



# **MAY 1997**

## **MAGAZINE**

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

**EDITOR**

Well it's the 1st of May and the sun outside is at it's hottest for 97 and I'm sat inside putting the magazine together (sob, sob). The Lookout Stages Rally will be over by the time this months issue is published and I hope the fog kept clear from the airfield (the letter's went to the Met Office earlier in the year).

The April Fool's Autotest ran at a new venue, Woodhouse Moor, on the 8th April. The event went well apart from all the dust the car's created on the dry surface. We had to use Woodhouse Moor as West Street Car Park has just been resurfaced and we are no longer allowed to use it. Do you know of a industrial estate car park that we can use or any other large tarmac (or hard surface) area that we could use, if so, please let Derek Lee know.

Trackrod had 7 crews out on the single venue stage rally at Twyford Wood, a good start for TMC in the Larkspeed League, see the article from Jim Plevy on the days event further on in this issue.

Vince Fletcher has asked if any club member has seen or got the Autotest Trophy as it is missing. If you have it, can you please return it to Vince or any other committee member (it has been missing for 18 months to give you some idea).

Yet another plea, can you, the club member help organise an event if you don't already, this will give people who organise events now, a chance to compete as well.

That's it for this months issue, please, please keep sending in your articles (the 7 crews who competed on the Twyford Wood stages rally and the Lookout Stages Rally).

**Brian Walters**  
Editor Trackrod Magazine

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## **SOCIAL CALENDAR**

### **MAY**

**6 Yorkshire Switchgear  
NINTENDO NIGHT**

**13 Admiral Hawke, Boston Spa  
20 The Crown, Wetherby  
27 Square & Compass, North Rigion**

### **JUNE**

**3 Yorkshire Switchgear  
ROD'S BLUE BOOK**

**10 Admiral Hawke, Boston Spa  
17 The Crown, Wetherby  
24 Square & Compass, North Rigion**

### **JULY**

**1 Yorkshire Switchgear  
Special Event Night !!!!  
details in next months mag**

## **CHAIRMANS CHAT**

Elsewhere in this edition I am sure you will see good reports of events which Trackrod has either run or been invited to. I know it has been said before but we do get involved in many and various activities and have an excellent "reputation".

I was great to see so many crews enter the S.V. rally at Twyford Wood recently scoring Larkspeed League points and also the first round of our own, new, Single venue Championship. We recently published the "rules" for the various TMC trophies, remember you still have to claim points for most trophies except those where we identify the specific events such as the previously mentioned single venue rally.

Please let us know if you like the idea of trophies for identified events, or would you prefer to select your own and claim points individually. If you are unsure, please feel free to discuss with any committee member.

The wider rally scene seems to be "on the up". The Vauxhall Sport had over 220 entry's and the prize presentation was a "sell out". The Granite City produced a 0.60 mile special stage set in a car park (loose) and attracted an estimated 6,000 spectators on the Friday evening. Apart from raising revenue (£2.00 per head?) it brings good publicity and important TV. coverage. Talking of TV., have you seen the slots on Top Gear and the monthly Monday evening programme, plus that on satellite. I know a little about the major effort put in to

ensure that the TV stations are "fed" with footage. It cost's money!!! TV crews do not just arrive and film, it is all pre-arranged and the cost of just one film crew for the day convinces me I'm in the wrong job !!!.

As I write this, I have just returned from the Pirelli, again, very well supported with "4 events in one" and over 180 crews. By the time you read this the Lookout Stages Rally will have been run, hopefully without fog!!, and those of you who fancy a change will be packing for the Manx National on the superb Tarmac of the Isle of Man.

Happy Motor Sport !!!!

Rod Parkin  
Chairman

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## WHAT A DAY OUT

A nice Relaxing day out at Twyford Wood servicing for car 17 Andrew Apperley & Vicky "Dorris" Blakey, or so I thought !!!

