

# TRACKROD

MOTOR CLUB LIMITED



## MARCH 1997 MAGAZINE

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

**EDITOR**

Rain Rain and yet more Rain !!!! Saturday 23rd February for the Kall Kwik Rally in Gale Rigg, the rain started the moment we got out of the car until the last car past us (including the delay for the milk tanker). Gale Rigg caught a few drivers out (3 in total) including 1st on the stage Daren Moon/Peter Rutterford, they walked away from the off which is more than the Escort did. A good day was had by all and lets hope the rest of the years events are a little less wet!!!!.

I was reading the Ilkley Gazette (very sad !!) and splashed on the front page "RALLY PLEDGE, NIGHT TIME CAR EVENT WILL HAVE NO PROBLEMS". Local residents were worried about the amount of noise from the rally and problems the 30 or so cars would cause if they came through the road works and diversions Yorkshire Water had put in place for the ongoing flood alleviation works on the main and surrounding roads into Ilkley town centre. Leeds University Motor Club who were organising the event had promised to keep the noise to a minimum but, the sound check was moved from Ross Bros in Ilkley to a Fina petrol station away from local houses. The Chairman of the Ilkley and District Toad (I mean Road) Safety Committee said "The organisers had appeared to have done everything properly but he still thought the Rally would cause problems. For a quiet town, there is going to be a cacophony (alot) of noise but, it is going to be annoying for people and there does not seem to be anything we can do about it". The local Traffic

Police said the event had the proper authority from the RAC and the organisers appeared to have taken all the steps they could to make the event go smoothly, they added they would be keeping an eye on the rally (and speeding cars) and would act on any complaints made by residents.


It just goes to show that not all people are as fond of motor sport as we are !!!!. I hope the event ran without any problems.

At this months (February 97) committee meeting, the committee are trying to arrange an event every 1st Tuesday in the month (Yorkshire Switchgear), if you would like to arrange an event or have any ideas, please let me or any other committee member know.

Thanks to Andy Apperley for the Picture on the front cover.

**Brian Walters**  
Editor

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## **MARSHALS REQUIRED**

**SIGNAGRAPHS STAGE RALLY  
SATURDAY 19TH APRIL 1997,  
TWYFORD WOOD, GRANTHAM.**

I have been asked by Ian Tunney of Keighley & District MC if we can help by providing a good number of Marshals and Time Keepers. If you are interested, please let me know or Derek Lee a.s.a.p. It is a round of the Larkspeed league so a good entry of around 70 will be assured.

**Stephen Lancaster 0113 263 4406**

\*\*\*\*\*

## **SOCIAL CALENDAR**

### **MARCH**

4 Yorkshire Switchgear

**E.G.M & VIDEO NIGHT**

11 Admiral Hawke, Boston Spa

**11 Pudsey Fire Station 6.45pm**

18 The Crown, Wetherby

25 Square & Compass, North Rigton

### **APRIL**

1 Yorkshire Switchgear

**RALLY CAR PREPARATION**

8 Admiral Hawke, Boston Spa

15 The Crown, Wetherby

22 Square & Compass, North Rigton

**29 SEE NEXT MONTHS ISSUE FOR  
DETAILS!!!!**

### **MAY**

6 Yorkshire Switchgear

**Special Event Night !!!!**

details in next months mag

### **SATURDAY 5TH APRIL 1997 NORTH HUMBERSIDE FOREST STAGES RALLY**

We have been asked to run Stage 4 Langdale which is just over 10.5 miles long, including 31 Junctions !!! the first car due at 11.00am (approx), the last signing on will be at 10.00hrs.... The stage start via Langdale End is at map ref: 101/928925.

If you can come and help, please let me know as soon as possible so that I can allocate jobs as required. if you would like a specific job, get your request in quick !!!

