



PREPARING FOR THE 21st CENTURY

NOVEMBER 1995

MAGAZINE

THE NORTH'S LEADING MOTOR CLUB

RAC AFFILIATED No. 1230

RANGE ROVER SPECIALISTS

**SERVICING • REPAIRS • PARTS
EQUIPMENT • ACCESSORIES**



OPEN 6 DAYS A WEEK

For a reliable and friendly service

ROVER PLUS

**SHEEPSCAR STREET NORTH
LEEDS LS7 2BX**

TEL: 0113 243 8116

FAX: 0113 243 8104



**RANGE ROVER
LAND ROVER
SPECIALISTS**

PLUS

OUR

**NEW PARTS
DEPARTMENT**

Established 1889

Telephone 0532 795958

A.H. Rutterford & Son

DENTAL DEPOT

**1 BODLEY TERRACE, WEAVER STREET
KIRKSTALL, LEEDS, LS4 4NR**

**SUPPLIERS OF
DENTAL MATERIALS AND DENTAL EQUIPMENT**

**PRECISION DIAMOND
AND TUNGSTEN CARBIDE
BURS FOR GLASS ENGRAVING
AND OTHER FINE DELICATE WORK.**

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 297

November 1995

EDITOR

First off, my apologies for the late issue of the magazine last month due to print problems. It would help me in future members don't leave it until the last minute before submitting an article for publication as the printers are finding it increasingly difficult to meet the short deadlines I set them as a result of this.

November is a busyish month. By the time you read this the Lookout rally will have been and gone and will have seen my return behind the wheel after a 2 year layoff - full report next month. Then of course there's the Network Q RAC Rally and the Millers Oils Historic Rally both of which spend time in and around Leeds. See John Renny if you can help marshal a spectator stage on Sunday Evening at Temple Newsham and see Rod Parkin about the Historics (cars that is not Rod!). There will be plenty to do on either event as the Historics run on Saturday too. Why not try to help on them both?

Don't forget that it will soon be time to renew your membership too so see Caroline if you intend to compete early in the New Year and why not persuade a friend to join too.

Till next month etc...

NICK STEVENS, (Editor)

DEADLINE FOR DECEMBER ISSUE IS
TUESDAY 28th NOVEMBER 1995

CHAIRMAN'S CHAT

Another busy month planning for the **MILLERS OILS RAC INTERNATIONAL HISTORIC RALLY** and also for my return to competition on the Lookout at Melbourne after this year's visit to Mull.

As always, many people are getting involved and it is a credit to Trackrod that we have been invited to run one of only two stages in Yorkshire for the Network Q RAC Rally. This is at Temple Newsham on the Sunday evening.

If you are not already involved on either of these two events, please let us know as there are still plenty of jobs left to do!

Happy motoring

ROD PARKIN, Chairman

SOCIAL AND COMPETITION CALENDAR NOVEMBER/DECEMBER 1995

NOVEMBER

- 14 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 21 Crown, Wetherby
- 28 **DICK HUDSONS, Eldwick (M/R 104/124421)**

DECEMBER

- 5 Yorkshire Switchgear
OPEN FORUM
- 12 Admiral Hawke, Boston Spa
- 19 Crown, Wetherby
- 26 **BEEHIVE, THORNER**

Competition Calendar

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 |
| 26 | Castrol Flookborough Stages | Wigan MC |

December

- | | | |
|-------------|------------------------------------|-----------------------------|
| 2 | Stage Rally | Stockport MC |
| 2/3 | Stage Rally, Cadwell Park | South Bank MC |
| | Beaver Rally | Beverley & DMC |
| 3 | Grizedale Stages | Clitheroe & DMC |
| | Hallamshire Sporting Trial | Sheff. & Hallam. |
| | Stage Rally at Flookborough | Ecurie Royal Oak MC |
| 9/10 | Road Rally | Knutsford & Dist |
| 26 | Boxing Day Autotest | Trackrod MC |
| 30 | Christmas Stages Rally | Northallerton MC |

Peter Rutterford, Competition Secretary

SOCIAL NEWS

Forthcoming events...Dinner Dance/Prize Presentation booked for 27th January 1996 - details to follow

This year, rather than a Christmas Party, we thought we'd try a **New Year Party** which we hope to organise for early January - watch this space!!

Sorry about the missing bonfire night, but we had problems with time, venues and other club availabilities/

DON'T FORGET - New Venues to be tried, this month **DICK HUDSONS** and next month the **BEEHIVE** at **THORNER**

See you all soon

ANNE MOFFAT (Social Secretary)

CAUGHT MARSHALS!

I have been approached by Beverley and District MC who are once again running the **Beaver Rally** which is a road event taking place on 2nd/3rd December and starts from Maple Garage at Sproatley nr Hull (M/R 107/203350). If you are interested in this one then get in touch with me or Brian Walters A.S.A.P.

Don't forget the **Network Q RAC Rally** with our stage at **Temple Newsham** on the Sunday.

