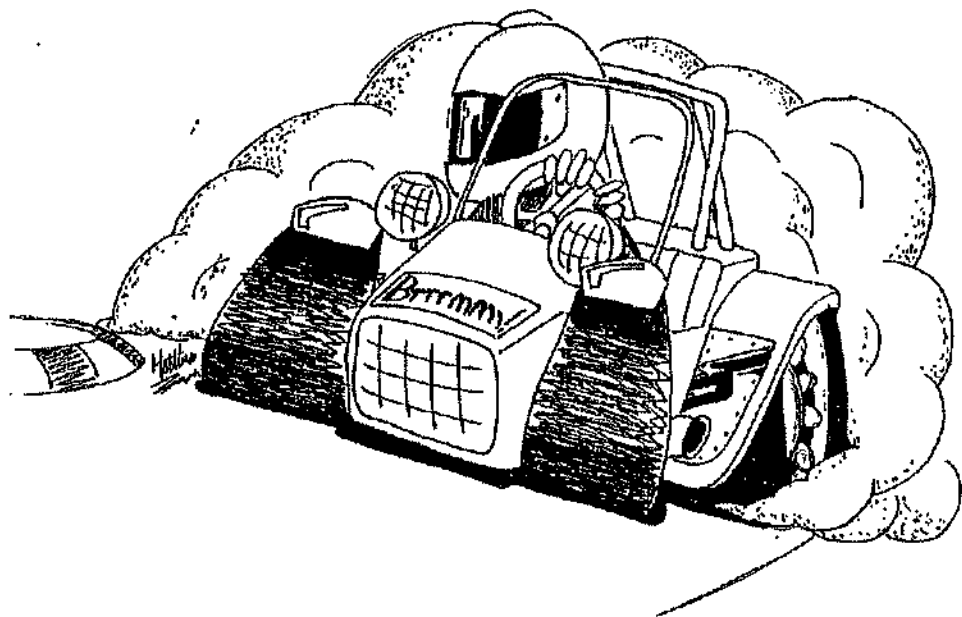


TRACKROD

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OCTOBER 1995

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 296

October 1995

EDITOR

Well another month passes by. September was a monumental month for Trackrod with the Silver Jubilee Celebrations and the Trackrod Forest Stages Rally.

It was good to see so many friends and members at the Silver Jubilee Ball at The Marriott Hotel. Many of you seemed to spend most of the time catching up with past friends and rivals and, of course, drinking. Apparently some members didn't get to bed until it was daylight (tut-tut).

On the social front, new club-night venues are being tried out over the next few months. Please support these evenings as our hosts are looking forward to meeting us. If we are enthusiastic then they may even be able to offer us more in return. Many people have done their best to provide you with alternatives to existing venues.

Thanks are of course due to all the contributors to the Jubilee magazine. Photos will be returned soon, I promise. Unfortunately there was not enough room to include them all so I hope I have not offended anyone by any omissions.

NICK STEVENS (Editor)

**DEADLINE FOR NOVEMBER ISSUE IS
TUESDAY 31st OCTOBER 1995**

CHAIRMAN'S CHAT

Phew - what a busy month!

Hope you all enjoyed the Silver Jubilee Ball as much as I did. Please let me take this opportunity to thank all those who contributed in so many ways to ensure the evening's success.

The excellent entertainment, the distinctive cake, the souvenirs, the memorabilia and picture displays, and in the people, all contributed to what was a superb evening which will long be remembered. The photographs now seem to be available - if you featured on one and have not seen a copy please ask about it.

I have received many congratulatory letters and will pass some of them to Nick for publication, space permitting, in next month magazine.

As I am writing this, I am just recovering from the 19th running of the Forest Stages Rally. Again it is my pleasure to announce that the event ran very smoothly and was well received by competitors. One accident in Langdale meant we had a delay whilst the doctor, rescue and recovery crews did their jobs. Thankfully all was well in the end, but it serves as a reminder that we must never be complacent and we must always be conscious of the need to run safe, well rehearsed events.

The Millers Oils International Historic Rally is being enacted over similar territory to our own Forest event and takes place on Saturday 18th November, with scrutineering the day before (Friday 17th). It is based in Leeds and if you are not already involved and would like to be please let me know.

Over the years, many people have expressed the view that Trackrod seems to achieve good results from whatever it does, and I hope you will accept that whatever success we achieve it, it is thanks in the main to the vast majority of members who, at some time, participate. Well done, enjoy your motorsport, get involved, learn something new (the learning process never stops), and let's look forward to the Golden Jubilee Ball complete with my (and Steve Hazeldine's) Zimmer Frame!

See you on Mull

ROD PARKIN (Chairman)

SEC'S BIT

This is my first opportunity to welcome the new members to the Committee since the AGM in August. You will see a full list of Committee members and the positions they hold in the back of this magazine. If anyone has any ideas for helping or assisting any of them in their duties, just ask! If you wish to raise a subject for discussion at Committee, just ask! We are there to help you enjoy your motorsport.

As a point for you **road rallyists**, at a recent ANCC meeting Peter Rutterford raised a concern over the fact that bucket seats are not a permissible modification in the "standard car class" whilst full harnesses are. For the harnesses to work effectively they should be combined with a suitable seat! If you have any comment to offer on this perhaps you could let Peter know or why not write direct to the RACMSA, you pay your licence fee so are entitled to have some say!

A reminder to **stage rally drivers**, from 1st January 1996 a new log book for stage rally cars is required, don't forget to obtain yours.