Please Contact:

**Derek Lee 01943 87523126 Spencer  
Road, Leeds LS20 9LG or**

**John Smallwood 01904 706257 or  
0973 654437.**

## SEC'S BIT

Well here we are back again. My thanks to all who have put in articles over the last couple of months giving Rod and myself a break from our scribblings.

The rallying season has got off to a good start with the Riponion and the Kall Kwik stage rallies. We had a group of marshals out on the Riponion helping run the stages at Lightwater Valley, my thanks to those who helped. Last weekend saw many more out helping run our stage on the Kall kwik which was SS6 Pickering (Gale Rigg) again, on behalf of John Smallwood and myself, thanks to those who braved the wet weather.

Recently we had mentioned that we were expecting to get some money from the RAC MSA from their Development fund (a bit like the Lottery), well the good news is that we now have the money and the equipment to spend it on. The items are fire extinguishers, a generator and lights, and also some small tents to be used as shelters for the stage controls. The tents were tested on the Kall kwik and from the

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comments from competitors and the control crews, they are a success.

### Dairy Dates

The next events on the calendar for us are the **North Humberside Forest Stages**, of which we have the Langdale Stage, this is on **Saturday 5th April**, I need to know who will be out to help marshal. Then on **Sunday 6th April** our own **Aprilfools Autotest** in Leeds, A **NEW VENUE!!!!**.

The start of the Larkspeed League will be coming up very soon, the first being the **Keighley & DMC Stage Rally** at Twyford Wood on **Saturday 19th April** that is followed by our own **LOOKOUT STAGES RALLY** at Melbourne Airfield on **Sunday 4th May**, just two weeks later.

we are looking in to getting some experts to give us talk/demos on Motorsport aspects i.e.: car preparation, the blue book, autotest training, road rally navigation, timing etc. So keep an eye on the social calendar or contact Caroline Marston.

That's all for now, till next month, safe motoring.

**Derek Lee**  
**Hon. Secretary.**

## TROPHY POINTS

1996 was a very good year for claims with more members putting claims in than the couple of years previous.

The committee have, for the coming year decided to make some further changes, these being:

1) In future any member must have at least 3 claims in any one category to qualify for an award, so any one who just does one or two events will not qualify for an award.

2) Where the category has awards for more than 1st overall then claims to qualify as follows:

1st O/A 3 claims from any individual

2nd O/A 3 claims from 5 claimants

3rd O/A 3 claims from 8 claimants.

3) Discretionary Awards

In future these will be awarded if the Committee feels there is a candidate on merit only and not just because we have the Trophies to give out. Also, members can nominate to the committee any member they feel deserving of a "Special Award".

Finlay, don't forget the 3 month rule, if you want your results back, please write it on them.

If you need claims forms give me a ring, I'll post some to you.

**Vince Fletcher**  
**Trophy Points.**

## REVISED LIST OF EVENTS FOR 1997

- 1) 19th April Keighley S/V Stage Rally
- 2) 4th May Trackrod S/V Stage Rally
- 3) 10/11 May Alwoodley Road Rally
- 4) 7th June N. Humb S/V Stage Rally
- 5) 29th June Hudd Autotest
- 6) 6th July Sheffield & Hallam Sprint
- 7) 27th July Ilkley PCT
- 8) 10th August Y.S.C.C Autotest
- 9) 7th September A & P Autotest
- 10) 4th October Selby Stage Rally.

If you intend to do some of the Larkspeed League rounds, please fill in the enclosed sheet and return it to me as soon as possible, in order that I can get the regulations to you straight away.

**LET'S GO FOR IT THIS YEAR !!!!!**

**Derek Lee**  
**Larkspeed League Captain.**

## NOT AS MAPS CORNER

December saw the final round of the ANCC and ANEMMC Road Rally Championship contested over 150 freezing fog decorated miles on maps 106,101 and 100. The Beaver Rally was won by Ilkley's Terence Pressdee/Ian Tullie on a tie break - earliest entry received !!. A good 4th place finish left Sheffield's Steve Pashley as A.N.C.C. Champion Driver, but 2nd O/A netted Lincoln's Dave

Cambell the navigators title.

