



# MAGAZINE

**JUNE 1996**

The official newsletter of Trackrod Motor Club Ltd.  
RAC MSA Affiliated, No. 1230

## EDITOR

Here goes nothing, let's see how I do with the job of Editor I'm sure you'll all let me know !!!

The season's going well, Safeway's car park in Keighley became home to half a dozen members of Trackrod on Spring Bank. They came face to face with a 40 strong entry competing in the Spring Bank Autotest, the latest round of the Larkspeed League. I'm sure a report off someone who did the event (arm up back time!!) will follow soon.

Thanks to Simon Marston for organising the quiz night at the beehive in Thorner, fun was had by all. Hopefully we'll be arranging more in the following months (won't we Simon oh great quiz master ???).

Many people made comments about the NEW style magazine at the open forum at Switchgear, with the result that this month sees yet another format on test please let us have your ideas on what you want your magazine/newsletter to look like. If we don't know what you want, we can't do it !!!!!. like Rod said, the old A5 style magazine cost's around £100 per month to print, the new style cost's a third of that, therefore, extra fund's available for YOU the club member.

Thanks for all you contributions this month and apologies to people for the error made on the front of last month's newsletter, Yes it was MAY'S not April's edition.

That's the lot for now, till next month.

**NICK SEZ:** Brian can't do any worse than I did and I shall be supervising his progression into "Full Editorship" over the next few months prior to my "retirement" later in the year. Please post all articles direct to Bri, my postman needs a rest!

**BRIAN WALTERS/NICK STEVENS**

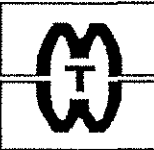
## SECS BIT

Well here we are again at the beginning of another month in our busy motorsport lives. The Perth Scottish Rally was last weekend 31 May/1 June and along with Central Scotland Motor Club, Trackrod members were there to run the first stage SS1 Pitmedden. Where as nearer home the Alwoodley Road Rally was the next round of the Larkspeed League which was on 1/2 June. Reports on both of them next month I hope?

A big thank you to Richard Ineson and John Renny for putting on a brilliant Scalextric evening on 7 may at Switchgear. We also had an Open Forum of which most of the discussion was concerned with the new format of the Club Magazine. The committee decided to try this new format to help reduce the increasing costs of printing and producing the magazine. Richard Ineson felt that it was a bit of a backwards move from the tight compact A5 booklet style to the old A4 sheet style. The committee decided to accept the comments made that night and see what changes can be made to compromise the layout of the magazine.

The Network Q RAC Rally has been compacted for this year and will be only for three days (23-24-25 November 1996), with the same competitive mileage and a substantially reduced road mileage, it will be one of the toughest. Pre-event reconnaissance starts on Saturday 16 Nov. till Wednesday 20

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Nov. The rally show and scutineering are at Chester Racecourse on Friday 22. The start is at Chester Racecourse 07.00 on Saturday and the first leg takes in ten Stages with 126 miles in Scotland and the North of England with two laps of the new Croft Circuit to finish in Leeds. Second leg on Sunday includes the usual Sunday Stages of Leeds, Rother Valley, Clumber Park, Donnington, Chatsworth, Tatton and Oulton Park, then back to Chester. Leg three is then 137 miles on 12 stages in Wales. The first car is then due to finish back at Chester Racecourse at about 17.00. More details later from John Renny about what stage, if any Trackrod have been invited to run.

The RAC British Motor Sports Council have specialist committees to look into different aspects of motor sports and they cover the following areas:- autotest, historic, judicial, kart, offroad, race, rallies, safety, speed events and trials. Committee seats become vacant on a rotational basis, with members normally retiring after a three-year term. The council then on the advice of these committees, makes rules for British Motor Sport which the RACMSA applies. If you feel that you may have the qualifications and experience and would like to apply to be nominated through Trackrod Motor Club then let me or the committee know anytime.

Just a quick word to remind you of the Armstrong Massey Viking Tour organised by Beverley & DMC and Buccaneer MC are to organise a re-

placement for their event normally run at RAF Leconfield. It will be run on the North Bank of the Humber with approx 50 miles of VIRGIN stages!! This event will be on Sunday 7 July 1996. Entries Secretary, Neil Sargent on 01482 702839 and the regs are out now!!!!