No doubt there will be other reports on the **Silver Jubilee Ball**, but I would just like to say what a brilliant night it was and, I can't wait for the Zimmer Frame race in another 25 years, put my name down Ken!!

Now the Forest Rally is over and done with, and another successful event by Rod and his team, I would just like to remind you that our next event is the **Lookout Stages**, Melbourne on 5th November, regs out now.

Finally, John Renny is running a stage in Leeds for the **Network QRA C Rally** if if you would like to help tell John now - he needs as many marshals as possible.

Till next month, safe motoring.

DEREK LEE, (Secretary)

SOCIAL NEWS

Well, I think everyone enjoyed the Jubilee Ball - it most certainly was a night to remember - I wanted to do it all again the next week, they say you can't have too much of a good thing!! Anyway, it won't be too long till the Annual Dinner Dance - a chance to wear your glad rags again. **FORTHCOMING EVENTS** - pre Christmas we are going to organise a **Bonfire Night** and a **Christmas Party** (More details soon) then in the New Year the **Dinner Dance**!

Prize Presentation. TUESDAY NIGHT VENUES - PLEASE READ THE SOCIAL CALENDAR to check clubnight venues whilst we are trying out alternatives to the New Inn.

See you all soon

ANNE MOFFAT (Social Secretary)

SOCIAL AND COMPETITION CALENDAR
SEPTEMBER/OCTOBER 1995

OCTOBER

3 Yorkshire Switchgear

OPEN FORUM

10 Admiral Hawke, Boston Spa

FREE SANDWICHES

17 Crown, Wetherby

FREE SANDWICHES

24 Admiral Hawke

31 **BINGLEY ARMS, BARDSEY (M/R 104/363430)**

NOVEMBER

7 Bonfire Night

14 Admiral Hawke, Boston Spa

FREE SANDWICHES

21 Crown, Wetherby

28 **DICK HUDSONS, Eldwick (M/R 104/124421)**

Competition Calendar

October

7/8	Dunfab Danum Rally. Maps 105, 106, 110	Lindholme MSC
8	Autotest	Pendle & District MC
	RAC Championship Sprint, Three Sisters	Longton & Dist. MC
	Single Venue Stage Rally	Delacy MC
	Hethel Autotest	Eastern Counties MC
13/15	Tour of Mull. Maps 47, 48, 49	2300club
14	Road Rally. Maps 112, 112, 121, 122	Grimsby Motor Club
14/15	Three Rivers Road Rally.	Stockton & N'ton MC
21/22	Illuminations Classic Road Rally	Morecambe Car Club
22	Autotest at Foundry Street, Bury	Bury Automobile Club

	High Peak Sporting Trial	Sheff. & Hallam MC
28/29	Road Rally. Maps 99, 100, 104, 105	Alwoodley Motor Club
29	Classic Trial. Maps 98, 99, 104	Ilkley & Dist MC
	Single Venue at Wombledon	Malton MC
	Single Venue Rally, Three Sisters	High Moor MC Oldham

November

4/5	Cossack Road Rally. Maps 122, 130	Eastwood & District MC
5	Lookout Stage Rally at Melbourne (Larkspeed League Round)	Trackrod Motor Club
	Premier Forest Stages. Map 120	Dukeries and De Lacy MC
	Lynn Stages Rally at Snetterton	Kings Lynn MC
12	Stage Rally (Venue TBA)	Lancs & Cheshire CC
19/22	Network Q RAC Rally	RACMSA
	Further Details elsewhere in this magazine.	

Peter Rutterford, Competition Secretary

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Network O RAC Rally, Timetable

Sunday 19th November

Chester Start		08.15
SS1 Ferodo Tatton	(4.8 miles)	09.05
SS2 Beechdale Chatsworth	(5.5 miles)	10.40
SS3 Clumber Park	(5.3 miles)	12.29
SS4 Mobil 1 Donington 1	(4.0 miles)	14.13
SS5 Mobil 1 Donington 2	(4.0 miles)	14.26
SS6 Rother Valley	(2.5 miles)	16.03
SS7 Temple Newsam	(2.6 miles)	17.11
Leeds Halt		18.35

Monday 20th November

Leeds Restart		05.00
SS8 Hamsterley	(16.9 miles)	07.46
SS9 Pundershaw	(36.6 miles)	10.10
SS10 Broomylinn	(11.4 miles)	11.53
SS11 Wauchope	(8.8 miles)	12.44
SS12 Kershope	(22.5 miles)	13.32
SS13 Grizedale West	(17.3 miles)	16.56
SS14 Grizedale East	(4.7 miles)	17.35
Chester Halt		21.45

Tuesday 21st November

Chester Restart		05.30
SS15 Dyfnant	(13.5 miles)	07.28
SS16 Hafren Sweet Lamb 1	(15.9 miles)	09.26
SS17 Brechfa	(20.1 miles)	11.29
SS18 Trawscoed	(22.8 miles)	12.57
SS19 Crychan	(10.7 miles)	14.09
SS20 Cefn	(5.6 miles)	14.36
SS21 Sweet Lamb Hafren 2	(18.5 miles)	16.37
Chester Halt		20.20

Wednesday 22nd November

Chester Restart		05.00
SS22 Pantperthog	(9.4 miles)	07.36
SS23 Dyfi	(12.7 miles)	08.05
SS24 Gartheiniog	(12.7 miles)	08.36
SS25 Penmachno South	(8.3 miles)	10.47
SS26 Penmachno North	(6.2 miles)	11.08
SS27 Clocaenog West	(3.7 miles)	12.25
SS28 Clocaenog East	(12.0 miles)	12.37
Chester Finish		15.00

Note: Dates, Times and Stages Correct At Time Of Going To Press.