Trackrod's ONLY representatives Andy Anderson and yours truly finished 30th and 26th in their respective roles. A better finish on the St Wilfs, yet again the best event of the year was on the cards but, somebody booked out of a neutral control early, even experts make mistakes !!!.

The first round of the 1997 season was the Bruce Robinson on 15/16 of February which was a round of the A.N.E.M.M.C. series as well, 2 Trackrod crews scored points on this last year.

No-one in the club has shown much interest in organising the Costa so plans are still on ice, COME ON, lets get back in line and have some fun.

**Arthur Heaton.**

### **OLD BORES ALMANAC**

The following predictions come from an unimpeachable but anonymous source. Remember, they told you you weren't going to win the lottery and Ford wouldn't be World Champions.

#### **JANUARY**

After hours of research, Malcolm Wilson comes up with the new Ford World Rally Car. It's front engine, rear wheel drive, with a 1600cc twin cam engine. Hailwood goes onto double overtime producing Escorts twinks.

#### **FEBRUARY**

Peugeot follow suit. Nick Stevens is persuaded to sell prototype backs to factory for mega dosh.

#### **MARCH**

First whinge of the Formula One season. Benetton demand designer tarmac to show off the new colour scheme on the car.

#### **APRIL**

R.A.C.M.S.A. Drop bombshell - pre plot navigation is re-allowed in road rallies. Larkspeed sells out of romers in 2 hours.

#### **MAY**

The revolution continues (under a LIB-DEM GOVERNMENT), after Motoring News Championship is rived, Targa timing is re-introduced.

#### **JUNE**

Silly season for the tabloid press, Sun discovers that clock screwing is no an ancient Welsh perversion !! Rumours spread of new format for RAC Rally.

#### **JULY**

Damon Hill win british G.P. after Williams, McLaren and Benetton are disqualified for using wrong sort of varnish on plank. Ferrari still trying to separate drivers after first lap debate over apex on bend.

#### **AUGUST**

New format for R.A.C. Rally revealed to accommodate wishes for lower road mileage etc. Event will consist of series of Autotests in Merrion Street Multi-story with ample service allowed during tests.

Road rallying becoming huge success - Ron Beecroft buys Ethel after relaxation in car rules.

## SEPTEMBER

Trackrod Forest Stages leads trend with all selective routes on maps 100,101 and 94. Ken Goodall comes out of retirement and finishes in top 10. Cockayne cleaned at 100mph average !!.

## NOVEMBER

After much debate - Cilwendeg is British World Championship Qualifier, won by Carlos Sainz, with John Millington navigating. Many leading crews eliminated for standing give way offences.

## DECEMBER

Shock late addition to W.R.C calendar is beaver rally. Usual inclement weather results in all but one crew going O.T.L. Liz Young wins.

Santa buys all Trackrod Members Subaru World rally Cars to play with

Oh, October cancelled due to lack of interest - too busy preparing car for Look-out.

**FOR SALE :- ONE SLIGHTLY CLOUDY CRYSTAL BALL, AND BAG OF TEA LEAVES - ONLY USED ONCE !!!!**

**Mystic Arthur.**

## DATES FOR 1997

Since writing the last article there have been some changes, please see listed below:

### **PERTH SCOTTISH RALLY 5TH - 7TH JUNE 1997.**

Stages on the Friday and Saturday but this year with a major change - Rally HQ will be in Dumfries!!

This has resulted in a full route change, no stages in the Central belt, all either in the borders or near Dumfries. We are still being considered for a stage. How many members are interested in helping ??

I am suggesting to the organisers that we have a stage on the Friday in the Borders, near Peebles, possible late morning start, with a double run. I must know be early march if you are interested so that I can assess what size of stage we can commit to.

