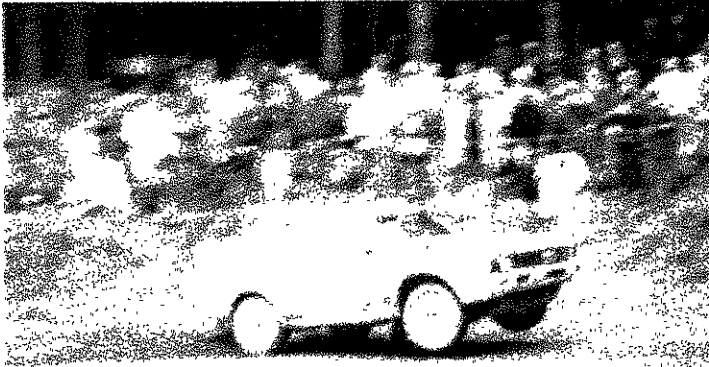


TRACKROD

MOTOR CLUB LIMITED



Michelle Mouton
1984 RAC LOMBARD

September 2000

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

CHAIRMAN'S CHAT AUGUST 2000

Another busy time for those of you competing in motorsport (including, of course, our own Rally Yorkshire at the end of September). Also many other events - just look at the list in the magazine and MSA publications - something every weekend somewhere!!

The Rally Championships do not seem to have been sorted yet - clearly the "breakaway" manufacturer's series has not been firmed up. Personally I would like to see the FIA 1600 series being supported by the manufacturers as part of the British Rally Championship. There are a limited number of competitors, and also a limited number of events which can run to the level of "promotion" and suitable stages. Time will tell but teams and individuals are forming their plans and budgets for 2001 now.

Our new Social Committee is working hard to provide you with a full social programme for the remainder of this year and next - please let them know if you have any ideas. And the traditional plea - do support the events if you can, anybody who has worked long hours putting together any event knows how disappointing it is not to have any "entries" or participants.

As always - it is your club, enjoy yourselves and keep the articles coming in for the Editor!!!

Rod Parkin
Chairman

Editorial

Thank you all who are sending bits in for the Mag. I hope you are reading it and enjoying the antics described. (that's a bit silly cos if you're not reading it then you won't read this!) The Rally Yorkshire is at the end of the Month and I'm sure Rod can find you a job on the rally. Just contact him or some one on the organising team.

The AGM turned out to be interesting with an open forum discussion about the coming motor sport year and what it will mean for our Club.

It's come to my attention that not everyone is getting the Newsletter. If you know some one in this predicament and they've paid their subs please get them to contact Simon Marston or Myself and we'll sort it out.

Club nights are being arranged that should attract a variety of people from our membership and I personally recognise the hard work that goes on behind the 'scenes' as it were. We all appreciate, I'm sure, that if people organised events it would be terrible if nobody showed for them. Please support the club events if you can, it will be very rewarding in terms of benefiting from increased drive, fitness, happiness, less stress and inner peace. (and of course a chance to thrash other competitors (nicely)) I'm sure you can set the vcr for Big Brother. So come out on Club events and live a little.

Graham Steggles.

Editor.

NAVI-SCATTER.

08/08/00 Graham Steggles and Emma Bain.

Simon Taylor, Liz and Michael Kemp and Phil Andrews organised the navi scatter starting from the Admiral Hawke at 7.30pm. It was a mild evening and Emma and I arrived to attempt our first navi scatter. We were allowed 15 mins to plot the route which took us 30 because we had to go through it again to number the clues. (won't make that mistake again!) A crew from York M C were already hard at it and left whilst we were plotting. Simon kept letting us know how late we were becoming which piled the pressure on . I was worrying that we were getting the Northings muddled with the Eastings and if my cheap Romer was up to scratch. Eventually it was off to our first clue and to see if we could fade the brakes on Emma's pug 106 1.1. Well we had to make 15 mins up didn't we? The route was interesting and took me up some roads I didn't know existed and some that were a vague memory. The clock in Emma's car is 11 mins fast so calculations became fraught towards the end. Being baulked a few times by tractors with hay trailers attached slowed our progress a little and brought to my attention how they get away with no rear number plates, lighting or rear view mirrors and travelling at over the allowable distance on the public highway to put them in the "works truck" section of the Con and Use Regulations! Having said that I haven't read them for a while and may be a little off on that one. After calculating the fast clock and the perceived time of arrival we had to hot wheel it back to the pub from Bolton somewhere or other and arrived back spot on finishing time having covered 50 miles and visiting nearly all the clues. Should have left 15 mins earlier and always make sure your navigator visits the little girls room before setting off! (That's if the navigator is a little girl of course) After expecting road directions all I got was "can we stop here there's a hedge?"! The York crew were back and Derek Lee and crew were still out. Our first navi scatter and we both enjoyed it. It highlighted a few areas for improvement between myself as driver and Emma's navigational skills, which we will need to improve if we are to start multi venueing. I won't go into the poor turn out because I'm sure Simon Taylor and Co. will be entering a bit somewhere else in this issue but I will say you all missed a different and well organised event and I thank the organisers for laying it on.