Finally a word about the Larkspeed League, the 4th Round is the John Overend Memorial Stages Rally organised by N. Humberside Motor Club at Manby on Saturday 29 June REGS OUT NOW!!! we need a team of Five to help with points.

Till next month, safe motoring.

Derek Lee, Hon Secretary.

### SOCIAL CALENDAR JUNE/JULY 1996

#### JUNE

- 4 Yorkshire Switchgear  
**OPEN FORUM?**
- 11 Admiral Hawke, Boston Spa  
**FREE SANDWICHES?**
- 18 Crown, Wetherby
- 25 Beehive, Thorner

#### JULY

- 2 Yorkshire Switchgear  
**OPEN FORUM?**
- 9 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 16 Crown, Wetherby
- 23 **BOWLING EVENING**
- Further Details Next Month**
- 30 Beehive, Thorner

## HISTORICALLY SPEAKING!

Richard and Peter Jackson claimed victory in their Tuthill prepared Porsche 911 on the Tour of Lincs. Silver Jubilee Historic.

Tony Mason flagged away only five Historic entries, an MGB, Porsche 911, Austin-Healey 3000, MG Midget and Saab Sport, this lack of competition eased the victory for the Jackson's, enabling them to gain the fastest time on all eighteen stages.

The crews tackled Market Rasen Race Course, Manby Showground, Pyes Farm, but the eagerly awaited RAF Binbrook Venue was subject to an eleventh hour change of route for Colin Jebson, Clerk of the course. The Jackson's were the only crew to finish with no road penalties on this, The Tour of Lincs., which was a qualifying round of the TR Enterprises Rally Championship.

Unfortunately, Peter Quinton was forced to retire due to propshaft failure in his MGB on the midway stage, this now ties him at the top with Colin Jebson and George Tabbenor following closely behind in his yellow Healey.

## LARKSPEED LEAGUE 1996

So far we have had 3 Rounds of this years League and there are 7 left to do. The regulations are out for the next two rounds being the N. HUMberside Single venue Rally at Manby on 29 June and the Sheffield and Hallamshire Sprint at Curborough on 7 July. See me or Ring me for regs NOW!

1. Ilkley	461.2
2. Alwoodley	405.6
3. Keighley	318.9
4. York	303.1
5. Y.S.C.C.	291.4
6. N. Humberside	291.1
7. Sheffield & Hallam	261.7
8. Huddersfield	255.2
9. Airedale & Pennine	215.6
10. Trackrod	191.5
11. Beverley	185.1
12. Selby	173.2
13. Wakefield	132.2
14. Malton	130.0
15. David Brown	114.5

Many thanks to those who competed and hopefully will keep on doing so till the end of the season. If you have not already competed but would like to contact me as soon as possible so that I can send you regs for Larkspeed League events.

Derek Lee, Larkspeed Captain.

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# Wheels

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

## TRUMPET VOLUNTARILY

your release to stand out amongst the competition (see the illustration for a typical sample).

Incidentally, don't forget local radio and TV. During the round of Motor Club Workshops one or two officials mentioned that they were being approached for comments on non motorsport matters such as traffic jams and road rage simply because they'd made an effort and were therefore seen as local motoring experts. Naturally they always mention their club when being interviewed.

There isn't space to go into great detail about promotion but for clubs it's directly linked to recruiting members and for drivers it's directly linked to getting sponsors so it's worth the effort. There's no magic and you don't even have to be winners to get coverage. I saw one evening newspaper recently carrying four motorsport stories and none of the drivers mentioned had finished in the top ten – so even presenting yourself as a good loser can work.

Mind you, I still say the judges in Stockport were biased towards a local clogger. It was all very fishy.