Everybody is still welcome to stay in the Alva area, but it will then be a drive of approx. 1 3/4 hr South to the stage. Like last year we would then plan to have a quiet day on the Saturday, followed by a BBQ on the Saturday night, (Susanne and Margaret have been asked to supply the entertainment again!!!!)

Please, please, please contact me on either 01259 760611 (home, not after 22:00) or 0378 413283 (mobile) so that I can estimate the commitments available. Thank you in advance.

**cont'd.....**

**TOUR OF MULL  
17TH - 19TH OCTOBER 1997**

Expected format similar to last year - Friday night, Saturday afternoon (more this year), Saturday night on closed roads. we have two cottages that are fully booked, plus a reserve on 6-7 bed accommodation. This will be on a "first come first served" basis, and a deposit of £13.00 will be required.

Please call me on 01259 760611 to discuss first.

Safe motoring.

**Peter Stanhope**

**NAME THE FAMOUS SWEETS**

- 1) Wobbly Children
- 2) Wise Guys
- 3) Superior Thoroughfare
- 4) Edible Fasteners
- 5) Dark Witchcraft
- 6) Keep on Turning
- 7) Place for alcoholic
- 8) Fallen Fruit dentures
- 9) Sport of Princes
- 10) 100% Metal
- 11) Flowers
- 12) Liquid Carrier
- 13) Evade the rent
- 14) Seen on a Race Course
- 15) Aromatic Spheres
- 16) Cure for the talkative child
- 17) outdoor meal
- 18) God of war
- 19) Galaxy of stars
- 20) Alcoholic cereal of many types
- 21) Speak softly
- 22) Better than corn for breakfast
- 23) Permanent
- 24) Cold small jewels
- 25) Sweet bearded grain
- 26) Milk stop container
- 27) Pick me ups
- 28) Jungle King
- 29) Between
- 30) Sound of footsteps on frozen snow.

Have a go, the answers will be in next months issue !!!!





# Wheels

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

## ONE HUNDRED NOT OUT

**B**ETWEEN them, Dick Newsum and Tom Dooley – worthy winners of this year's Prince Michael Awards – have been involved in motorsport for *over 100 years* so it seemed crazy to let the occasion pass without getting their thoughts on the sport, yesterday, today and tomorrow.

Dick Newsum first got involved via a hillclimb in the late 30s at which time he says motor clubs were much more geared towards helping the ordinary motorist with his car and touring matters rather than with the sport (you still come across the odd RAC badge from those days with a local club emblem as an integral part of it – collectors' items if you ever find them). Dick reckons if you got six people on a competitive event you were doing quite well.

After a spell playing rugby, Dick returned to the sport in the early '50s by which time the sporting side was building up to what we have today.

Tom Dooley was starting as Dick Newsum was getting his second wind. His first event was a 1950 BARC Sunday afternoon rally which he did in ... er ... a Morris Oxford. Despite more rallying which included RACs and Monte Carlos, Tom became closely linked with Oulton Park and for his sins (and to the relief of countless competitors) has been so ever since.

One memory he has of those days is having to be *vetted* before being made a member of what was then the Mid Cheshire Motor Club! Bit of a contrast to today where some clubs are considering using bouncers to throw people *in* to their club nights.

Despite the social niceties Tom remembers the '50s as being very relaxed with minimal safety checks. And as for noise, well what was that? Incidentally, the crowds were anything up to 25,000; in other words more than today. (There is a film in existence of a manufacturer's day at Brooklands in, I think, 1938 which includes the throw away comment that there were 30,000 people there. Sobering.)

Tom feels that the media interest was higher then (although there wasn't TV of course) and newspapers would cheerfully give trophies for race meetings and plug them in print.

Dick comments that clubs struggled to get coverage for purely local events then (so at least one thing hasn't changed) although major ones got as much if not more coverage than today.

I've had the privilege recently of sitting on committees with both men and know just how alert they are to current trends so I asked how they viewed the sport of today.

