 38/7745 9210  
Stage Length 9.0 miles  
1st car due 09:02 hrs

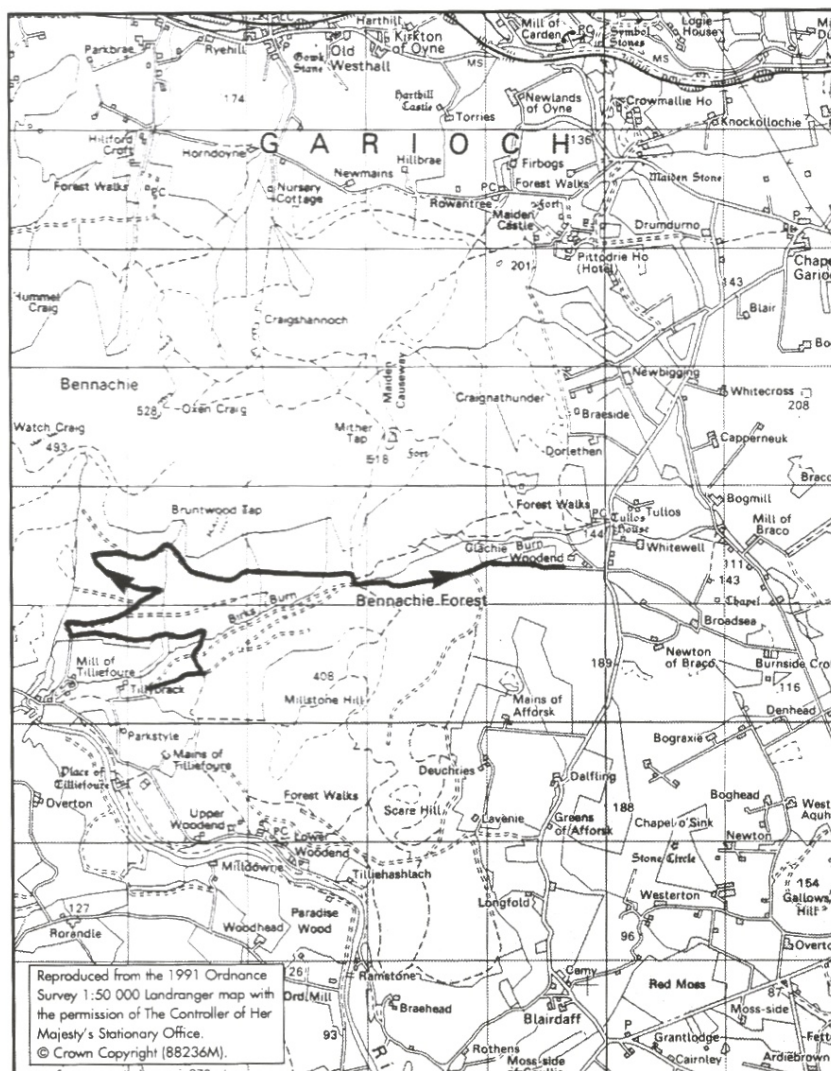
Very flowing stage with a mainly smooth sandy surface. Care will be required at a couple of corners where there are drops into car sized holes!