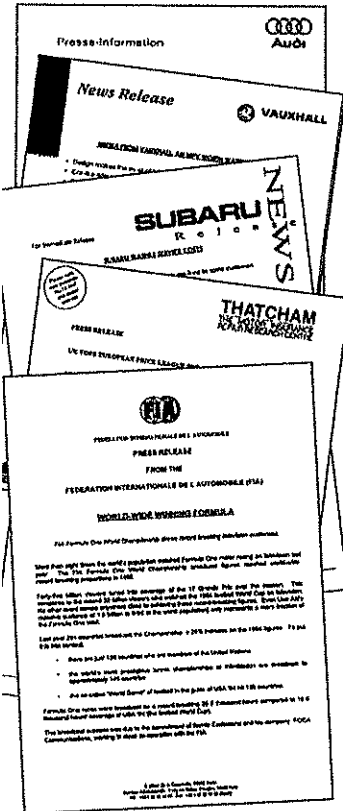
Stuart Turner

Dancing Festival, how else are you going to find out?

So force yourself to cast aside undue modesty then simply keep in mind that whether you are communicating via paper, phone, fax, E-mail or tom tom, and whether you are communicating with Tom Tom, Dick Dick or Harry Harry, you are simply trying to *tell* people something – something which you hope they will publicise. Which means preparing press releases. People tend to be wary of them, perhaps because of all the talk of spin doctors in politics but relax, you won't be in such a tacky world (if a driver spins he may need a more conventional doctor). All you need to do to create a press release is remember the letter *W*. Five *W*'s in fact because you want to explain *What* is happening, *Who* is involved, *Where* it is happening, *When* it is happening plus, sometimes, *Why* it is happening. With an appropriate permutation of those *W*'s you've got yourself a press release.

Easy? Well, yes. But the problem is yours won't be the only one. Nigel Fryatt, Executive Editor of *Cars and Car Conversions*, tells me that the magazine receives around one hundred releases every week!

So how does he suggest you get your nugget noticed? Quote: "Don't make the releases too long, make them interesting, make them neat and legible and make sure you don't have spelling mistakes in them. Oh, and spell the Editor's name right." I would add to that: take care with motorsport jargon – OK for CCC because it's an enthusiast's magazine but the general press won't know what you're talking about. Special press release paper? Not essential, although it may help



**N**OT everyone may like the fact but nowadays people have to shout to get their exploits known and as more sports join the clamour so competitors and clubs hoping to find sponsors will have to get in there pitching too. If you don't at least whisper your wares it's unlikely anyone else will. As an extreme example, if I don't slip in a mention here that I finished second in the Stockport International Clog

## COD FILLET QUIZ



1. In 1929 Ettore Bugatti bought two American 'Dirt track' racing cars to investigate their front wheel drive. What make?
2. Who wrote 'Motor Racing Management'?
3. In which rally did Pat Moss/Ann Riley gain their 2nd outright win in an INTERNATIONAL rally?
4. When and where did Peter Revson win his first Grand Prix?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Club Development Fund

The first grants of 1996 have been agreed, with a total of £8,147 going to four clubs for projects worth a total of £18,342. Motor clubs are reminded that aid is not available for computer equipment or photocopiers.

## Network Q RAC Rally News

The 1996 Network Q RAC Rally will be the most compact ever, lasting just three days (23-24-25 November 1996). However, by offering the same competitive mileage as last year with substantially reduced road mileage, it will still be one of the toughest.

Entries open in August. The basic entry fee for an amateur driver will be just over £1,000 (including a service pack).

The much expanded Network Q RAC Rally Show takes place at Chester Racecourse on Friday 22 November, with scrutineering (not open to the public) the same day.

The 1996 Network Q RAC Rally starts from Chester Racecourse at 07.00 on Saturday 23 November. Leg 1 covers 126 miles on ten special stages in Scotland and northern England, including the 37-mile Pundershaw stage, the longest in the World Rally Championship. After two laps of a brand new spectator 'superspecial' at Croft Circuit, the first leg ends in Leeds City at 23.00.

Leg 2 leaves Leeds at 07.30 and follows the traditional Sunday pattern of mixed-surface spectator stages, including Leeds, Rother Valley, Clumber Park, Donington (two stages), Chatsworth, Tatton and Oulton Park (two stages). The second leg covers 33 miles on nine special stages, ending at Chester at 18.10.

The final leg leaves Chester just after midnight on Monday morning

and covers 137 miles on 12 forest stages in Wales. The first car is due at Chester Racecourse at 17.00, where prizewinners will again receive their trophies on the finish ramp.