Well, Dick Newsum – as mainly a rally man now – feels that the RACMSA is getting it about right. If we feel over-regulated at times, Dick suggests that's the price we have to pay for our sport because of the environmental opposition to the motorcar (and can anyone see this opposition diminishing? I wish I could).

Coming at things as a racing man, Tom Dooley worries about local environmental problems, in particular the dreaded noise, and he is also concerned that people who have watched motorsport on TV sometimes find the "real" thing a bit disappointing. As he says "not

everything looks like TOCA on TV, in fact TOCA often doesn't look like TOCA on TV". (I went to a major athletics meeting a while ago and couldn't understand why it all felt a bit flat – then someone pointed out it was because I was having to sit through it all, not just getting edited highlights with action replays. Same syndrome).

Any current concerns the two award winners have stem from their deep rooted and long lasting love of the sport. Having talked to both of them I was left with one nagging concern – as attention spans shorten, as job security becomes a distant memory and as so many other activities fight for people's attention, are we still going to find people like Dick and Tom prepared to put so much voluntary effort into our sport? I hope so because without such people there won't be any motorsport.

In the meantime it doesn't half make you realise just how much the sport owes to them. *Stuart Turner*

### COD FILLET QUIZ



1. The 1967 Dutch Grand Prix was the first victory for which engine?
2. Who was the first Indianapolis driver to run in a Formula 1 Grand Prix and when?
3. The Red Flag Act of 1895 restricted 'Road Locomotives' to what speed?
4. For which company did Herbert Austin work before founding Austin Motor Co?

ANSWERS ON PAGE iv

# NEWS FROM THE RACMSA

## **New Forestry Commission charges announced**

Following the announcement of the government's Retail Price Index for December 1996, the RAC Motor Sports Association confirms new charges for the use of Forestry Commission roads for special stage rallying.

With effect from 1 April 1997 until 31 March 1998, the charges are as follows: primary use £320 (the old charge was £305); secondary and subsequent use £237 (up from £226).

Any event which is cancelled within ten weeks of its intended date will forfeit the deposit of £500, unless force majeure can be agreed.

The RAC Motor Sports Association gains no financial benefit whatsoever from the use of Forestry Commission roads by rallies. They simply administer the charges on behalf of the Commission and pass those charges directly to registered clubs.

## **Network Q RAC Rally moves to Cheltenham**

The Network Q RAC Rally will be based in Cheltenham for the next three years. The Gloucestershire town has won the battle to host Britain's largest sporting event against rivals Chester, Leeds and Manchester.

The event will be based at Cheltenham Racecourse, where the entire rally organisation will be located, including service area, parc ferme and, of course, the hugely successful pre-event Network Q RAC Rally Show.

For the first time ever, the Network Q RAC Rally will return to the same host town every night, and the Racecourse itself will host at least three special stages.

“Cheltenham Racecourse is one of the largest and most spectacular permanent sporting facilities anywhere in Great Britain. It gives us an opportunity to take the Network Q RAC Rally into the next century at a venue with the space and the vision to accommodate our ambitious plans for the growth of the event.

“The geographical location in southern England is superb for spectators, for media and for most of our competitors and it also enables us to visit many new special stage venues.”

The 1997 Network Q RAC Rally starts on Sunday 23 November with the traditional spectator stages at stately homes, race circuits and public parks. However, this first leg will cover less than 250 miles (400 kilometres), a substantial reduction on past years.

Leg 2, on Monday 24 November, includes over 110 miles (180 kms) of special stages, mainly in central and west Wales. Leg 3, on Tuesday 25 November, includes over 100 miles (160 kms) of special stages, mainly in south Wales. Full details of the route will be published in the next few weeks.

The move to Cheltenham ends a period during which Chester hosted the rally for four of the last five years and – with eight visits in total – became the most popular city in the event's history. Said Malcolm Neill: “We shall be sad to leave Chester, which has been a marvellous base for the last three years, but we felt that the time was right to move the rally to a venue which could offer greater flexibility, to host special stages and to avoid an overnight halt away from Rally HQ.”