Graham Steggles

F 351 PLL Development corner.

Brakes.

They allow you to go faster!

Having found the pug to be lacking in the braking department I have begged some rear discs, hubs and calipers from Rusell Holdsworth. The problem with grafting them onto a 1.6 rear beam is that the stub axles are too short and need to be changed to the longer 1.9 items. About £30 a piece and quite hard to remove without a very large hammer. The calipers had the handbrake cables on so it all fit easily once this had been done. (Although I might remove the cables for the Rally) A quick bleed and out for a test. Rear wheel lock up!, even though I have a brake balance valve in line. I can't seem to adjust it out and may have been part of the braking problem initially highlighting it with unadjusted drums fitted. I've strengthened the hydraulic handbrake cylinder mount cos it was moving a fair bit when applying the foot brake. This tended to allow a lot of travel and then suddenly pull the rears on. A set of Mintex 1155's on the front and the brakes should be sorted for now.

I'm still using the 14" wheels at the moment but seeing as Emma and I are going to attempt the Rally Yorkshire I am in the market for some 15" wheels and nobblies (well I couldn't use my worn road rubber. Could I?) and a forest sump guard will be borrowed. This means the car needs raising so a couple of front springs and moving the rear torsion bars will be done. (I've just tried to move the rear torsion bars and found the offside radius arm to be hanging off! Bugger! More expense) Russ has also kindly lent me his spare rear billies. I'm going to throw the wheel bolts away and fit studs and nuts, which will make wheel changing in the forests simpler. A spare wheel mount in the boot will finish it all off nicely.

We're still budget racing and it has gone through our minds that we could probably do 2 single venue events for what it costs but I've heard so much about forest rallying that we've just got to have a go and what better event to start on than our own Club's! Our intention is just to finish and enjoy the day (and night) and experience the forests. Now. Who can lend me a diff????

Graham Steggle

4-STROKE OILS

What Are They?

The oils which are used to lubricate 4-stroke engines. Classified by viscosity, type and performance these oils are similar in formulation to the motor oils used in car engines, but are NOT the same! Silkolene has developed 4-stroke oils specifically to meet the requirements of motorcycle engines. The highest performance standard currently specified by motorcycle engine manufacturers is API SG (American Petroleum Institute), which incorporates the requirements of API SF...still specified by the majority of engine manufacturers. All Silkolene motorcycle 4-stroke oils exceed API SF requirements and most exceed API 5G.

Why Do They Need to be Better Than Motor Oils?

Motorcycles with small sumps, high revving, high power outputs and combined engine/transmission lubrication, require lubricants with superior load carrying, high thermal stability and good shear resistance. The "stay-in-grade" or shear resistance of multigrade oil is defined by its Shear Stability Index (SSI). A low figure, around 20 SSI, indicates excellent stability. Typical car engine oils have an SSI of 30 - 50: Silkolene motorcycle oils generally have SSI values from 15 to 20. Silkolene Pro-4 has an outstanding SSI of 8 and Pro-4 Plus an exceptional SSI of 5.

Mono or Multigrades?

The grade of an oil is determined by its viscosity at a given temperature shown as an SAE number (SAE 15 is lighter and less viscous than SAE 50). Engine manufacturers used to (and sometimes still do) specify lighter oils in winter and heavier ones for summer use, because as an oil increases in temperature its viscosity reduces.

The introduction of Multigrades (SAE 15W/50 etc) enabled the same oil to be used in summer as in winter. In winter at low temperatures a 15W/50 works as an SAE 15W grade during start-up and in the heat of summer works as an SAE 50 grade.

The ability of an oil to act as a multigrade generally comes from modified polymer additives in mineral oil formulations although some synthetics naturally exhibit multigrade properties.

In addition to its anti-wear, anti-friction and anti-corrosion properties, what determines the quality of a 4-stroke multigrade is how well it stays in grade. Silkolene has spent considerable time and effort to ensure that every one of its 4-stroke Multigrades offers excellent "stay-in-grade" performance. Multigrades generally give better cold start and high temperature operation protection than a compromise monograde oil.