Also just in ... Marshals are required for the **Hafren Stages** on the **Tuesday** (SS15 and SS20) once in each direction. If you are able to help on this one then get in touch with J.L.Bell, 8 Ashley View, Market Drayton, Shropshire TF9 3AT or ring 01630 652556.

I would like to emphasise that we cannot expect other clubs to help us run our events if we are not prepared to help them run theirs.

SIMON MARSTON, Chief Marshal

TALES FROM THE 1995 TRACKROD FOREST STAGES

RALLY

Episode 1 - "Car 84 - where are you?"

A few weeks ago I was slumbering gently in rallying retirement, my helmet and overalls neatly polished and put away. Then came the call from Stuart Bell, "did I fancy doing the Forest Stages?"

We had heard rumours associating said Bell with ex-Containerships Golfs but, at last, he was ready to reappear on the rally scene after 5 years with a GpN + a little bit 2 litre Astra GTE!

AT LAST!, I thought - head-hunted for my skill! Stuart described it more in terms of "I'm desperate and scraping the bottom of the barrel for a navigator!" - charming!

After rapidly applying for a licence, which came by return of post, the nerves started! I'm usually OK on the day - its several weeks before that I get the sleepless nights!

Stuart meanwhile was busy getting sump guards fitted and having other major jobs done by York Midget Spares, Monk Bar Garage seemingly for now! Thanks chaps and, as I think I'm the only Trackrod member who actually still owns an MG Midget, I'll try to use your services in future!

Servicing was a further problem, I was due to service for Steve Sanderson and Steve Hugill (Car 83), but luckily their wives, Jaqui and Tracy, stepped in to help, running round after both cars, helped by my lad Jonathan. Jaq at last fulfilled a dream of having a Transit van to drive to really look the part - shame it was largely empty (especially of exhaust bits).

Scrutineering was a doddle and no problems arose, except my concern for the Yorkstone Flags in Centenary Square, but that relates to my job as City Centre Planner for Leeds. God knows how all the RAC lads will get into Alexander Street!

Saturday morning arrived and what a traditionally beautiful autumn morning. Awaiting the start of stage 1 at Olivers, perhaps I shouldn't have told Stuart that some poor motor-cycle racer was killed there the previous week. My nerves were steady, if not ice cold, but Stuart said something about really wanting to go home please as he hated the circuit.

Anyway, off we went, and as far as I'm concerned we flew! A couple of Skodas unintentionally got in the way and we managed to take them, one on the uphill hairpin from the hillside hairpin and on the next lap one on the straight from the cafe, partially on the grass verge as he did a "Schuy" type manoeuvre on us. The car went brilliantly, sounding rather like a Stuka dive bomber when under power and it rode the bumps very well up to the flying finish. 47th fastest! Not bad at all! Scarborough traffic was bad, and with service work (4tyres to change) and petrol being carried out by ourselves, it was a very fraught time at the Flask. We arrived at ATC2 just in time, gasping, to find the delay due to Ian Tunneys BIG off. Still, the hour in the sun was very pleasant and off into Langdale we went.

Again, after a 5 year layoff, Stuart drove brilliantly, fast but very careful. Put it like this, as a nervous nelly, my underpants were still unmarked at the end, despite one duff call (my fault. quickly corrected) and one minor overshoot (Stuart's fault). Stuart was now grinning and talking about doing the next round! Yea! - if he wins the lottery. Again, I think our time was midfield respectable.

Stuart wasn't so keen on Staindale (SS3) as he felt he hadn't really got into the rhythm man! Seemed OK to me, fast and enjoyable except for a slight bit of bank bonking on J14, I think.

However, Newclose Rigg was to be our downfall as about three quarters of the way through the exhaust note rose to an ear splitting roar heralding the departure of the centre flexi bit into the bushes. The car still ran quite well but by the end of the stage was faltering. It ground to a halt after the stage due to a sensor thingy or other overheating. After a few minutes cooling, it restarted and we staggered into service having lost some 11 minutes. We felt that it was all over due to no spare bits (the joys of shoe-string rallying) but

as there was no noise check, what the hell - lets try Dalby!

I had some concerns re back boxes digging in and pitching us into the trees but off we went. With the intercom up full, Stuart could only hear if he backed off so I was busy yelling and pointing like Jenkinson to Moss on the Mille Miglia. Stuart felt we touched 100+ on the straight bits and experienced the permanent chicanes for the first time, but again, the poor old car died at junction 18. We were forced to abandon via the Woodyard in the gap before the Buywell lads arrived and managed to limp the car back to Stuart's house near Flamingoland. Thanks to mobile phones our service crew knew what had happened and carried on to Wombleton for car 83 on it's way to another finish for Sanderson/Hugill.

All a bit disappointing for us in the end but it was great whilst it lasted.

Many thanks to all the organisers, crew of car 83, the service gang, York Midget Spares and to Stuart for stirring me into action again.

