



JUNE 2000 MAGAZINE

**THE OFFICIAL NEWSLETTER OF
TRACKROD MOTOR CLUB LTD
RAC MSA Affilliated, No.1230**

Another “economy” version of the magazine this month again I’ m afraid, primarily due to work commitments on my part, since for the next few months I’ll be working in Reading, which obviously makes producing a full magazine somewhat difficult – even with a Discovery it’s not practical to lug my P.C. around with me !

Getting to Clubnights is also out for a while, so I expect the attendance to increase as one the less desirable members won’t be there to put off the more refined element. Be warned, however, I will be around over the weekends. and hope to see you out on events.

The good news is that I should soon be back on e-mail, and the address ought to be available for next months issue, but in the meantime you can still get articles to me by posting a floppy disc, or even sending me a note – the address is on the back cover. I do still have a few things to publish when time permits, but more articles are always welcome.

It’s also been an eventful time for the Club in general recently with the Lookout having just passed, the Barbeque Hillclimb in August, and the Forest Rally shortly afterwards, so a lot of people are very busy. Perhaps you could offer some help on these events – it really isn’t that difficult, and you may even find that you enjoy it. So why not give it a go ?

On the subject of help I’ve got to mention Steve Hitchcock, without his help you woudn’t be reading either this magazine or last months. So next time you see Steve buy him a pint – I owe him a big drink myself – Cheers mate !

Enough of this boring drivel for now, see you soon.

Stuart Marsh.

Editor.

An interesting fact of the day from Malcolm Jagger :

The Wankel engine, invented by Felix Wankel in 1954, replaced the traditional piston and cylinder system in a petrol engine with a triangular shaped rotor. Fuel gases were compressed by the rotor, and then ignited by spark plugs. It was the first rotary car engine.

MOUNTING MILESTONES

ALMOST every month brings news of another club notching up a milestone. Latest is the Lincolnshire Louth Motor Club which celebrated 100 years a few weeks ago with a Ball and a fine speech by Ariston no less. How many rally drivers do you know who are members of the European Parliament? Area Liaison Officer or Ecurie Cod Fillet doesn't have the same thing to do does it?

The club has minute books going back to February 1902 and the AGM that year is referred to as the third which puts the first back in 1900; this is confirmed by a medal still in existence inscribed "Lincolnshire Automobile Club 1900".

Many other clubs have celebrated or are about to celebrate 50 or 60 years and it's very flattering to be invited to some of the functions. Less flattering when the chairmen — in their cups — let slip that they couldn't think of anyone else who was around in the days when the clubs were formed. Chairmen can be very cruel.

But it's not just clubs toasting milestones. Because of the strength of the sport in this country — as we should never hesitate to remind critics, over 50,000 people are employed full time in motorsport, over twice that part time — companies are also singing happy birthday. One of the most illustrious of these is Cosworth because it is now 40 years since he first win by one of their engines.

When Cosworth's founder, Keith Duckworth, was looking for a road-car engine to use for racing, he settled on the



997cc Anglia unit. Before long he had doubled the power and the engine then dominated the racing scene for several seasons.

A dinner was recently at Goodwood to celebrate the unit's first win because it was there back in March 1960. The car? A Lotus 18. And the driver? Who else but Jim Clark, a name that will be revered as long as people meet to talk about our sport. There was respect and awe in Jackie Stewart's voice as he spoke at the dinner about what Jim was able to do with a car.

A day or two after the dinner I met one of the mechanics involved when Jim did the 1966 RAC Rally and there was the same awe as he reminisced how the Scot had hustled a Lotus Cortina up the leaderboard.

To complete a hat trick of references to Clark, all within a few days, the pride was palpable at the Royal Scottish Automobile Club's annual dinner in all those (famous names in their own right) who'd ever won a Jim Clark Award.

I don't think it was just his driving skills that made him so revered, no more than it was with Fangio. I think it was also due to the way he conducted himself off track. There were never any tantrums and there was never any sense that he'd been programmed to talk in the 'sponsorspeak' we sometimes see today (no names, no warts). With Jim Clark, what you saw was what you got. Undiluted genius.

Stuart Turner

COD FILLET QUIZ



1. Walter Rohrl won the Monte Carlo for the 4th time in 1984. Name the two other drivers to win 4 times.
2. In which year did the first 'P' Type Rover appear?
3. Just one car was rescued from a factory fire in Michigan 1901, which famous make of car did this survivor become?
4. What is now housed in a former paper mill in Kings Norton?