We arrived at the venue at around 7.30am, removed the car from the trailer and started to give it a quick spanner check until the que for scrutineering went down. Whilst I laid underneath the car adjusting the hand brake cable I heard a familiar voice. Tom Watson owner of A.T.M. Engineering who runs the Escort for Charley Lamb and myself, "Jim, have you got your licence with you" he asked. At that point I shot out from under the Uno and replied "Yes", looking at him curiously.

"Bambos has not got a navigator as Ron Roughhead (his usual co-driver) has been taken ill".

At this point I casually turned to Andrew and Said "sorry" before diving into my briefcase to grab my licence.

A quick walk up the service area to sign on and into the car to set the belts up. A pair of overalls and a helmet appeared, a quick tactical briefing with Bambos and before I knew it we were on the start line 2nd in the que.

Charley's Escort is fast, but Bambos has just had a 6 speed box fitted to his ex-works "Gwyndaf Evans" Sapphire. As we went of the line with the anti lag system in full voice, I got just a brief moment to think to myself "THIS IS VERY FAST".

Half way round the first stage is a long straight with a long hairpin left at the end, for some reason, I still can't think of, I decided to call it about 300 yards away. It was at that point I realised that we were actually flat out in 6th gear. OOP'S, straight through the blocking tape and brushwood, reversed back and off we went again.

Back in service Tom came over with the times, 19 seconds FASTER than the next man. This is alright I thought.

Stage 4 and the "next man" was starting to go a bit faster, so team tactics decided we would wind up the pace. Half way down this long straight is a very big hole. We decided to take it flat, BAD MOVE, we broke a front drive shaft and lost out on the stage fastest time by 10 seconds.

Quick work by the A.T.M. mechanics saw us back on the start line for stage five. We decided to lift for the hole this time !!!!.

Another five stages later saw us cross the flying finish 1st overall with 73 seconds to spare.

1st win for Bambos Charalambos (why can't you call him Smith.Ed.I) and myself.

What an excellent day, I'll have to go servicing more often.

**JIM PLEVEY**

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**SAM SMITHS**

**BREWERY TRIP**

**6.50pm PROMPT**

**13TH MAY 1997**

**MEET AT**

**ANGEL & WHITE**

**HORSE PUB**

**TADCASTER**



# Wheels

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

## GYM'LL FIX IT

**W**Henever I read about a top driver's fitness regime, I am immediately motivated ... to relax with a bottle of red and a good book (at the moment I am much enjoying *Budgie the Helicopter*, the pop-up edition of course). But if you hope to get to the top nowadays I suppose you have to take this fitness lark seriously because although over the years sportsmen (and women) have won in many disciplines, not just driving, while being hefty and/or unfit, times have changed and competition has sharpened. And sadly for all we couch potatoes, there is evidence that if you improve fitness, your brain functions better which in turn leads to improved levels of concentration. And that means for instance that a rally driver can stay much closer to his optimum performance over a special stage.

But before you start bobbing up and down like this, it's worth having a medical check and then having a fitness programme tailored to your needs - one for a Sumo wrestler would perhaps not be entirely appropriate for a single seater driver. Race and rally drivers may even need different exercise programmes, the latter perhaps needing better powers of recovery because they have to keep lifting themselves for stages throughout a day. Whatever the driving discipline, the stronger your upper body is, the less tense you will be. And, the less tense you are, the more you will have a feel and a finesse so that your driving will 'flow' rather than be jerky.

Diet? Well, food that requires the body to work hard to digest it (this parkin is delicious) will take energy and stamina away from the brain and body, resulting in loss of performance. Hence the recommended intake of pasta, chocolate and light snacks during the day. On a long rally, white meat and fish are apparently recommended during night breaks with (ye gods this is a sorry tale) definitely no fried food.

One thing puzzles me. Vegetarians all seem to suffer from flatulence. So in the search to save thousands of a second, why aren't all F1 drivers vegetarians with the results funnelled to produce a jet effect? I suppose it's because that would further deplete the ozone layer and alert the environmentalists. (I have this recurring dream in which the Grand Prix is just about to start at Silverstone when a hatch opens on the track and Swampy pops up, waving to the crowd. The camera shot I want to see is of Bernie's face when he realises *Swampy hasn't got the right pass*.)