Synthetic or Mineral Lubricants?

Mineral oils are quite adequate for many older engines and new low powered machines but with the introduction of the Superbike a new approach to engine lubrication became necessary. Improvements have been engineered into conventional mineral based 4-stroke oils but despite the best efforts of the formulators, limitations in the basic chemistry mean that they still fall short of the levels of protection needed in the latest highly stressed engines.

Modern engines need modern lubrication and that means Synthetic Lubrication Technology.

Silkolene has pioneered the development of synthetic lubrication technol-

ogy for the aerospace and aviation industries. This technology has been utilised as the basis for the exclusive Silkolene range of fully synthetic, synthetic based, semi-synthetic and synthetic fortified 4 stroke oils for motorcycles.

Not All Synthetics Are Created Equal

The synthetics used in engine oils fall into two basic categories... Synthetic Hydrocarbons (PAOs) which are synthesised mineral oil and Synthetic Esters which are used extensively in aerospace applications. Silkolene uses this Ester Aerospace Technology[®] for optimum performance in its range of 4-stroke motorcycle engine oils.

PAD / Ester / Mineral Oil Performance Comparison

Lubrication When and Where it's Needed

Up to 50% of engine wear takes place during start up, when parts are not fully lubricated. Every time you switch the engine off, the oil gravitates back to the sump and within a matter of hours, engine parts are left with inadequate protection. During the first vital few seconds when the engine is restarted, before full lubricant flow is achieved, such components as rings, bearings, cam lobes and followers, suffer metal to metal contact and irreversible wear damage. On top of this, the anti-wear additives in conventional engine oils don't become fully effective until the oil film between stressed components reaches 50-60°C. In many short trips, the oil doesn't warm up sufficiently to activate these anti-wear additives, in some areas such as overhead cam gear.

Sikolene's ester synthetics form a long lasting film on all wear parts which protects them from the moment the engine is fired up, giving excellent lubrication when and where its needed the most, regardless of temperature!

A Carpet of protection

Sikolene's synthetic esters actually bond to engine surfaces and provides a tough film of lasting protection which stays in place long after the engine is shutoff and the lubricant has stopped pumping. It dramatically reduces wear on start up and offers outstanding wear protection right through the engine's operating temperature range.

Sikolene

LUBRICANTS

	Esters	PAOs	Selected Mineral Oil
Long Oil Life	V Good	V Good	Average
Long Term Protection	Excellent	Good	Good
Low Temp Performance	Excellent	Excellent	Good
High Temp Performance (Without Chemical Enhancement)	Good	Poor	Average
High Temperature Performance (With Chemical Enhancement)	Excellent	V Good	Good
Lubricating / Anti-friction Performance	Excellent	Poor	Average

NAVIGATIONAL SCATTER, AUGUST 2000

FINAL RESULTS:

1st OVERALL

G. STEGGLES/E. BAIN PEUGEOT 106 165 PTS

2nd OVERALL

D. LEE/C. LEE SIERRA ESTATE 138 PTS

3rd OVERALL

M. WHATTAM/C. PARKINSON PEUGEOT 106 110 PTS

A poor turnout for the navi scatter resulted in only 3 teams taking part, 2 from Trackrod M.C. and 1 from York M.C. Many thanks to the teams that did make the effort, I know that a couple of other teams had good intentions, but were let down at the last minute with one thing and another. Well, it's obvious that we are not a 'navi scatter' club!!

However, we have been invited to York M.C. navi scatter evening on the 20th September, commencing at 7.00pm Let's show them what sort of club we really are, let's kick their ass! (I didn't know they had a donkey? and wont that upset animal rights groups? Ed.) Anyway, future events are currently being organised, these being the following, A brewery trip, A ghost tour around York, Go-Karting, an evening autotest and the up and coming scalextric and quiz evening. Any additional ideas will be gratefully received.

Also just to let you know, various activities are being planned, these include an autotest, Go karting, the Annual Dinner Dance and of course ensuring that brown bread sandwiches are available at Club nights.

Simon Taylor. Social Committee.

SEEING JUSTICE DONE

FOOTBALL, tennis, golf, rugby, cricket... what do they have in common? More boring than motorsport? Well, sometimes, I agree. But not the answer I was looking for.

In fact they all share one significant advantage over our sport and that is that when an event finishes everyone leaves knowing exactly who won. When Pete Sampras has taken his last wicket (or whatever it is they do at Wimbledon) or Tiger Woods has scored his last try, that's it. There's a result.

