

TRACKRÖD

MOTOR CLUB LIMITED



July 2000
Read This Issue!

THE OFFICIAL NEWSLETTER OF TRACKRÖD MOTOR CLUB LTD
RAC MSA AFFILIATED, NO. 1230

MEMBERS OF THE TRACKROD MOTOR CLUB
Good news - The following club members, now have their British Red Cross "Card of Competence" in Basic First Aid: Simon Taylor, Stephen Sanderson, John Renny, Katy Lee, Derek Lee, Michael Kemp, Rob Buchan and myself. The course itself was very enjoyable and, if there is sufficient interest, we will arrange another next year.

More good news - at long last, thanks to Graham Steggles we now have our own WEB SITE www.trackrodmotorclub.co.uk. I am sure Graham will have more details for you - just remember it is YOUR site so articles, pictures information re events will be most welcome. Web sites need constant change so new information is always required. We also have a web site for the Trackrod Rally Yorkshire courtesy of Andrew Kent, and both sites will be linked - the rally address is www.rallyyorkshire.co.uk, but this is only just being formed so no information is posted at this time - again ideas would be welcome.

Rallying seems to be in the spotlight again with new proposals for enhanced safety for all Stage events. Probably the incident on Otterburn earlier this year triggered some rapid action. Full details are yet to be formalised but include a dedicated Safety Officer on every stage and a detailed Safety Plan. I consider that Trackrod already has in place most, if not all, of the new requirements that will be required so there should be minimal impact. It is worth remembering that safety must always come first and again, the rule will be to halt or cancel a stage if safety is compromised.

Rallies next year are having difficulty in sorting out dates especially since the Manufacturers new proposed 1600cc championship has not declared the final list. You will have read that Trackrod attended the meeting to discuss our inclusion in this new initiative, and also that we have been working towards being part of the BRC for 2001. As you may imagine many, many hours have been spent on this topic, and the outcome of: which events, what date, which championship, which manufacturer, will potentially affect every major aspect of rallying in the country including the BRC, ANCRO, Mintex and BTRDA offerings.

Interesting times!!

Have fun.

Rod Parkin Chairman

EDITORIAL

Hello members, this month's newsletter is packed with articles but due to commitments they haven't been printed up and I know how you were waiting for the conclusion of my story. (at least you will have something to read on the toilet.) If you want anything printed for next month's magazine then please send to me at the address on the rear. For anyone who doesn't know me, I am an old member who used to be around in the late 70's mid 80's (but I don't look it!) and now, I'm back. Trackrod MC has always been a great club and needs some input to get this club back on the road and make it work for us. Its no good saying you haven't the time, make some! You'll find it very therapeutic, and support those who have a go. There is a wealth of knowledge available in the club members and I'm sure they will assist.

There is now a Trackrod web site at

<http://www.trackrodmotorclub.co.uk>

Its still under construction but any ideas or suitable material can be uploaded by myself, so have a look and send them in.

Graham Steggles (Editor)

SECS BIT

Well here we are at the start of the second half of the year. There is still plenty of action of the next few months and here is a list of just some. Starting with the **Armstrong Massey Stages** organised by Beverley & DMC and Buccaneer MC. For those of you would be keen to marshal we have been asked to run Melbourne Airfield which has two stages in the morning and two in the afternoon. This is the 8th Round of the Larkspeed League so as much support as possible is needed. As I am Stage Commander would you please let me know if you can come along, even if it is only for one pair of stages, every bit of help is appreciated.

That is followed by the next Round which is a PCT organised by Ilkley & DMC (regs out soon) let me know if you want to have a go at this grassroots event.

Don't forget our own **Barbecue Hillclimb** at Harewood Hill on Bank Holiday Sunday 27th August. See Nigel Drayton or Graham Whittaker **NOW** for an entry (if any left), (**editors note: its full but marshalls and spectators welcome**) as this event is very popular with having several Championships contending. Also it would be nice if we could muster up a few more of our own members to marshal the Hill. Don't worry there will be experienced crews to show you the drill. It is good fun and you are close to the action!

Rod and team are well on the way with the **Rally Yorkshire 2000**. Again if you are not competing all help will be gratefully accepted, so get your request for a job in quick and fly the flag to show support for your club.

Finally since we were unable to run the Aprilfools Autotest or the June Jesters Autotest, I have been asked by the ANCC autotest co-ordinator if we could run one later in the year. We are looking at 17th September so if anyone would like to help run or find out what to do on an autotest please let me know now while we have time to get things together.

Derek Lee
Secretary

A few notes on effective PR from the Trackrod Motor club Public Relations Officer.

Well ladies and gentlemen after many years on the back benches I have finally been pushed, persuaded and bribed by my fellow peers on the TMC committee, including your magazine editor, to try and put pen to paper with a few words of advice and direction to our disappointingly few new competitors and you seasoned golfers and taxi drivers on how to make the most of our "sometimes misunderstood" media when promoting your motor sport exploits.