But to continue. If diet is so important, what about vitamins? These should only really be necessary if your doctor finds there is an imbalance in your metabolism. Mind you, I think that the mental condition has to be considered here and if you are convinced that eating sunflower seeds, or green Smarties for that matter, makes you quicker then chew away my friend.

If people stop smoking they tend to put on weight. So does it follow that

drivers should smoke to keep weight off? No, no and thrice no. Quite apart from the effect on your stamina and general health, smoking glazes your eyes and also leaves a deposit inside windscreens.

Finally, if a driver is to perform, he needs to be well rested. Obviously it's a personal thing but if wine, taken in moderation, helps you have a good night's sleep then it must improve performance. The same applies to sex before an event although not of course if it means keeping the scrutineers waiting (you know how tetchy they can get).

All in all, if you really want to hit the heights as a driver, you've got to take fitness seriously because if you aren't fit and your competitors are then away they'll go.

So it's down to the gym lad. But if you go down to the gym today, you're sure of a big surprise. You'll find it full of women. Nubile women. In close fitting leotards.

No offence Budgie ... but pass the Yellow Pages.

Stuart Turner

## COD FILLET QUIZ



1. In which World Championship F1 race was the greatest winning margin achieved?
2. By what name was the Nissan Fairlady sold in the UK?
3. The 1957 'Race of two Worlds' was won by an American known as the 'Arizona Cowboy'. Who?
4. Who won the 1996 British Formula 2 Single Seater Championship?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Officials required

The RACMSA has identified that there will be a shortage of officials in certain disciplines and geographic areas by the end of the century. Potential shortages are particularly marked in karting and in Scotland, Wales and southwest England, but applications are sought from all areas.

Clubs and the events which they organise depend for their success on the availability of teams of willing, experienced officials whose wide-ranging responsibilities include administration, marshalling, event management and technical affairs.

If you think you are the sort who could become a licensed official, now would be a good time to start.

There are organised programmes of training for candidates, who are expected to show a commitment to the work, and to motor sport in general. A knowledge of motor sport is desirable but not essential. Basic numeracy and literacy are essential and you must be able to work and communicate with others; potential scrutineers should have an empathy for technical matters.

If you would like to learn more about these possibilities, your first contact should be in writing to the Training Co-ordinator at Motor Sports House, or by fax on (01753) 682938.

## Reduced noise levels for car races in 1998

At the request of the Association of Motor Racing Circuit Owners, the RAC Motor Sports Council (who represents 14 permanent race circuits in Britain and Ireland) has approved new noise limits to apply from 1 January 1998.

The 1998 noise limits for single-seat and sports-racing cars will be lowered from 110 dBA to 108 dBA. For saloon cars and sports cars, the limit will drop from 110 dBA to 105 dBA.

The Council also approved tougher

noise tests, especially those failing on more than one occasion.

The RACMSA will appoint and train additional Noise Officials and each circuit will have a small panel of officials to carry out noise tests at all meetings at that circuit.

Dennis Carter, Chairman of the Association of Motor Racing Circuit Owners, said: "We at the AMRCO remain committed to the firm control and reduction of noise emissions. With the assistance of our colleagues at the RACMSA, we are pleased to be able to make these significant reductions for the 1998 season."

For the 1997 season, AMRCO members have invested in improved facilities for noise testing, including noise meters of identical specification and dedicated test compounds. They also plan to apply the same noise limits at general test days as would apply for equivalent race days.

The new regulations will have no effect on FIA championships (such as Formula 1). The RACMSA will continue to offer waivers for the British Formula 3000 and Formula 3 Championships, and for the BRDC GTs when these race at the same meetings or at FIA meetings. Waivers for historic racing will continue at the discretion of the RACMSA.