I shall be out with Mr Sanderson at Wombleton, so retirement is off once more!

Seriously all you young people with loads of cash (unlike me) and no family commitments (unlike me), Bell is looking for a navigator for next season. Both he and the car are good, fast and relatively safe! (i.e. 20 point cage, 4 point harnesses etc.), why not negotiate a ride. See Stuart or me at a club-night and I'll put you in touch.

ROB BUCHAN

Since this article fell through my door Rob was delighted to find out that prior to the exhaust problems they had managed to run close to the top 30 overall despite the cobwebs!

NEXT MONTH - Steven Sanderson and Steven Hugill get their say via Jaqui Sanderson's demon pen, read it here first!

THREE RIVERS ROAD RALLY

A tale from car 19 (Andy Anderson/Arthur Heaton)

Showtime again folks. So, I got to drive the repaired (1 axle link) and re-tyred (Firestones instead of Yokos, not a forward step?) Rally Car at last albeit following Andy's Motorhome (loaned to the results crew - some bribe!) in the fog - which was to cause havoc all night.

With the usual debates with the noise officials, scrutineers and fellow crews fortified by a bag of Chinese chips, we sailed into the murk towards Catterick where the 1st standard section started along Quarry white and looped south to Thrintoft. Cleaned easily, but missed a codeboard. Sections from Thornton Le Beans (?!?!?! improve your handwriting please! Ed.) to Upsall and around Boltby including Felixkirk white followed - both cleanable. It was noticable how many of the Give Ways were manned and, indeed, 5 crews were excluded for failing to stop.

Caydale Ford followed, which some spirited rally club has thankfully un-dammed, complete with a codeboard right in the middle of the ford. We dropped 4 min. from a combination of fog, baulking and trying to find a code board up a white in Ashberry woods!

Sections down White Horse Bank, through Oldstead and around Dalton led to petrol at Rainton services which several crews, including us, missed in the fog.

A very tight section north of Wath and along the Tanfield white caused everybody to drop time - the least being 9 min. Our 17 min. included 2 navigator induced wrong slots! The route continued westward via Slenningford, Ilton, around Swinton Park (very not as map!), up to Ellingsting, around Cocked Hat, through Coverham and onto the narrow white, east of Thurlaby, where disaster struck. A loud bang heralded the departure of a front tyre side wall, helped on it's way by a rock. We limped out of the section bang on our last minute before OTL (friendly marshals!), changed the tyre and were then forced to cut and run.

We rejoined north of Downholme on the Army ranges and attempted my idea of the last section (I couldn't be A***d to decode 20+ blackspots.

Feeling down we headed for breakfast at the Catterick Bridge Hotel - to be cheered up by finding that everybody else had dropped lumps of time and had loads of fails - apparently the last sections were tight and some didn't heed Steve Retchless's advice to cut if it looked tight. So, in the end we were 9th O/A and 2nd Novice, the last novice award we will qualify for I suspect but proof that persistence can bring results.

Despite the fog the event was good, a cracking route and varied navigation apart from the sting in the tail over the last sections and , of course, no rough whites!

ARTHUR HEATON

MERCHANDISE

WHAT'S ON OFFER THIS MONTH?

Not quite **BUT** we are currently discussing a deal with a chemical company who could provide products such as engine oil, grease, sealants etc. at **MAJOR DISCOUNT!!**

If enough interest is shown we will be able to offer these discounts to you and we will purchase a small stock for sale to you.

Please contact either myself or Simon Marston for a full list of products.

BRIAN WALTERS, Merchandising

P.S. What would you like to see offered in the way of club merchandise? T-Shirts, Keyrings, Badges or something else. We cannot cater for your needs unless you tell us what they are!!





Wheels

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

A PAIN IN THE NECK



THANK YOU

With this issue *Wheels* goes into its third year of production which makes it an appropriate time to thank *Autosport*, *Cars & Car Conversions*, all our contributors and our advertisers (In particular Duckhams) for their help with the project. We are pleased to welcome *Classic and Sportscar* on board from this issue.

Wheels is now taken by just over 400 clubs.

RELAX. That headline isn't a personal attack but an indication that this feature is about a problem that can particularly affect people in motorsport – neck strain. The article was triggered by a piece in the IRDC newsletter referring to some work done by Prof. Tim de Dombal of Leeds University. Tim has been involved in our sport for many years and according to him there are two problems. One is well known; the spinal cord runs through the neck and if this is severed you may be paralysed. (Hence the need for **EXTREME CAUTION** if moving someone with a suspected injury.)

The other problem is repetitive minor strain; not so dramatic perhaps but possibly very unpleasant in later life. This arises because the vertebral column in the neck consists of several little bones and when you nod, twist or shake your head – or drive quickly over rough ground (particularly with a heavy helmet on) – these move all the time. Like the moving parts in your car these little bones eventually will (to quote One Foot in the Grave) “have too many miles on the clock” and lead to pain and stiffness in later life.

