

Trackrod Times



The Official Newsletter of Trackrod Motor Club Ltd., RAC Affiliated No. 1230

APRIL 1996

ISSUE 302

EDITOR

Welcome to this, the first, **NEW LOOK** Trackrod Newsletter, we hope you will all find that this is an easier format to read. One of the main reasons for this change is to dramatically reduce costs. The previous format of magazine was costing in excess of 80p per issue and producing this alone was absorbing most of the membership fees, the new format should release club funds for use on other projects and events (not purely competitive events!).

Finally apologies for the extremely late delivery of last months magazine, problems both at the computer keyboard and printers!

I am also pleased to report that there are now a number of articles awaiting publication, thanks to one and all for submitting them to me. PLEASE don't stop just because your article has not been seen in print, I assure you that it will be seen soon.

Till next month, happy (and easier?) reading.

NICK STEVENS/BRIAN WALTERS
Editorial team.

SEC'S BIT

Happy Easter to everybody, and I hope to see you at West St. Car Park for the Aprilfools Autotest.

I would just like to make a few announcements. First of all Trackrod Members have an invitation to marshal at Harewood Hillclimb. There are several meetings throughout the season including our own Morley Waste Traders B.B.Q. Hillclimb on August Bank Holiday. So if you are interested contact Nigel Drayton or myself for further info. Next event 11/12 May 1996.

We have been contacted by Paul Ripley Driving Courses, who are involved in staging exciting Driving Days at venues throughout the area. A list of which you will find elsewhere in this issue. There are also advanced and high performance driving courses on offer.

The Yorkshire Air Museum, Elvington have for the past 4 years staged a series of aviation lectures and now have developed a new series of lectures entitled 'Things Motor Sport' There are lectures every month on different motor sport heroes or events. If you are interested a full list can be found further on in this newsletter.

Finally, Chris Worbouys of Mercury Radio is organising the 'Mercury Social Gathering' on 12th May 1996. This will comprise of a morning treasure hunt and an afternoon Indoor event set in and around the Fox and Rabbit, Pickering. PLEASE let me know A.S.A.P. if you would like to attend. If enough people want to go we may even put in a Trackrod Team....

Till next month, safe motoring.

DEREK LEE, Secretary.

RETROSPECTIVE

Whoops! Editorial lack of communication means.....I haven't got it!

Trackrod.....Ends

Double helping next month.

SOCIAL NEWS

The following is an amalgamation of a number of similar articles given to us this month!

CHINESE EVENING .. 8:00 start, Cost 8 pounds! This evening promises to be a great success. A top Chinese chef from York will cook a selection of starters and main courses which we will be served buffet style in the main bar. This is a good opportunity to have a good Chinese meal at a reasonable cost. We need 50 people to make it worthwhile. If you would like to join in or bring a friend not usually involved in your motor-sport activities please let Dawn Fernyhough (0113 2604849) or Anne Moffat (01756 700640/1) know as soon as possible and by 18th April at the latest. Your money will be collected on the night.

Anyone booked who then needs to cancel must advise us by Thursday 18th April or else the full 8 pounds meal price will still need to be paid.

For those members not wishing to have the meal, but still to come to a club-night, the pool-room bar will be available until after the meal is finished and then everyone can re-unite in the main bar.

SCALEXTRIC NIGHT, Tues 7th May at Yorkshire Switchgear. Richard Ineson has very kindly agreed to run a Scalextric evening at this venue.

Richard puts a lot of effort into these evenings so please come along and help make it a success.

An ideal opportunity to have some light-hearted fun and race in comfort with no danger of a speeding conviction to boot!!

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SOCIAL AND COMPETITION CALENDAR APRIL/MAY 1996

APRIL

- 2 Yorkshire Switchgear
- 12 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 16 Crown, Wetherby
- 23 Admiral Hawke, Boston Spa.
- CHINESE EVENING SEE SOCIAL NEWS (Page 1)**
- 30 Beehive, Thornor.