Chapter 1. Communications style and attitude:

Without the right attitude towards self-promotion it is unlikely that a member of this Motor Club will ever attain stardom. As you have probably noticed you might be a quick driver, BUT competition for the upper echelons of this sport is intense. We have recently seen using Jensen Button as an example that if two drivers (or co-drivers for that matter) of equal ability are competing for one place, the one most polished outside that car, communicative and media-friendly will get the seat.

National and club rallying have a pretty poor image. It is not difficult to see why. Far too many club officials, event organisers, and competing crews are scruffy and monosyllabic, and it's taking a long time to force professionalism into the sport

The good news, however, is that those who are prepared to listen, learn and make the effort will stand out from the crowd. It doesn't cost anything to have the right attitude. So be positive at all times, enthusiastic, and determined to constantly improve every aspect of your chosen motor sport activity. If you put as much effort into public relations as you do into your driving and co-driving, then you'll be starting to get there.

Chapter 2. The professional approach:

Having a positive attitude is vital, but that doesn't necessarily translate into it behaving like a professional. After all, there are plenty of positive, gung-ho crews around who are hopelessly badly organised at all times except when actually in the car. (Some are even badly organised inside the car mentioning no names!).

Acting professionally, and being seen to be acting professionally, is essential for success at any level. Here are a few simple examples of a professional approach:

- Taking care of your appearance even when behind the wheel (ask Ken Goodall for tips on this)
- Develop a positive, well-organised and interesting image.
- Represent your sponsors and team, looking after their best interest, and promoting them at all times.
- Always keep your promises.
- Be articulate- both with the spoken and the written word.
- Always be punctual for meetings, briefings and interviews.
- Be polite at all times, even when you have just chucked it off the stage!
- Always be nice to the public- even when you don't feel like it.
- Try to respond positively to any enquiries - even when they're perhaps a little crass.
- Try to be aware of what is required of you at all times.
- Just remember it's the image that counts.

And here is one very important point. The majority of overalls have a collar with a Velcro Fastener, and this is an obvious place for the sponsor's name. In order for this name to be clearly visible, the collar must be done up in - if not always, at least when posing for photos, and definitely when facing TV cameras.

There is absolutely no excuse for undone collars, but you still see it all time in pictures alongside Rally reports, and on the television. There is no substitute for attention to detail, and it's all part of being a professional and having the right attitude.

Chapter 3. Communications:

Communicating with the right people is essential in good public relations put simply, is everything that and that an individual says and does conveys messages to those on the receiving end. Recognising this is the essence of good public relations, and that's why attitude, appearance and acting professionally are the three basic tools. After all, before you can impress others, first you must get your own house in order. We're not just talking about the odd press release herein there, we're talking about a planned and consistent (two very important words in PR) campaign.

PR shouldn't be viewed as something short term, although individual PR skills (such as the ability to write and present a well) can be instrumental in achieving its certain short-term goals (such as securing a sponsorship deal etc) PR should be viewed as a

long-term image-and awareness-building exercise, and should be considered as a vital part of the road to success, rather than something to just get round to when you feel in the mood.

Assuming that you've got your attitude and appearance under control, let's turn to what you need to do in order to be an effective communicator (Communications and relationship building been the cornerstone of effective PR). Things to consider every time: What, to whom, how, and when it you need to communicate it.

What you need to communicate. This should include details about you (skills, interest, background, how you entered the sport and any success etc. Project your personality here it's what people are interested in.

Why you're better than the rest- if you think you are! Here, remember a golden rule about effective PR, be credible, if you're not you'll soon be found out. Other details to include should be about your car, your team, your sponsors, your results, your programme for the year, your position in any championships, your own quotes, any amusing incidents, your ambitions for the future, your views on the sport in general etc.

Try to put yourself in your audience's shoes particularly the reader of an article you want to get in the local paper, but equally team manager / sponsors etc. Adapt your comments to what would interest your various audiences, rather than boring them with your own fetishes. Knowing your audience is a key PR requirement. The media is interested in personalities and human interest situations, not how many seconds a mile you were quicker than Nigel Drayton or Joe Bloggs (unless you are speaking to Motoring News)

Some humour it is a good idea but don't overdo it, you're a competitor not a comedian.

Chapter 4. Get Ready:

Your audience awaits you but remember to be a first rate PR practitioner, you need to project yourself in the right way to all you come across. It's a pain but it obviously pays off. If everyone thinks that you're not only a skilled competitor, but also a thoroughly good chap or chapess, you've got it made.

Very few members of Trackrod Motor Club are ever going to get on national television unless a really stupid manoeuvre is performed so try to build close and lasting relationships with the following:

Motoring news, Auto Sport, Rally Sport and CCC etc. The motoring and sports editor of your local papers (for example Keith McGhie at the Yorkshire Evening Post - Tel.01274-671112) The Sports Editor of your local radio stations, and regional paper, any local magazines you think might be worth a punt, the Sports desk of your local television stations etc.

