



# **FEBRUARY 1997**

## **MAGAZINE**

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

**EDITOR**

How many of you have broken your New Year Resolutions ???? I know most of mine are out of the window.

A great day had by all who went to the Motorsport Motor Show at the Birmingham NEC on 12th January. I think most people spent more time around the Ford Motorsport stand buying the discounted clothing they had on offer, 75% of the Trackrod members came away with something that had the FORD logo on it. I've never seen a Subaru Impreza do doughnuts so tight and so fast in my life, Kenneth Erikson brought the car to life and entertained the crowds. This was part of the "Live Show" hosted by Tiff Nedel and Jeremy Clarkson, the theme was James Bond, Tiff been James and Jeremy the bad guy. The events that followed, a race (thrash) of many different cars around the arena, this lasted for an hour and after a mixture of engine sounds your ears and head went numb. I would like to say a big thank you to Russell Holdsworth for organising a great day out - same again next year Russ.

I hope everybody enjoyed the Annual Dinner Dance at the Castle Grove. This time Nigel Drayton didn't receive one trophy, he passed his skills on to Simon & Caroline Marston

Don't forget this month Trackrod are running a Stage on the Kall Kwik Rally, if you want to marshal please get in contact with John Smallwood or Derek Lee.

I would like to say a little thank you to Steve Lloyd on the letter he sent with his article. It was nice to get a little from a Club member giving IDEAS on what I can put in the magazine. I hope you enjoy reading his article further on in this months issue.

The committe are thinking of ideas on what events to stage on the first Tuesday in every month, can you think of anything we can do at Yorkshire Switchgear ??let any committee member know your ideas. Richard Inneson's started this month !!


That's it then, you've got the rest of the magazine to read.

**Brian Walters**  
**Editor.**

If you have a picture to put on the front cover of the mag, please send me one (I'll return it).

**DEADLINE FOR NEXT MONTHS MAGAZINE....TUESDAY 25TH FEB.**

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## **SOCIAL CALENDAR**

### **FEBRUARY**

4 Yorkshire Switchgear  
Special indoor event !!

11 Admiral Hawke, Boston Spa

18 The Crown, Wetherby

25 Square & Compass

Table Top Rally

Map 99B required.

### **MARCH**

4 Yorkshire Switchgear

Another Special Indoor Event

11 Admiral Hawke, Boston Spa

18 The Crown, Wetherby

25 Square & Compass, North Rigion

### **APRIL**

1 Yorkshire Switchgear

Yet Another Special Indoor Event

## **MARSHALS REQUIRED**

**KALL KWIK Stages Rally - Sunday  
23rd February 1997**

We have been asked to run a stage on  
this years Delacy Motor Club event.

The stage is to be **GALE RIGG** - a  
"proper" forest Stage. We will therefore  
need a good number of marshals and  
timekeepers. If you are interested please  
put the date in your diary and let Derek  
Lee or myself know **A.S.A.P.** Volunteer  
now and choose your job !!!!.

Thanks in advance

**John Smallwood**  
Stage Commander  
(0973 654437 anytime)

P.S. 1st car at 13.30 - lazy morning and  
home in time for tea !!

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**Brian Walters**

## THE BIG FREEZE

Hi There!

This is for the grumpy person who did not give any positive ways of dealing with a magazine you didn't like.

"Taste is the mark of an educated man, imagination this sign of a productive man, but emotional balance the token of a mature man" (Mark Foster).

### IS IT A YETI ? NO IT'S A MARSHAL!

Who would leave the tranquillity of home. For the annual homage of the RAC NETWORK "Q". The weather was not kind, cold and uncomfortable conditions to test the most stalwarts of the rally fraternity. The trek to Croft was interesting especially as we were paced by a tractor and were only slightly ahead of the freezing fog. It was a novelty that the official cars and various marshalling teams pirouetted on the circuit with the grace of any of the most famous ballet dancers.

As usual the "Be there a week" before the event took place syndrome was well

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established so, once in position, time for the seasoned campaigner to get the cooked breakfast underway !!! this of course beats sandwiches any time.

Finally, we had the classic cars to start the day's event. They were definitely waltzing with the finesse worthy of come dancing. Then the long pause when the world took on the delight of a snowstorm in a glass jar. Being in a car with funny things called gauges every time we charged up the battery to hear the perturbed musings of "Control" the temperature reading was given, the trusted mechanic answer of belt-up with appropriate action ceased to inform us that we were conducting an experiment to see how much of our assets could resemble an ice-cube.