## Special Stage 11

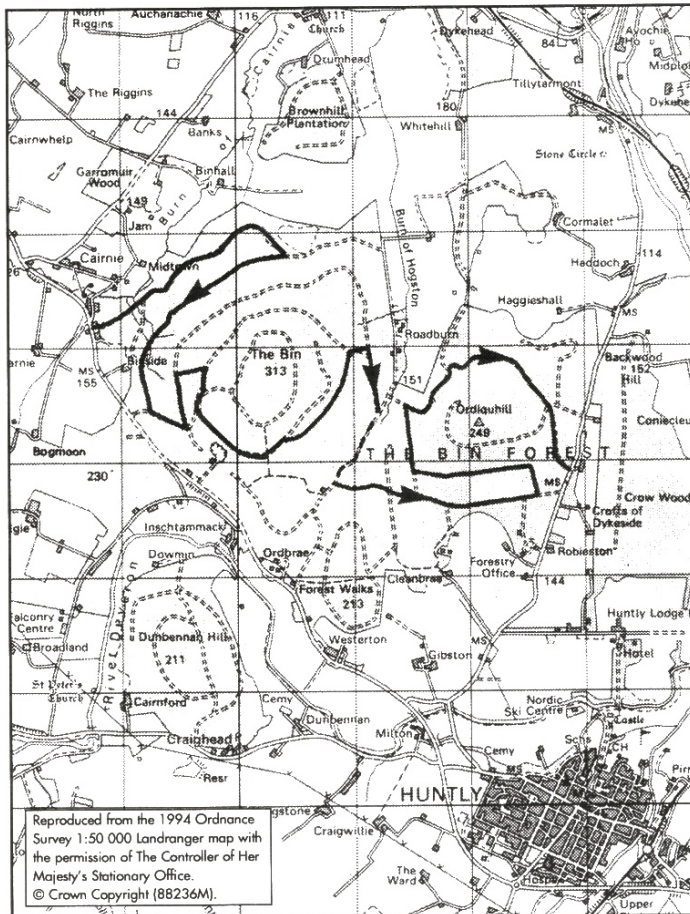
### Bennachie

Start 38/6625 2025  
Finish 38/6950 2130  
Stage Length 4.81 miles  
1st car due 15:09 hrs

First half of stage is very twisty with quite a few hairpin corners. The second half is very fast and flowing to the finish. This stage has a good gravel surface.





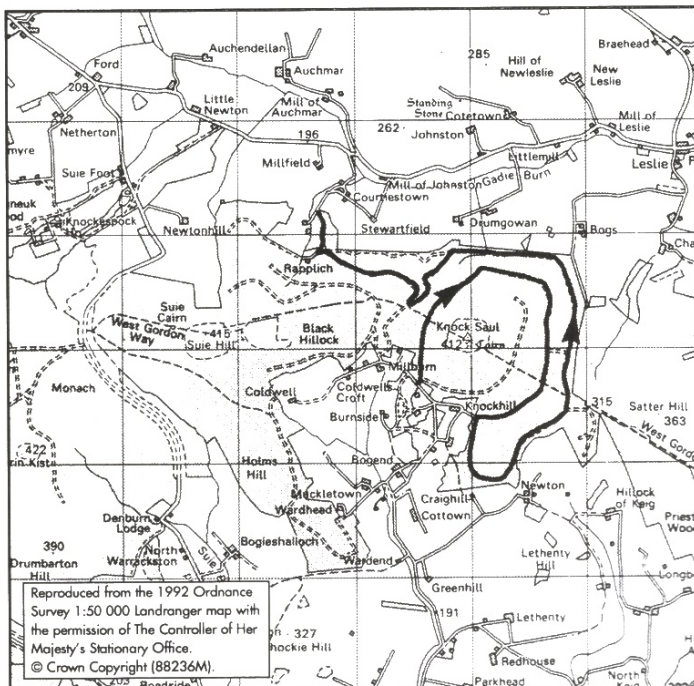


## Special Stage 4

### Whitehaugh

Start 37/5750 2280  
Finish 37/5665 2405  
Stage Length 5.67 miles  
1st car due 10:22 hrs

Part twisty, part very fast stage.  
Change of surface from sandy to smooth and hard. Some slippery sections.