You will need to obtain addresses and contact lists of all the relevant media in your area, always address everything to a named individual not just for the Sports Editor. If you don't know his or her name then ring up and ask for it. You will find that your local papers will be most interested in your exploits. They're always looking for copy text to fill each edition of the local firelighter (speaking from personal experience).

Whenever possible, why not try to strap a journalist into the co-drivers seat. The non

enthusiast press in particular, those who don't often experience such things will be mightily impressed even at the speed of 1300 Skoda, this will undoubtedly lead to extra coverage.

Journalists receive hundreds of calls and press releases every week. If they know you by name - perhaps they have even had a pint or two with you - and know your credible and newsworthy, they'll print your story over and above the others they don't know from Alan Larkin. The only thing that goes hand in hand with the relationship building is consistency, there is absolutely no point in been enthusiastic at first and then getting bored (Jim). It will be a waste of time you need to use PR as an essential and everyday part of your armoury.

Calls need to be made on a regular basis, press releases a need to be sent out at regular intervals. If you're consistent you'll develop a pattern for good communications, and the people important to you will look forward to your next call, release or whatever.

Chapter 5. How to communicate it.

In simple terms, there are two ways: verbally and in writing!

To be really effective, you need to know how to speak to camera, how to do a radio interview, how to brief journalists, how to write a proper press release, how to write a sponsorship proposal, how to make a prize-giving acceptance speech. I certainly don't have the time or the experience to teach all this right now, but it is definitely worth you learning all the tricks of the trade so why not ask our resident expert Rod Parkin.

So for the moment we had better just concentrate on press releases, these are the main essentials:

Head it **PRESS RELEASE** and Print this in the bold and capital letters. Put the date (also in Capitals) in at the top left hand corner. To avoid confusion at the chaotic newspaper offices, mark it " **for immediate release**" (unless you want it embargoed to a later date, for instance to coincide with a sponsorship announcement happening later in the week). Think of an appropriate and eye-catching heading of title that summarises the contents neatly. Print this heading in capitals and in bold. **Do not underline it.** (Never underline anything in a press release) Put a secondary heading in if necessary, to sell the story further. Use lower case bold for this. Use "space and a half" or "double spacing" (this gives an editor space in which to make his own notes).

The first paragraph should contain the main elements of the whole story, essentially, **what, whom when, where**. The next paragraph should explain **why and how**. Subsequent paragraphs should expand and embellish the story. Use quotes where appropriate. Always put the individuals who are making the quote job title after his or her name. If continuing on to at second page, print **more....** at the bottom of the first page, and repeat the press release heading at the top of the second page plus the new page number. At the end of the text, print **Ends...**

Under this, print your full contact details and website where applicable. If you do not have your own website it is useful to use your motor clubs website where pictures can be displayed. (Most forward thinking Motor Club's have embraced the onset of electronic media e-mail etc).

Other tips on preparing your text include not using capitals for personal titles. Always you top quality paper. It is essential that grammar and spelling is impeccable (and I am

no one to talk on issue)

Try not to waffle. A short release is infinitely better than an unnecessarily long one. Word a release as if you're talking to the person it is aimed at, but obviously write in the third person. Remember if it is not interesting, relevant and newsworthy it won't get read. Finally remember that every written document sent is a reflection of your own degree of professionalism.

Chapter 6. Summary

Developing your PR skills is as important as developing driving / co-driving ability. You won't go far without being an effective PR practitioner. The higher you rise in the sport, the more you will be judged on how you present yourself and how you come across in media. Don't forget to start with attitude and appearance and remember PR is not a quick fix. It's an image building exercise, and requires the right discipline over a long period of time.

So good luck to both you members who decided to read this article and just to prove it's not all a load of bullshit I can show you (if you ask!) a few bits of recent coverage achieved using the aforementioned methods.

Andrew Apperley (well there's 1 of your readers who's read it. Ed.)

TRACKROD MOTOR CLUB LIMITED

ANNOUNCEMENT

The Committee hereby give notice that the Annual General Meeting of Trackrod Motor Club Limited will be held at the Gildersome Conservative Club on Tuesday 1 August 2000 at 20.30hrs.

If a club member has any issue they would like to raise for discussion at the AGM, details must be submitted to the Secretary no later than 14 days prior to the meeting, to be included in the agenda.

Nominations for Officer and Committee Members must be made to the Secretary no later than 7 days prior to the meeting, and on the official nomination form.

Apologies to be made to the Secretary or any other member to be given at the start of the meeting.

Derek Lee
Secretary Trackrod Motor Club Limited

NOMINATION FORM

I _____ hereby wish to put my name forward in nomination for committee of Trackrod Motor Club Limited.

Signed _____

For position of Officer/Committee Member*
(* delete as appropriate)

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on 1st August 2000 :-
Derek Lee
26 Spencer Road
Guiseley
Leeds
LS20 9LG

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SUFFERING FUELS GLADLY

Two facts: 1. A Swedish friend suggested recently that *fuel economy* may become a feature in motorsport over there because of the weight of the environmental lobby.