The Network Q RAC Rally is Great Britain's biggest annual sporting event of any kind, with over two million 'live' spectators and almost 11,000 volunteer officials.

The 1997 event will be the 53rd since the rally was first held in 1932. The Network Q RAC Rally is the final round of the 1997 FIA World Rally Championship.

### **Outline timetable**

Monday 4 August: entries open.  
Wednesday 22 October: entries close.  
Monday 17 November: start of reconnaissance. Thursday 20

November: end of reconnaissance.  
Saturday 22 November: Rally Show & Scrutineering. Sunday 23 November: (08.00) Start of Leg 1; (18.00) End of Leg 1. Monday 24 November: (03.30) Start of Leg 2; (20.30) End of Leg 2. Tuesday 25 November: (04.30) Start of Leg 3 (15.20) End of Leg 3. All times are provisional.

### **The sponsor**

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## **British Endurance Kart Championship**

The RAC Motor Sports Association are pleased to announce that the RACMSA British Endurance Kart Championship will take place again in 1997. The series will comprise 13 races, including two 24-hour events and 11 six-hour races.

In a new move reflecting the championship's importance, the RACMSA will appoint a permanent Technical Commissioner, who will attend all 13 events to ensure that the Honda ProKarts comply fully with the EKI regulations at all times.

RACMSA Chief Executive John Quenby commented: “Following last year's successful inaugural series, I am delighted that EKI have agreed to continue in 1997. Endurance kart racing is one of the fastest-growing disciplines in British motor sport and I am confident that this will be an exciting and closely-fought championship.

The full championship calendar will be published in the official regulations, which can be obtained from Endurance Karting International Ltd, Depleach Hall, Wilmslow Rd, Cheadle, Cheshire SK8 1DR (tel 0161-485-7177, fax 0161-485-1700).

## FACTS ABOUT... TIMEKEEPING

- Until the invention of the micro-chip and LCD display, race meetings were nearly always timed manually to an accuracy of 1/5th of a second, with lap times being calculated manually.
- Timekeepers were allocated four or five cars each, using split second hand chronographs which were very expensive and not all that accurate.
- The introduction of micro-electronics meant that fairly cheap and very accurate multi-memory watches could be produced allowing times to be issued to one tenth of a second. These were soon linked to a light beam, allowing accuracies of one hundredth of a second to be issued. Calculations were still being done manually however and a number of subtraction errors were always creeping in.
- The first partially computerised timing system was used in anger for the first time in 1985 in Kuala Lumpur for the Selangor 800 km World Endurance Championship.
- For meetings such as British Touring Cars, Formula Three, and British Super Bikes, all vehicles are fitted with transponders for fully automatic recognition, allowing timing accuracy to one thousandth of a second. This system can be run totally hands free, but normally would be used with operators overseeing the operation and allowing for manual intervention should a transponder be damaged etc.
- Timing records are passed electronically to PCs for data storage, results processing, display to TV screens for press, commentary, race control and administration, pit garages and pit wall and, if required, graphics for live TV broadcast.
- The distance covered by a vehicle travelling at say 180 kmh before its record is processed, checked, stored on disc and displayed on screens around the circuit is normally less than 25 metres. At 180 kmh, 0.001 second equates to 50mm.
- The time bases used are consistently accurate to within 0.001 sec per day – i.e. one second in nearly 3 years.
- It is possible to have 15 or 16 car or bike meetings on in any one day and although there are about 80 race timekeepers licensed by the RACMSA,

# AUTOSCIENCE



**AUTOSPORT**

REVIEWS FROM



### BRITISH RALLY DRIVERS

Donald Cowbourne, Smith Settle,  
ISBN 1 85825 068 4,

Tel: 01943 467958, £45.00

*British Rally Drivers, Their Cars & Awards 1925-1939* is a real labour of love recording the participants in the major pre-war rallies – the RAC and Monte Carlo among others.