## Special Stages 6 & 7

### Bin I

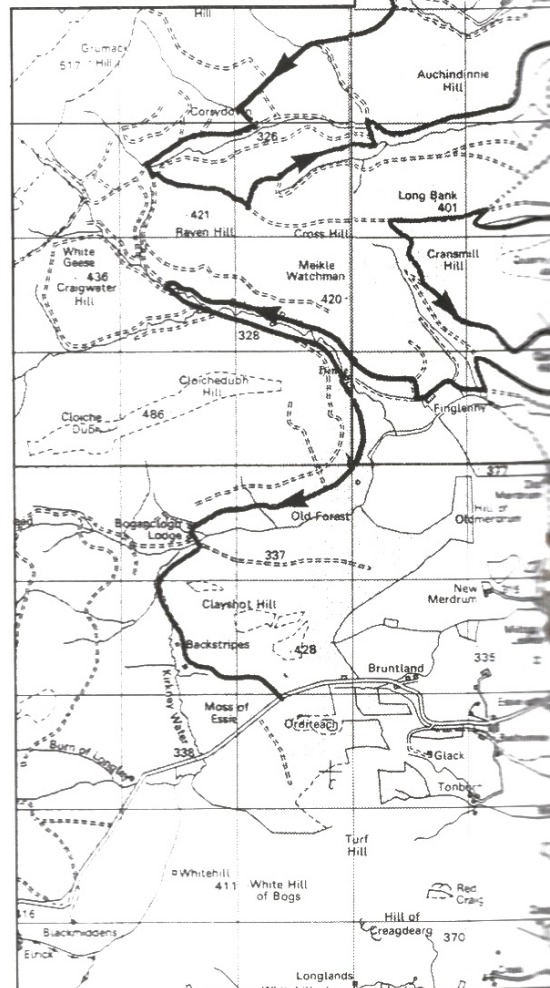
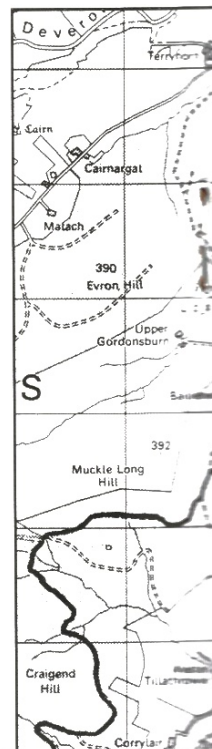
Start 29/4900 4425  
Finish 29/5120 4345  
Stage Length 4.75 miles  
1st car due 12:14 hrs

Flowing stage with good gravel surface. Short section of rough link road. Care will be required here as the forestry are doing a fair bit of logging.

### Bin II

Start 29/5080 4275  
Finish 29/5280 4295  
Stage Length 3.42 miles  
1st car due 12:25 hrs

Another flowing stage with good gravel surface - there is one mile of link road with grass and broom which has a good sandy surface below.



**GRANITE CITY RALLY**



## Special Stages 5 & 10

### Gartly Moor I & II

Start 29/5290 3305  
Finish 29/5785 3265  
Stage Length 5.83 miles  
1st car due 11:13 hrs  
2nd run 1st car due 14:27 hrs

Gartly Moor is a very fast smooth stage, but with a deceptively slippery surface. Some logging has made stage soft in parts. Care at double chicane near mid way point.

## Special Stages 8 & 9

### Clashindarroch I

Start 29/4745 3720  
Finish 29/4730 3385  
Stage Length 9.75 miles  
1st car due 13:28 hrs

Lovely flowing stage. A few rough patches of regrading and some care required on middle section where roads are built up. Generally excellent surface.

### Clashindarroch II

Start 29/4820 3350  
Finish 29/4430 2805  
Stage Length 12.74 miles  
1st car due 13:45 hrs

Flowing stage again! Caution - corners overs crests. Some rough regraded corners. Half mile of forest working with rutted roads.

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# Why there is more than one winner

## A brief explanation of the rally's different classes

On the face of it, you would be forgiven for believing that there is only one winner of the Printagraph Granite City Rally. In fact, far from it. Arguably everyone who finishes the rally is a 'winner', whether they have simply exceeded their own goals, or picked up a class award.

But other than the overall 1st, 2nd and 3rd battle, and the fight for championship points the main area of competition is in the classes. But what exactly are they?

On this event there are twelve main classes in three key groups. There are also four further classes within the historic and post historic sections, but they are relatively self explanatory, with historic rally cars being pre 1968, and post-historic cars between January 1968 and December 1974.

In the main event, we have Group N, Group A and Group B. Within each there are four classes:

- Up to and including 1400cc
- Over 1400cc, up to and including 1600cc
- Over 1600cc, up to and including 2000cc
- Over 2000cc

Thus, the classes range from N1 (Group N up to and including 1400cc) to B12 (Group B over 2000cc).