The event covers 1200 miles, including 296 miles on 31 stages. Spectator charges will be £5 per car at all Forestry Commission stages and £7 per person (£1 for children under 16) at all other stages.

**Record media figures.** The 1995 Network Q RAC Rally was seen by 62,435,000 UK television viewers. Newspaper and magazine reports reached 335,004,000 readers, while radio reports were heard by no fewer than 382,556,000 listeners on 162 UK stations.

British TV carried a total of 96 broadcasts, amounting to 9 hours 12 minutes of coverage. This included the seven *Top Gear* Rally Reports on BBC2, which reached a total of 14,300,000 viewers. The BBC2 Christmas Day programme reached 21% of the total TV audience.

The rally was reported in each of the top 20 best-selling British newspapers. Total coverage in the UK written media was 10,680 column centimetres, with 544 published photographs.

The rally was actually seen 'live' by an estimated 2,500,000 spectators (a new record, helped by Colin McRae winning the World Rally Championship). There were 77,260 individual paying spectators during Leg 1.

## Lady drivers write

The item "Lady drivers wanted" in *Wheels* 4/96 has generated more mail than any previous topic! A lady ex-race driver and current rally navigator writes: "I abhor the thought of a ladies only race. The fun comes from being at one with the car and achieving satisfying results."

A club member of 35 years, however, "looks forward to new schemes to increase female participation." Her club boasts awards for lady drivers and marshals at all levels. Her recommendation: "a family orientated club is probably what your average female wants. One of the perks is seeing one's child take to the sport."

## Mandatory novice kart training in 1997

Mandatory training for novice kart drivers will apply from 1 January 1997. The RAC Motor Sports Council has given final ratification to the scheme, which has been voluntary since January.

The scheme will be administered by the Association of Racing Kart Schools (ARKS), who have 13 members in mainland UK and Northern Ireland.

Comprehensive training and tests have been devised by experienced kart racers with substantial instructing experience. The course runs for two to three hours and covers racewear, flag signalling, driving techniques, safety, officials, scrutineering and race procedure.

The natural progression for a trainee is to attend an ARKS course, take the test, join a club and go racing. Successful attendance at an ARKS course will count as one signature towards licence upgrading.

The first step is to purchase the "Starting Karting" pack from RACMSA or any ARKS school for £29.45. The ARKS test costs £50.00 plus VAT, although equipment hire (kart, helmet, overalls, etc) is not included in the price.

Mandatory training will not apply to drivers in Endurance Kart races.

## In brief...

- International Motor Sports Ltd, the RACMSA consultancy company, has been restructured to handle the demand for British expertise. IMS is active on over 30 projects in 14 countries. Management is now handled from Motor Sports House, and Jonathan Ashman has joined the IMS Board.
- Will Gollup became the first UK motor sport champion of 1996, when he won both rounds of the British Rallycross Championship. The 1997 series starts in August.
- At their Silverstone race meeting in March, 750 Motor Club organised an impromptu collection on behalf of the Dunblane Primary School fund. Competitors and marshals chipped in over £700.

Facts about...

## BRITISH TRIAL & RALLY DRIVERS ASSOCIATION

- Formed in Cheltenham in 1938, when a band of enthusiasts got together to fight the Government's proposed ban on Trials, due to the cars bringing too much mud onto public roads.
- Originally formed as the British Trial Drivers Association, Rallying was added to the title in the 1950s.
- A purely voluntary organisation, run by experienced competitors and organisers to help raise the standard of, and promote high quality, events and Championships for the Clubman competitor.
- Now promotes 7 Championships for some 600 competitive members from the Association's total membership of nearly 1000.
- Young drivers are encouraged with special classes and awards, whilst the most unique Championship is that for Allrounders, which requires points to be scored from at least 3 different branches of the sport.
- Two of the fastest growing Championships are the Clubmans Rallycross series – with 5 classes for all Rallycross cars except four wheel drive – and the Clubman orientated 'Clear Systems' Silver Star Stage Rally Championship.
- Introduced in 1960 the Autocross Championship now runs with the support of the Bill Gwynne Rally School, offering a variety of classes and a large geographical spread of events.
- The 'AP Borg & Beck' Production Car Trials Championship caters for near-standard road cars (the family shopping car is more than suitable), with 16 events and a Grand Final.
- The Sporting Trial Championship, backed by Photographic specialists 'Colin Taylor Productions', is the oldest Championship. Once seen on BBC TV in the 1960s, Sporting Trials now feature highly developed cars, a 24 event calendar and a Grand Final in December.
- Membership Secretary: Liz Cox, 19A Oxford Street, Lambourn, Berks RG17 8XS. Tel: 01488 72027.