The RAC NETWORK "Q" planners had thought of care and needy respite after charging a princely sum to spectate and freeze!!!. The chuck wagon with all manner of desperate catering supplied the stuff of environmental nightmares. So everybody was happy and the camaraderie was sustained.

Then the first bit of excitement for the crowd the medivac helicopter was called away. Then certain motor companies had flown their helicopters onto Croft circuit, as usual nobody knew who they were and what they were doing.

For us the long afternoon was punctuated with fun on the hush-hush 86 being broadcast on the P.A. system informing us about requirements from "Control".

Finally luncheon with the usual heating

of the pressure cooker, helped add a soupcon of comfort to otherwise the ice-age experiment.

Probably there are quite a few people within Trackrod who know that the event was not one of the best RAC'S, but by the time people had spent 28 hours at Croft the finale of stage closed.

Later we found out that people could not compete in the forest stages. Other had police escorts to get them through the road stages and other became OTL.

We obviously had not learned anything because we joined the rest of the crew going to Temple newsam. Well at least the flick knives were absent this year ....**Tell me about it Ed !!!**. The daft dressers with minimalistic clothing stretched the imagination to question who had left what behind. Hopefully next year will be better and the weather kinder to all. It is an expensive event to rally as well as the time and effort put in by all volunteer officials. As usual everybody repeats never again, although short term memory loss seems to recur and guess what it's that time of year again. So thanks to all the people who kept smiling through adverse conditions. Have a good year in whatever capacity .....**FOR THERE IS NOTHING AS WEIRD AS RALLY FOLK!!!!!!**

**Barbara Steele.**

Thanks for the word search I used in last months mag.....Ed

## **BACK TO SCHOOL**

This all started when we decided to give our son Richard a birthday present of a day at Castle Combe Racing School. Then Mary thought that it would be a good idea if I went as well. So that was my birthday pressy taken care of!! I had never driven a single seat racing car, and was keen to be able to watch those front wheels going up and down, just like in the racecam pictures on the telly. We wanted the advances school, as benefits really good drivers like us, so we booked for early October. The weather might be dodgy then, but it's always warm down South in Wiltshire anyway (compared to a day at Croft in October it is!!).

It turned out to be a half day, so we presented ourselves, together with attendant butterflies, at noon on 4th october for the briefing. To our surprise, the course was fully attended, some 30 drivers psyching themselves up for the session. The introduction told us about the traffic cones which were being used to mark the braking, gear changing, and turning in points at the corners. All those familiar with M25 road conditions felt right at home. We then filed out in groups to have our few laps being driven by an instructor in a Fiesta XR2. Funnily enough, the last time I lapped the Combe it was also in a small Ford saloon, my very first Ford 105E Anglia. That was as part of the Rallye Bristowe in 1966, very much pre-Trackrod, and even pre-Yorkshire as far as I was concerned. Richard and I and a man who didn't know that he was on the course until he arrived at the circuit (his wife arranged it secretly, and told him they were going to a car boot

sale !!) crowded into the Fiesta with Roy, our instructor. Four up, and only using four gears, that car was plenty fast enough to have us doubting its power of adhesion as we headed into the notorious quarry bend complex. "More incidents here than on any other corner on British circuits" Roy announced, as we cornered on the markers name. Thanks pal.

After the culture shock of being driven by someone who really knew his trade (and his circuit), we began to take note of where to do what to get round smoothly and quickly. Hands at ten to two on the wheel, and weld your right one on, so it always stays in the right place. Brake hard at the marker, change quickly, clutch out, and turn in to clip the grass just by the big red cone. Then you're on your own until you do it all again. Dead easy. Let me at it!!!

I went first driving the Fiesta. Got off to a bad start as I thought the drivers door was open when we got out on to the straight, so I opened it to bang it shut. Turned out that the gap around it was the legacy of a visit to the tyres by a pupil some weeks before. Then I automatically changed up to fifth, which isn't allowed. By now, we were into Quarry and not on the line at all. Roy's comments left no doubt that I wasn't impressing him. Deep breath, round the back of the circuit, and set it up for Tower. Better, but too long on the clutch. Up over the hill to Camp, then the start line and round again.

I was not doing well, just couldn't get the brake, change, turn in sequence performed quickly or smoothly enough. Me,

an international rally driver, kart racer, autotest and PCT champ. Must be then, can't be me that's wrong!!! what's that stuff they say stops when the flag drops?? My first Fiesta session ended, and Richard took his place behind the wheel. Watching from the pits, everyone else looked so smooth, whereas my efforts had made a badgers backside look positively baby like.