Interspersed with pages of results tables are accounts of driving and navigating in these events, which in those days were a test of reliability and endurance rather than sheer speed. These were ordinary people in ordinary cars, accomplishing the extraordinary. As an historical record and reference work this book must be applauded.

### ORIGINAL AUSTIN 7

Rinsey Mills, ISBN 1 870979 68 0,  
Bay View Books, £19.95

This series is well established as authoritative and correct, entertainingly written and well photographed, while Rinsey Mills manages to add a modicum of humour too. Apart from the usual 'who, what, where, when, how and why' sections,

only 60 or so are fully active, thus with a requirement for 5 or more timekeepers at any one meeting it can be seen that on some busy weekends there can be a severe shortfall.

• Because new technologies are always being introduced, hands on training is an on-going item. However for those wishing to start, there is a fully structured training and upgrading programme. Anyone wishing to become involved should first contact the Co-ordinator of Timekeeping Training. They will then be assigned to a Chief Timekeeper who will be responsible for their initial appraisal and subsequent training. The Co-ordinator of Timekeeper Training is: Maitland Cook, Treetops, 1 St Nicholas Drive, Prestbury, Cheltenham, Gloucestershire GL50 4RY. Tel (H) 01242 513142.

there's a fascinating chapter on American, German, French and other overseas variants which includes a portion on special coachwork, some hideous, some hilarious. Original Austin 7 is definitely recommended.

### REG PARNELL

Graham Gauld, Patrick Stephens Ltd, ISBN 1 85260 561 8, £18.99  
Reg Parnell was arguably the best British racing driver in the immediate post war years, partly because he'd kept a number of racing cars during the war – wheeling and dealing was his forte. He managed to wangle a Maserati 4CLT, he raced a works Alfa type 158, he drove the BRM V16, and was an early recruit to Aston-Martin before turning to team management. The early years of his career are fascinating – he began as a wild driver and was banned for two years, but matured nicely into the grand old man of British racing before his early death at 53. A superb story nicely related, albeit a touch scattered, and the pictures are almost all from his son Tim Parnell, which provides a good personal touch.

### THE HEALEY STORY

Geoffrey Healey, Foulds,  
ISBN 0 85429 949 1, £19.99

The last and final book by Geoffrey Healey, son of Donald, who died before it was printed. It's very much a personal overview of the company, and demolishes quite a few Healey myths and misconceptions, which makes a fine read. Donald Healey, for example, may have always looked healthy, but he actually suffered a number of illnesses. The record-breaking and racing chapters are particularly interesting and, while the pictures do tend to be homemade, that means they tend to be real time and not posed – the post-accident shot of the 1952 Mille Miglia Nash-Healey is great, as is the story of how it happened. This book is highly recommended.

## Blowing hot and cold!

**W**E often talk about getting under-bonnet temperatures down but the best system is to feed the engine cold air from outside the engine bay. A cold air box can be worth up to 5bhp on a 2-litre engine. All you need is a sealed box with a cold air intake, preferably taken from a high pressure area of the car. The front of the car is the obvious place. People talk about the 'ram' effect of forward-facing air intakes, but really you seldom see any positive pressure inside the box.

Depending on size, the engine consumes an awful lot of air, usually faster than the ram effect can fill it. However, some people do see a positive boost. This often isn't all good news. Not having planned for a free supercharger, the air box connects to the car intakes, but nothing else. When this positive pressure arrives the main jets get pressurised along with the intake air, which results in fuel being pushed back down the emulsion tube. The mixture weakens off and a high-speed misfire results.

The answer can be to make sure that the air box connects to the float breather chamber and seals the lids. This will cause the pressure in the float chamber to rise along with the pressure in

the intakes. Extreme cases may also need a pressure regulated fuel supply. If you do have this problem and are not sure what is causing it, try drilling a few holes in the back of the box to let the pressure out. If the misfire goes you know that you have a potential power gain – if you can get the set-up right.