2. A re-union for Economy Run competitors, organisers and marshals held by the Hants & Berks Motor Club earlier this year attracted a huge turnout.

Add one and two together and you don't get the formula for the missing gene which prevents men from putting down the seat afterwards, instead I think you get an idea whose time has come, and an opportunity for one or two forward thinking clubs, namely to resurrect the economy run idea.

I know the ever resourceful Historic Rally Car Register runs a Cotswold Economy Drive but I don't think anyone is putting on anything to match the scale of the old runs.

The Cheltenham Motor Club ran economy events from '51 to '54 in which notable names like Bill Boddy and Holly Birkett took part — when those two were in a 2CV they opened the doors to use as sails whenever there was a following wind! Classic lateral thinking.

When Cheltenham gave up, Hants & Berks jumped in and, by lucky chance, approached Mobil UK just when they had been told by the USA to start something to mirror their American events which dated from before the war. So H&B were pushing at an open door. Under them, the event became an important feature of the calendar and I can remember people having to scurry to find a suitable car in order to get an entry — obviously Mobil

didn't want too many of the same model.

Nor did they want ludicrously high economy figures because they thought their petrol buyers would expect the same, and anyway very high figures made it all look a little unreal.

So out went freewheeling (and opening doors on the move) and in came very strict scrutineering and very accurate measurement of fuel used. As several of the H&B people were involved with Farnborough, it was perhaps not surprising that there was a formula to decide results while, to stop cheating, observers were carried. I navigated in a Fiat 600 one year when it was probably the smallest car in the Run and we drew the heaviest observer for the section which included a run over the Wrynose and Hardknott Passes. Happy days, albeit somewhat perilous ones.

There's no fuel like an old fuel you may cry and wonder what all this has got to do with motor clubs today.

Well, every time that nice man in Number 11 puts up the tax on petrol, more people become concerned about economy and comment on just how expensive it is to fill up a car. In fact, whenever I think of the 15 gallon tank on the Dellow, I wonder whether to fill it . . . or walk and use the money to write off the debts of a small emergent nation instead.

I reckon a club should try an economy event. Start from a filling station, have all cars filled by the same person, put them all over the same route — over give and take conditions — either back to the same station or perhaps another in the same

chain (might be possible to get the fuel free at the end as 'sponsorship') where the same person fills them up. Then announce results not by any formula but by '*pence per mile*'. That way, the type of fuel used (which could even be diesel) wouldn't matter because the cash readings on the top up pumps at the end, divided by the official mileage, would give a pence per mile result on which to base the awards. Actual mpg could also be quoted but I reckon pence per mile would grab most attention because few people take in how horrific it can be.

Easy to run, likely to attract large entries, environmentally sound, a good publicity generator (invite local journalists to take part) and, not least, clubs would be seen to be making an intelligent contribution to the endless debate about motoring . . . if a club ran with the idea I reckon it could become as important nationally as the Mobilgas Economy Runs were all those years ago. I rest my case.

Stuart Turner

COD FILLET QUIZ



1. Which three F1 teams had their maiden victories with Dan Gurney at the wheel?
2. Vauxhall 30/98 engineer/designer Pomeroy later worked for a rival car company . . . who?
3. Which car manufacturer offered the first five cylinder petrol engined car and when?
4. Which car was named after a mannequin at Selfridges?

ANSWERS ON PAGE iv

MSA NEWS

Rally Safety reviewed

Progressive development for new special stage rally drivers, improved event organisation and better information for spectators are among the changes recommended by the MSA Rally Safety Study Group.

Created by the governing body of UK motor sport, the study group examined every aspect of rally safety, including vehicle regulations, organising rules, and the protection of spectators, officials and competitors.

The study group's main recommendations, which must be considered by the rule-making Motor Sports Council, were as follows:

New drivers in stage rallying should serve an apprenticeship, to enable them to learn the sport in a controlled manner.

A Starter Pack for every novice stage driver, including a new video covering safety in rallying, plus video material from the Motorsport Safety Fund about first aid, driver preparation and personal equipment.

A 'beginner' licence for drivers new to the sport. Rally cars for beginners would be limited to 2-litre, two-wheel drive, with the navigator holding a valid MSA licence. Signatures would be required to upgrade to National B status (one signature may be earned from supervised marshalling on a stage rally; another may be earned by completing a course at any BARS rally school).

A formal Safety Plan should be mandatory for every special stage rally, with a sample plan available from MSA to help smaller clubs.

A Safety Officer for every stage rally, involved in event planning from the start. MSA should include Safety Officers in future training programmes.

An MSA Steward appointed for every stage rally, with a rôle revised to incorporate event safety.

Only tyres with moulded tread patterns should be permitted.

An organiser should cancel a special stage if spectators refuse to follow instructions. Rally cars should run slowly through the stage, making it quite clear why it was cancelled.

Better advice for spectators should be supplied by MSA, based on the message "stand where it's safe".

Marshals should receive adequate training, including advice on how to handle difficult spectators.

Chase cars should be banned.