BLOODHOUND STAGES RALLY
SWINDERBY AIRFIELD
28th MAY 1995

DRIVER: CORAD RAFIQUE

NAVIGATOR: STUART FORD

CAR: SUNBEAM 1600 (I like this article already - Ed!)

The day had finally arrived - my first stage rally driving a car that I had built myself. The car started life as a white Sunbeam 1.6 GLS with just one careful owner since 1st August 1978. I bought it in 1991, stripped it, welded it, lost interest, fitted it out, lost interest again and then finished it in April of this year with some valuable help from my ex-biker father in law - I am an accountant and therefore not the quickest spanner hand on the circuit.

One week before the rally, the Talbot box broke (Don't Panic, Don't Panic!) - but Steve at WRM flogged me an ace Ford straight cut 'box for much o pesos. My navigator and old pal, Stuart, travelled from East Kilbride, Scotland on the Friday before the rally and helped me fit the box after we'd watched the James Whale show! We opted to drive the car to the event (God only knows why) so we set off from Bradford to Lincs. in a couple of cars. After a few miles on the M62 I think I had gone completely deaf - by the time we got to Swinderby for evening scrutineering I felt like I'd gone 10 rounds with George Foreman on stage at a Motorhead concert.

The first shock: the car passes scrutineering easy peasy. The second shock: Stuart's helmet fails scrutineering ... but fortunately a kind official loaned him a helmet for the event. The Sunday began damp with a brief downpour. The stages (there were to be 80 odd miles of them) looked excellent - a mixture of good tarmac runway with some slippery gravel broken stuff. The third shock: my granny driving on the first stage - I managed to do a belter of a 330-degree spin on the third corner, stalling in the process and being overtaken by some laddie in a Pug 205. We tried to calm down only to be overtaken by some guy in a pukey orange Escort. Bad news to drop so much time when cars are starting at 30 second intervals. I stopped driving like Postman Pat and caught and passed the orange car only to spin right in front of him as I exited a corner.

We returned to the service area in the superbly organised airfield complex to discover an oil leak - but luckily Stuart is an engineer (he used to work on the Sprintex Metro 6R4 - the only supercharged Metro ever built) and my father-in-law (also an engineer) managed to cure the oil leak. Something to do with the crankcase breather. So to stage 2 and suddenly it started to

work. I managed to set the wee yellow Sunbeam up for corners well, Stuart called the bends very well whilst providing me with words of encouragement like "...my boxer dog Toby could drive better than this..." and the car was flying.

Stage 3 was a cracker! We caught and passed a Peugeot 205 and finished 6th in class on that stage. The oil leak had gone and the mother-in-law had bought loads of sandwiches, cakes and the magic ingredient of fast Scottish rally-men like the McRae Clan - I'm Bru. SS4 was cancelled due to an accident (nobody hurt but a MKII Escort now needs re-shelling). SS5 went well for us apart from a couple of spins and notably a major league fast spin across the flying finish. It was the navigator's fault because he would not let me change gear, he held the stick in 2nd and shouted at me "keep the power on" so I did...and we spun.

SS6 was excellent - confidence was growing and we had discovered that we could outbrake most cars as we approached the chicanes and hairpins. Must be due to having vented discs all round (so I'm told). By SS7 the car was starting to overheat from the constant driving at 7000r.p.m. We were really enjoying ourselves now, we reckoned that we could make the top 10 in class if we just kept it together. However, I was concerned at the overheating and my standard road tyres were starting to wear out and we only had one spare tyre! Stuart was so confident he started singing "...we're all gonna die in a ball of fire..." down the intercom as we waited at the start line. I, strangely enough, found this rather off-putting. Just as we were about to go the drivers side window collapsed into the door - whoops!.. luckily one of the two engineers were able to fix it at the end of the stage.

Oh what a shame - the final stage - after nearly 80 miles, our ecstatic fun day was almost over. We were 11th in class at the start and we finished 9th in class (out of 24) at the end - boy were we chuffed. in fact my tuneless navigator had burst into more song "...let's go dancing naked in the rain..." - my mother-in-law was not impressed. Thanks to Stuart for his great help and to the outlaws (Graham and Anne) and my wife Judy for superb technical support in both the engineering department and the catering dept.

Does anyone wish to give Judy rallying lessons? It was part of the agreement that if I went rallying she would receive lessons in the art of sideways driving - but not in my car (thank goodness, several sighs of relief).

Can't wait to go rallying again!

Has anyone got any part worn slicks out there or any part worn Sunbeam/Escort road tyres or wheels - if you have, give me a bell on 01274 651745.

ST WILFRED'S RALLY

The recent St. Wilfred's Road Rally saw two National A Speed Licence holders competing as novices, here are our thoughts on the event.

DRIVER Andy Anderson, (Mr Bedale Motor Factors), an experienced sprint and hill climb driver whose only previous road rally lasted "about 5 miles".

NAVIGATOR Yours Truly, navigating for only the second event in 20 years and ever so slightly nervous.

THE CAR Standard Toyota Corolla Twin Cam, i.e. 135 bhp, LSD, Big Tyres, Rear Wheel drive etc.

THE ROUTE 140 miles including 14 miles of whites - yes some rough - but no car breakers. On 99 and 104. The serious stuff started on Whitcliffe Hall White straight from NTC2 and ran via Ripley Park, Brimham Rocks White, Sawley, Kirby Malzeard, Lightwater Valley, Grewelthorpe and every decent road on 99 and around Fewston to a finish at the Hopper Lane Hotel.