MAY

- 7 Yorkshire Switchgear
OPEN FORUM and SCALEXTRIC EVENING
- 14 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 21 Crown, Wetherby
- 28 Beehive, Thornor

Competition Calendar

April

- | | | |
|-------|---|--|
| 7 | Stage Rally (To Be Confirmed)
Hillclimb at Harewood?? | Wakefield & District MC
BARC Yorkshire |
| 14 | Yorkshire Classic Road Rally
Maps:98.99.104
Tour of Lincs | Otley & Airedale & Pennine
Lincs Louth Motor Club |
| 20 | Stage Rally at Manby | North Humberside MC |
| 20/21 | Autowindcreens Rally
Maps:119, 120 | Matlock Motor Club |
| 27 | Plains Stage Rally | Knutsford & Dist MC |
| 27/28 | Three Swans Road Rally:
Maps 99,100,101,5,6 | Selby & District MC |

May

- | | | |
|-------|---|--|
| 5 | Millbrook Sprint
Spring Autotest
(LARKSPEED ROUND) | West Essex MC |
| 6 | Millbrook Rally | Keighley & DMC
West Essex MC |
| 11/12 | Hill Climb at Harewood | BARC Yorkshire |
| 18 | Stage Rally at Manby | Nth Humberside MC |
| 19 | Stage Rally at Three Sisters
PCT
PCT (ANCC Championship.) | Wigan & DMC
Loughborough CC
Airedale & Pennine |
| 25/26 | Road Rally | Morecambe CC |
| 26 | Bloodhound Stages (ANCC) | Lincoln MC |

CLIPSTONE REVISTED

When Richard Jackson invited me two weeks before the event to co-drive for him on the Robin Hood Stages, it seemed too good to be true. I didn't have a licence, a map or any experience of stage rallying during the last eighteen years. Richard didn't have a car! Otherwise, we were in good shape. Amazingly, it was eighteen years since I last did an event with Richard. It was nearly twenty years since we won this event in SPY 44! Still, when you're hot, you're hot.

So it was that we found ourselves two weeks later on a cold, damp Sunday in a scrutineering area in Clipstone Forest at 6.00am. I had forgotten how early things start to happen in rallying. By now, I had my national B licence (and could have renewed my International licence from 1978, but twice the price), maps, romer, Trackrod rally jacket, Kwell, a large cloud of cabbage whites in my middle, but no car. Richard's older Porsche had been substantially rebuilt by Francis Tuthill, and was due to be returned at scrutineering. Mr Tuthill was as good as his word, and the Nidd Vale Motors car duly got its ticket to ride at 7.00 a.m.. Spotting John Richardson observing proceedings, I tried to obtain some tips on how rallying had changed since I'd been

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away. 'Not much' was the reply! Meanwhile, the flying machine from Zuffenhausen was receiving its final fettle. We were entered in the Historic Rally, and as the car was the second 911 to be imported into this country, it is very historic indeed! It was in immaculate condition, and although it would go back to the shop after the event for the rebuild to be finished, it looked, sounded and was, magnificent. Richard's seat had to be repositioned, however, which meant that he travelled the few miles to start in more ordinary transport.

It also meant that he did not drive the rejuvenated Porsche before the start! A brief blast down the A614 was enough to convince him that all was much taughter than before. He pronounced the middle pedal to be effective, a great relief to me, as I was somewhat concerned about the effect of the right hand one! As we were up against some really potent machinery, including three other Porsches, a Sunbeam Tiger, a couple of Volvos, Lotus Cortina's, Cooper S's and so on, we would need all of the 170 horses being pumped out by the flat six in the back. How marvellous that all these cars, which were the metal that every self respected hotshoe lusted after in my formative years, are still being used to the full. It was to be hoped that the Historic co-driver could perform to the same standard.

Stages 1,2 & 3 were at the bottom edge of map 120, short and sharp, straights and 90 deg. bends on a smooth firm surface. All the usual Porsche virtues of great traction, grunting power, positive steering and hefty brakes were there, with the usual drawback that the reason for the great traction also caused the back end to want to be the front end on far too many occasions. The new precision of the gearchange caused a bit of a problem, as Richard was used to the sloppy lever of the old car. Ratios weren't now quite where they used to be. The baulky mechanism lost us seconds here and there, and would get worse before getting better. A longer second gear (on order) would also help, removing the need for quite so much cog swapping. It is only a 2 litre, after all.

Once the aged co-driver had recovered from the euphoria of actually finding the start of SS1, and on time, he began to let the harsh bark of the motor, the rattle of the stones and the crackle of the intercom bring the memories flooding back. SPY44 of course has a bigger motor, lighter body and wider rubber, but a Porsche is always a Porsche. On these early stages, we were a few seconds off the pace set by Crabtree's Porsche and Kynaston's Tiger, but those guys were

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really flying. The arrowing was good, and matched the road-book, but a dog on the stage at the end of SS3, and some runners and bikers at other places caused a few moments of worry. SS4 was longer, and better, and again we were just a few seconds behind Crabtree. Or so we thought!

Back to service before the long clipstone stages, and a chance for the lads to sort the gearchange and a sticking throttle. Two of the service crew, nick and Ken, had been with us on our last outing, and had lost none of their enthusiasm or skill. As they had to stay in the one place all day, they had been re-enacting the Calcutta Cup rugby match of the day before to while away the time. Certain scuffs and bruises testified to their enthusiasm in this area, also. Francis tuthill was still with us, and he tweaked the throttle, but could do little with the gearchange.