We on the other hand all too often have to wait while appeals grind their way up the judicial system as drivers, who perhaps lack the talent to win at the wheel, look for ways of winning in the courtroom. What sponsors must make of it all I shudder to think — I sometimes wonder if we deserve to have any.

Anyway, what it means is that like it or not, our sport has to have proper channels of appeal in place. I've never been a great lover of the legal system... I find it difficult to take judges seriously when they dress as if they're ready for the walkdown at the end of a pantomime... but I can see why people who genuinely feel they have a motorsport grievance must have a way of getting satisfaction.

All of which makes it unfortunate that just as a few issues ago I was writing about the need to find more timekeepers, now I find myself penning a similar plea for Stewards.

With around 100 events run every week by recognised clubs, a shortage of

Stewards in certain areas has become evident — Scotland, Cumbria, South West England and the Home Counties in particular seem to be suffering, although volunteers from any area of the UK would be welcomed.

So if you live within reach of those areas and would like to be considered as a Steward, how do you go about it? Well, first recognise that you don't have to be an old fogie or wear a blazer. The ideal age is probably late 30s to early 40s, with a ceiling of 60 (there goes 95% of Ecurie Cod Fillet members). You have to be a fairly sober individual (there goes the other 5%) and you can be of either sex — there are already one or two successful lady stewards and more would be welcome.

You don't have to come from a specific discipline, in fact a mix of previous motorsport experience is preferred, ideally including stewarding at club level or experience of other decision making roles involving judicial processes.

Trainee Stewards 'shadow' various experienced ones for around twelve months as part of their training — watching and learning — all designed to give the trainee experience of as many disciplines as possible. Not unlike being a trainee magistrate I suppose. The maximum the process is likely to take is a couple of years after which people will be appointed to events according to demand and availability. Few Stewards cover less than six events a year, many do considerably more and travel costs and other approved expenses can be claimed. And no, despite

what are seen as declining standards, Stewards do not get physically assaulted, in fact the last time that happened was ten or twelve years ago when an irate mother went on the attack with her handbag. No, no, not that handbag.

Once you're a fully trained Steward you become in effect the 'conscience' for an event to ensure it's run properly and, not least, safely. You'll need to be 'aware' but not in the way, something of a diplomat. You'll probably have a busy hour at the start of the event checking that everything's in order and then not so much a Happy Hour in the early evening but maybe an Unhappy Half Hour hearing any appeals.

All vital work if this sport of ours is to run smoothly. If you think you've got the makings of a Steward, why not write to David Donnelly-Emms at the MSA with a brief note detailing your motorsport background and take it further?

Stuart Turner

COD FILLET QUIZ



1. The innovative Chapparral 2F won just one race in 1967. Where and who drove?
2. The 4.5 litre Bentley driven by Clement and Barclay won which 1929 race?
3. What model of Ferrari won the F2 Grands Prix in 52-53?
4. In the Drivers World Championship from 1950, which race had the longest distance required to win?

ANSWERS ON PAGE iv

MSA NEWS

British Rally Championship

The dates for next year's British Rally Championship have been agreed. The seven-round series kicks off with the Rally of Wales in March, and ends on mainland UK in September. Several organisers have agreed to move from traditional dates to permit a better spread of events and to avoid clashes with the FIA World Rally Championship.

MSA Chief Executive John Quenby commented: "I am delighted that we have been able to publish our calendar so early. This also makes it possible for all the other UK-based national and regional championships to establish their own schedules and avoid date clashes.

"It was particularly important for us to avoid next year's World Championship dates, because the British series is, of course, open to World Rally Cars for the first time in many years and we want to do everything we can to help all manufacturers wishing to support our UK events."

The main changes in 2001 are the return of the Pirelli Rally to April (creating a five-week break before the Scottish); a much earlier date for the Manx International; the MSA Rally moving to September; and the brand new final round, taking British Championship competitors into the North Yorkshire fens for the first time since 1991.

Provisional calendar:

- Rally of Wales on 10/11 March (Wrexham);
- Pirelli International on 28/29 April (Kielder);
- RSAC Scottish Rally on 9/10 June (Dumfries);

SEAT Jim Clark Memorial Rally on 29 June/1 July (Duns);

Manx International Rally on 2/4 August (Douglas, IoM);

MSA Rally on 31 August/1 September (Grantham);

Trackrod Rally Yorkshire on 29/30 September (York).

Reserve event: Ulster Rally (Belfast).

Channel 4 Television has confirmed that it will broadcast half-hour reports from every round of next year's Championship.