NAVIGATION Last year's event attracted criticism for having a difficult route with coded navigation causing OTL problems for many crews. What a change this year, the majority of the whites and all non competitiveness were handed out as a simple pre-plot sheet at MTC1 and MTC3. The grass triangles were all diagrammed on card (which does not crease up in the car) and the plot-and-bash hand-outs were mainly out of order tulips - no problem, even for the novices (especially me!). Well done to Ripon MC for getting it just about right.

RESULTS After an entertaining night travelling sideways, with only a couple of overshoots, 1st Novices and 12th overall was the reward - I couldn't believe it! 2nd Novices, Trackrod's Mark Midgley/Peter Rutterford ought to have had the place but Peter managed to book into a competitive control too early and got a fail!

So, a superb event - a good competitive route but no danger of OTL. Simple navigation and good fun - and Andy enjoyed it so much he wants to do the three rivers - see you there



*Ken Goodall/Mike Tempest, Escort Mexico
This photo also appeared in Cars and Car Conversions
when they did a feature on Trackrod.*

Facts about... **AUTOTESTING**

- Since writing about Autotests in the very first edition of *Wheels* it remains a top 'entry level' motor sport category.
- In 1995 a new type of autotesting was introduced. Production Car Autotesting has the same basic aims as traditional Autotesting, but with many innovations encouraging beginners to use normal road cars.
- The aim of Autotests and Production Car Autotests (PCAs) is to drive around a set of marker cones adhering to a set route in as short a time as possible. Drivers have to cross lines, stop astride lines, pass and circle around cones, perform spin turns, handbrake turns and reverse flick turns. Penalties of 5 or 10 seconds are given for striking cones, for line faults or for incorrect manoeuvres, and the driver with the fastest time and least penalties is the winner.
- In Autotests the driver must be 16 years old or over, and **MUST NOT** carry a passenger. In PCAs the driver must be 15 years old or over and **MUST HAVE ONE PASSENGER** who can help by giving directions like a rally co-driver using pace notes!
- Autotest cars are usually very specialised, but PCA cars must have been in series production, be taxed, insured, have a valid MOT certificate if required, and be driven to the event.
- Normally in Autotests ALL test times count. PCA tests must be run at least twice, drivers discard their worst times.
- Tests can be very complex in Autotests, but for PCAs they must be arranged so that all of the test is visible to the driver from the start line, and the test completed with only four engagements of reverse gear.
- The RACMSA run the British National Autotest Championship, and the BTRDA run a very successful mainland based championship. Associations run Regional championships, supplemented by many individual Club championships.
- With over 500 Autotest events on the RACMSA calendar, and 80% of these at Clubman Status there should be an event near you. Entry Fees average £15 to £20 and a Clubman RACMSA Competition Licence is £10.30.

Ronnie G. Trautson

AUTOSCENE

BRANDS TO BEXHILL

By Max Le Grand, Published by Bookmarque, Hardback, 256pp £29.95

Max Le Grand grew up with Brands Hatch from its earliest days as a motorcycle grass-track, so it was not surprising that he should become involved in motorsport. And he chose to do so as a photographer. When all the travelling became too much for him, he retired to Bexhill-on-Sea, only to find he had unwittingly settled in the very cradle of British motorsport.

This book is his story from schoolboy at Brands to the discovery of Bexhill's sporting past. The result is very personal and anecdotal but, by relating the colour of racing from two totally separate eras, it manages to be entertaining and informative. It is produced as a limited edition of 984 copies.

DAYTONA USA - AN EIGHT PLAYER VIRTUAL RACING MACHINE

By Sega Games, £1.00 per play
It's raining, the TV's boring, you've seen all those racing videos, the nearest touring car race is an hour's drive away and then there's the queues, well take heart, for you can still race at Daytona if you think you can handle it.

Sega's stock car racing machine, Daytona USA is just about as close as you're going to get to NASCAR racing without being smacked in the face by a Ford Thunderbird. What's more, eight of you can race each other at the same time.

A group of intrepid 'Intimidator wannabes' from the motorsport media including *Autosport's* Paul Clifton, visited Funland in the Trocadero in London's Piccadilly to contest the Trocadero Multimedia Trophy on one of these machines. Predictably our man won, although he did admit to practicing on the machine in the ferry on the way back from Le Mans.

CLASS 1

By Autosport Special Projects, Paperback, 84pp, £2.95

The International Touring Car Series has been one of the success stories of 1995. It's taken the mighty Class 1 from the German Touring Car Championship to a wider audience. This new magazine plots the way they have been received so enthusiastically in Italy and Finland, and their new annual visit to Donington Park.

Packed with colour photos from cover to cover, the issue includes Keke Rosberg on the progress of Opel's bid for glory, plus Bernd Schneider and Nicola Larini on how they are leading the way from Mercedes and Alfa.

Class 1 is available from John Menzies throughout Britain.

DAVID COULTHARD - THE FLYING SCOTSMAN

By Jim Dunn, Published by Patrick Stephens Limited, Softback, 176pp, £9.99

There are very few books about Formula 1 drivers that spare much space on that driver's early career. This one is different, thanks to Jim Dunn of *The Scotsman*, who has known David for years. It's all there, from David looking knee-high to a grasshopper in his first kart, through his Formula Ford and Formula 3 days, all the way to when his testing contract with Williams yielded a full time ride last year. Mind you, there are various glitches in the captioning that jar, and the F1 element is short on quotes from David. However, very few drivers who have yet to win a Grand Prix have a book written about them.