## British Touring Cars qualify for FIA World Cup

The RAC Motor Sports Association is delighted to announce that results from the Auto Trader RAC Touring Car Championship will count towards the 1997 FIA Touring Car World Cup.

The new FIA series combines results from 11 independent national and regional championships run to Super Touring regulations. The 1997 World Cup will be open only to manufacturers.

RACMSA Chief Executive John Quenby said: "I am really delighted that the British Championship, whose success under the stewardship of TOCA is a source of pride to us all, will be included in this FIA initiative."

"The Super Touring formula has achieved world-wide prominence and it is very satisfying to see the FIA supporting national championships in this way."

## REGIONAL COMMITTEE REVIEW

This is the first of an occasional column giving some idea of what we discuss around 'the big table' at Motor Sports House three times a year.

Our first 1997 meeting heard of two 'pilot' Clubcross events offering a chance to combine aspects of autocross, grass autotests, speed events and even autograss. The report on our Break-Out Day was discussed and three groups of five Associations were allocated a topic for further deliberation: How can Regional Associations be marketed to non-member clubs; maintenance and improvement of relations with existing member clubs; and their external role within a region. Ask your local Association representative if you want to comment on your topic!

Colin Hilton, in John Quenby's absence, was replent in sackcloth to give an explanation of the 'Fixture List issue' (or non-issue perhaps). Suffice to say the MSA saved money but failed to satisfy some of their customers. The late publication picked up many alterations but that was wasted on those who have not got one! Communications had failed and the MSA recognised it. Club Development Fund news, details of Club Seminars this Autumn, feedback from Officials Seminars, information on Sport Councils World Ranking and performance initiative, updates on Clubmans events, certain Club Championships, speed event log books as previously reported in Club Bulletin concluded the 'items for Chief Executive'.

1997 Inter Association events were noted. A comprehensive report from the WSA Navigational Rally championship two year experiment concluded with Bill Trougher being asked to take our proposed extension of a Clubmans licence to cover National B status Navigational Rallies to Council. We also asked if there is a regional variation in the take up of Clubman licences.

Bob Milloy

## FACTS ABOUT... THE MRSF

- The Motor Racing Safety Fund is a registered charity, no. 296802.
- The MRSF was set up originally as the Roger Williamson Fund, following his death in the Dutch Grand Prix at Zandvoort in 1974. Initially, the aim of the Fund was to educate marshals on fire fighting and rescue techniques.
- It was reconstituted as the Motor Racing Safety Fund in 1985, and given a wider scope to assist in financing the provision of equipment for specialised rescue units, improve emergency communications, train marshals, undertake research and generally aid improvements in the standards of safety. Today, the Fund is primarily concerned with helping to finance the purchase of rescue equipment as stipulated in the RACMSA Blue Book.
- Although initially set up by the BRSCC, the MRSF will consider claims from all RACMSA recognised clubs organising licensed competitive events, and all RACMSA licensed rescue vehicles and services. Claims will not be accepted from individuals or racing/rally teams. All grants are awarded retrospectively and claims must be made on the official MRSF form and be supported by receipts and invoices. Claims forms are available from the address below.
- From this season, the MRSF, in conjunction with the RACMSA, will be publishing a bi-annual newsletter called 'Race & Resuscitation', available in March and September.
- During 1996, the MRSF awarded grants against the purchase of such diverse items as fire proof underwear, trolley jacks, radios and resuscitation equipment.
- Personal donations represent a significant part of the Fund's annual income. If you would like to make a contribution, please send a cheque, made payable to the MRSF, to the address below. A complete list of grants awarded will be available upon request at the end of the the 1997 season.
- To receive a claim form or a copy of 'Race & Resuscitation' please send a large SAE to: The MRSF, PO Box 781, Longfield, Kent, DA3 8ZZ.