Quietly reliving each bend in the virtual reality of my head, I eased myself into a Formula Ford for the real purpose of the day. Nice and snug, and well harnessed, I began to feel that the only real difference between me and Michael Schumacher was those several quid he has in the bank !!!

Richard was getting in to his FF as I left the pits. Observing the 4000rpm limit, I was soon in fourth, and easing across the very wide track to the braking point for the first part of Quarry. Sticking it into third, the brakes hauled the speed down, and just thinking about the bend seemed to be enough to provoke the turn in. Away down to Tower, bit slow (note: brake later next time) and up top Camp to begin the lap again. Suddenly it was what Roy had meant. This was why he had said do this now, do that then. The next lap felt even better, real good fun, then just as I was exiting Quarry and catching one of the Fiestas, another of the FF's went rocking past. What ? Looking down to see if I had left the hand brake on, just meant I didn't get into Tower so fast. Just as well, because there was another FF spinning in the middle of the track. It was Richard, who had a car that was too long for him. He

couldn't depress the clutch properly, so he selected first instead of third, and round it went. We had been told that if you spun, that was the end of your session. So, honest, upright, well brought up (and Dumb!!) lad that he is, he voluntarily came back into the pits at the end of the lap. he had less than half a lap on his first FF stint. he could probably have stayed out, but there were observers down at that bend, so the dreaded black flag might have appeared later. But he didn't feel comfortable in the car, as we explained to the instructors.

Then it was back to the Fiestas for a fine tuning session with Roy. Applying my new understanding of his tuition to driving the saloon meant that we circulated in silence. Roy just sat there. Well, at least he wasn't trying to get out. Apart from changing into fifth twice in error when looking for third, the laps were uneventful. Back in the pits, Roy spoke. "That was great" he said " Really good, you've got the feel for it now, enjoy the rest of the day". Well, of course, I always knew I had it in me. Great drivers are born, not made, etc...etc..my enjoyment of the moment was slightly tarnished by the fact that no-one seemed to know Frank Williams phone number !! For some reason, my crash hat seemed to have shrunk when I put it on for the final FF drive.

This was a bit delayed because "my" car, old number 6, had put a rod through the side earlier. No spare. There were fewer cars, so it took longer to get into one. Richard was determined to find one that fitted him this time, and thus went

out in a much happier frame of mind. His lappery was without incident, and they let him stay out for longer to make up for his loss of laps earlier. Then it was my turn. Apart from the obligatory stall pulling away, it all went beautifully. The rev limit was now up to 4500 (gusting to 5500!!). This car vibrated more, but was faster. It just flowed around the fast Combe circuit. In the afternoon sunshine, it was easy to imagine I was reeling off the last few laps at Silverstone before taking the flag to the roars of the tifosi. I even remembered to watch the front wheels going up and down !!!.

All too soon, it was over. We gathered in the briefing room to be told how we had done. All pretty good, no disasters. The lad who had screamed past me earlier had thought that the FF's had rev limiters set to 4000, so didn't bother to check his actual revs. That's his story, anyway. The instructors gave us our "score cards", with their comments. Richard and I were much the same, and only one point difference in our scores. Well, someone had to be second. It had been a super experience., and must be the cheapest way to go single seater motoring. helped to iron out one or two glitches in my road driving, too. We are thinking of having another go, perhaps at a circuit with more twiddly bits. This could use up my supply of birthday presents for years to come !!!

**Steve Lloyd**



# Wheels

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

**D**ESPITE changing social patterns (think of the obsession with fitness for instance; my doctor has just told me to do something every day which makes me out of breath so I've started smoking) most clubs still seem to run annual dinner dances, although they don't all get the care they deserve. But I hear you cry, this is the committee's job and nothing to do with you so it's time to turn the page.

Well, perhaps BUT the lessons in running a dinner are exactly the same as for putting on a function to show your new competition car to the media, which a potential star like you will surely have to do sometime. They're the same for organising a wedding for that matter if it looks as if her father's shotgun really is loaded.

Few events in any activity, let alone motorsport, can match the professionalism of the *Autosport* Awards night but all events can, with only a little thought, avoid the common cockups – dinners which start so late that the chef is tearing his hair, prize givings which run on into the next day or raffles which are so endless that the star prize should really be a resuscitation kit. I've been to some functions where the raffle prizes were so tatty that the winners wouldn't own up.

So what, they're only relaxed social occasions? Perhaps so but if a motorclub function is sloppily run then the local MP (and how many clubs even bother to invite theirs?), existing or potential sponsors, as well as possible new members who come as guests, may all be put off by an apparent shambles.