Stages 5 & 6 were the real meat of the rally. Clipstone North and South, including the level crossing and the sneaky hairpin left after it! Long straights with lots of crests, followed by 90 deg. bends, very slippery in places, and already quite rutted in others. Plenty of attack was the order of the day, and Richard gave it plenty. Cute of the organisers to follow a long right immediately with a hairpin left that just happened to be on the next page of the roadbook! The gearchange lost us chunks of time here, but not as much

as the first intermediate results showed. We had picked up an extra minute somewhere, and it wasn't a penalty. Instead of the fifth place we should have had, we were twenty first. As these results were just totals, we couldn't tell where the problem was.

Pausing only to mention the discrepancy to everyone we saw who looked remotely like an official, we pressed on with the second half. This was a re-run of the first half, but by now the other two rallies being run in the same event had also used the stages, with the inevitable result. It was difficult to even equal the earlier times on the rougher surfaces. Another small hiccup developed on SS8 when the oil temperature light glowed bright just as the oil pressure gauge fell back to zero. All six pots seemed to be reciprocating nicely, so we continued. We even bettered our time on SS9. Another set of interim results before second service still contained the superfluous minute, but we were now tenth. The crew set about the oil system, fixing the light, but the gauge remained defunct. Oil pressure obviously existed, so the last 2 long Clipstone stages were tackled.

Richard felt that he now had the feel of the refurbished car and was about to lay the hammer down. The gearchange had other ideas, to the extent that it jammed in gear halfway through the stage. Amazingly, it decided to work again just before the hairpin, which enabled us to be 8 seconds faster than the morning run. A lorry load of logs on the outer apex of a bend required caution. Why they insist on leaving these things lying about in perfectly good rally forests is beyond me! SS12 seemed to cause problems for a few people, Fidgeon's Porsche being stopped on the stage and three cars stopped just after the stop line. Richard and the gearchange were much more in harmony now, and apart from getting closer to acquainted to a couple of banks, (*not* the listening kind!), progress was fast and fluid. 1 second faster than before and we had finished! Well nearly!

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Mr. Tuthill took the car away to complete the rebuild (and fit a new oil pressure gauge). We trundled up to the finish in the service van, where we watched video's of the days action while refreshing the inner man (when I did my last rally, there were no such things as Camcorders!). The errant minute had been traced to SS4, and was down to a marshals error. Still, I should have spotted it. Lindholme MSC put it right without fuss, which I found surprising, remembering the immense aggro such a situation would have caused in the 70's. The commendably quick computerised (there's another new-fangled gizmo) results showed we were in fact 5th in the Historic Stages and first in class five. A good result for a car straight out of the box, and a tribute to Richard's skill. (Not to mention his faith in Porsche engineering when confronted with a big red oil light when on full-song!).

The service crew of Nick and Ken, and the video crew of Mary and Richard, also deserve thanks for always being there on a cold and often wet day.

As for me, I was a bit weary after missing my afternoon nap, but a couple of cups of cocoa soon put that right. It was great to be involved again, particularly surrounded by the sights and sound of 'my' generation. My thanks to all cannot merely be expressed in words.

STEVELLOID

Larkspeed

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AGENTS FOR

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NOT AS MAP CORNER

The road rally season has already started with Wakefield's excellent Chantry Rally - most of the Trackrod presence being at senior level. Nice to see a good write up from Dave Williams in Motoring News and I agree - come and try a Northern event.

As you must be aware, the Three Swans Rally on 27/28th April is the opening round of the Larkspeed League, and we must have a strong showing on the event, preferably five crews. But if you can't compete, and it had better be a good excuse, come and marshal.

Harewood Hillclimb opens for business on April 7th and is perpetually short of marshals - see Nigel Drayton or myself if you want to come along and try something different.

ARTHUR HEATON

NEXT MONTH.....

A double dose of **RETROSPECTIVE**, but will you get a mention? Are you famous enough (??) or (just) old enough (!!) is it your turn? What were you doing in '76?

Art reports on the **HALL TROPHY** road event which took place in Lancashire and Yorkshire earlier this year.

The Dixon's have repaired the Sierra after it's close coupling with a large rock on the Christmas Stages. The report on De Lacy MC's **KALL KWIK**.

Rumour has it that some members did the **A19** at Elvington and might just be prepared to put pen to paper.

Plus all the regular chat and witty repartie!