The news was welcomed by MSA Director of Major Events Jonathan Ashman: "This is certainly the earliest we have ever had confirmation of our television coverage. It's a great vote of confidence in the British Rally Championship and our host TV production company, BHP Sport."

The British Rally Championship is a regular part of a prestige roster of Channel 4 sport, which includes test cricket, football from Italy, major horse racing and British Formula 3 and GT car racing.

David Kerr, Channel 4's Editor for Sport, said: "Channel 4 has been delighted with our involvement with the British Rally Championship. It's been attracting good audience figures and has become an important part of our commitment to UK motor sport."

£50,000 rally bonus

An amateur driver and a Network Q dealer could walk away from this year's Network Q Rally of Great Britain with £50,000 under a new bonus scheme.

Network Q and Irmischer UK (official supplier of parts and accessories for Vauxhall and Opel) will hand the cash to the highest-placed amateur driver of a current-model Vauxhall or Opel.

The driver must finish in the top 20 overall and a minimum of ten eligible competitors must start the event, which takes place on 23-26 November.

The money will be shared equally by the driver and the Network Q dealer with whom they form an alliance for the Cardiff-based rally.

Although this is the biggest-ever cash prize exclusively for amateurs on the Rally of Great Britain, a larger prize went unclaimed seven years ago: £100,000 was offered to any British driver who won the event outright in 1993, but Juha Kankkunen of Finland took victory.

Prospective entrants for the Challenge should contact John Horton (tel 0121 378 2828, fax 0121 378 0500, email nqc@jhm.co.uk). Drivers must apply before the end of October 2000.

New websites

<http://www.bugatti.co.uk> is the official website of the Bugatti Owners' Club and the Bugatti Trust (including the marque archive).

<http://www.prescott-hillclimb-school.co.uk> is the official site of the Prescott Hillclimb Drivers School.

<http://www.diarydates.com> offers free events listings for organisers. The sports section is headed by Tristram Heald, tel 0207 769 7016.

<http://www.legaladvicefree.co.uk> offers free legal advice over the internet.

<http://www.barbaraarmstrong.com> is the official site of double British Ladies Rally Champion Barbara Armstrong, with biography, list of achievements and a diary to keep track of her driving engagements and after-dinner speaking.

Rescue & recovery

The Royal Air Force Motor Sports Association hold their 11th annual rescue & recovery training weekend at RAF Wittering (near Peterborough) on 4/5 November 2000. At least 25 adult 'casualties' are needed for the practical exercises. Contact Rupert Hine (tel 0122 867 0692).

Marlboro

Mitsubishi Ralliart

- The team was established in 1981 and has 75 staff based in Rugby.
- Designs, builds and tests rally cars (engines are built in Japan) and enters 2 cars on each world rally – Mitsubishi Lancer Evolution and Carisma GT – the cars are identical but different names are used to promote local brands in Europe and Asia.
- Approx 300bhp – 3 times the power of a 1.6 litre Carisma with 0–100 km/h in less than 4 seconds and 100–0 km/h in under 3 seconds.
- With two cars for 14 rallies plus test and race cars the team builds over 30 cars every year. It takes eight men four weeks to build a pair of rally cars.
- Cars cost around £¼ million each.
- Forty sets of suspension are made for the Safari rally at £30,000 each set; twelve sets are made for European rounds.
- 320 wheels are used on each rally and over 3,000 Michelin tyres are used by the team over a full season.
- Michelin takes 7 choices of rubber to most rallies and 15 to specialist events like Monte Carlo.
- The team ships five containers of equipment to some rallies (£12 in total around the world).
- Five rally cars are used on each event – two for the event and three race cars.
- Fifty meals are cooked three times a day, the team drinks up to 750 litres of water and consumes 3200 grams of tuna per rally.
- Seven tons of parts are shipped. Freight costs £2 million per year.
- After every rally they strip down each car to its shell, test every component then rebuild it in time for the next rally.
- For more information call the website: www.ralliart.com

AUTOSCENE

**Motoring
News**

REVIEWS FROM

CLASSIC
CARS

HOT ROD MODEL KITS, by Terry Jessee, MBI Publishing Company, ISBN 0 7603 0731 8. £9.99.

Plastic model kits boomed in America during the '60s and '70s when the likes of AMT, Monogram and Revell produced a fantastic range of subjects from TV monsters to the human body. Hot rodding and customising inspired the coolest kits and the most creative box art of this colourful era, with well-known figures such as George Barris, Ed Roth and Tom Daniel signed up to design the wildest models.

Jessee's superb paperback covers these now highly collectable kits, packing in a wealth of photos of finished items with vivid marketing artwork.