ANSWERS ON PAGE 14

Development Consultant

The Motor Sports Association is pleased to announce the appointment of Ann Parker as Development Consultant to assist three regional associations during 2000. Some 50 people applied for the post.

Each association was nominated by a winner of the Bradstock Motor Club of the Year Award.

Ann's introduction to motor sport was as co-driver to a teenage Louise Aitken, when the two young Scots were paired as part of Ford's 1979 initiative to find a lady rally driver.

With almost 20 years experience in public relations and marketing, including a spell as PR manager for Gleneagles Hotel, Ann now helps organise sporting and celebrity events. Her clients include the Professional Golfers Association, the Harris Tweed Authority and Jackie Stewart's Grand Prix Mechanics Charitable Trust.

Ann is currently secretary to the Scottish Rally Championship and still competes at international level as co-driver to Andrew Wood.

Allan Dean-Lewis, MSA Training & Development Executive, commented: "The panel felt strongly that Ann's wide organisational and competition background in motor sport, coupled with her business skills and experience, were an excellent fit for this project.

"I know that Ann is looking forward to working closely with the three winning associations (Association of Northern Car Clubs, Association of North Western Car Clubs and Association of Central Southern Motor Clubs".

Fit to be Champion finalists

The MSA and Lilleshall Sports Injury & Human Performance Centre are pleased to announce the finalists in their 'Fit to be Champion' scheme for rally drivers and co-drivers.

The following 20 applicants were successful: David Bateson (Lancs), Ben Briant (Derbys), Ryan Champion (N Yorks), Andrew Coley (E Sussex), Stuart Delf (Norfolk), Nik Elsmore (Glos), Nigel Hathaway (Gwent), Steven Head (Lancs), Craig Macanochie (E Ayrshire), Daniel Marlow (Hants), Oly McCollum (Antrim), Chris Moore (Tyne & Wear), James Morton (Berks), Grace Owen (London), Nathan Parry (Monmouth), Martin Sansom (Kent), Sabrina Shaw (Oxon), Richard Skinner (Isle of Man), Kris Tennant (Highland), Richard Tuthill (Oxon).

Reserve places were offered to Jonathan Butler-Jenkins (Carmarthen), Scott Poxon (Notts), Paul Ray (Essex) and Neil Thomas (Conwy).

Aimed at 18 to 26 year-olds, Fit to be Champion provides the physical and mental attributes needed for success at the highest level. The programme includes fitness testing, training, mental preparation and sports science.

The programme commenced with a two-day assessment at Lilleshall in May. Physical tests were completed and a sports psychologist advised on the most suitable mental approach to competition. Individual training will be evaluated by assessments in August and November 2000.

Continuous educational support will be provided, with regular bulletins and updates on a variety of topics, including exercise, jet lag and fluid intake. Participants will be encouraged to keep in regular contact with Lilleshall.

Allan Dean-Lewis commented, "With 60 entries from the whole of the UK, the quality of applicants was exceptionally

high. The panel spent a lot of time studying each application in detail before coming to their final decisions".

MSA Rally

The MSA Rally on Saturday 15 July, round five of the Mobil 1 British Rally Championship, will be the first of its kind in the UK. The European-style event never strays more than 14 miles from rally headquarters in Grantham, Lincolnshire.

The special stage venues are new to modern rallying, while all servicing takes place at the Prince William of Gloucester Territorial Army Barracks, in the outskirts of Grantham.

The feature stage for spectators will be at Belvoir Castle, ancestral home of the Dukes of Rutland, where spectacular surroundings offer outstanding opportunities for corporate hospitality.

Event organiser Malcolm Neill said: "This whole event represents a tremendous opportunity for manufacturers, teams and sponsors to show off our sport. Roughly two million people live within an hour of the route, in cities like Birmingham, Leicester and Peterborough.

"The combination of long daylight hours, lovely locations and Britain's best up-and-coming drivers promise large crowds and a carnival atmosphere. For those who cannot be there, the MSA Rally will, of course, enjoy 30 minutes of excellent coverage on Channel 4 Television."

The event is open to 100 cars, with the entry fee for an amateur driver pegged at £295 (including service pack).