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& A.N.Other

PAUL RIPLEY DRIVING COURSES

"APRIL - JUNE EVENTS 1996"

Please find below details of the forthcoming events in the early part of 1996, should any of the events be of interest to you please contact Paul Ripley Driving Courses on 0113 258 5194 as soon as possible to avoid disappointment. Ring for details on the benefits of joining the Master Drivers Guild, Britain's most exciting & progressive advanced driving organisation.

Elvington Open Driving Day - Saturday 13th April

MDG Members £99 + Vat

Non-members £110 + Vat

Elvington proving ground is a superb driving facility which provides us with excellent driving areas for you to experience the Escort RS Cosworth or Sapphire RS Cosworth and the Caterham Super 7. The main activity however allows you to drive your own car under instruction on the circuit, the circuit boasts a series of bends, corners and different surfaces to add to the driving experience. Unlike Race Circuits there are wide run off areas which maximise the safety elements P.R.D.C insist on. Please arrive for registration by 9: 15am, activities close 4: 00pm. Guests are welcome at £15 which includes lunch.

Elvington Driving Experience Day - Saturday 13th April

MDG Members £125 + Vat

Non-members £135 + Vat

Treat yourself to an action packed day's activities, including driving an Escort RS Cosworth or Sapphire RS Cosworth - Caterham Super 7 Autotest - Formula Ford - race your friends and colleagues on twin engined Pro Karts - attempt a Large Goods Vehicle manoeuvring exercise and more. There may also be an opportunity to use your own car on the circuit under instruction. Please arrive for registration by 9: 00am, activities close at 4: 30pm. Guests are welcome at £15 which includes lunch.

McLaren F1 Factory Tour - McLaren Cars Tour - 27th April

Total Cost £99 + Vat

This wonderful opportunity to tour the prestigious McLaren F1 Factory and McLaren Cars starts at 9:30am. The day promises to be a memorable experience. Included in the day's tour is 1 year's *free* membership to Team McLaren offering many benefits, T shirts and stickers as mementos and a quality lunch in the McLaren Restaurant. Due to the nature of this tour places are limited to 24 guests only.

Harewood Hill Climb - Saturday 4th May

MDG Members £115 + Vat

Non-members £125 + Vat

Harewood Hill climb is the longest Hill climb in Great Britain. It has earned the reputation for having a series of bends all with varying speeds and levels of complexity, this makes it exciting for the novice as well as demanding for the expert. Please arrive for registration by 9: 15am, activities close at 4: 00pm. Guests are welcome at £15 which includes lunch.

Tockwith Driving Experience Day - Saturday 25th May

MDG Members £125 + Vat

Non-members £135 + Vat

Always a popular event with plenty of entertaining and exciting activities available, including an Escort RS Cosworth or Sapphire RS Cosworth - Caterham Super 7 Autotest - 2 x Formula Fords - 6 x Twin Engined Pro-Karts using full race circuit - 2 x Rear wheel drive cars on the Skid Pan - Bob Cat excavator and Blind Driving. Please arrive for registration by 8: 45am, activities close at 4: 30pm. Guests are welcome at £15 which includes lunch.

Elvington Circuit Technical Day - Saturday 8th June

MDG Members £99 + Vat

Non-members £110 + Vat

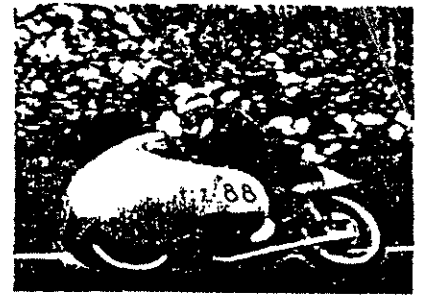
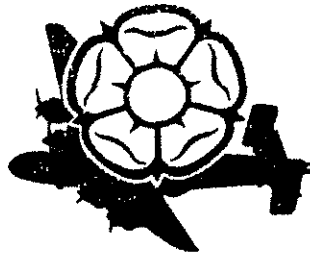
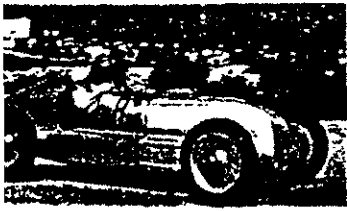
The day is dedicated to learning and developing circuit driving techniques, advanced car control and cornering skills to enhance your safety, ability and driving enjoyment. Technical aspects of special circuit techniques such as Cornering - Heel & Toe Gear changing - Trail Braking - Fixed input Steering etc. will be discussed and then put into practise on the circuit under guidance from a P.R.D.C instructor. You will drive your own car, but we shall have the Escort RS Cosworth or Sapphire RS Cosworth and Caterham 7 Super Sport available for circuit demonstration purposes. Weather permitting all drivers will walk the circuit prior to driving. Please arrive for registration by 9: 15am, activities close at 4: 00pm. Guests are welcome at £15 which includes lunch.