FEATURE **AUTOSPORT**
BY

Wheels 10/95 iii

Bright spark

WHY do engines need different plug gaps, and how does that gap affect an engine's power?

The plug gap determines the point in the voltage build-up when the spark occurs. When the primary windings in the ignition coil collapse, they induce a high voltage into the secondary windings, ie the coil output or HT lead. That voltage might appear instantaneous, but it takes a given time to build up. The voltage, or pressure, builds up behind the plug gap until it reaches a level where the electricity can jump across the gap.

If the plug gap is opened up it takes a greater pressure (voltage) to jump it. You may well ask if this means a bigger gap must be better because you get a higher voltage spark. The answer is yes, no, and maybe! With the internal combustion engine nothing is straightforward.

The collapse of the magnetic field

in the coil's primary winding will induce a given amount of electricity into the secondary windings. With a small plug gap the spark starts fairly early on and, once established, continues until all the energy is dissipated. With a large gap, the voltage builds up and when the spark finally takes place, the total energy almost jumps across in one go. In the first case you have a longer duration but lower voltage, and in the second case you have a higher voltage, but less duration. In both cases you have the same amount of energy.

What the engine wants to see will depend on a lot of things, such as the grade of spark plug, the condition of the mixture and its distribution inside the combustion chamber.

A larger gap will put more strain on the insulation within the system and the electricity will always seek the easiest path to earth. If the plug leads are in poor condition, or perhaps of the 7mm insulation variety, the spark may well escape outside the engine

rather than to the plug, resulting in a misfire. If you have dirt on the plugs that can cause the spark to track down the outside to earth.

But beware, if there's a problem you could always have mismatched parts: changing one may give a power improvement. It is a mistake to then suppose that the changed component was replaced with a superior part. Usually, it has just been replaced with the *right* part. Curing a fault and gaining power only serves to prove that you had a fault in the first place.

QUIZ ANSWERS

1. Type 38, driven by Jim Clark.
2. Triumph, Rover and Reliant.
3. Photography (for Motor Sport magazine in particular).
4. Nanures (all ERAs driven by Bira).



Don't disperse, dispose...

Used engine oil from just one car sump could cover a lake twice the size of Wembley Stadium football pitch, destroying wildlife and flora. Pouring waste oil away is not only damaging to the environment - it's illegal.

So Duckhams is making it easier for you to discover the right way to dispose of your waste oil. On Duckhams packs you will find the telephone number for the National Rivers Authority's Oil Bank - 0800 663366. This freephone service can point you to the nearest disposal site and advise on how to safely dispose of waste oil.



ALEXANDER DUCKHAM & CO LIMITED, 157/159 MASON'S HILL, BROMLEY, KENT BR2 9HU

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 8HG

"IDEAL winter project". How tempting those words seem in an ad for a classic car needing restoration, and how tempting for instance to take up the challenge of restoring the vehicle the founders of Ecurie Cod Fillet used on their first rally (see illustration). Dangerously tempting because things are rarely all that ideal. You need to take care to avoid your particular project becoming the greatest restoration comedy since *The Merry Wives of Windsor*.

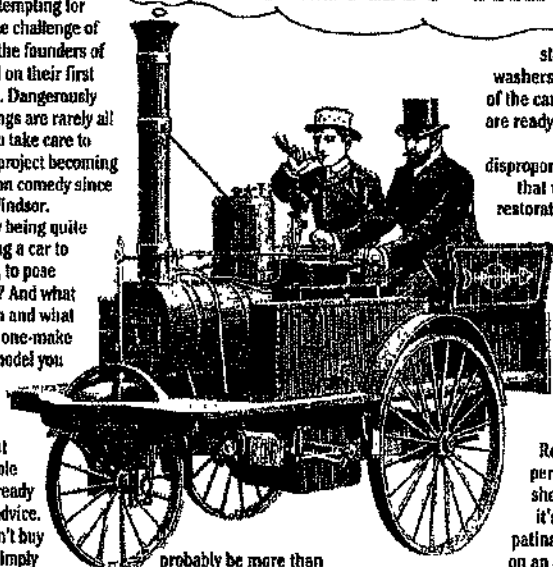
You should start by being quite sure why you're buying a car to restore. Is it to polish, to pose with or to compete in? And what is the spares situation and what is the strength of any one-make clubs devoted to the model you have in mind?

Commentators may love you if you have a rare or unusual car but your task will be a whole lot easier if you have ready access to spares and advice.

Incidentally you won't buy something to restore simply with a view to making a profit will you? The countless classifieds saying 'X thousands spent' then quoting asking prices well below X should convince you of that. (I write from the heart having at various times owned four Frog Eyes, two XKs and an MGA and managed to lose money on all six).

Anyway, you should next consider your own skills and facilities. Have you really got the mechanical skills and knowledge which will be needed? And have you got adequate workshop space? Remember that a car with the body off takes up twice the space of one with it on. Remember too that it's easy to take a car to bits. Any fool can do it (I've done it several times) but putting one together is much more difficult; the emotional high you will be on when taking a car to bits will

PRESERVING THE PAST



probably be more than matched by the low you will reach when you realise just how big a job it's going to be to build it up again.