The key is to give just a bit of thought to a function, not make it a last minute panic. Ideally, one person should be in charge, with helpers to move tickets, harvest raffle prizes and so on.

Whoever is running things should work out a timetable in consultation with the venue, give copies to all key people and then work hard to keep things on schedule. Perhaps the biggest mistake is to let the start time slip so that you are forever in a catch-up situation.

## NOW IS THE WINTER OF OUR NON EVENTS

The second biggest mistake is not to think about any speeches until the last minute. Far better to brief speakers properly and to consider what the running order should be. And then, so that their golden words can be heard, provide a microphone if in any doubt and don't under any circumstances have waiters wandering about serving coffee or taking drinks orders while people are speaking. I was in the middle of a speech at one of the top 20 hotels in Park Lane recently when a waiter wandered up and asked whether I wanted black or white coffee. I think they were trying to train me as a police horse.

Prize givings? Oh dear. I reckon if someone has fought to win an award then having it handed over at a function should be part of the glory. But that doesn't mean the right to thank an interminable list of sponsors, to the despair of 90% of the audience. Some clubs have tried handing out most of their awards during a pre dinner drinks session, saving the big ones for after the meal. Others have tried intercourse prize givings, if you'll pardon the phrase. But whenever awards are given out, it doesn't take an Einstein to ensure that they are lined up in the right

order and easy to identify.

One area where most organisations – major companies as well as motor clubs – slip up is photography. Stick a club badge (or your logo if it's a company do) on an appropriate background, get the hander-over of awards to stand in front of it, take photographs of the winners and then – please – send prints to appropriate newspapers. Motorsport needs all the publicity it can get at a local level and it's just daft to miss such simple opportunities.

It just illustrates that the key to organising any event is attention to detail. A couple of years ago I was at a function at Gleneagles (Park Lane ... Gleneagles ... I really must stop name dropping. Damon was only telling me so the other day) and just before guests arrived for a sponsors' dinner I noticed someone checking that a row of competition cars were neatly lined up. An assistant from a marketing company? No, Jackie Stewart paying attention to detail. I rest my case.

*Stuart Turner*

## COD FILLET QUIZ



1. When was the last international rally appearance of the 'factory' Sunbeam IMP?
2. The Cowan/Coyle/Malkin trio won the London-Sydney marathon in 1968. Where did the rally finish?
3. In 1978 Emerson Fittipaldi was still driving F1 cars. Who sponsored his team?
4. In the F1 World championship races, years 1950-1959, for what was 1 point awarded?

ANSWERS ON PAGE 14



# NEWS FROM THE RACMSA

## Port Talbot Motor Club judged Bradstock Motor Club of the Year

Port Talbot Motor Club have won the 1996 Bradstock RACMSA Motor Club of the Year Award. The club will be presented with a cheque for £1,000 and the Bradstock RACMSA Motor Club of the Year Trophy at the RACMSA 'Night of Champions' awards evening on Friday 17 January.

Stuart Turner, who again chaired the award committee, said: "As usual, the standard of entries was tremendously high. All the top three clubs are thriving examples of British motor clubs at their best."

Port Talbot MC, who also finished third in 1995, were particularly praised for their high public relations profile, local community activities, good recruitment literature and consistent use of the RACMSA's *Wheels* publication.

In second place, the Land Rover-based Series Three Owners Club became the first off-road club to win one of the Club of the Year awards.

The top places in the 1996 Bradstock RACMSA Motor Club of the Year Award were as follows: 1st Port Talbot Motor Club (winning £1,000), 2nd Series Three Owners Club (£500), 3rd Torbay Motor Club (£250). Highly commended were Bognor Regis Motor Club, Edinburgh University Motor Club and the British Women Racing Drivers Club.

## New rules for SportsMatch cash

SportsMatch, the business sponsorship scheme, began operating revised rules and criteria on 5 December. The new systems were introduced due to reduced funding in

1996/97 and because of the success of the national lottery.

Launched in 1992, SportsMatch encourages businesses new to sport by matching their sponsorship. It has grown significantly year on year, but the current demand for awards outstrips the available funds.

Capital projects receiving lottery funding will no longer qualify for SportsMatch awards, while projects meeting the criteria will be subject to a maximum of £50,000.

The scheme also encourages first-time sponsors of grass-roots revenue projects. These include capital projects less than £5,000 and purchase of equipment directly related to sporting activities.

Sponsorship in kind will not be eligible for awards, apart from equipment directly related to sporting activities and non-personal items, including kit, which remain in the organising body's possession.