Cadwell Park Circuit Driving Day - Wednesday 26th June

MDG Members £145 + Vat

Non-members £160 + Vat

Back by popular request, Cadwell Park Club Circuit is a superb drivers circuit situated in beautiful Lincolnshire countryside. Cadwell offers an excellent and satisfying series of sweeping bends and corners that will develop your driving skills and enjoyment. Circuit demonstration rides with Paul Ripley or guest driver will be available. Helmets and expert tuition included - please bring your own Helmet if possible. Please arrive for registration by 9: 15am, circuit closes at 4: 00pm. Guests are welcome at £20 which includes lunch and demonstration rides with professional driver.



THINGS MOTOR SPORT INTERNATIONAL 1996 THE YORKSHIRE AIR MUSEUM ELVINGTON YORK

Is pleased to present

* WED. - MARCH 20th **OPPOSITE LOCK**
ACE RALLY DRIVER RICHARD JACKSON, PROFILES HIS OWN HIGHLY SUCCESSFUL CAREER AND THE HIGH SPEED WORLD OF INTERNATIONAL RALLYING. PROVISIONALLY CO-DRIVER MICHAEL KEMPLEY WILL ATTEND.

* FRI. - APRIL 5th **AIR RACING AT RENO**
DR. GILES JACKSON, FORMERLY A TOP CONTENDER IN KART RACING, UNRAVELS THE MYSTERIES OF THE FASTEST MOTOR SPORT ON EARTH, AND THE CONVERTED 450mph FIGHTERS WHICH RACE, INCHES APART, AT RENO NEVADA.

* WED. - APRIL 24th **ACE OF THE SHORT CIRCUITS:**
FORMER TRIUMPH FACTORY RIDER AND TOP CONTENDER ON THE MAINLAND UK CIRCUITS TONY JEFFRIES, RECALLS HIS EXCITING RACING CAREER OF THE 1970'S. PROVISIONALLY TONY'S BROTHER NICK, THE CURRENT ISLE OF MAN TT STAR WILL BE IN ATTENDANCE.

* WED. - MAY 22nd **MOTOR CYCLE GP RACING 1947 - 1957: AN APPRAISAL**
RETURNING BY HUGE POPULAR DEMAND, DOUBLE 350cc WORLD CHAMPION, BILL LOMAS, RECALLS DEVELOPMENTS AT VELOCETTE, BENELLI, MOTO-GUZZI, AND MV AUGUSTA. BILL PROFILES ING. JULIO CARCANO, THE LEGENDARY MOTO-GUZZI RACE ENGINEER, AND THE DEMISE OF THE BRITISH RACING INDUSTRY.

* WED. - JUNE 19th **THE GOLDEN AGE OF GRAND PRIX: 1935 - 1939**
CHAIRMAN OF THE MUSEUM, IAN ROBINSON, A SPECTATOR AT DONINGTON PARK IN 1937, RECALLS THE ELECTRIFYING AUTO-UNIONS, MERCEDES, AND ALFA ROMEO'S, WHICH DOMINATED PRE-WAR GRAND PRIX'S, AND THE LEGENDARY FIGURES WHO DROVE THEM, IN THOSE EXCITING TIMES.

* WED. - JULY 17th **HAILWOOD: TRIBUTE TO A LEGEND**
DAVE TAPPIN PROFILES THE EXTRAORDINARY CAREER OF "MIKE THE BIKE" FROM HIS EARLY DAYS, TO THE CHAMPIONSHIP YEARS WITH MV AUGUSTA AND HONDA IN THE 1960'S.

* WED. - AUGUST 14th **SINGLE SEATER RACING IN THE '90'S**
AS WE GO TO PRESS, NEGOTIATIONS CONTINUE WITH A TOP SINGLE SEATER RACING TEAM. WATCH THIS SPACE FOR DETAILS.

* WED. - SEPT. 18th **OUCH: "WHO SAID WATER WASN'T AS HARD AS LAND"!!!**
TIM WHITEHEAD, THE FORMER WORLD RECORD HOLDER OF POWER BOAT CIRCUIT RACING, PROFILES THIS EXCITING SPORT, AND THE 350 hp, 130 mph CATAMARANS, WHICH CURRENTLY DOMINATE. PROVISIONALLY PETER DREDGE, A TOP CONTENDER IN OFFSHORE RACING, WILL BE IN ATTENDANCE.