So what can a driver do to help? Several things. Neck exercises are a good idea to help strengthen the para-vertebral muscles; don't just sit there wagging your head like a nodding dog in a back window – get professional advice from a physiotherapist. Incidentally if you doubt the importance of neck exercises note how some of the top sportsmen in various fields have necks like bulls. It's worth spending money on a lightweight helmet, while on an event itself, seat-belts should be done up as tightly as possible (some people even use a neck collar or brace to minimise movement). The more you can stop

the less friction and hence the less damage there will be.

Rally co-drivers are particularly prone to strain because of constantly looking down at notes then up through the screen. Tim feels that some form of display thrown onto the screen would help – not unlike TV newscasters reading a cueing device. I see only one downside – such a device would mean co-drivers would have a much more vivid idea of what their lunatic drivers were getting up to and my guess is that ulcers would go up as neck strains went down.

Final advice from Tim – climbing back behind the wheel soon after an accident may seem a very heroic thing to do but it may be something you'll suffer for in later years. Better perhaps to make sure your body has fully recovered before firing things up again.

And a final non-medical comment from me – quite a good neck exercise would seem to be to shake your head vigorously every time you are offered extra pudding over the winter; that wouldn't just strengthen your neck, it would also reduce your waistline. Remember the cheapest way to improve a car's power-to-weight is to stop chewing, not start tuning.

Stuart Turner

COD FILLET QUIZ



1. Which make of sports racing car was known as the 'BIRDCAGE'?
2. On which circuit is the Hunzinger corner?
3. Which American raced cars at Le Mans and also won the Americas Cup series of yacht races?
4. Which car broke Donald Campbell's Land Speed Record for cars with driven wheels?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Competition Licence Fees Frozen

The RAC Motor Sports Association is pleased to announce that all competitor licence and event permit fees will remain at current levels until the end of 1996.

RACMSA Chief Executive John R. Quenby explained: "There are some encouraging signs that motor sport is recovering, following some years of recession, and the board feels that the company is in a sufficiently strong position to encourage this by freezing licence fees for 1996."

Cheaper Insurance and Better Cover

Next year will see all motor sport insurance premiums collected by the RACMSA fall by at least 10%, while the holders of RACMSA Competition Licences will also receive free personal accident cover.

These major improvements follow a decision by the RAC Motor Sports Association to appoint Bradstock Insurance Brokers Limited as its insurance brokers with effect from 1 January 1996.

The following benefits will result from that appointment:

- There will be an overall reduction on the 1995 insurance rates of not less than 10% for 1996. Details will be published towards the end of this year, when appropriate premium calculations have been completed, but event organisers can now prepare budgets in the knowledge that a 10% reduction will be the worst possible situation.
- Every licenced competitor will be covered for personal accident automatically, without additional cost on his or her licence fee. Each licence holder will be given the opportunity to 'top-up' the level of personal accident cover.

- Improvements to the insurance cover for officials.
- Simplified and streamlined administration, particularly on claims.
- Bradstock will contribute positively to the programme for reducing risk of accident at events.

Explained RACMSA Chief Executive John Quenby: "The board felt that the time had come for a thorough review of our insurance provisions. We began by carrying out exhaustive work to identify specialists in the area of motor sport."

"A sub-committee of the RACMSA Board was formed under the chairmanship of Sir John Rogers, which had extensive discussions with three competitors from the insurance world, including the present incumbent (Bowing)."

"The board felt unanimously that a change to Bradstock would be beneficial for motor sport in the long term. I am sure that every competitor will welcome this change, which will certainly help to give motor sport recovery the shot in the arm which it needs."

"The reduction in premium costs was made possible by the very forward-thinking approach of our new brokers, who will expect the RACMSA to be involved on a day-to-day basis with the risk management of our sport."

Bradstock Insurance Brokers Limited is an operating subsidiary of Bradstock Group plc, an insurance and reinsurance broking group founded in 1959. It became a public company in 1985. The company earns in excess of \$32 million per annum and employs 600 staff, predominantly in the UK.

Robert Jewell, Executive Director of the Bradstock Manchester office which won the account, said: "We all have to live with change and it is vital that we embrace its advantages to the full. The best of relationships can become tired and stale and sometimes the benefits of a fresh approach can only be achieved by radical change."

"We have a keen team ready to deliver on the promises made to the RACMSA and are looking forward to building an important relationship with all elements of the UK motor sport industry."

Nigel Hayden, a co-director of Bradstock's Manchester office, will be the brokers' nominee on specialist

committees of the RAC Motor Sports Council. He explained: "We listened very carefully to the RACMSA, as well as talking to our friends in established clubs and individual competition licence holders known to us, before making an assessment as to how cover and service could be streamlined and improved."

"Careful study of claims history and patterns has enabled us to persuade underwriters to offer a cost-effective long-term deal. We are now working to establish a very close working relationship with the RACMSA and we will be relying on the governing body to ensure that their events are run to the rules which they establish and that officials are made aware of their responsibilities in ensuring that those regulations are adhered to."