Make things easy for yourself by planning the work. Read all you can about the particular model you are going to be working on – a workshop manual is invaluable – and if you are new to the game read one of the general books available on renovation. Graham Robson, author of *Collecting, Restoring and Driving Classic Cars* (PJS) advises that you should keep detailed records and take plenty of photographs during the strip down in order to make the jigsaw easier to put together later. Jot things down while they are still fresh and sketch simple diagrams where necessary to remind you what goes where and how. Invest in lots of plastic bags and labels to

store brackets, nuts, bolts and washers. Remove major subsections of the car as complete units until you are ready to work on them, and if any one thing is likely to take a disproportionately long time then put that work in hand early on in the restoration process. Incidentally, do keep safety in mind – the dangers of working under an inadequately supported car for instance should be obvious yet accidents still happen and please, please remember that modern paints can be highly toxic if sprayed in confined spaces.

Restoring an old car is quite a personal thing but I reckon you should avoid over restoration – it's nice to see a bit of original patina on a classic car just as it is on an old sideboard or rally driver. A final point. Always assume that the work will take twice as long and cost twice as much as you expected. At least.

Enjoy.

Stuart Turner

COD FILLET QUIZ



1. Which model of Lotus won at Indianapolis in 1965?
2. Other than Ford, for which three works rally teams did Roger Clark drive?
3. What connection do L.A.T. have with motorsport?
4. Complete the trio: Romulus, Remus and ???

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

50 Years Service

Octogenarian Frank Fennell received a specially inscribed red flag and celebration glassware, as Jersey Motor Cycle & Light Car Club held a special reception to mark his 50 years of loyal service as a marshal at their events. Still an active official, he was on duty the next day at the club's Bouley Bay hillclimb.

Electric Action

August Bank Holiday weekend saw a successful double first in British motor sport, with the staging of a rally for electrically-propelled vehicles and a race meeting counting for the FIA Electro Solar Cup.

Six vehicles finished the two-day rally, which ran from Hyde Park in London to Mallory Park, with the Peugeot 106 Electricque, driven by television weatherman Rob McElwain, winning the gold award.

At the Leicestershire circuit, cars, karts and motorcycles impressed with their speed, many of the competitors "topping the ton" and recording average lap speed in excess of 65mph.

The pioneering events were hailed by the organisers as one of the most important milestones in a century of motor sport, also underlining the potential of electric vehicles for road use.

RAC Rally News

The complete route of this year's Network Q RAC Rally has been announced, covering 1,447 miles, including 319 miles on 28 special stages. Britain's round of the FIA World Rally Championship takes place on 20-23 November.

On each of the four days, the world's top drivers face seven special stages, varying from the race circuit and country-house settings of the opening day, to a marathon stage in Kielder Forest.

The longest stage in modern World Championship rallying takes place on Monday morning, with the new Pundershaw test covering almost 37 miles of forest roads. Rally organisers expect the top drivers will complete the stage in about 35 minutes.

Pundershaw is just one of the new-look features of this year's rally, which promises to be over-subscribed with entries.

Before the action begins, there are changes to the programme. Scrutineering will no longer be held in public, but a special show has been laid on to enable enthusiasts to meet their heroes. The Network Q RAC Rally Show will be held on the afternoon of Saturday 19 November at Chester Racecourse.

Top competitors and their cars will be in attendance, so the show will feature displays by Toyota, Subaru, Ford, Mitsubishi and the leading 2-litre entries from this year's Mobil 1/Top Gear British Rally Championship. Each team will display a rally car, a service vehicle and a roadgoing car.

The show will open at 12.30. Within

30 minutes or so, the organisers intend that drivers, co-drivers and team personnel will be available to sign autographs, answer your questions and pose for photographs.

There will also be trade displays, hot-air balloons and a closing firework display at around 16.00.

At the end of the rally, there will be another dramatic change, as the organisers have done away with the traditional formal prizegiving ceremony. Instead, trophies will be handed over as each winner arrives on the finish ramp, just as happens in Formula 1 racing (and most other sports). The new-look finish ceremony takes place at Chester Racecourse, starting from 14.30 on Wednesday 23 November.

The best way of keeping in touch with this year's Network Q RAC Rally is to ring the special News & Information Line on 0891 331331 (calls cost 39p per minute cheap rate, 49p per minute at other times). This service is working now and will be updated regularly with details of entries and other interesting facts.

Once the rally begins, the line will be updated as soon as the leaders finish each stage. If anything dramatic happens during a stage, the service is updated again. This is the fastest way of keeping up with the news!

The complete route and a list of the 28 special stages are available now with our second special line on 0891 551155. During the rally, this line will provide an end-of-day report and detailed position check.