All refuelling should ideally take place at commercial filling stations, or be limited to specific areas, properly marshalled and with the necessary safety equipment.

Competitors should be encouraged to learn about first aid. A video has been commissioned by the Motorsport Safety Fund and the MSA is urged to supply this to all organising clubs.

The Safety Group also suggested topics for future consideration by other bodies, such as the Rallies Committee and the Rally Championships Steering Group.

Such topics include banning more powerful cars from lower-level events and championships (for example, World Rally Cars might be allowed only on British Championship events), the creation of a national database of rally marshals, the formation of a Rally Spectators Club, changes to stage layouts, incentives for marshals and organising clubs and improved safety measures for road rallies.

Network Q Rally promises safer spectating

Spectator numbers on the Network Q Rally of Great Britain (23-26 November) will be limited for the first time in the event's history, in a bid to improve safety

on the stages and to offer better facilities.

After consultation between the organisers (MSA), the Forestry Commission and the Police, it has been decided that admission to all special stages will be restricted to passholders.

Jonathan Ashman, MSA Director of Major Events, explained: "The increasing popularity of World Championship rallying means that, for safety reasons, we can no longer allow unlimited spectator access to our stages.

We must limit numbers according to the capacity of each venue and the availability of officials.

"The Forestry Commission will therefore close the forests to normal public access throughout the rally, with admission only at official entry points and only to passholders.

"We recognise that today's spectators expect value for money, so we are devoting time and money to improving facilities for the paying customers. We intend to supply clear signposting, organised car parking, toilets and catering at more venues than ever before."

Three types of pass will be sold, with a limited number of tickets available on the day (price £10). If advance sales at any venue prove popular, MSA reserves the right to offer no tickets at that venue on the day.

The 2000 Event Pass (£45) offers access to all stages on all days, plus entry to the Network Q Rally Show in Cardiff, exclusive access to Rally Headquarters and a free copy of the Official Programme.

The Day Pass (£15) offers access to every stage on any nominated day. Both Event and Day passes can be booked on the Network Q Hotline (tel 0132 785 0291) or on the official website (www.network-q.co.uk). Only credit card sales will be accepted.

Children under 8 years old who are accompanied by an adult will be admitted free; children between 8 and 15 will pay half price.

Facts about...

Beaulieu

- The Montagu Motor Museum began in 1952, when Palace House, Beaulieu, was opened to the public with five veteran cars on display. It was founded in memory of John Douglas-Scott-Montagu, 2nd Baron Montagu of Beaulieu, the present Lord Montagu's father, who was a pioneer motorist. He purchased his first car, a Daimler, in 1898, and his second car, the first 4-cylinder British Daimler in 1899.
- In 1959, the new Montagu Motor Museum building was opened by Lord Brabazon of Tara, almost 7 years to the day from the initial opening of Palace House. At the ceremony were, amongst others, Stirling Moss, Tony Brooks and the late Raymond Mays and George Eyston.
- In the late 1960s, the Charitable Trust was formed with the purpose of building and running a new Motor Museum, The National Motor Museum. The Museum opened on 4 July 1972, the opening ceremony being performed by the Duke of Kent.
- The Museum, open every day of the year, tells the story of motoring on the roads of Great Britain. Besides cars, there are collections of motor cycles, commercial vehicles and racing cars.
- A Reference Library, a Photographic Library and a Film and Video Archive are available for use by students, enthusiasts, authors and researchers alike.
- The National Motor Museum has a Friends organisation with adult membership costing £25.50 per annum, of nearly 1,800 members.
- Further information:
Visitor Enquiries tel. 01590 614639.
Friends Information tel. 01590 614650.
Reference Library tel. 01590 614652.
Photographic Library tel. 01590 614656.
Film and Video Library tel. 01590 614664/
614657. Fax No. 01590 612655.
E-mail: nmmt@compuserve.com.
Website: <http://www.beaulieu.co.uk>

AUTO SCENE

REVIEWS FROM

**Motoring
News**

Michael Schumacher – The Ferrari Years. Published by Haynes, priced at £14.99.

Love him or loathe him, Michael Schumacher is possibly the greatest Grand Prix driver of the modern age. With two drivers championships won already, the German is always a tough proposition in a race situation thanks to his blistering pace and carefully honed skills.

Although 'Schuey' hasn't been able to add a third title to his already impressive list of F1 achievements, his championship prospects with the Ferrari team have improved with every race, and with a great deal of his input, the Prancing Horse has now become a consistent race winner and a team to be feared.

A new book by Haynes, traces the struggle that Schumacher has had to endure in the last four years, in his quest to make Ferrari a title winner for the first time since 1979.

The book captures the developments of the teams cars, offset by the input of Schumacher himself, balanced by the opinions of leading team personnel like Ross Brawn and Rory Byrne.

As well as Ferrari's impressive return to prominence, the book also captures the heartache of last years British Grand Prix, when Schumacher's season ended just as it was beginning. After breaking his leg, Schumacher had to cope with the trauma of getting back behind the wheel and proving to everyone that he was still supremely fit and capable of winning.