All cars in all classes must comply with the regulations laid down by the sport's governing body in the UK, the RAC Motor Sports Association, and Groups N and A are defined by the international rules of the FIA (Federation International de l'Automobile). These cover safety issues, and provide modification guidelines within which each class entrant must conform.

## Group N

This is often referred to as the 'showroom' class, for it is the one which permits the least amount of modification. Cars retain their standard trim, and other than safety modifications, such as a roll cage, and a limited amount of strengthening to the car, they are virtually as you see the models in everyday use. Group N, especially in the smaller engined classes, is particularly popular with those trying to compete at minimal cost, as there is a limit to what can be done to uprate the car.

## Group

### A

Probably the most common category, Group A cars are vehicles of which at least 2,500 'road cars' have been made in the last twelve months. Often referred to as homologation specials, these include such cars as Subaru Imprezas and Ford Escort Cosworths, which have a pre-determined and therefore relatively limited amount of modification. Generally, such cars have alterations to engine, gearbox, differential and suspension and greater freedom in the selection of parts used than their Group N counterparts.

## Group

### B

Outlawed internationally, but still permitted at National level, this is the class in which, other than complying with current RACMSA Technical Regulations, there is no restriction on numbers produced, homologation dates or modifications. This is the class in which you will find everything from the legendary Mark II Escort to the MG Metro 6R4 or the mighty home-built Peugeot of Andy Burton.

# How the Rally Works

The Granite City Rally forms one of the top motorsport events in Scotland: not only is it a counter in the Mintex National Rally Championship, but it is also part of the highly competitive Scottish Rally Championship.

As a result, The Granite City Rally attracts the top drivers in the UK and always presents an opportunity for the top Scots to gauge their skill and nerve against the English, Irish and Welsh opposition.

The competing crews start the event by going straight into the Aberdeen Exhibition and Conference Centre special stage, on Friday night. All will leave at 30 second intervals, and running ahead of the main event is highly competitive sub 1400cc run, and a number of specially prepared versions of the Ford Ka. This will be the first time that the Ka has been driven in anger this year and will be well worth watching.

Only the one stage is run on Friday, but the time taken counts as much as any other stage time does. The event was then to have continued early on Saturday morning with an attack on the Greyhope Road stage. Unfortunately this had to be cancelled due to a last minute legal hitch. They then travel to the first forest special stage, at Durris.

## Here's what the competitors do

On arrival at the entrance to the forest at the pre-specified time, after travelling non-competitively

on public roads, the crew move up the 50 yards or so the the stage start. The navigator at this point will be checking his or her maps and time cards, ensuring that the intercom with the driver is on, that the highly accurate trip computer is on, and that the harness safety belts and crash helmets are securely fastened. At the same time the start marshal will be counting down to the start time every five seconds, until the flag is raised and the car is off.

Once away, the driver is pushing on as quickly as he possibly can as every second counts. However, he will also be taking into account how much he can see, what the road surface is like, the weather conditions and many other factors. The navigator will also be 'reading the road', that is informing the driver, from notes provided by the organisers, of what the road ahead is like, how far it is to the next bend, and how severe it is. Throughout the stage there are junctions, which are numbered to co-ordinate with the route information.

At the end of the stage, known as the flying finish, the driver will squeeze out every last fraction of his car's power before he passes the clock and records a time, which is relayed by a phone line to a marshal at the stop line. The stop line marshal then writes the time on the time card and this is the official record for the results.

The crew then travel again by public road to the next stage or service halt. If it is another stage they will simply go through the same procedure again. If it is a service halt, the competing crew

and their team of support personnel have a short time in which to check the car over and make any adjustments, or major mechanical or body repairs. At this point the navigator will be keeping a close eye on the time, and letting the team know when they are ready to head off again, as any minute taken beyond the allocated service time will be penalised.

Once all the special stages have been completed, the crews drive back to the rally headquarters. Here it will be arranged for the pair with the quickest total of stage times and least penalties to be first over the finish ramp. That lucky crew will be welcomed by an applauding crowd, a commentary and a big bottle of Moët and Chandon. Would anyone like to hazard a guess as to who that might be?