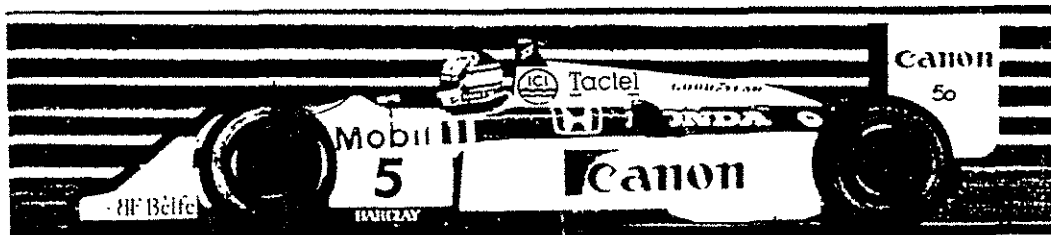
* WED. - OCT. 16th **"GREEN MEANIES, AND NEARLY READY'S"**
THE MUSEUM IS DELIGHTED TO WELCOME MICK GRANT, THE FORMER WORKS RIDER FOR KAWASAKI AND HONDA. YOUR SIDES WILL ACHE AT SOME OF MICK'S STORIES FROM BEHIND THE SCENES, IN F750 AND 500 GP RACING, WITH THE TOP TEAMS.

* WED. - NOV. 20th **POST WAR F1 GRAND PRIX RACING: AN ASSESSMENT.**
CHRIS WELCH, FORMERLY A TOP FORMULA FORD CONTENDER, EXAMINES THE FASCINATING PERIOD OF F1 RACING BETWEEN 1970 AND 1980. CHRIS PONDER'S ON THE MANY TECHNICAL DEVELOPMENTS, AND SOME LEGENDARY DRIVERS, INCLUDING JAMES HUNT, NICKY LAUDA AND GILLES VILLENEUVE.

* PROV. DEC. DATE T.B.A. **"IN THE FOREST SOMETHING STIRRED"**
A MASTER COUP FOR THE YORKSHIRE AIR MUSEUM. FIVE TIMES WORLD RALLY CHAMPION ERIC KARLSSON, REFLECTS ON HIS EXTRAORDINARY CAREER.

~Subject to amendments, additions etc. Admission £4 unless stated otherwise~
All lectures normally illustrated by slides. Video presentations; £1.00 surcharge for large screen hire.
Hot food, snacks and bar available from 6.00 pm. Lectures commence at 7.30 pm.
Updated information line (lecture and weather) 01423 887313.
Presented by the Yorkshire Air Museum, Halifax Way, Elvington.

Location - on B1228, five miles from York, off the A 1079 Hull Road.
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Fast Valves

W have been asked about valve acceleration and what are its benefits and its limitations. Also how is it measured? Let's start with the benefits of high valve acceleration. For a start, it means you can get the valve open and the air/fuel flowing as quickly as possible...

...assuming that the piston movement/exhaust pulse/inlet pulse has created the desired depression to take advantage of an open inlet valve.

Secondly, a fast-moving valve tends to create more of a pulse in the inlet valve which you can use in a tuned-length system to improve cylinder filling. Its main limitation is that things wear out. The loads on the camshaft's lifting side can be very high, much higher than the valve spring pressure, and this is why cams usually wear on

the lifting side rather than the closing. What happens is that the protecting oil film simply gets squeezed out, leading to metal-to-metal contact, and goodbye expensive camshaft.

As to how it is measured, it isn't. It is calculated. The thing that most people seem to have difficulty in understanding is that acceleration has nothing to do with speed.

Acceleration is a rate of change of speed. If you are doing 100 mph, in order to reach 120 mph you have to accelerate. If this takes you all day, acceleration is slow and if it takes you a matter of seconds, you are using nitrous...

The measurement is in ft/sec^2 or feet per second squared, metres per second squared if you are metric. If you accelerate at $32.2ft/sec^2$ this is equal to the force of gravity and we call it 1g.

The big problem with picturing this acceleration business is down



A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION

ON THE RIGHT TRACK



PICTURE it. Silverstone 4 November 1984. An end of season track test with a ragbag collection of cars and eight regular BMC race and rally drivers, plus one young lad invited by Ken Tyrrell "because people say he's worth testing". The young lad in question proceeded to do fastest laps in five of the eight cars, all of which were new to him and I think we all went away from the track knowing we'd seen a future star. That was the first time I met Jackie Stewart.

Knowing that he may get letters from *Wheels* readers about a possible drive in his new F1 team I rang him to ask what qualities a young driver need to have over 30 years later. Basically the same he feels because since the sport began drivers have been accommodating the changes but basically they remain the same animals.