More about the new arrangements -- and the insurers entrusted with the responsibility of carrying the RACMSA's risk in 1996 -- will be published later this year. Presentations will be made to all the regional associations in due course.

Network Q RAC Rally

Telephone numbers are now available for those who wish to know more about Britain's round of the World Rally Championship, which takes place on 19-22 November. Three lines are up and running (calls cost 39p per minute cheap rate, 49p per minute at all other times):

- 0891 331331 for the very latest news before the event and for special stage times and leaders during the event.
- 0891 551155 for complete route details before the rally and for detailed overnight results during the rally.
- 0891 662241 for the RallyFax service, with spectator information and news for anyone with access to a fax machine (you will need an attached handset).
- To order an Official Spectator Guide, call 0191-417-6400.

In brief...

- Don't forget the 1996 Autosports International Show at Birmingham's National Exhibition Centre. Thursday 5 January is exclusively for trade and RACMSA licence holders. Cheap tickets from 0181-943-5000.

Facts about... PRO KARTING

- The Pro Kart is the ideal vehicle for anyone starting motor racing and in addition to the adult class for 16 year olds and over, there are classes for 8-11 year olds and the 12-16 group.
- A Pro Kart is designed to race on outdoor kart circuits and consists of a conventional kart racing chassis fitted with two Honda four-stroke engines, one either side of the driver.
- Compared to conventional racing engines the Honda industrial units offer several advantages. They are lightly stressed because they are designed to run forever powering generators and light construction equipment. This means less maintenance time and low costs plus quiet, smoke-free engines.
- No tuning is permitted with engines regularly policed by RAC scrutineers.
- Further advantages are the provision of a pull starter and an automatic clutch. Anyone who has driven a kart at an indoor centre will appreciate these benefits.
- The main item of costs apart from transportation, is tyres but this is minimised by the use of a control tyre.
- The Honda Slick 50 Pro Kart Challenge is the national championship supported by Honda, Slick 50 and Dunlop.
- Some 150 registered competitors compete in the 15 round championship at circuits in England, Scotland and in Ulster. We are still hoping to find a circuit in Wales!
- There is not much variation in the performance of the karts which results in close, exciting racing.
- Each driver has three heats and a final at each meeting so karters have plenty of action during a day's racing.
- Karts cost from about £1300 for a Cadet up to £2000 for a Senior, race entry fee is £35 per round for the ten round Challenge (club races usually cost a bit less). Maintenance is next to nothing and tyres, which cost £100 a set, last for two or three races depending on the circuit. So you can have a season's racing for some £500 running costs plus travel.
- Further information from Roger Abbey-Taylor during the evening on 01784 462 624.

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

MERCEDES BENZ QUICKSILVER CENTURY

By Karl Ludvigsen, Published by Transport Bookman, £69.95
Mercedes has made an indelible mark on the face of motor racing throughout this century. From the earliest town-to-town dashes to Formula 1, it has an awesome legacy.

Karl Ludvigsen's book is, without doubt, the most authoritative work on the subject yet written. With access to the factory archives of drawings, reports and photos, he has built up a definitive account of the German company's cars in the sport. Throughout its 620 pages there are numerous gems, photos not seen before, first-hand quotes from the people involved, and sketches including Rudi Uhlenhaut's 'twin-boom' design for a Mercedes record breaker.

Extensive, but not expensive for the ultimate record of Mercedes in racing.

BROOKLANDS GIANTS - BRAVE MEN AND THEIR GREAT CARS

By Bill Boddy, Published by Foulis, £19.99

Brooklands Giants is the sequel to Bill Boddy's book on aero-engined Brookland specials, and since its publication a whole host of such monsters has been spawned by VSCC members. Covered here are the over 10-litre machines, such as the enormous 18-litre 1907 Fiat 'Mephistopheles' and the 21-litre 1909 'Blitzen' Benz. We are talking huge, vast, ginormous machinery here, most of them pretty lethal when pushed to the limit. Tyre life on the Blitzen, for example, never exceeded 60 miles and, on one occasion, one disappeared over the top of the banking!

As ever, Boddy's work is factually accurate, highly detailed, and atmospheric, with plenty of evocative pictures. It gives a fascinating insight into these glorious monsters.

LE MANS '95

By Beckmann Communications, 55 mins, £12.99

For unashamed fans of sportscar racing comes the perfect video. The McLaren F1 GTR victory at Le Mans, and the battle it had to win the great event was one of the highlights of 1995.

The video, as its name suggests, tells the story of the Le Mans 24 Hours, and uses the Autosport BMW Radio Le Mans commentary as narrative.

The film is both informative and well produced, and despite virtually skipping the night section altogether, the flow of the race interprets well into home viewing. The battles between the Kokusai Kaihaiso and Harrods F1 GTRs, as well as the Courage team's late charge, are all well documented. All in all an extremely good account of one of the best races at La Sarthe in years. For more information call 01272 457358.