Although the rally is open to any international licence holder, priority will be given to those registered in the 2000 Mobil 1 British Rally Championship.

Local hotels are filling up fast: accommodation requests should be addressed to Grantham Tourist Information Centre (tel 0147 640 6166).

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Facts about...

The Guild of Motoring Writers

- The Guild of Motoring Writers was the world's first association of professional motoring writers, formed in 1994.
- It exists to raise and maintain standards in motoring journalism.
- Today it has well over 400 members worldwide, the core consisting of some 300 active members in the United Kingdom and 60 overseas.
- Most Guild members are writers, photographers, broadcasters, TV presenters, producers, editors, publishers and artists are all represented, the eligibility criteria including not less than two years experience in their respective form of motoring journalism.
- The Guild organises technical visits and social outings for its members, including 'Senior Executive' lunches where members meet heads of the motor industry, discussing significant matters of mutual interest.
- The Guild publishes a monthly newsletter and "Who's Who in the Motor Industry" (better known as "the Guild Year Book"), now in its 34th annual edition, currently an expensive (£60 in advance, £75 after publication) but highly regarded 380-page hard-back volume.
- It's a directory with biographies and photographs of all members and of senior executives of the motor industry worldwide, details of major motor industry companies globally, motoring publications, motor clubs, motor museums, new motoring books, motor industry statistics and reports, events calendars, plus details of world and British motorsport championships, competitors, etc.
- Members' benefits include a free copy of the "Year Book", numerous discount schemes, AA membership and a professional legal 'helpline' to assist with problems of publishing litigation.

AUTO SCENE

REVIEWS FROM

Motoring News

50 Years of British Grand Prix Drivers. Published by TFM Publishing Ltd (01952 586408), priced at £25.

It is now 50 years since the Formula 1 World Championship was born and the first batch of drivers battled for the inaugural World Championship crown.

This latest book from Peter Scherer, celebrates the involvement of British drivers during those five decades of F1, in a form which provides a detailed record of the achievements of every British driver ever to start a Grand Prix.

In all, 137 British drivers have started Grand Prix over the 5 decades, and this book gives a comprehensive biography of them, from the world famous names like Stirling Moss, Jackie Stewart and Damon Hill, to the less well-known racers from the 50s to the 80s.

A particularly interesting feature of the book is a section which chronicles the drivers that tried to make it onto an F1 grid, but failed.

Detailed is the attempted debut of present-day F1 supreme Bernie Ecclestone who failed to qualify for the Monaco and British Grand Prix because his Connaught was too sluggish, as well as the failed F1 mission of Ken Richardson who qualified tenth for the 1951 Italian Grand Prix, but was banned from starting because he lacked the correct license — although he was the test and development driver for the BRM team.

Illustrated by many rare archive photographs covering a large proportion of the drivers, this book is a wonderful record of British involvement in Grand Prix racing that started with personalities like Reg Parnell and Bob Gerard — and ends with today's main protagonists David Coulthard and Eddie Irvine.

Duke Video (01624 640000) £12.99.

Rallying's unpredictable elements can and do catch out even the most professional of drivers and when they do the resultant accidents can be hugely spectacular.

When the professionals have a big off it's moderately amusing, but when the amateurs find themselves in a spot of bother it's frankly hilarious. Sick isn't it?

The latest offering from Duke Video has taken clips from various amateur Scandinavian rally championships and edited them together to form an hour long dose of crash mayhem.

The action on the picturesque Scandinavian country lanes is fast and furious. These accidents aren't like your average bump in Sainsbury's car park, instead they are violent and unforgiving acts of terror that leave the cars involved looking like prime scrap-yard material. But no, as soon as each Volvo and Saab has come to a screeching halt — often on their roofs — then they are quickly set upon by a merry band of seemingly professional car righters, pointed in the right direction and sent on their way to complete the rally.

These sort of video's are definitely an acquired taste, but the sight of the Humble Lada Riva being mangled to a pulp is an opportunity not to be missed. The same can be said for the many Toyota Starlet's on the video that are dealt a similar sentence.

Although there's a plentiful supply of big smashes, the monotonous tones of the commentator does nothing to build up or sustain any excitement the video might offer.

That said, this isn't a bad little video for those with a passion for laughing at the misfortunes of others, but for those that want to join the Lada smashing appreciation society, this is an ideal induction.