Above all he puts natural talent, which is generally God given, then mind management which usually makes the difference between the truly great drivers and those who only win occasionally. I'm sure we can all think of examples.

Jackie drove other cars than single seaters so I wondered if he'd advise the same route today. He would because he thinks a driver can learn more by driving cars of different weights, shapes and sizes. He or she (JVS added the 'she' by the way because he sees no reason why a woman can't reach the top as it's not to do with physical strength) also gains by working with different mechanics, team managers etc. Mind, at a certain point a driver might have to specialise and commit to one formula.

Jackie Stewart talking to Formula 3 driver Ralph Firman.

Jackie himself was seen as a shooting star and there have been others over the years. But is this necessarily an advantage? Yes, he says, *provided* that the driver can deliver. But he must keep a level head and not be carried away with himself or be intoxicated by all the fuss being made of him.

Next I asked how important he would regard technical knowledge when selecting someone for his team. Quote "not essential but certainly an advantage". He went on to say that a driver must learn quickly about data acquisition, computer literacy and the correct language so that he or she can communicate with engineers and mechanics.

As well as being mentally alert, a driver also has to be fit, he says, because cars today are heavy to steer and create more G forces etc as a driver rises through the formulae in his career. "It's better to start early and develop a fitness programme; apart from anything else it gives people a better mental approach if they have to sweat and suffer a bit."

When I'd weighed up the qualities he was looking for it seemed only logical to offer to drive one of the F1 cars myself. Once he'd stopped laughing we then went on to discuss the qualities a driver needs away from a race or rally. He has equally interesting views on this aspect of a driver's life but I'm afraid they'll have to wait until the next issue of *Wheels*.

Stuart Turner

COD FILLET QUIZ



1. Who was the first Motoring News Rally Champion?
2. When was the MGBGT announced?
3. Who was the first BRITISH Drag racer to complete a Standing Quarter in less than 7 seconds?
4. When Benetton were first involved in GP racing who did they sponsor?

ANSWERS ON PAGE IV

cold comfort

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Correspondence to Stuart Turner, RAC/MCA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

Lady drivers wanted

One of this year's targets for clubs is to put more ladies into the driving seat, by making motor sport and motor clubs more attractive to them. Only 2% of current RACMSA competition licences are held by ladies, which bears no relation to the number of ladies driving and owning cars in everyday life.

A recent presentation to the RAC Motor Sports Council outlined various schemes to increase female participation, both active and passive, over the next three to five years.

A new working group will actively target women, perhaps through some form of award or scholarship, but starting with the vital question "do ladies want to compete in open events, against the men, or do they want their own exclusive events?"

Don't miss the biggest motoring event

Entries are flooding in for the world's biggest motoring event, the Norwich Union RAC Classic on Bank Holiday Sunday 26 May. The organisers expect over 1,500 cars for the 11th running of this event, which keeps growing in popularity.

New this year is a starting point in Paris. Last year's first-ever overseas start, in Dublin, will be repeated.

There are a dozen starts around mainland Britain, including the Brooklands Museum, each attracting interesting and varied cars, ranging from exotic and expensive - like Bentley, Aston Martin and Jaguar - to more humble cars like the Ford Popular, Hillman Minx and the inevitable Minis.

The event is open to all cars built between 1 January 1905 and 31 December 1975. If you want to take part, contact the organisers at RACMSA now, or you may be disappointed.

New look British championships

The RAC British Sporting Trial Championship is slimmed from 20 to 12 rounds this year. It is hoped that there will be larger entries, and with competitors saving both time and money.

The 1986 RAC British Rallycross Championship has just two events, as the discipline enjoys a major revamp before the introduction of a winter series in 1990/91.

Next year's televised RAC British Rallycross Championship begins at Lydden on 26 August 1986 and consists of around seven events, with the final back at the Kent course on 31 March 1987.

Land Speed Records listed

The RACMSA is pleased to announce the publication of *British Land Speed Records*. For the first time in many years, this brings together in a single booklet the complete list of current UK Land Speed Records, with the relevant national (RAC) and international (FIA) regulations for record attempts.

The new booklet reveals some interesting facts. A total of 566 records are recognised, (402 standing start and 164 flying start). Of these, only 426 actual record attempts are recorded, leaving no fewer than 140 records for which no time or distance has ever been set.

The oldest unbeaten UK records are held by Mr. V Hemery in his Class A (over 8-litre) Lorraine Dietrich. His three surviving records were all set at Brooklands on 27 November 1912! Nine records survive from the same decade, six from the 1920s and no fewer than 52 from the 1930s.