AUSTIN-HEALEY 100/100-6/3000 Restoration guide, by Gary Anderson and Roger Moment, MBI (via Haynes), ISBN 0 7603 0673 7. £19.99.

This incredibly comprehensive guide to getting your Healey absolutely right is a worthy effort, but has one flaw: it's all in black and white, making checking exact trim colours impossible, and the colour gaffe appears at least once. This is a fantastically detailed effort, though, and certain sections of the community will find joy in the table of British fasteners, and deciphering the paint and parts codes. Charts and tables cover production figures and paint codes.

THOUSAND MILE TRIAL, Elizabeth Bennett, ISBN 0 9537930 0 1, £35 +p&p.

The Veteran Car Club's official editor and photographer's book tells of the conception and execution of a bold plan to run 1000 miles in 1900, from London to Edinburgh and back, at a time when few people had seen a motor car. It's the first time that a full report on the event has been collated, from contemporary newspaper reports

and participants' own accounts.

Aside from the wealth of period shots, the best bits are Montague Grahame-White's account of mapping the run in 1899, in a 4½hp belt-drive Critchley-Daimler fitted with a 6hp engine. And when you realise that this run set the format for long-distance rallies, including road schedules, special tests and the organisational assistance of local clubs, that is little changed today. The hardback is a mixed bag, but comprehensive.

MOTORING MEMORIES CD3
Available from CK Bowers & Sons, Crawley, West Sussex, £19.50

The latest CD from the photographic archives of CK Bowers & Sons is a goldmine of high-quality images of British coachbuilding. The third issue comprehensively covers the work of Freestone and Webb and Carlton, as well as less-known coachbuilders Oxborrow & Fuller, Ranalagh and Ollington. An added bonus is some fascinating images of land speed record cars Golden Arrow and Thunderbolt under construction together with shots of Malcolm Campbell's mansion and road cars in the '20s. Packed with photographs, these impressive CD archives offer great value.

FERRARI The road cars, by Keith Blumel, Sutton Publishing, ISBN 0 7509 2483 7. £12.99.

The now-familiar Sutton format of half-page pictures with fact-packed captions beneath is enhanced with a larger scale and full-colour in this comprehensive spotter's guide to the road cars of the *cavallino rampante* (Prancing Horse). Reproduction quality is not great, giving the book a bit of an auction catalogue look, but the captions are packed with information and the chapters are neatly separated by major design changes.

Idle remarks!

Not quite, but with all the playing around with electronic injection some readers are beginning to wonder if we have completely forgotten about Weber carbs. Not so! The question was: how do you know when you have the right size idle jet? Different sizes can be compensated for by screwing in the mixture adjusting screw. On a larger jet the screw will be a fair way in: on a smaller one the adjusting screw will be several turns out from closed but the overall idle mixture will be the same for both jets.

Very true, but the idle jet controls more than just the idle mixture. It also controls the fuel flow to the progression drillings. As you open the throttle the mixture on the progression holes wants to be in the right order to avoid spitting back or flat spots.

You can check this by setting the idle mixture screw and then stopping the engine. Remove the bung above the progression drillings and check the position of the butterfly. It should not be so open that the progression drillings are uncovered. If they are, then you need a by-pass and the simplest way to achieve this is drill a small hole in the butterfly.

If this does not solve the problem you can always solder the hole over again.

Having placed the butterfly in the correct idle position, restart the engine and wind in the throttle stop to increase idle speed. A CO meter should show a sensible mixture ratio (somewhere around 2-6% CO). Now you juggle the idle jet to correct the mixture on progression and re-balance the idle mixture each time with the adjusting screw. Obviously real racers never bother with any of this — they're flat out all the time, right?

QUIZ ANSWERS

1. BOAC 500 miles at Brands. Phil Hill/Mike Spence
2. 500 mile race Brooklands
3. 500F2 (2 litre) (Ascari champion)
4. Indianapolis 500 (miles)

Castrol Event Support Material

including items such as:

- marshall's tabards
- marshall's arm bands
- direction arrows
- rally tape
- signs (caution, no-entry etc.)

Order forms available from:

Castrol Publicity Distribution Centre, Unit 2,
3 Sheldon Way, Larkfield, Aylesford, Kent ME20 6SF
Tel: 01622 882473 Fax: 01622 882498



PRESS RELEASE

FOR IMMEDIATE USE

FROM: TRACKROD MOTOR CLUB

TRACKROD RALLY YORKSHIRE ATTRACTS WORKS TEAMS

The TRACKROD RALLY YORKSHIRE has received enquiries from teams interested in having a taste of what will be on offer in 2001 when the event is the finale to the BRITISH RALLY CHAMPIONSHIP.