Water way to go

There appears to be some confusion as to what exactly adding water to the combustion process does. There really isn't any mystery. Water injection has been used in engines dating back to the Second World War when both sides used water, or water/methanol mixtures in combat aircraft engines.

The fuel companies have done extensive research into the subject and there have been many papers published by the SAE (Society of Automotive Engineers). Adding water to the combustion process basically does two things: it suppresses detonation and lowers the combustion chamber temperature.

For a pressure charged engine (turbo or supercharged) detonation is the limiting

factor for maximum boost. By adding water to the combustion you can run a higher boost without breaking the engine. However, adding the water on its own actually reduces the power output — but adding in 50% methanol this can be more than made up for. The German fighter planes used a top secret 'combat boost' device called MWSO which added 50/50 water and methanol with a big boost in intake pressure.

In normally aspirated engine the addition of water reduces the NOx emissions by lowering the combustion chamber temperature.

As a general rule there is no power benefit from having water injection on a normally aspirated engine. A lot of people are convinced that their engines run better when it's raining. This probably has more to do with the barometric pressure change that accompanies rain than the water falling from the heavens.

MSA NEWS *Contd from page ii*

The provisional timetable is as follows:
Start from Grantham at 08.30; Service A at 08.40; SS1 Stoke Park 1 (2.5m) at 09.03; SS2 Morkery 1 (3.3m) at 09.33; SS3 Exton 1 (3.1m) at 10.03; SS4 Belvoir 1 (2.5 m) at 11.03; Service B at 11.22; SS5 Stoke Park 2 (2.5m) at 11.55; SS6 Morkery 2 (3.3m) at 12.25; SS7 Exton 2 (3.1m) at 12.55; SS8 Belvoir 2 (2.5 m) at 14.10.

Service C at 14.29; SS9 Stoke Park 3 (2.5m) at 15.02; SS10 Morkery 3 (3.3m) at 15.32; SS11 Exton 3 (3.1m) at 16.02; SS12 Exton 4 (3.1m) at 16.15; SS13 Belvoir 3 (2.5 m) at 17.15; Service D at 17.34; Finish in Grantham at 17.54.

QUIZ ANSWERS

1. Munari and Trevoux
2. 1931 PI (1389cc)
3. 1901 Curved Dash Oldsmobile
4. The Patrick Collection



Support the Motorsport Safety Fund, which assists the sport with:

- *The Pocket Guide to Rescue & Resuscitation*
- *The Pocket Guide to Marshalling*
- A newsletter, *Rescue & Resuscitation*, sent twice a year to doctors and rescue crews
- "The Ferno MSF Award", presented annually to those making a significant contribution to motor sport medical or rescue services.
- "It could happen to you!" a video to help newcomers enjoy safe motorsport
- The annual "Watkins Lecture" on safety



Motorsport Safety Fund

PO Box 239, West Malling, Kent ME19 4BL

Registered Charity No. 296802

Helping to keep motorsport safe

JUNE.

- 06 Conservative Club, Gildersome.
- 13 Admiral Hawke, Boston Spa.
- 20 Crown, Wetherby.
- 27 Admiral Hawke, Boston Spa.

JULY.

- 04 Conservative Club, Gildersome.
- 11 Admiral Hawke, Boston Spa.
- 18 Crown, Wetherby.
- 25 Admiral Hawke, Boston Spa.

Caroline Marston,
Social Secretary.

SOCIAL.

Regs for the Barbeque Hill climb have now been published, and the first priority is for a anyone who is able to walk, and can see beyond a few metres, to get out and marshal on the Bank Holiday Sunday, 27 August. Nigel and the team are promising fine weather, and they even feed you – which can't be bad !

If you intend to compete don't delay in submitting your entry – the event is a round of several popular championships, as well as having a good following amongst the "Harewood Regulars" so the entry will fill up very quickly. The organisers will try to do their best to ensure Trackrod members get a run, but they do need you to commit – so get your finger out if you fancy a run.

HILLCLIMB.

CAR FOR SALE.

Ford Escort Mk 1.

1972, Tax exempt, with disc to Nov 2000, MoT Dec 2000.

Fitted with 1600 Mexico running gear, roll cage and bubble arches. Red and Yellow.

Offers in the region of \$ 750.

Contact Paul Scruton, 0113 230 2643.

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