## AUTOSCENE AUTOSPORT REVIEWS FROM CLASSIC

### LONDON TO BRIGHTON CENTENARY RUN

Edited by Malcolm Jeal,  
Consortium Publishers  
(available from L to B Books,  
53 Oak Lane, Easterton, Devizes,  
Wiltshire SN 10 4PD),  
ISBN 0 9529467 0 X, £21.00  
A delightful book, this history of the London to Brighton Run is no heavyweight nor a sound-bite scrap-book, but a readable and visually entertaining *tour de force* about the annual 'Motor Car Tour to Brighton'. Chapters include the restart with the 1927 Emancipation Run, veteran finds and discoveries, a personal view of over 60 years by Bill Boddy, and the story of the movie *Genevieve*. Contributors include Nick Georgano, Mike Worthington Williams, Stewart Skillbeck and Malcolm Jeal, and it's packed with fascinating photos of imposing pioneers in decidedly tall and upright horseless carriages which, when in motion, are inevitably surrounded by gawking on-lookers.

### HOT ROD

Memorabilia & Collectibles,  
David Fetherston,  
ISBN 0 7603 0131 X,  
Motorbooks International from  
Haynes Publishing, £15.95  
As the title suggests, *Hot Rod Memorabilia and Collectibles* is full of models, posters, books, magazines, programmes and other bric-a-brac usually found in autojumbles. But this book is all-American, so there's much of particular appeal to lovers of Americana. Comics, trading cards, decals, pins and dash plaques have not really caught on here among 'our' sort of crowd, though the club jackets could become fashionable and make a comeback. But the record sleeves are hilariously vulgar and crass, which could also be said of the movie posters for B-rated films (and that includes *Rebel Without A Cause*) which also

were – unintentionally – superbly funny. It's a whole new scene, guys – but hugely entertaining and, not surprisingly, it's garishly colourful as well.

### VOLKSWAGEN PEOPLE'S CAR A BIOS Report,

ISBN 011 290555 2,  
The Stationary Office, £19.99  
*Volkswagen People's Car* is the reprint of the famous report on the Beetle by the BIOS (British Intelligence Objectives Subcommittee) in which at least one sentence condemns it – "We do not consider that the design represents any special brilliance ... and it is not to be regarded as an example of first class modern design", said Humber – although there were good points – "The road-holding quality is excellent", said AC Cars, and "steering was positive at all speeds ... the suspension was good under all road/speed conditions", said Singer. Partly printed as a typewritten report, and with some fine sketches and drawings, *People's Car* is an absorbing if rather grey look at what we thought of the Beetle. But then the Germans only had the Beetle, and look what they did with it! The introduction is by Karl Ludvigsen, who puts it all into context.

### CARS IN THE UK

Volume 2: 1971 to 1996,  
Graham Robson, Motor Racing  
Publications, ISBN 1 899 87016 4,  
£19.95

*Cars in the UK Vol 2* takes Robson's massive survey of British-built and imported cars from 1971 to date. Like *Vol 1* it's all figures and statistics, with notes on new models, industrial and technical developments and a few other pertinent facts per year, but nary a picture in sight, which means it's invaluable to entrants in quiz nights and journalists.

## Electrifying news

**T**HE subject of sparking plug gaps comes up from time to time and it's a difficult one to answer with a simple yes, or no. Large gaps do sometimes give a power increase, but not every time. Let's consider what we are altering.

For a given ignition system there is only so much energy available. The amount of energy is dictated by the switching system and the coil type. A coil will have an ideal coil soak time and the ideal switching system will charge the coil by this amount. The problem is: as the engine revs vary the time available to charge the coil varies with it. Modern electronic ignition systems have an intelligent switching system which keeps pace with the engine speed to ensure the optimum coil soak time regardless of engine speed.

The gap at the spark plug will determine two things: the duration of the spark and the peak firing voltage. A big gap will require the firing voltage to build up before the gap is jumped. But the duration of the spark is then reduced. Close down the gap and the firing voltage required to jump the gap is less and the duration increases.