### QUIZ ANSWERS

1. Ford DFV (in a Lotus 49, Jim Clark).
2. Troy Ruttman (Indy 1952) drv ea 250F in the French GP 1958 – 10th.
3. 4 mph and to be preceded by an attendant with a red flag.
4. Wolseley (Sheep Shearing Machinery Co.).

FOR THE BEST WEEKLY COVERAGE OF  
MOTORSPORT

DON'T MISS  
THE

**NEW  
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**Motoring  
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**Why wait  
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## RETROSPECTIVE

**FROM THE PAGES OF THE TRACKROD MAGAZINE OF MARCH 1978 (ISSUE No:89)**

On the cover: Rallycross action at Mabbs Bank, Lydden Hill as a Porsche and V.W demonstrate widely different lines !!.

Leeds Crest Stages coming up on 2nd April, everybody needed, all leave cancelled!!

Yet another poem on Mexico Motoring from Bob Chapman - here's one verse of the 5:-

**Wind in my hair, the doors not fit,  
coughing and spitting the O ring's are gone,  
The constant whine from a badly worn diff,  
Such things are meant to turn you all on.**

(some say poetry doesn't need to rhyme!!).

Annual Dinner was very well received, guest speaker was Tony Mason who seems no better polished as a performer even today !!.

Shell League started with an autotest at Hartshead Moor on 19/2/78 (now there's a recipe for frost-bite!!) Pete Silberberg, David Taylor, John Renny, Ken Goodall and Howard White all turned in excellent performances which put us at the top of the League on 399 with York 2nd on 387.5.

Next round would be the Elcar Trophy Rally on 12th March (report next month).

Advert appeared for the Easter Disco at the Square & Compass - tickets 60p !!.

Indoor Rally Championship who (February Round) was won by Nick Leuchans who comprehensively beat the other 8 crews all on his own - the final round to be on 21st March.

Marshals required for our stage on the Elcar Trophy Rally at Altofts Quarry between Leeds & Wakefield (yes re-

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ally!!).

Ian Brown gave us a round up of what to expect Motorsport-wise in the coming year - Marku Alen in a Fiat 131 on the Open Championship R.A.C. Rally to be based in Birmingham etc. etc....

Nick Leuchans reported in a snowbound Roskirk Trophy Rally on which he navigated for John Renny, other Trackrod crews included Ian Harrison/Frank Stuart-Browne (Ascona), Ian Gurnett/Rod Parkin, Steve Wood/Rob Spersely, and John Marfitt/Ronnie Moore. All finished in the top 20 and IH/FSB were 1st O/A, IG/RP 2nd and the others 13th, 17th and 19th respectively, these latter 3 also won the Best Club Team award !!!.

Those were the days !!!

**TRACKROD.....ENDS**

**Richard Ineson.**

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# 1997 MOTOR SPORT CALENDAR

## FEBRUARY 1997

1/2	Mini Miglia Road Rally	Knowdale 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	Kall 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 Cltheroe & DMC
15/16	Hall Trophy Road Rally Autowindscreens Road Rally	Matlock MC Lancashire & Cheshire Furness & DMC
16	Autotest Haverigg Stage Rally	
23	Practice Day/Marshals Training Day	Harewood Hill Climb High Moor Motor Club
23	Autotest	Pendle & Bury MC
29/30	Ty Croes 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
6	ROD PARKIN, BLUE BOOK (club night)	
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

1	RESCUE NIGHT (club night)	
5 & 6	RAC British Championship Sprint (Curborough) (Larkspeed League)	Harewood Hillclimb Sheffield
6	P.C.T	
27		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	Harewood
27	FOREST STAGES RALLY	TRACKROD

## NOVEMBER 1997

22 - 25	NETWORK Q RAC RALLY	
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## DECEMBER 1997

26	Boxing Day Autotest	TRACKROD
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## JANUARY 1998

17	TRACKROD DINNER DANCE	
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