Facts about... THE DUNLOP ROVER TURBO CUP

The Dunlop Rover Turbo Cup is a one-make race category for drivers using identical Rover 220 Turbo Coupes. Rover built 35 cars for the inaugural 1994 championship season. Tony Pond and Rover's test and development centre at Gaydon were responsible for the development work.

- The engine used in the Turbo Cup is the SK2 version of the T16 unit, a 1994cc four cylinder, 16 valve transverse DOHC engine with Garrett turbochargers. Specially built engines from Rover Power Train are fully rated and run for 15 hours before being supplied. Engines and gearboxes are fully sealed before delivery. The cars are fitted with exhaust catalysts and run on super unleaded fuel.
- Modifications are limited mainly to brakes, suspension and safety. The ABS braking system is replaced with a competition system. Koni adjustable dampers are fitted and a Safety Devices 22 point roll cage is installed into the seam-welded body shell.
- Total 1996 prize fund is in excess of £210,000. 1995 champion Dave Loudoun won a road-going Rover 220 Coupe and 20 other drivers all claimed part of the \$40,000 end-of-season prize fund.

This year the Dunlop Rover Turbo Cup will be a feature event at 12 race meetings, three of which will be in Europe and it is a supporting race to the British Grand Prix. More than 250,000 spectators saw rounds of the championship last season.

- At every round, comprehensive parts and technical support is provided for competitors. Catering is provided throughout the weekend for all the teams and associated personnel.
- The championship is supported by a major publicity programme. In 1995, it had a world-wide TV audience of 147 million for almost 64 hours of transmissions. The UK television audience was 25 million and press coverage reached 30 million readers.
- Further information can be obtained from Rover Sport, PO Box 400, Wellington, Surrey SM6 9SQ. Tel: 0181 647 5757.

REVIEWS FROM



THE BEST RALLY IN THE WORLD

By Brian Molyneux, £10.
After Brian won the Prince Michael Award of Merit earlier this year, I re-read this book of his which traces the story of the 2300 Club and the Tour of Mull. It's not just an interesting account of events on the rally but essential reading for anyone interested in closed public roads for rallies because it covers, in forthright style, the saga of the legal and political processes the club had to go through. The book is still available at £10, which includes postage, from Brian at 14 Upton Avenue, Ainsdale, Southport PR8 2PW.

WITH AN ADDED BRILLIANCE

By Dood Pearce, £6.75
Enthusiasts for the motor club culture will enjoy *With An Added Brilliance* by Dood Pearce which traces the story of the Sixty & Worcestershire Motor Club. It is available at \$6.75 (which includes postage) from Dood Pearce, Arron, Ross Road, Newent, Glos. GL18 1BE (cheques to be made payable to the Club).

THE GOLDEN AGE OF BRITISH MOTORING, CLASSIC CARS FROM 1900 TO 1940

By Roy Bacon on the work of W J (Bill) Brunell, ISBN 1 85778 083 3, Sunburst Books, £19.99
Through the wonderful photographs of Bill Brunell, this paints a vivid portrait of life on wheels during the inter-war years. Both pleasure trips and competition outings (particularly the popular English trials scene) are brilliantly captured by Brunell's Atomijian camera. The fashions and locations are as fascinating as the cars but unfortunately Roy Bacon's captions are frustratingly vague and often

inaccurate (Lord Howe's GP Delage is identified as HRG). But anyone who likes pre-war machinery will find this book a joy.

ORIGINAL PORSCHE 356 - THE RESTORER'S GUIDE TO ALL COUPE, CABRIOLET, ROADSTER AND SPEEDSTER MODELS 1950-65

By Laurence Meredith, ISBN 1 870979 58 3, Bay View Books, £19.95
Seventeenth of the Original restorer's guides, *Porsche 356* upholds the series' seamless reputation for quality. Beautifully photographed, comprehensively researched by expert Laurence Meredith, and conscientiously produced by Mark Hughes, this 112-page colour hardback covers all the 356s, from 1950-65. There's a useful data section at the back. A good reference work for the Porsche enthusiast and, with quality reproduction, a candidate for the coffee table too.

GT ENDURANCE 1995

By Mike Cotton and Jean-Marc Teissedre, Published by IHM, £39.95

This is the official annual of the BPR Global GT series and is a lavish look-back at the 1995 season in English and French simultaneously. It is accurately informative, as you would expect from acknowledged sports car expert Mike Cotton, and comes with superb full-colour photography.

The 12-round series is analysed through race reports, 'inside' information and detailed results. The book should be an essential addition to any sports car fan's library and is available in the UK from Grand Prix Models on 01727 845645.