The standard ignition system, plug type and gap will be determined by the compression in the cylinder. More cylinder pressure requires a higher firing voltage since the pressure tends to hold up the spark. Raise the compression ratio, fit a bigger cam and then increase the plug gap and it might all prove too much for the standard ignition. But if you richen the mixture the spark forms more easily than with a weak mixture. There are so many swings and roundabouts that experimentation is the only answer for any given engine which has been modified.

With modern engines fitted with higher energy electronic ignition

systems you will find that the firing voltage is relatively high - to combat weaker mixtures which reduce emissions. This means that better insulated ignition leads are required and most cars now have 8mm diameter leads instead of the 7mm which were common a few years back.

For a competition engine, a high energy system is the way to go, but do remember that we are dealing with a potentially lethal electrical device here; very high firing voltages will not be so welcome if the spark is jumping between your ears instead of the plug electrodes ...

## QUIZ ANSWERS

1. 1958 Portuguese GP - S. Moss (Vanwall) beat M. Hawthorne (Ferrari) by 5m 12.8s.
2. Datsun 240Z.
3. Jimmy Bryan
4. Gareth Rees (Raynard 95D).

<still the>

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## TROPHY POINTS

Listed below are the Trophy points up to 28th April 1997.

These excluded the majority of the results for the April Fools Autotest which I will register when I receive a set of Results form Derek.

### Service Crew

	Points	Claims
Dawn Fernyhough	10	2
Rob Buchan	10	2
Chris Downes	5	1
Nigel Cordingley	5	1
Simon Marston	5	1
Caroline Marston	5	1
Michelle William	5	1

### Marshals Trophy

Simon Marston	45	6
Arthur Heaton	30	6
Malcolm Jagger	25	5
Caroline Marston	20	4
Brian Walters	15	3
Andrew Apperley	10	2
Nigel Cordingley	10	2
Nick Hood	5	1
Andy Varley	5	1
Sarah Bartley	5	1

### Road Rally Championship

Driver		
Andrew Apperley	93.9	1

### Stage Rally

Driver		
Stuart Bell	134.9	2
Andrew Apperley	90.0	1
Alan Larkin	59.0	2
Pam Lukeman	52.9	1
Richard Jackson	35.0	1

### Navigator

Steve Sanderson	134.9	2
Jim Plevy	130.9	2
Vicky Blakeley	90.0	1
Bernard Fernyhough	59.0	2
Peter Jackson	35.0	1

### Autotest Trophy

Andrew Apperley	122.1	1
Caroline Marston	10.0	1

### Larkspeed League

Jim Plevy	118.9	1
Vicky Blakeley	90.0	1
Andrew Apperley	90.0	1

### Spy 44 (3 disciplines - Best 5 to count)

Andrew Apperley	305.4	3
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### Lady Competitor

Vicky Blakeley	90.0	1
Pam Lukeman	52.9	1
Caroline Marston	10.0	1

### Newman Cup

Caroline Marston	5	1
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### Trackrod Trophy

Simon Marston	15	1
Brian Walters	5	1
Nigel Cordingley	5	1
Malcolm Jagger	5	1
Caroline Marston	5	1

Two omissions from the points are Russell Holdsworth's Motor Show and Arthur Heaton's Table Top Rally as there are no

definite guide lines for these types of claims with the system but, I will seek guidance from the committee.

Also don't forget the new ruling this year these being:

- 1) In future any member must have at least 3 claims in any one category to 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

Don't forget the 3 month rule, if you want your results back let me know!!.

Please study claims forms **Carefully** and fill them in correctly and if you have any queries or need claim forms give me a ring.

**Vince Fletcher  
Trophy Points**

## RETROSPECTIVE

From the pages of the Trackrod Magazine of may 1978 (issue 91)  
On the cover: Will Sparrow - DTV Magnum.

The Leeds Crest Stages had been and gone and a great success it was too, some from far afield complained at the roughness of the event but local entries thought Thorp Arch to be the smoothest it has ever been !!. No full report on the event though there was passing mention of Richard Jackson tipping the Porsche over on one stage !! (Can't have been too bad as he finished 3rd on the subsequent Tour of Lincs!).