Aided by some wonderful examples of F1 photography, this book captures the latest chapter in Schumacher's F1 career from an interesting angle that focuses as much on the German's motivation to become a race winner with Ferrari as his skill behind the wheel.

Ken Tyrrell Surviving Formula One Available from Duke video (01624 640000), priced at £12.99.

For three decades he graced the Formula One paddock, tending to his racing cars with a fondness, only usually attributed to fathers who've just opened up to their paternal streak. He owned his own team and enjoyed a great deal of success in the 1970s, winning two world championships with Jackie Stewart along the way as well as shocking the F1 world with the launch of his six-wheeled P34.

Who is this great man? Ken Tyrrell of course.

Unfortunately 'Uncle Ken' doesn't have much to do with F1 nowadays after selling the Tyrrell name to a certain success-hungry conglomeration headed by Craig Pollock.

This new video from Duke possibly the final installment in the Tyrrell dynasty traces the events of every season that Tyrrell cars have lined up on an F1 grid. An accurate portrait of the man himself as well as to his team, the video gives the Tyrrell story much more depth with the use of archive film and race footage in addition to present day interviews with Ken and his wife Norah, who fondly reminisce about experiences with past drivers including Jackie Stewart, Jody Scheckter and Martin Brundle.

From shots of the first ever Tyrrell racing car being built in total secrecy in a shed to the sad sight of Ken and his wife strolling through the deserted Tyrrell factory after it finally closed its doors at the end of 1998, you'll soon find yourself subscribing to Jackie Stewart's personal theory on the great man: 'This sport would better by a million miles if there were more Ken Tyrrells in it.' Here, here.

Tappet and see!

A reader has asked me a question which does come up from time to time: 'Why do we have tappet clearances?' A popular theory is that clearance allows for expansion in the valve train because without it, the valves would be held open when the engine reached full running temperature.

A follow on from this theory is that you should set your tappets to 'zero' clearance with the engine hot, since all expansion will have taken place by then.

Sadly people who adhere to this theory have got it all wrong. The tappet clearance is there in part to allow for expansion, but mainly to set the timing of the cam. The tappet gap will depend on the length of the initial lifting ramp designed into the camshaft. Normally this will have a little lee-way in the setting and you can experiment a little with tappet clearances to see the effect on the engine.

With my own cams I have measured an increase in duration of ten degrees for just a two thou

change in tappet clearance. But you have to know the cam. If you close the gap down too much the cam will start lifting on the 'quietening ramp' which it was never meant to do.

If you have no tappet clearance, this is exactly what you get and performance and cam life will suffer.

QUIZ ANSWERS

1. Brabham, Porsche, Eagle
2. Daimler
3. Audi 1977
4. Triumph Gloria 1934 ("Miss Gloria")



High Performance



Southfield Road, Eynsham, Oxford OX8 1JB

Telephone: (01865) 883882 Fax: (01865) 883885

Email: john@blencolour.com Website: www.blencolour.com

The slow build up.

Part 2. (From April 2000 issue)

Disaster. I lost the spark and the fuel pump was not running. Off came the motronic wiring connectors and out with the AVO meter (that's AMP VOLT OHMS not Advanced vehicle operations) First problem, the main live to the ECU had broken. Great. Soldered up, still no spark or pump. More wiring off and by chance I looked down a disconnected injector connector. No terminals. They had pushed out of their holes and shorted in the rubber boot giving me lives both sides of the injectors and all the wires on the coil and air valve and in fact everywhere Very confusing. This sorted I went for ignition again but powering up gave me an injector relay making and breaking at regular intervals. "Please don't let it have blown my ECU", I thought. Well you guessed it. Nightmare. I still had my old goosed ECU so fitted it and sure enough my old problem was there but the relays were OK.

Having had loads of problems finding a good second hand ECU last time it was out with the Trader. After phoning all around Britain I found a 405 Mi16 unit ½ mile down the road for £50. I was there before the phone hung up. As I was there and it came off the vehicle I noticed the inlet rubber was shorter than the Citroen so I came away with that as well. I have the space to fit an air filter now. Which is handy.

Back to work and the motor fired uneasily and would not take fast opening or full throttle. Next day I phoned up saying that the boards were different, which they are, and could I have my money back. The answer was a reluctant yes for £10 handling for which I was grateful as most will not take electrical goods back under any circumstances. A proper ECU was located and fitted that day again in Leeds for another £50. Back at the ranch I fired it up and it ran exactly the same?! More inspection found the same problem that happened with the injector had happened with one wire in the air flow meter so it didn't short. This fixed, it ran beautifully and went through the MOT.

A tank guard, sump guard and little finishing touches should see me ready for its first time out on the Lookout rally but I think it could do with a diff, better suspension, carbs or programmable injection on throttle bodies, cams and a head job to completely sort it out.