RACING MODELS

From Role Models, £POA

Rob Ybema is very good with his hands. Indeed, for a number of years now, the Ipswich-based Dutchman has been building model racing cars for teams, drivers, sponsors and fans alike.

The models are 1/12th scale, handbuilt, and are all a little idiosyncratic. Indeed, I think they're all the better for it and order one at the end of every season.

The latest crop of models that Rob has in stock include Formula 3000 Reynards and Lolas from last year and this, plus this year's Dallara Formula 3 car.

Prices are on application. And Rob can be contacted at Role Models, 173 Cemetery Road, Ipswich, Suffolk, IP4 2HL (01473 210424).

Power search

In response to the recent piece on spark plugs, one reader has contacted us about 'Splitfire' plugs in his tuned XR2 with CVH engine. He thinks that these plugs give a better throttle response and asks if the theory has anything to do with the mixture getting between the electrodes, causing a faster and cleaner burn.

Electrode design has little to do with mixture location, apart from extending the nose into the mixture stream to aid cooling. To generate a spark, the electricity likes to jump from a sharp edge, hence worn plugs with rounded electrodes do not work as well, even when gapped correctly. The grooved design gives several sharp edges for the spark to leave so, in theory, it should work better.

The triple electrode has more to do with plug life than anything else. The spark only jumps to one of the electrodes but, as it wears, the closest

to it takes on the job, and so on.

Opening up the gap to 0.040in may well have improved the performance, but only a back-to-back test on the rolling road will confirm that. We have been asked on several occasions why we can't carry out a straightforward comparison between camshafts. It sounds simple enough; take one engine, a handful of camshafts and run them up on the rolling road. If only life were that simple!

We have shown several times in the past how the exhaust system, carb size, and even the port design can affect the way in which the camshaft performs. Simply by changing camshafts in the same engine, all you would find was the cam that best suited the rest of the set-up. This does not mean to say that a different exhaust or inlet length might not work better still.

Even the compression ratio makes a big difference to how well cams work. Low-overlap cams are much more tolerant to lower compression than high overlap competition profiles.

You also have to take into account the way in which the engine is built. One cam may need big piston cut-outs, whereas another might not need any at all. Some companies place ease of installation high on their priority list.

And how do you measure the part throttle performance? The way in which the car drives out of a corner may be more important to a hillclimber than a road racer. Throttle response is also very important. It's impossible to do a meaningful test, even if you are looking at maximum power, unless you try all the other variables at the same time.

QUIZ ANSWERS

1. Maserati (2 Litre Tipo 60/67).
2. Zandvoort (Holland).
3. Briggs Cunningham.
4. GOLDENROD (Driven by Ron Summers, 1965, 409.27 MPH, Bonneville).

Champion performers...

From Simon Crompton's victory in the 1995 ICS Historic Racing Saloon Car series to Frank Meagher taking the Dunlop Tarmac title, it's been a champion year for Duckhams in motorsport as our oils continue to show how well they withstand the pressure of competition on race circuits and rally stages.

And, whether it be race-bred, fully-synthetic Duckhams QS, or semi-synthetic Duckhams QXR, the oils used in the Duckhams-supported competition cars are the same products you can buy over the counter.



The Engine's Choice



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

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0NG

NETWORK Q RAC RALLY

SS7 LEEDS

TEMPLE NEWSHAM PARK

NOVEMBER 19th 1995

Yes, this year's event is here again and for those who have not yet heard on the grapevine we are to run the above atge on Sunday which means we will have loads of spectators to sort out and educate. The stage is only 2.7 miles in length but should be good to watch and mange as long as we control the spectators from the outset.

However we will have a long day as the Historics are coming too, so we believe that we will need to be on duty from 11.30am till 12.00pm (midnight) so you will need everything with you. More info from me, please let me have your names as soon as possible.

Pace Note day for the competitors is Friday 10th November
2.00pm

J.C.D.Renny, Stage Commander.

RETROSPECTIVE

From the pages of the Trackrod magazine of November 1976 (Issue 73)

On the cover; "Piggy" Thompson's Porsche on the 1975 RAC. Pictures inside included Peter Germaine/Ronnie Moore at Melbourne on the A & P Menston Garages Summer Stages in their Escort; Bob Chapman/Ronnie Moore at the start of the recent Costa (Picture seen recently at the Silver Jubilee Ball); R Ineson in the Cooper in the Full Sutton Autotest - just before breaking the diff!

Our Boltby Stage now starts at 22.45 (not 23.15 as reported last month) but all marshals must be on stage by 21.00!

Chairman Richardson reported that Steve Rathbone/Frank Stuart-Brown finished 2nd O/A on the Alwoodley Pennine Rally after a string of non-finishes.

We had 9 crews out on the recent Airedale & Pennine Summer Stages Rally. Only 4 finished the event, the best performance coming from Alan Powell/Stan Peel, who came in 6th O/A.