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### LIMITED EDITION PRINTS

By Artist Craig Warwick, Senna  
£90, Peterson £75

Fresh from the Craig Warwick stable are these fabulous limited edition prints of Ayrton Senna and Ronnie Peterson. Senna is depicted driving the gorgeous JPS Lotus-Renault Turbo of mid-1980s vintage, a car in which he scored four Grand Prix victories.

Peterson, meanwhile, is shown in the 1975 JPS Lotus-Cosworth, a car that had been ultra successful the previous two seasons, giving the Swede seven victories.

Both prints are part of a limited edition print run numbering just 500. Many other driver and car combinations are available.

For more information contact  
Grand Prix Sportique on 01666  
503776. Fax: 01666 504386.

### COLEMAN'S DRIVE

By John Coleman, New European  
Publications, £9.99

*Coleman's Drive*, the story of a young schoolmaster's epic journey from Buenos Aires to New York by Austin Seven, has been reprinted by New European Publications due to public demand. When first published in 1962 this true *Boy's Own* yarn received rave reviews. As Coleman unravels the tale of

his travels, adventure piles upon adventure, and the reader can't help but be swept along by his accounts of daring and risk, although the book does lack sufficient photographs.

It costs £9.99 from NEP at 14-26 Carroun Road, London SW8 1JT; tel: 0171 582 3996.

### THE MOTOR INDUSTRY OF BRITAIN CENTENARY BOOK

ISBN 0 9523912 5 2, Eclat  
Initiatives, 0181 896 1470,  
£12.99

Published by the SMMT, in association with *Autocar*, to mark the 100th anniversary of the foundation of the Daimler Motor Company, this 250-page soft-backed glossy is the official guide to the first 100 years of the British motor industry.

Amplly illustrating Britain's dominance through period photographs, well-used sales brochure artwork and a fascinating text by automotive historian Jonathan Wood, the book is sadly let down by corporate advertising, which messes up the otherwise attractive design.

### MOTOR MANIA – STORIES FROM A MOTORING CENTURY

ISBN 1 85585 260 8, Bradley and  
Williams, £16.99

This highly-readable new book published to accompany the Channel 4 TV series *Motor Mania* focuses on the social aspects of motoring in its first century. The five chapters cover the pioneers, the garage, freedom of the road, the austerity years and road hogs.

Richard Sutton makes good use of first-hand accounts and cleverly avoids the traps of another chronological history. Picture research, including colourful ephemera, is excellent.

## Don't Dwell On It

**W**E'RE often asked what dwell angle is, and how you relate it to more modern electronic ignition systems. How do you measure it, and what exactly does it all mean?

Going back a bit, we all used to have a set of contact-breaker points inside the distributor and we fussed a lot about the distance that the points opened when operated by the contact breaker cam. In reality the gap didn't matter at all: what you were setting was the dwell period, or angle. This refers to the number of degrees of rotation that the points were closed for, allowing the current to build up in the coil's primary windings. Just to add to the confusion some manufacturers started giving the dwell period as a percentage rather than an angle. With breakerless

systems you suddenly couldn't adjust the dwell any more, and with no mechanical limitations you could run very long dwell periods which is great for high rpm when the time available for current build-up is ever reducing. However, on idle, the current build-up became too long and things burnt out. In place of dwell we now talk about coil soak time since this is what we were trying to control all along.

This is where current limiting comes into play. If you arrange for a coil's primary windings to have very low resistance (around 0.8ohms in place of 3ohms for a points coil) you can have the optimum coil soak in quite a short space of time. You then introduce current limiting to stop the coils from overheating. This works fine but a step further is to have an 'intelligent' dwell system – which is only possible with engine management.