Where a SportsMatch award has been approved for the first year of a grass roots sporting project and the sponsor has committed to sponsor the project for a further two or three years, the panel may agree to an award in years two and three. In this case, the maximum award in year two will be 50% of the amount which the sponsor originally committed for that year; in year three, it will be 25%.

Under the new rules, an application for a SportsMatch award will not be considered if the sponsor has already paid the organising body before the application is reviewed by the panel.

Also, to provide further evidence that SportsMatch has been an incentive to a business to sponsor an event or activity, any award approved will be subject to a signed agreement submitted to the Institute of Sports Sponsorship.

Full details of SportsMatch and the latest rule changes may be obtained by telephoning 0171 233 7747.

## Motor sport at the London Show

The organisers of the 1997 London Motor Show, at Earls Court on 15-26 October, have confirmed that they will staging a dedicated motor sports day. This will be on Thursday 23 October, and – given the success

of a similar day at the 1995 event – may be doubled to two days. The 1997 show will break with tradition and open on Wednesday 15 October.

## Lady Quest fully booked

Silverstone Rally School have been inundated from ladies wishing to take up the challenge of winning a rally drive during 1997. The Lady Quest scheme, designed to give the winning driver her big break into the sport, has attracted several hundred applications and the organisers cannot accept any further entries.

Although it is too late to enroll this time around, the recommendation to any interested ladies is: get your names down now for Lady Quest '98.

Contact David Taunt at Silverstone Rally School, tel 01327 857413 or fax 01327 858285.

## Historic conference

Following the success of last year's Federation of British Historic Vehicle Clubs conference at the Heritage Motor Centre, Gaydon, the same venue has been selected for the 1997 conference on Saturday 22 March.

The theme will be "Maximising the opportunity to use Historic Vehicles" and the conference will again be chaired by Chris Serle, the well-known broadcaster and historic vehicle enthusiast. After each of the major subjects, there will be an open discussion session.

Speakers include Lord Montagu of Beaulieu, John Quenby (Chief Executive of the RACMSA), Tony Peart (Historic Commercial Vehicle Society), Ray Newell (Morris Minor Owners Club), Geraldine Neat (Esso Petroleum) and Bob Oliver (DVLA).

The conference is open to all enthusiasts, whether or not members of an FBHVC subscriber organisation. The £25 fee includes entrance to the museum itself, light refreshments and a hot lunch.

Details from the FBHVC Secretary, PO Box 2506, Henfield, West Sussex BN5 9QW.

## ARDS

- The Association of Racing Drivers' Schools (ARDS) is the industry body for racing schools in Great Britain. Its aims are to protect and promote the interests of racing schools with particular emphasis on safety and standards of instructing.
- Member organisations of ARDS are: Aintree Racing Drivers' School (based at Three Sisters, Lancs), Nigel Mansell Racing School (Brands Hatch, Oulton Park and Snetterton), Castle Combe Racing School, Everynham Motor Racing (Mallory Park), Jim Russell Racing Drivers' School (Donington Park), Ian Taylor Motor Racing School (Thruxton), Silverstone Driving Centre, Knockhill Racing Drivers' School, Peter Gethin Driving Courses (Goodwood), Richard Peacock's Race School Ireland (Kirkistown and Ty Croes), Tom Brown Racing Drivers' School (Croft and Jurbly).
- John Kirkpatrick of the Jim Russell Racing Drivers' School is the current chairman of ARDS. The vice-chairman is Tim Jones from the Nigel Mansell Racing School.
- Racing school instructors are licensed through a scheme created by the RACMSA and ARDS. During 1996, all 350 licensed instructors were provided with training in first-aid and professional skills by ARDS.
- All tuition vehicles operated by ARDS-recognised schools are subject to periodic safety checks by an RACMSA scrutineer.
- More than 1200 aspiring racing drivers completed the ARDS novice driver training course in 1995. Successful completion of this one-day course is a pre-requisite before a novice driver can be granted an RACMSA race licence. The course is designed to test a candidate's basic knowledge of circuit safety, flag signals and racing regulations as well as the fundamentals of car control.
- The member schools of ARDS do not just offer race-circuit tuition. Many offer a wide-range of driving experiences including rally driving, off-road driving, skid cars, autotesting, karting, tank-driving and tuition for under-age drivers.