The Citroen box in it feels good until fifth is reached as it is a bit high (150mph on 14" road rubber) but pulls like a train and hits 70 extremely quickly. I put this down to the pug being lighter and freer in the breathing department. Early ECU's are better as they are not as restricted for emissions. (Gaining 10bhp) I have heard that swapping to two side drafts will give 200 bhp and will obviously give you more room for the rad and make changing the oil filter easier but the ignition may be a problem (as in mapping it to the carbs).

Well, I have learned a lot about wiring in this little exercise and think that pug and Citroen looms are horrendously complicated but the Citroen loom is the worst in both quality and design. (colour coding, joints and connectors) In the future I envisage a total strip of the loom from the pug and a new simpler one made, (I could save my diet in the weight I would lose from the loom) and a new motronic loom made with soldered connections and shortened to fit the pug.

car has standard road tyres, standard suspension lowered 1" and standard brakes, not even rear discs! This made it very unpredictable were the front would wash out or the rear would break away or both or not as the case may have been. Hand braking would cause the rear to come round sometimes or just to stop the car in a straight line. Very disconcerting. After the flying finish the car had reached about 125mph and after braking there was a lot of smoke and a fishy smell from the front brakes.

After lunch the course reversed direction and one very rough left hand 90 was taken out, it was drier and I began to settle down but still had butterflies at the start of the stages.

At least I had stopped hitting things. We were storming down the straights now but this started to highlight the crap suspension as hitting the bumps must have had the rear three feet in the air but I just kept my toe in hoping it would land straight.

After lunch I just had a permanent smile on my face and in car on the stages Emma and I were both enjoying it. Before the last stage Jim came over smiling but wouldn't let on why, I was a bit worried now but carried on having said that if we made the last stage I would just get round to the finish and off we went. Well I lied, I went for it and it felt good. If we had only not come to a stop and had to use reverse again at a hairpin right before the merge our time would have been better. We arrived in the time control and there was Jim with a couple of cold tinnies and the news that it looked as if we had best Trackrod crew. 32nd O/A and 9th in class. Ace. I know its easy to say "what a great day" when you've won something but really it was a great day and thank you to everyone who organised, helped, turned up and especially to my navigator Emma Bain, Darren and Ann Lawson, Jim Plevey who was a star and seemed to be in all the right places in all the right times for all the people he helped and all the other competitors who offered advice and helped me back into a sport that I will always love even if I don't get another opportunity to compete again.

Having washed the car off it seems that it faired better than expected with hardly any damage and everything works!

It just goes to show what can be had on a very tight budget and was worth every penny. But at least we got out there and had a go eh? Now, what's coming up next? Oh, and how am I going to afford it? Well that ones easy, beans on toast again.

Elvington Stages Rally 2000

Car 33. Graham Steggles/Emma Bain and 34 Ann /Darren Lawson.

We all decided to go to bed at 10.00pm Friday night for an early 4.00am start to Elvington (that is in separate rooms) but as you all know the best laid plans etc.. So 12 midnight comes up after final preparations (Budwieser and elvington videos) and we all retire only to find that Emma and I can't sleep and after cat napping for a while the 4.00am alarm goes off. I look outside and see the morning day, but wait, this can't be, its , its, its RAINING. Bugger. We all set off at 5.15 and arrive smack on 6.00 for noise? check. We all passed. Scrutineering went well apart from my brake plate falling off in his hands. (crap rivets) 9.00am and its still raining. We have forgotten our waterproofs, the blanked off sunroof is leaking in two positions, yes right over our seats, and the track has a lot of standing water on it. Well the good thing about running a standard vehicle is you don't have to choose what tyres you run, so I left my 6 year old Fulda Y2000 slick, inter, nobblies (jack of all tyres) on and watched everyone else try to outguess the weather. Ann and Darren fitted their inters and filled his box with gear oil and were ready.

The rain stopped for the start of stage 1 and off we went. The stage was very wet but we managed to slither through without any problems. Stage two was a repeat of one and we took ten seconds off our first stage time Ann came in and had to be pushed out of the finish control with clutch trouble. It only needed adjustment and out we went again on stage three. Half a lap from the finish my car started pulling violently to the right. Puncture I thought, but no it was alright in the corners I tried accelerating again but pull it did. I limped out of the stage barely able to keep it straight. In service we found the offside outer CV joint to be greaseless and welded in places. Out with the shaft but not having a spare I borrowed one of Darrens. Only thing is 1.9 and 1.6 CV' s are different. Why hadn't I brought a spare?? Ann came in having lost fifth gear and on inspection the gear oil filler plug had unscrewed and deposited its oil.

Things were looking grim and the clock was ticking. Jim (superman) Plevy to the rescue. He turned up in the nick of time and raced to a motor factors in York to pick up a very expensive drive shaft for me and Darren found the end of a broolly that was interference fit enough to hold back the gear oil in his now group A 4 speed box.