Clerk of the Course, Rod Parkin, said "We have deliberately designed this years event to simulate what will be on offer in 2001. As you might expect this will include long, smooth, and demanding stages with good servicing facilities"

"Anyone contemplating the BRC next year would be well advised to get an entry especially if they have not visited the Yorkshire forests recently"

Local interest has been heightened by the "promotion" to BRC and spectators can be assured of some spectacular action this year on SATURDAY 30th SEPTEMBER.

Regulations and entries available from Nicola Sanderson 01937 587508

Issued by:
Rod Parkin
Friday 18th August 2000
Tel 0113 226 2422

Thermodynamics — blending additives have been around since motorised transport and the wally first got together. In 1916, a certain Sam Rowland, pit blacksmith and motorcyclist, was sold petrol improver pills by a rip-off merchant in Nottingham They turned out to be moth balls. (No animal rights activists around then, of course). Much later, his weedy chemist grandson analysed so many super-wonder fuel and oil additives in the labs at Silkolene, that he decided to list them in 4 categories

1. Useful. Yes, there are some useful additives for petrol, but after twenty-six years in the game I haven't come across a "Category 1" for oil yet. It is possible to buy octane improvers that really work, and there are concoctions which cure carburettor freezing. (Fuel companies sell petrol for cars with injection and intake heating). Ask any dispatch rider about this. Finally, there are some lead replacements which allow old engines with soft valve seats to run on lead-free

2. Harmless, but totally useless. This includes everything which works by a laying-on-of-hands effect, such as magnets around the fuel line or tin alloy pellets in the petrol.

I have actually tried the last item. Many years ago a loopy South African turned up at Silkolene and rambled on for ages about how he had helped Russia in 1942 by modifying their low quality petrol so it would work in their Rolls-Royce Merlin engines (One free with every Hurricane fighter). Forgetting that the Russians knew all about high octane fuel and had some good aero engines of their own, this character insisted he got them out of trouble by treating their petrol with tin-alloy pellets. This is called false memory syndrome. Well, that's the polite term for it. To cut a long story short, I dangled some of the damn silly things in my petrol tank, and a couple of weeks later I was able to report quite honestly that fuel consumption was worse, in direct contradiction to everything he had said. In fact, they had done nothing, but had! Just a bit more lead-foot, heavier braking etc , and the mpg went down from 38 to 34 as it always does. If I had believed the bloke, or handed over fifty quid, I would have done the opposite without even realising it, and the mpg would have gone up. It's all in the mind. Incidentally, these fuel pellets have surfaced again as valve seat protectors if used in lead free fuel They still do not work.

3. **Mildly harmful, but totally useless.** Such things are PTFE powder in the oil, or extra doses of polymer thickener to raise the overall viscosity. PTFE has a magical reputation, but it is just a weak plastic with a dry coefficient of friction (μ) against metal of about 0.1. (A 1kg lump on a steel plate needs a 0.1kg force to move it). A high speed pressure fed bearing on good old engine oil gives a μ of 0.01 to 0.001, which is ten to 100 times better. And PTFE bits swimming about in oil do not coat every metal surface with PTFE. Lots of people think it happens, and even more would be happy if it did (not that it would make any difference) but the most fancy analytical techniques have never detected even the smell of it on any wearing surface.

4. **Harmful. but totally useless.** This means the huge number of chlorinated additives that corrode engine internals and accelerate oil breakdown, but they all give gee-whiz results on primitive seizure test machines. So do milk and beer. It is easy to prove that these popular liquids are better than 90 gear oil on some of these gadgets, which is why the serious oil companies keep them at barge pole distance. Chlorinated additives were invented sixty years ago, and they are cheap, far cheaper than a modern synthetic engine oil. Trouble is, if they were sold cheap nobody would believe in them, so they are all marked up a few thousand percent, purely for the benefit of the buyer, needless to say.

I must admit to a sneaking admiration for their way with superlatives. What about Jet Set Life Powerful New Generation Oil Technology", to quote a recent blurb? Not bad! More neck than a giraffe! But a lab analysis of this one revealed something that might have left Barry Sheene's Grandad mildly interested. One thing is certain though, some may be fairly harmless, but they can all seriously damage your wallet.

JOHN ROWLAND

R & D Chemist at Fuchs Lubricants (UK) plc, who make Silkolene oils

(Under pressure admits that he falls off anything on 2 wheels, so drives a Morgan 3-wheeler instead).

TECHNOBULL.