# AUTOSCENE

**AUTOSPORT**

REVIEWS FROM

**CLASSIC**  
MOTOR VEHICLE

### TEAM LOTUS

Andrew Ferguson, Haynes Publishing, ISBN 1 85260 491 3, £24.99

Andrew Ferguson worked loyally with Colin Chapman as the competitions manager of Team Lotus from 1961 until he fell out with him in 1969, but then was hired back in 1976. In 1994 Ferguson died suddenly, having just finished the manuscript of this wonderful book, which has now been edited for publication by Doug Nye.

*Team Lotus* specifically covers the Lotus onslaught on Indianapolis from 1963 to 1969, but takes in a wealth of detail about the entire Lotus racing effort in the '60s. To say this is an inside story is an understatement. Ferguson lived and worked 24 hours a day, seven days a week with Chapman, his drivers, his mechanics and the rest of the team. The inspirations, the rows, the deals, the joys, the subterfuge, the secrets, on and off duty, are recounted with enthralling and detailed clarity. Chapman is confirmed as a difficult genius, a complex and fascinatingly flawed character.

For a change, here is a motor racing history book which adds a mass of important new information and colour for the serious student of the 1960s, as well as being a hugely entertaining read for any enthusiast. Truly a great book.

### FAIRTHORPE CARS

John H Allen, Bookmarque Publishing, ISBN 1 870519 39 6, £24.99

Fairthorpe was one of the myriad small car companies that sprouted in the '50s, and died in the '70s. It was the brainchild of war hero Don 'Pathfinder' Bennett, who intended to make a cheap family runabout, and finished with the

strange TX Tripper and over-burgeoning regulations. The author's anecdotal style suits the company history admirably and records the oddball and, at times, hilarious happenings at the Fairthorpe works with an entertaining yet factual touch.

The black and white illustrations are amateurish yet this again suits the style of the book and the company. The copy needs a good edit, though. And did you know that there was a van based on the Atom, the Wagonette? Only one, thank God.

### OFFENHAUSER, the legendary racing engine and the men who built it

Motorbooks, Gordon Elliot White, ISBN 0 97938 883 8, \$39.95

It seems incredible, but *Offenhauser* ... is the first work to my knowledge on the Offy. Its chronology can be traced from the 1926 Miller to the 158cu in Drake-Offy of the 1970s, yet both are essentially the same engine. Author Gordon Elliot White is the motor racing advisor to the Smithsonian Institute and his research is thorough, yet this is no dry textbook but an enthralling tale.

This is a story of real men and the things they did to what was essentially a simple straightforward, four-cylinder engine – to the extent that it totally dominated Indy (in some years of the '50s, the entire grid was powered by Offenhauser) before it was killed off by rule changes in the '80s. Above all *Offenhauser* ... is spectacularly endowed with a multitude of previously unpublished photographs, both of people working on the engine and of cars – from midgets to oval monsters – in glorious tail-out sideways action. *Offenhauser* ... is an exceptional, magnificent, magnum opus.

## BOLT ON TUNING

**W**E regularly get various queries about nuts, bolts and thread types and sizes. One of the most regular queries relates to a bolt or a stud with a rolled thread.

You are probably more familiar with cut threads. You take a rod or bolt and cut the thread into the shank with a die, or a die nut. Naturally this leaves you with a thread which is cut from the original material, which leaves microscopic jagged edges – known as stress raiser points – in the teeth of the thread. The form of the thread will dictate how high or low they are.

With a rolled thread you take your shank and force a wheel into

the material squeezing the material up the surface to form a thread. It often takes several goes at this before you get the finished thread, at the required size. A rolled thread can be likened to a forging because the original grain of the material flows into and along the threaded section, rather than being cut at 90 degrees to the flow of the grain.

Rolled threads are therefore felt to be superior in terms of the mechanical strength (size for size) to a cut thread. The best bolts – or at least the more expensive ones! – tend to have a waisted section perhaps with a shoulder at one end and a thicker section half way down if it is a long bolt. The theory is that the bolt will only be as strong as the thinnest cross section at the base of the thread, so the shank need not be any thicker than this. The raised sections are simply there to provide location within the hole,

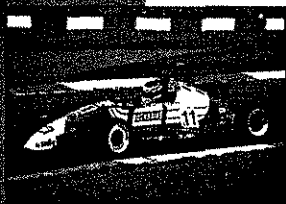
since the hole must be the size of the outside of the thread, not the base of it.

On most bolts you will find a number at the top of the bolt. This represents the tensile strength of the bolt. For example, an 8.8 would be a general purpose steel bolt, while a 10.9 is higher tensile. If you are replacing bolts around the car, always check the rating and replace like with like.