In the Shell League we were still in 3rd slot and still 180 points behind the leaders who were now Ilkley after 8 events. The 8th event had been a PCT at Hutton Conyers run by Ripon MSC. Our team comprised Steve Lloyd (Mexico), Steve Hazeldine and Tony Marshall (Minis), Richard Spurdens (Viva) and Steve Waddington (Fiat). All achieved good to fair placings in what were large classes thus maintaining our 3rd O/A spot.

Derek and Jean Lee's recent marriage was reported (saving the club a stamp each month).

Martin Kemp/Rod Parkin won first time out in the Mexico on the Highwayman Rally - Bob Chapman would have won but his exhaust fell off - don't know what happened to his car!

There was a lengthy piece about the whys and wherefores of the club becoming a limited company - that is to say, a company limited by liability as opposed to a company limited by shares (something we should remember even now!) The decision would be taken in the near future.

Trophy points were published with Steve Mills, Richard Jackson, Steve & Mary Lloyd and Ken Goodall all figuring strongly.

Trackrod.....Ends

RICHARD INESON

MOTORSPORT NEWS

INSURANCE... Bradstock Insurance Ltd. are the new insurance brokers for the RAC MSA. Benefits of this are:-

1. An overall reduction of insurance rates of no less than 10% in 1996.
2. Every licensed competitor will be covered for personal accident automatically, without additional costs to licences.
3. Improvement to the insurance of officials

AFFF EXTINGUISHERS... To date the RAC MSA and FIA have approved the following plumbed in AFFF systems for use in competition cars:- Lifeline Zero 2000; SPA Designs Lite; FEV AFFF; Hi-Tech AFFF. Contrary to current rumour all Halon extinguishers are valid on any UK Rally.

CRASH HELMETS... As identified in the Motor Sport Year-book, a number of approval standards will be deleted from 31st December 1995. These are Snell M85, SA85 and M90.

Competitors and scrutineers should note that two new approval standards - SF1 31.1 and 31.2 - have been accepted by the FIA. The RAC MSA has included these for UK motor sport from 1st January 1996. The RAC MSA are awaiting information from Snell about the SA95 standard; as soon as this is available, details will be published.

The full list of approved helmet standards for 1996 is therefore as follows: BS6656-85 Type A or type A/FR; Snell SA90; SF 31.1 or 31.2

ROLL CAGES... It should be noted that a rollcage certificate is only valid for a cage which totally conforms with the design declared on the official certificate. Copies of the master certificates are available from the RAC MSA at £3 each including postage (£5 overseas). It should also be noted that any unauthorised modification to a certified cage invalidates that rollcage.

COMPETITION CAR LOGBOOKS... The RAC MSA remind all competitors and scrutineers that the RAC MSA vehicle logbooks issued prior to January 1993 are scheduled to be phased out at the end of 1995.

The new style log book - which became effective on 1st January 1993 - are used for special stage rallies, rallycross and British championship hill climbs. Log books will also be required for drag races (non road legal) from 1st July 1996 and can be issued for other disciplines on request.

Any car competing in a discipline detailed above up to and including national level must have a valid log book as part of the event scrutineering requirements. Replacement log books can be obtained by prior arrangement with national and international scrutineers, whose details can be found in the current motor Sport Year Book. The present cost of a log book is £16 which will rise to £17.50 in 1996, payable to the examining scrutineer at the time of inspection. (If you want to avoid paying for a new log book, the RAC will give you a new style one if you change any detail in the car.

Log book continuation sheets must be obtained from the RAC MSA and are not available through scrutineers.

SLICK TYRES... Organisers and competitors are reminded that where event regulations allow their use, only slick tyres conforming with section R of the Year-book are permitted on stage rallies. Tyres marked "For Racing Purposes" are prohibited from rallies.

Source "RAC MSA News, Autumn 1995"

PETER RUTTERFORD.

FOR SALE

SUPER NINTENDO

COMPLETE WITH
2 GAMES (Starwing & Street Fighter 2)
2 JOY PADS (Competition Pro)
CARRY CASE

ALL BOXED AND IN MINT CONDITION

£60 O.N.O.
Ring GARETH (01756) 700746

VAUXHALL BITS

4 of 6X13 ALLEYCAT RALLY SPECIAL WHEELS
FITTED WITH PART WORN COLWAY INTERS (185/60X13)
£1000 ONO

JAN SPEED MANIFOLD (SUIT CAVALIER)
£25

1.8E CYLINDER HEAD, CAM CARRIER ETC.
INJ. INLET MANIFOLD £OFFERS

ROVER SD1 BRAKE SERVO OFFERS OR SWAP 3.0L CAPRIONE

4 51/2X13 ALFA ALLOYS - OFFERS
(COMPLETE WITH BOLTS TO SUIT VAUXHALL)
£OFFERS

Tel: ARTHUR HEATON on 01937 588287

Arctic Pallets

Manufacturers of
WOODEN PALLETS

and
PACKING CASES
FREE delivery to Leeds area.