Luckily the next stage was delayed for 10 minutes but we were ready and out we went. At the end of stage four it was pulling left but not as bad and knocking on right bends. "Oh no, the left shaft was gone", I thought. In service I checked it but it felt alright except it was red hot. I put the shaft problem down to the grease getting hot and breaking down so the joint was wearing and not having another I decided to go out on a very short stage 5 to see what happened. Ann and Darren had a very big spin on stage four and took a maximum and a tow out of the stage and retired.

My car was alright on stage 5 and so out on six we went. The noise started as we entered the second lap so I backed off and finished. We made a decision

just to complete the rally so out on the last stage we went (in the rain again. I do like seeing everyone running about changing wheels at the last minute.). The rally was stopped for 20 mins as a cow had escaped onto the track allowing the first half of the competitors to come in that were on the track whilst it was captured. It was misty and raining and as we were sat on the start line we were counted down and got to 3 our right hand wiper blade fell off!

Well, doing about 110 into very tight walking pace chicanes without being able to see and getting nervous instructions off your navigator as to where to turn in , brake etc. is all a bit much after 40 hours without sleep, a massive head ache and a genuine desire just go home but we persevered and came out of the stage dropping 2 minutes to our previous time down the same. If you think about it we probably would have lost more waiting for a marshall to try to work out how the wiper fitted and then actually fitting it. So, all in all a good day but a tiring day with a final position of 10th in class and 22nd overall having dropped from 8th in class 19th overall on the last stage and having a TR8 in front of us in position. Well, two starts and two finishes for us and learning all the time. Next job, when I've got some cash, is to convert to 1.9 hubs, shafts and brakes and maybe a rear beam that has discs on it, but then I have to go to 15" wheels as well which is going to eat into my already non existant budget. I think Ann and Darren will be forking out for a Group A 6 speed box. I would like an obvious thank you to all marshals involved and a special thank you to Jim and Michelle Plevy who saved the day for us and then drove us at 8.30 that night to get a takeaway.

LARKSPEED LEAGUE 2000

The remaining rounds of the Larkspeed League are as follows:-

LEAGUE TABLE AFTER ROUND 6

The John Overend Stages at Manby, by North Humberside, which Trackrod won on the day. Well done lads...

| ROUND | DATE | CLUB | EVENT |
|---------|----------|----------|------------|
| 8 | 9 July | Beverley | M.V. Rally |
| 9 | 23 July | Ilkley | PCT |
| 10 | 10 Sept | York | Sprint |
| Reserve | Sept/Oct | Keighley | A/T or PCT |

| POS | CLUB | POINTS |
|-----|--------------------|--------|
| 1 | ILKLEY | 1249.9 |
| 2 | SHEFFIELD & HALLAM | 1105.5 |
| 3 | NORTH HUMBERSIDE | 981.4 |
| 4 | SPORTING ESCORT OC | 975.0 |
| 5 | AIREDALE & PENNINE | 621.7 |
| 6 | KEIGHLEY | 611.9 |
| 7 | HUDDERSFIELD | 549.6 |
| 8 | Y.S.C.C. | 521.9 |
| 9 | TRACKROD | 498.2 |
| 10 | ALWOODLEY | 461.6 |
| 11 | BEVERLEY | 318.6 |
| 12 | YORK | 300.0 |
| 13 | DAVID BROWN | 268.9 |

Team Captain - Derek Lee

SOCIAL

If you didn't already know Trackrod has a new social committee, this consists of Mr Simon Taylor (the short ginger one), Miss Katy Lee (the quiet one) and Mr Michael Kemp (the sarcastic spiky haired one). We are currently putting together some ideas on how we can improve the club nights, exciting as they are already!!!!!! The plans are to have at least one night a month or every three weeks where the members of the club WILL (that means all of you) be involved in some activities. We already have some ideas, the majority that have been done in the past and run successfully by our predecessors, but have not continued into this year. The much loved Scalextric (dubious spelling) evening will be making a come back for all you big kids, many other old favourites will be making a come back also. We hope that all we have planned will be well received and if all goes well will bring some much needed life into the motor club, and hopefully some new members with it. All our ideas are still being developed and looked into as we speak, and subsequently any new ideas from the members would be well received and looked into. For this to be successful your support and enthusiasm is needed. This was just a short introduction to us and you will hear from us again very soon with the dates for our first activities (exciting isn't it!), and we will expect full attendance, truants will be punished!. (ooo-er. Ed.)

The social committee.

JULY

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

AUGUST

- 01 **Annual General Meeting. Conservative Club, Gildersome.**
- 08 Admiral Hawke, Boston Spa.
- 15 Crown, Wetherby.
- 22 Admiral Hawke, Boston Spa
- 29 To be announced.

WOT'S ON

JULY

- 01 Binbrook Stages
- 08 Elckerlyck Rallysprint, Nr. Ypres.
- 9 Amstrong Massey Tour
- 21 Historic Rallysprint, Silverstone
- 22 Enterprise Printing Rally, ANCRO
- 22 Manby Showground Stages
- 28/29 MSA Tarmac Rally
- 29 Quinton Rally, Mid Wales

AUGUST

- 27 Barbecue Hill climb, Harewood

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