To add to the previous oil reports, I have experienced some logical (at the time) sales patter from a certain companies' sales person and he was convinced that treating the oil with his product would instantly give more power, therefore better performance and better fuel economy. It did this by sealing the cylinder components and valve seats.

Well, with his permission and whilst he was in attendance I had to try this so onto the Dyno went an old Manta 1.8 injection. According to the salesman it would work better on an older, higher mileage vehicle than a new one. The fuel lines were connected to fuel flow meters and a power run was obtained. I then treated the engine as per his instructions and took another run. Result. Absolutely no difference at all in both power or fuel consumption. I repeated the test a couple of times with no appreciable difference. (by this I mean there will be slight variances between power runs) His face was a picture although I felt sorry for him in a way because he obviously believed in the product and someone had done a great brain job on him. It just goes to show that you should be extremely sceptical about wonder additives, fuels and oils that are available. The only way to be absolutely sure is to do your own testing that will prove or disprove the results.

15-20 (or is that 150-200) years ago I was sold on PTFE based products, but the first time I heard of someone using it to great effect in a motorbike and the wet clutch worked, I dismissed it. (bike engine oil lubricates the engine, gearbox and clutch) If the clutch, which depends on a certain amount of friction to work, did work then how was the 'slippiest' substance slippy?

I totally agree with the premise that once fitted these placebos make your right foot different as you try to drive to get the maximum economy or speed from the vehicle.

To get more power or fuel economy by altering settings or components on the engine means that the fuels have to be better (e.g. higher octane) to allow the engine to operate within these parameters without destructive detonation. So because of lower octane ratings less ignition advance can be run and lower compression ratios must be used. Which leads into fuel octane boosting products. (another time)

But having said that there are numerous other ways that can help by reducing friction on the whole vehicle. The friction in roller ball bearings can be reduced by having them 'set' properly. In fact competition bearings are available with different clearances to reduce friction. In carting and motorcycle racing roller bearings can be used with reduced friction and I have personally used these in my race bike on the wheel bearings, crank mains and gearbox bearings. When installed in the wheels they could be spun for ages when off the ground and the trick is not to use grease but a short spray of thin lubricant before every race. On a simpler note if any one has run radio control model cars a quick tweak was to roller bearing the wheels and gearbox and when done was comparable to fitting a race electric motor but a lot cheaper.

Do you realise a badly set up diff can lose up to 25% power? When was the last time you changed your gearbox or diff oil? Cleaned and regreased (not too much) the wheel bearings and set them up? Checked the tyre pressures? The front and rear suspension geometry? Etc.....

And don't forget that even good brands have to sell themselves.

G.Steggles.

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Autotest

Economy Run

Hillclimb

Organising Club:

Trackrod

PCT

Other

Road Rally

Stage Rally M/V

Type of Claim:

Driver

Stage Rally S/V

Navigator

Treasure Hunt

Marshal

12-Car

Service Crew

Other -

Organiser :

state position

state type

Event Status

Clubman CM

National "B"

ANCC Round

National "A"

International

LARKSPEED Round

Other

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

ALL claims to be made within 3 months from the date of the event

Stop press Stop press Stop press Stop press Stop press

Scalextric evening at Gildersome combined with a quiz on the 5th September. Organiser for the scalextric is Richard Ineson and Simon Taylor is organising the quiz. There will be prizes on offer so come along and win.

There is to be a Navi scatter at York MC on the Wednesday 20th September at the Fox Inn, Stockton on Forest at 7.00p.m. Price is a measily £3.00 and includes a supper at the end. It should be a good bash and being an invited club lets all turn up and show them that our members can run the gauntlet when its thrown down.

Social Committee.

SEPTEMBER

- 05 Conservative Club, Gildersome. **Scalextric & Quiz Night**
- 12 Admiral Hawke, Boston Spa.
- 19 Crown, Wetherby.
- 26 Admiral Hawke, Boston Spa.

OCTOBER

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa.
- 17 Crown, Wetherby
- 24 TBA
- 31 **Brewery trip, Sam Smiths, Tadcaster. 7.30pm.**

WOT'S ON

SEPTEMBER

- 02/03 Rally of the Dams, road rally
- 3 Madvideo Stages, Swinderby????
- 07/09 The Manx International Rally, IOM.**
- 17 Ilkley Historic Jubilee, HRCR, ANWCC, Maps 98,99,103,104.
- 24 The Kings Regiment Stages, Weeton Army Camp.
- 26 The Centurion Rally, Northumberland.
- 30 Rally Yorkshire Forest stages, Trackrod**

OCTOBER

- 1 Lindesfarne Rally, ANECC.

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