"Navicomp" reported on the Dewberries where our only crew was Richard Jackson/Jack Coulthard who collected a puncture whilst challenging for the lead. The incident dropped them to 2nd - 23 seconds behind the ex-safari Porsche of Sir Peter Moon/Chris Eke.

John Renny put pen to paper and reported on the Raylor Rally on which he sat alongside Alan Powell at start no 57. They did well to finish 3rd in class which was an excellent result considering that the top ten included Malcolm Wilson (winner), Nigel Rockey, Paul Faulkner, Brian Culcheth and Andrew Cowan.

Ron Mackinnson was selling the remains of his magnum and other odds and ends e.g.: 3.7 diff (used) £10, pair rear Bilsteins £20 !.

No new members listed this month.

Clubnights to be held at Shoulder of Mutton, Square & Compass, Royal, Boston Spa and Queen's Arms, Harrogate Road.

Trackrod.....Ends

Richard Ineson

### **TAX IT OR LOSE IT**

Road Tax dodgers face having their vehicles towed away and scrapped from this month. The cheats who cost the Treasury £163 million a year, will have to produce a valid tax disc within five weeks and pay a heavy fine to recover their cars.

Otherwise they will be sold at auction or destroyed under new powers to be granted to the Driver and Vehicle Licensing Agency. The Transport Secretary will announce the tough measures shortly in a move against the estimated 1.6 million motorists who flout the law every year. The plan goes further than the Government's promised clamping scheme, which has been piloted successfully in London.

Car spotted without a valid tax disc on display will first be clamped by roving private contractors.

The owners will have to pay a penalty of £68 and provide a current disc to get the clamp removed.

If they do not pay up within 24 hours the vehicle will be impounded and the

penalty raised to £135 - plus storage fee of £12 a day.

### **Choice**

After five weeks the vehicle will be taken to either to an auction house or to a breaker's yard for disposal.

Vehicle excise duty is the one tax that we can actually see people evading before our eyes. Motorists will face a simple choice of pay up or face the penalty.

The crackdown is also aimed at insurance dodgers, who cost other motorists up to £250 million in increased premiums.

Many cheats fail to get a tax disc because they do not have valid insurance. The new powers are designed to flush out these illegal drivers as well.

Under the pilot scheme, which ran from March to May last year, an extra 21,000 tax discs were bought in the London area according to the DVLA.

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## RETRO POEM

Now - Following my comments in this column in March's magazine about poems that rhyme I find that in issue no 90 (April 1978) there are no less than 2 presentations that actually read with a sort of rhythm, so good that they are reproduced here in all their glory (by the way "Wrong Slot" was Charlie Palmer, the second poem was "anonymous"):

### CULTURE CORNER - THE DREAM OF WRONGSLOT.

I dreamt, I dreamt the other night that I won the Shellsport League,  
The RAC and Mintex, tis a dream that will intrigue,  
Bill Blydenstein and Airikkala came round for Sunday tea,  
And Motoring News had a centre spread devoted just to me.

I was featured on Grandstand, the Muppets and Top of The Pops,  
I advertised ten hair creams, my posters were in the shops,  
Clark wrote to Jim'll Fix It to see if he could arrange,  
A ride in my car and some hairspray - something I found quite strange.

I walked into a Noggin and everybody cheered,  
The flying Finns has nothing on me, yes now 'twas I they feared,  
Girls they flocked to see me from Watford Gap and back,  
My impression on the pin-up world got Steve McQueen the sack!!

I was un-challenged on the Monte and was sponsored now by Shell,

Leeds Crest was an International, and I won on that as well!!  
Well life became quite boring, I won the R.A.C. ten times,  
And Trackrod mags were priceless because of my rally rhymes!!

But my success was soon to wither like the leaves upon the tree,  
After a chat show on the telly, starring no less than me:.

It was the foyer of the studio that was the scene of the attack,  
I was set upon by Russell Brookes who said "There, I've got you back!!!!