What the management does is look at the engine speed, then the map

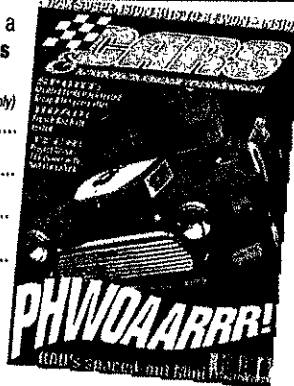
timing reference and it only switches the coil on the right amount of time before it has to switch it off again.

With a variable dwell system, you no longer have any adjustment to make. One of the main advantages of having a distributorless ignition system is that you have a much longer time frame in which to work – because you have two coils doing the work of one – which means you have twice as long to build up the primary current.

## QUIZ ANSWERS

1. Miller Type 91 (Packard Cable Specials).
2. John Wyer.
3. Tulip Rally, 1962, Mini Cooper.
4. 1973 British GP, Silverstone – McLaren-Ford.

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## RETROSPECTIVE

From the pages of the Trackrod Magazine of May 1977.

On the cover: Triumph Dolly Sprint on the 1976 RAC Rally

Clearly the most important piece of reporting concerned the highly successful running of the Leeds Crest Stages Rally which, after a day of farm tracks and man-made stages, Dick Rowlands/Howard Cooper emerged as worthy winners. The event was a Shell Sport League Round and attracted a full 120 car entry. How about some of these stage names to jog your memory!!:- Autocross, Warren, Railway, Scansales, Full Sutton, Copmanthorpe, Tockwith, Bickerton and Wighill. Mention of Full Sutton brings to mind the demise of the Ineson Mini Cooper, half way of which had recently been sold to Tony Marshall. Running as course car, Tony put it on it's side at a great rate of knots having clipped a gravel pile. The ensuing slide down the runway ripped of the fuel cap and sparked a terminal conflagration.

All I remember is escaping rather quickly via the windscreen!!!! a sad end for what had been for me a very successful car.

There was also a report on the Quip Forest Stages Rally (not ours !!!) run by an unspecified club but won by Dick Rowlands (again!!).

Also announced was a Leeds Crest Autotest Championship - a 4 round affair with events from YSCC, Huddersfield, Slaithwaite and Trackrod - entry fee £1.20 for each event (1977 remember) - overall winner to get a 2 night voucher for any Crest Hotel for 2 people.

Darts & Doms played against Hkley & DMC at the Shoulder of Mutton resulted in us winning the darts and them the doms !!.

Howard White put pen to paper to provide the briefest of details of our Easter Autotest at Tockwith. Steve Lloyd collected an uncharacteristic washout,

Ian Waddington beat David Taylor for overall honours after an event long battle and Tom Rioidan's Minor 1000 (1300) made everyone glad he didn't have anything more powerful (wonder what happened to that car ??).

I, as Shell League Team Captain, provided a position report after 4 events which saw us in 5th place O/A some 600 points behind leaders York MC.

**TRACKROD.....ENDS**

**Richard Ineson.**

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Steve Sanderson 30.0

Stuart Bell 5.0

**Stage Rally Navigator**

Steve Lloyd 187.5

Bernard Fernyhough 158.0

Steve Hugill 30.0

Steve Sanderson 5.0

**Larkspeed League Driver**

Andy Anderson 15.0

**Larkspeed League Navigator**

Arthur Heaton 15.0

**Off Road Events Trophy**

Richard Jackson 180.7

**Newman Ladies Cup**

Jean Lee 5.0

**Trackrod Trophy**

Derek Lee 15.0

Malcolm Jagger 10.0

Jean Lee 5.0

**Marshals Trophy**

Arthur Heaton 50.0

Derek Lee 40.0

Malcolm Jagger 30.0

Jean Lee 25.0

Steve Sanderson 5.0

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Full details of points system and how to claim next month!

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## FORSALE

Ian Richardson's

### MKII RS2000

Briefly comprising a 2028 cc dry sumped all steel bottom end, TRW forged pistons, floating gudgeon pins and Cossie Rods all in a 4X4 Cossie Block.

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