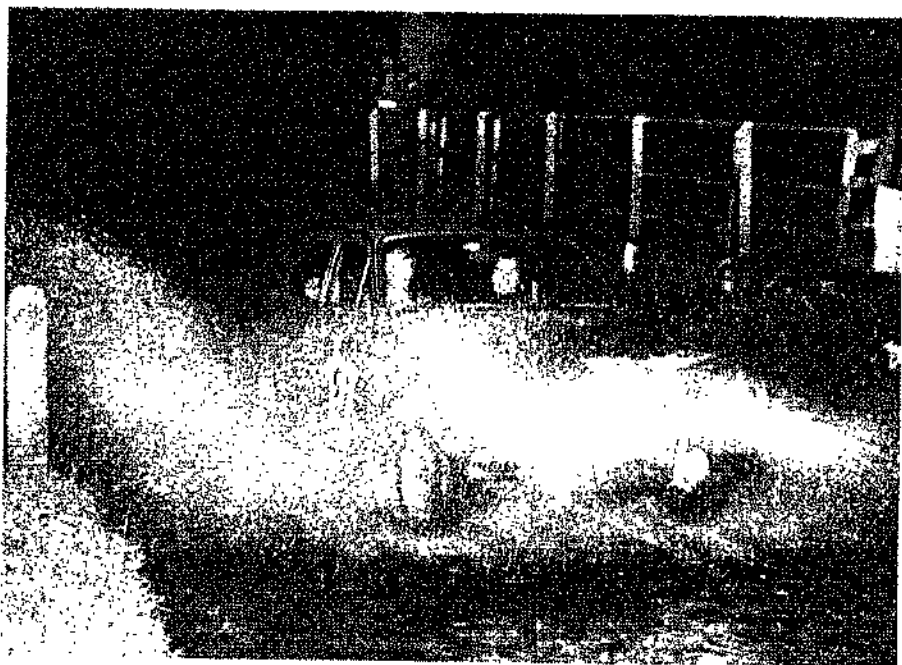
Entries for the 1995 Network Q RAC Rally have already started to arrive. The first received at Motor Sports House was from the West Yorkshire duo of Martin Shaw (a 41-year-old Elmley bank manager) and Ian Prout (a 44-year-old British Telecom manager from Pontefract). They will be at the wheel of a 1.3-litre Lada.

Rally Rescue Days

The 1996 assessments for the licensing of rally rescue and recovery crews and units are scheduled for the weekend of 24/25 February, with Clipstone Forest the provisional venue.



Britain's first ever round of the FIA Electro Solar Cup produced an interesting array of machinery, with the big Volvo pictured here, lapping Mallory Park circuit at an average speed of 65mph, throughout its three races. (Picture: Pat Paget)



*Steve and Mary Lloyd, Escort Mexico
Costa Di Plenti 1976, after an accident (note drivers door!)
they retired soon after with a bent axle.*

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RETROSPECTIVE

1976

From the pages of the Trackrod Magazine of October 1995 (Issue No.72)

On the cover:- Sue Broadbelt (now Stuart-Brown) in her mini, pulling a face at the markers in the Wharfedale PCT at Rose Farm. Other pictures inside were of Philip Cartwright in his Midget, also at Rose Farm, a shot of Vincent Girardier's Opel Ascona on the Burtons Field Stage of the '76 Elcar Trophy Rally, Bob Chapman also featured in his Escort in the Full Sutton Autotest, another PCT picture was of Richard Spurdens' Viva in the Ilkley, Pateley Bridge event.

Editor Lloyd gave us a brief outline of the forthcoming RAC Rally - our stage was to be Boltby - first car 11:15 (pm!) - chief marshal was one Nigel Drayton.

Shell League Captain Ineson reported that we were lying 3rd only 180 points behind leaders York after 7 events (such heady days!!)

Bob Chapman gave us his personal view of the Costa Di Plenti from the driving seat - he and Ronnie Moore were delighted to finish after early problems with malfunctioning spotlights.

Steve Lloyd gave us a report on the latest adventures of SPY44 - he and Richard Jackson took part on the recent Farnborough CC, Triple C Championship round. A small fire in the area of the petrol tank (!) gave them a minor scare and they finished 39th O/A after missing out several stages. An outing on the Lakeland Stages 2 weeks later resulted in another 39th overall - Malcolm Wilson won the event by 19 secs. The next day (this is enthusiasm folks!) the pair went to Castle Donnington for the Vagabond stages where they finished a resounding 3rd O/A which might have been better but for a mix up in the Tyre Dept. which meant they had to do a "loose" stage on racers! - tough luck.

Trackrod.....Ends

RAC MSA MOTOR CLUB MANUAL: FINANCE

The finances of a motor club are the responsibility of the committee with the administration being delegated to the club Treasurer whose duties are described in the Guideline on Club Officials. If, as suggested in that Guideline, it has been possible to find a treasurer with experience in the field of finance, he or she will have no difficulty in financial planning including keeping and presenting the club accounts, but if on the other hand, this has not been possible and the treasurer is keen but not particularly experienced, then the advice of the club Auditors should be obtained as they can then brief the treasurer on the information they will require and the best way of providing this. They may make a small charge for this, if so, it is money well spent to know that the club's finances are properly controlled and its accounts are being properly kept and looked after.

The treasurer should produce a statement of income and expenditure with the current balance at each committee meeting so that the committee members are kept up to date with the state of the club's finances and can take any steps which may be necessary before it is too late for appropriate action to be initiated. At the end of each financial year, the treasurer must submit the annual Income and Expenditure accounts for the approval of the committee and after this, he or she will submit them to the auditor who will prepare the full accounts and balance sheet as required by law; they will then be presented to the members at the Annual General Meeting.

The committee must ensure that adequate control is maintained over the club's expenditure. In the first place this means that any planned expenditure, other than minor items such as postage, stationery etc., must be approved by the committee with competitive tenders being obtained where desirable; such decisions should of course be minuted. The second method of control is the nomination of persons authorised to sign cheques on behalf of the club, this is usually any two of three nominees, say, the Chairman, Treasurer and one other committee member.

It is up to each club to decide what sort of bank accounts it needs as today there is a wide choice, and here again professional advice could be useful. Many clubs will have a current account and a bank deposit account which earns interest, and money can be switched between the two as the need arises. Certainly large sums of money should not be left in a current account unless it is one where interest on the balance is paid. The TSB Bank offer a special account for motor clubs in conjunction with the Central Council for Physical Recreation (CCPR); this is a current account paying a high rate of interest, certainly higher than a normal bank deposit account. The advantages are that money starts to earn interest from the moment it is paid in and it avoids the need for transferring sums to and from the current account. Details of this account are available from the TSB Bank plc, PO Box 404, 62 Lombard Street, London EC3V 9BJ, or any TSB Branch. Remember that interest income can give rise to a tax liability (see Guideline 7).