## QUIZ ANSWERS

1. Scottish Rally 1969 (Cowan/Coyle)  
2nd.
2. Warwick Farm
3. Copersucar.
4. Fastest lap.

## The Right Stuff



The oil which helped Duckhams Van Diemen driver Kristian Kolby become the youngest-ever winner of the Slick 50 Formula Ford Championship, and Simon Crompton take his second successive Classic Touring Car Championship crown, is the same Duckhams oil you can buy over the counter.



Simon Crompton

There's no tougher testing ground for an oil than motorsport.

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## **AWARD WINNERS**

### **SERVICE CREW**

Dawn Fernyhough

### **MARHSALS TROPHY**

Simon Marston

### **OFF ROAD EVENTS**

Richard Jackson

### **AUTOTEST TROPHY**

1st O/A Caroline Marston

2ns O/A Vicky Berkley

### **BEST LADY COMPETITOR**

Pam Lukeman

### **ROAD RALLY DRIVER**

Andy Anderson

### **ROAD RALLY NAVIGATOR**

Arthur Heaton

**3rd Stage Driver:** Pam Lukeman

**3rd Stage Navi:** Steve Lloyd

**2nd Stage Driver:** Alan Larkin

**2nd Stage Navi:** Peter Jackson

**1st Stage Driver:** Richard Jackson

**1st Stage Navi:** Bernard Fernyhough

### **LARKSPEED LEAGUE**

**DRIVER:** Simon Marston

**NAVI:** Simon Marston

### **SPY 44 TROPHY**

Andrew Apperley

### **BEST NOVICE**

Pam Lukeman

Andrew Varley

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Simon Marston

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Caroline Marston

### **TRACKROD TROPHY**

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Congratulations to all award winners it's  
been a very good year for claims, hope-  
fully an even better year to come. If you  
haven't received your REPLICA'S yet, I  
will get them to you shortly.

Next month, new amendments to claims  
and awards.

**Vince Fletcher**

## RETROSPECTIVE

From the pages of the Trackrod Magazine of February 1978 (issue 88)

On the cover: Timo Salonen on the 77 R.A.C. Rally in the chequered Flag Fiat 131.

Mintex Rally coming up, our stage to be Dalby early (!) Sunday 26th Feb, Rod Parkin had the details.

Editor Leuchans much happier this month as several contributions received !!! (I know how he feels.....Ed)

Steve Hazeldine was having a huge garage clear out with all manner of things for sale: axles, propshafts, carbs shockers for Escorts Dolly sprints and Minis, even a whole Dolly Sprint!! Indoor Rally round 4 - Sanderson/Buchan much improved after poor showing on Round 3 and finish 1st = with Pete Silserberg and Carl Holdsworth - Nick Leuchans was 3rd - 12 entries in all, Buchan/Sanderson leading the championship overall, only 4 crews done all 4 events, 15 crews in all.

Members were given a reminder to drive carefully on the roads and some (unnamed) were reprimanded for displaying their prowess at the wheel on the public highway!!

Steve & Mary Lloyd tendered a goodbye letter as they were moving to a little village near Westbury in Wiltshire, they would be sadly missed (still are, only rarely do we now get the wit & repartee flowing from the Lloyd pen and their undying energy for all things Trackrod

has never been exceeded!!!), they are, of course still in Wiltshire even if they have had a spell in the Middle East in between.

Ronnie Moore gave us a brief report on the Janus autotest held at Tockwith. Fog tried to impede the progress of the event with John Richardson and Nick Leuchans, both marshalling on the same test, were, at one point unable to see each other!!!. FTD was taken by Gerald Taylor's 1275GT with David Taylor winning class

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AGENTS FOR

JANSPEED K&N FILTERS  
PECO KONI

1 for Trackrod and Ken Goodall doing the same in class 4, alas we had no entries in classes 2 & 3 but the report doesn't say who won them!!!.

Co-driver "wrong Slot" provided a poem and a report on the January 3 Swans Rally. We had 5 crews out: Andy Mackay/Ian Buchan at No 1, Nick/Brown/Richard Gledhill at 3 in the Larkspeed (!) Ascona, Jonathan Palmer/Marcel Girardier at 7, Dave Marshall/Rod Parkin at 39, Jez Water/Vince Fletcher in the Square & Compass VW and John Bean/Charlie Palmer at 47/

Marshall/Parkin, also, shed a wheel and Rod was heard to sing loudly "You picked a fine time to leave me loose wheel.....!!!, It had, of course, happened to Rod before!!!.

The results proved the seeding to be spot on as Andy Mackay was a clear winner, but most creditable was the Water/Girardier VW performance to finish 12th O/A.