## *Larkspeed*

PERFORMANCE CENTRE

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AGENTS FOR

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## RETRO POEM 2

### EPITAPH TO THE UNKNOWN NAVIGATOR

Not a million miles from Oulton, Coopers  
can be found,  
and from that Leyland garage started a  
rally quite profound,  
Organised by a motor club from  
Wakefield I am told,  
and Trackrod entries were very high to  
show that we were bold,  
Thousands turned out from Gildersome  
to see the men they love,  
Navvi, Mr Bowmass, and driver Barry  
Dove.

The Palmer and Giradier crew was in  
with quite a chance,  
to compete against the other crews and  
lead them all a dance,  
There was evidence of the Millers in a  
Mini at No:3,  
In No 10 were allies of the dreaded  
Gildersome gang,  
and Jes and Vince were hoping for a rally  
without a bang.

Seeded number 30 was the pride of all  
the force,  
and by that sweeping statement I mean  
John Bean of course.  
There were many more from Trackrod, too  
numerous to mention,  
but they that were competing all had the  
same intention.  
And so I follow to progress of some  
intrepid crews,  
all with that one ambition, to win and not  
lose.

But it wasn't long on that chilly night

before disaster struck,  
with mechanical failures and blow-outs  
many came unstuck.  
John Bean's rack it fell apart, Chris  
Millers did the same,  
so some of Trackrod's efforts seemed to  
be in vain.  
But the wandering tribes from Gildersome  
could thank their stars above,  
'Cos fighting it out at the top of the field  
was the intrepid Barry Dove !!

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# 1997 MOTOR SPORT CALENDAR

## FEBRUARY 1997

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

## MARCH 1997

1	Malcolm Wilson Stages	Morecambe C.Club
		West Cumbria MSC
1/2	Manby Stage Rally	Matlock M.C
2	Northern Lights Road Rally	Leeds Uni M.C
	Autotest	Alwoodley
	PCT	Knotford & DMC
8	Stage Rally (Elvington)	York Motor Club
9	Robin Hood Forest	
15/16	Stages Rally	Lindholme MSC
	Half Trophy Road Rally	Citheroe & DMC
	Autowindcreens Road Rally	Matlock MC
18	Autotest	Lancashire & Cheshire
23	Haverigg Stage Rally	Furness & DMC
23	Practice Day/Marshals	
23	Training Day	Harewood Hill Climb
23/30	Autotest	High Moor Motor Club
30	Ty Croes Stage Rally	Pendle & Bury MC
	Three Sisters Circuit	
	Stage Rally	Glossop & Dis MC
	Twylford Wood Stage Rally	Mid-Derbyshire MC
	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

6-7	Perth Scottish Rally	
7	Single Venue Rally (Larkspeed League)	North Humberdale
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)	Harewood Hillclimb
6	(Larkspeed League)	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	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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## COMMITTEE OFFICERS

**Chairman**  
Rod Parkin  
15 Holly Drive, Tinsilli Lane  
LS16 6EP 0113 267 1918

**Secretary**  
Derek Lee  
26 Spencer Road, Guiseley  
LS20 9LG 01943 876261

**Treasurer**  
John Renny  
Scotland Villa, Scotland Lane  
LS16 5SE 0113 268 2334

## COMMITTEE MEMBERS

**Editor**  
Brian Walters  
24 Aspen Mount, Leeds  
LS16 6RT 0113 261 1636  
Mobile 0378 937179

**Trophy Points**  
Vince Fletcher  
49 Forest Bank, Gildersome  
LS27 7AD 0113 253 6631

**Membership Secretary**  
Simon Marston  
20 Berkeley Ave, Harehills  
Leeds, 0113 246 1323  
Mobile 0402 547741

**Equipment Officer**  
Andrew Varley  
61 Moseley Wood Gdns,  
LS16 7JD 0113 267 2619  
Assistant: Nigel Cordingley

**Competition Secretary**  
Peter Rutterford  
158 Nab Wood Drive, Shipley  
BD16 4EW 01274 594056

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