If a club uses this or any other interest earning account, it is important to remember that any cheques received should be paid in *promptly* so that they can start earning interest, and cheques to be paid out should be paid at the latest date possible so that the money in the account can continue to earn interest for as long as possible.

Most clubs will obtain their income from two main sources:

- (a) Subscriptions from their members.
- (b) The profits from competitive events run by the club.

Against this income is set the club's expenditure which again falls into two main categories:

- (a) The cost of running the club's general activities (overheads) including such items as insurance, printing and stationery, postage, advertising, cost of club magazine, audit fee, depreciation etc.
- (b) The cost of promoting competitive events.

Ideally, the overheads should be financed if possible from the members' subscriptions and the competitive events should be self financing with the aim of producing a profit which can be used for such items as the buying and maintenance of equipment and the purchase of specialist items such as radios, fire extinguishers etc. If the subscriptions do not cover the overheads, then some of the event profits will need to be used to make up the shortfall and some should be set aside for a reserve fund, which every club would be well advised to create and maintain at a reasonable level to cover contingencies which may arise from time to time and which have not been allowed for in the budget.

The accounts for competitive events, certainly the larger ones, are inclined to require a degree of knowledge of the competitive activities and it is quite likely that the club treasurer, although being a financial expert, may have little or no knowledge of the competitive side of the club's activities. If the club is lucky enough to have a treasurer who is a competitor or organiser, then there is no problem, but if not, he or she may well have difficulty in handling these accounts because they will involve a lot of items and details which may be strange. Clubs might therefore be wise to consider running two separate accounts, the first being a General account run by the club treasurer and the second being either a competition account or separate accounts for each event and these would be run by a competition treasurer who would provide the detailed accounts which the committee will require and then submit the necessary details to the club treasurer for incorporation in the overall club accounts. This system has the advantage that the committee can see the financial results of each event which might otherwise be lost in a general account. If a club runs an active social club with possibly its own clubroom, then this too would probably benefit by having its own account and treasurer.

Each club needs to decide what sort of profits they wish to aim for depending on the state of their existing finances and their plans for future development and spending. This will require a budget which should be prepared by the treasurer, assisted where necessary by committee members who might be responsible for any specialist activities such as social events, club magazine etc. When this budget has been prepared, the committee will be able to decide on the subscription rates for the forthcoming year. At this stage of the year, it will probably be too soon to fix budgets for all the competitive events and these will normally be produced by the event organising committees who will need to wait until a decision has been made on the type of event to be run (status, size etc.) but when these budgets are prepared it must not be forgotten that allowance must be made for providing reserves for covering possible shortfalls in the general account and maintenance of the reserve account.

Fixing the subscription is not easy, nobody likes increases, but the current trend of annual inflation makes some increase a 'must' and there may be other items which have been under estimated on the previous budget which will need increasing. If a club's expenses call for a high subscription, possibly in excess of the 'going rate' for the area, then members may be lost to other clubs, but on the other hand, consideration must be given as to what the club is offering for its subscription. If it is providing all those things which its members want, then a higher subscription may be justified. Generally speaking, people do not object to paying a higher price if they are sure they are getting value for money.

Most clubs nowadays are Limited companies, if not they should very seriously consider becoming one. A club which is not limited and finds itself facing heavy debts such as a civil claim for injuries etc. which are not covered by insurance and for which the club funds are not sufficient, will be faced with the outstanding balance being levied equally against each committee member. By becoming a Limited Company, such liability is limited to a nominal sum per member, usually about £1.00 each. Advice on becoming a Limited Company can be obtained from the club's auditor or any solicitor. It is not a step to be taken lightly because with the very great amount of work needed to keep Companies House

happy with forms etc, the regular changes in Club Committees and the personal liabilities of any Director to be looked after, the cost of keeping such a club alive should not be overlooked, unless clubs have an "Honorary Registered Auditor" to deal with these matters. At the best estimate a Limited Company in the Right Name would today cost between £200-£500, probably more. The Annual Completion of Returns including registration fee approx £100 assuming no alteration in Directors had taken place. While the smallest of Limited Companies Audit & Accounting Fee of £350 would be expected to meet with all the requirements.

Because it is a nuisance to keep notifying the changes in the Directors each year as a result of the AGM, at least one club re-elects annually the same 4 elder statesmen as Directors (who have kept active officers in previous years) and these four meet in theory only once a year after re-election and hand over the responsibility of the day to day running of the Club to the Chairman, Officers and Committee - elected at the AGM for one year. It works well.

Assuming the club is a Limited Company, there are certain legal requirements to be completed under the Companies Act such as providing an annual return and accounts to the Companies Registration Office, but these are matters which will be dealt with by the club's auditor.

It should be mentioned that these notes are in the main intended for the advice and information of committees rather than treasurers who hopefully will either know how to handle the job, or if not, will seek professional guidance. Bearing in mind that a club running, say, two major events per year may well be dealing with a turnover running into five figures, the management and control of this amount of money is one of the most important aspects of running a successful club and must be given its due priority at committee meetings.

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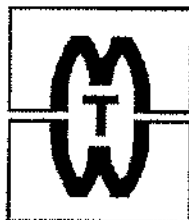
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