Finally, another sale of Ford Parts, Mick Brown had a host of spares, no prices quoted.

Trackrod.....Ends.

Richard Ineson.

\*\*\*\*\*

**THIS IS THE LAST MAGAZINE MEMBERS WILL RECEIVE IF THEY HAVEN'T YET REJOINED FOR 97.**

**CHEERS.....Brian**

\*\*\*\*\*

## QUESTION JAGGER !!!

Well all you lucky people that took all the trophies at the 1997 Dinner Dance, well done to one and all.

Who got the question correct from the January magazine ?, regarding the co-driver to Roger Clarke on the 1976 RAC Rally.

Well, to put the record straight, Stuart Pegg was the man, and he was from South Africa.

Cont'd.....

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Anyone else got any good mind benders for the mag, come on you lot, don't leave it all to the Cod Fillett Quiz in Wheels.

B.F.N.....Malcolm Jagger.

### NEXT MONTHS ISSUE

Cross word (If I can get the computer to line things up).

Article from Arthur Heaton....(sorry Arthur, I found the article when I'd finished this months mag.

### TROPHIES

Has any member of the Motor Club in their possession any trophies which belong to the Motor Club.

These may have been won several years ago and you may have forgot you had them or you may have received them to pass on to a third party or to pass back to the Motor Club and just forgot you had them.

The above request excludes Trophies for specific events i.E: Forest Stages, Lookout etc.

If you could check your trophy cabinets, lofts or cellars. If anyone finds or knows the whereabouts of any trophies, please could you pass them on personally or to a committee member. ....Vince

### OFFICIAL NOTICE

**TRACKROD MOTOR  
CLUB IS TO HOLD THE  
REVIEW OF LAST YEARS  
A.G.M  
ON THE 4TH MARCH  
9 O'CLOCK  
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# 1997 MOTOR SPORT CALENDAR

## FEBRUARY 1997

1/2	Mini Miglia Road Rally	Knowldale C C
2	Riponian Stage Rally Phoenix Stages (Cadwell)	Ripon MSC
15/16	Road Rally	Lincoln MC & CC
16	Wycoller P.C.T. Cheviot Stages Rally	Pendle & District MC Whickham DMC
22	Bay Stages	Morecambe C.C
23	Kali Kwik	De Lacy MC

## MARCH 1997

1	Malcolm Wilson Stages	Morecambe C.Club West Cumbria MSC
	Manby Stage Rally	Matlock M.C
1/2	Northern Lights Road Rally	Leeds Uni M.C
2	Autotest PCT	Alwoodley Knutsford & DMC
8	Stage Rally (Elvington)	York Motor Club
9	Robin Hood Forest Stages Rally	Lindholme MSC Clitheroe & DMC
15/16	Hall Trophy Road Rally Autowindscreens Road Rally	Matlock MC Lancashire & Cheshire Furness & DMC
16	Autotest Havergg Stage Rally	
23	Practice Day/Marshals Training Day	Harewood Hill Climb High Moor Motor Club
23	Autotest	Pendle & Bury MC
29/30	Ty Cross Stage Rally	
30	Three Sisters Circuit Stage Rally	Glossop & Dis MC Mid-Derbyshire MC
	Twyford Wood Stage Rally Spring National Meeting	Harewood Hillclimb

## APRIL 1997

19	Single Venue Stage Rally (Larkspeed League)	Keighley
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## MAY 1997

4	Lookout Rally (Larkspeed League)	TRACKROD
10/11	Road rally (Larkspeed League)	Alwoodley
10	Open, Novices, One Makes	Harewood Hillclimb
11	Open Championship	Harewood Hillclimb

## JUNE 1997

5 - 7	Perth Scottish Rally	
7	Single Venue Rally (Larkspeed League)	North Humberside
15	Jim Thomson Trophy	Harewood Hillclimb
29	Autotest (Larkspeed League)	Huddersfield

## JULY 1997

5 & 6	RAC British Championship Sprint (Curborough) (Larkspeed League)	Harewood Hillclimb Sheffield
27	P.C.T	Ilkley

## AUGUST 1997

3	Montague Burton Trophy (Harewood)	
10	Autotest (Larkspeed League)	YSCC

## SEPTEMBER 1997

7 or 14	Autotest (Larkspeed League)	A & P
14	Harewood Finals FOREST STAGES RALLY	Harewood TRACKROD

## NOVEMBER 1997

NETWORK Q RAC RALLY

## DECEMBER 1997

26	Boxing Day Autotest	TRACKROD
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