Ring Boston Spa (01937) 844598

Thorp Arch Trading Estate, Boston Spa, Wetherby, West Yorkshire

TROPHIES - PRIZES COMMEMORATIONS

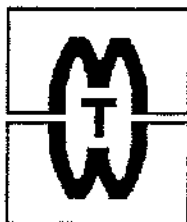
Stockists of
ROYAL BRIERLEY CRYSTAL - WEBB
EDINBURGH - DARTINGTON
GALWAY - CAITHNESS



24 New Road Side,
Rawdon,
LEEDS
LS19 6JD

Tel. 0113 250 2983

**MORLEY
WASTE
TRADERS
LTD.**



CASH FOR SCRAP.

**Iron and Steel Processors
Non-Ferrous Metal Merchants**

Depots at:-	Morley	0113 253 4007
	Gildersome	0113 252 6699
	Dewsbury	01924 466536
	Castleford	01977 552373

BLASTING FOR VEHICLE PARTS

CAR WHEEL REFINISHING

GLASS BEAD BLASTING

**WE ARE THE EXPERTS
WHY WAIT.**

Now at



**CITY MILLS, PEEL STREET
MORLEY LS27 8QL
0113 252 4868**

Fenchurch Northern

(A DIVISION OF FENCHURCH INSURANCE BROKERS LTD)

**We are National Brokers with specialists offering a
local service on all aspects -**

- Commercial Insurances**
- Pensions for Individuals
and Companies**
- Financial Planning**
- Life Assurance**
- Personal Insurances**
- Motor Insurance**

**Contact :- Mike Tempest
Fenchurch Northern, Bramley Buisness Centre
533 Stanningley Road, Leeds LS13 4DA
Tel : 0113 255 8400**

**Fenchurch Insurance Brokers Ltd, are
Registered Insurance Brokers and Members of B.I.I.B.A.**

DISTRIBUTORS TO THE ENGINEERING INDUSTRY FOR OVER 50 YEARS

MACHINE TOOLS & EQUIPMENT

MEASURING INSTRUMENTS

SPECIALISTS IN STATISTICAL PROCESS CONTROL

MITCHELL FOX

**CUTTING & THREADING TOOLS
IN HSS AND CARBIDE**

ABRASIVES + HAND TOOLS + PORTABLE POWER TOOLS

WORKHOLDING EQUIPMENT



WHITEHOUSE STREET
LEEDS LS10 1AD
TELEX 557101 MITFOX G
FACSIMILE (0532) 446205

LEEDS 0113 2 43 9371

COMMITTEE OFFICERS

Chairman

Rod Parkin

15 Holly Drive, Tinshill Lane

LS16 7EF 0113 267 1918

Vice Chair: Anne Moffat

Secretary

Derek Lee

26 Spencer Road, Guiseley

LS20 9LG 01943 875 231

Treasurer

John Renny

Scotland Villa, Scotland Lane

LS18 5SE 0113 258 2334

COMMITTEE MEMBERS

Editor

Nick Stevens

14 Heathfield Walk, Adel

LS16 7QQ 0374 796 942

Trophy Points

Vince Fletcher

49 Forest Bank, Gildersome

LS27 7AD 0113 253 6631

Membership Secretary

Caroline Marston

20 Berkeley Ave, Harehills

Leeds, 0113 248 1323

Equipment Officer

Andrew Varley

91 Moseley Wood Gdns,

LS16 7JD 0113 267 2619

Assistant: Brian Walters

Competition Secretary

Peter Rutterford

138 Nab Wood Drive, Shipley

BD14 4EW 01274 594 056

Social Committee Chair

Anne Moffat

43 Healey Road, Ossett

WF5 8LS 01924 262 938

Chief Marshal

Simon Marston

20 Berkeley Ave, Harehills

Leeds, 0113 248 1323

Press & Publicity Officer

Dawn Fernyhough

12 Valley Drive, Halton

LS15 7ES 0113 260 4849

Merchandising

Brian Walters

24 Aspen Mount, Cookridge

LS16 6RT, 0113 261 1035

Mobile 0378 937 179

ANCC Representatives

Peter Rutterford & A.N. Other

Larkspeed Team Leader

Derek Lee

LAZERGRAPHICS* ■ COPYING ■ PRINTING ■ BINDING

alphagraphics®

Printshops Of The Future (UK) Ltd.

Quality Printing ● Colour Copying ● High-speed
Copying ● Desk Top Publishing ● LazerGraphics®
Binding ● Fax Bureau ● Laminating

We will meet your deadlines when nobody else can!

10 Infirmary Street, Leeds LS1 2TP

Telephone 0532 445063



FOR PLANNING APPLICATIONS, STRUCTURAL SURVEYS
AND ALL OTHER ASPECTS OF RESIDENTIAL, COMMERCIAL
OR INDUSTRIAL BUILDING DESIGN.

CONTACT: PETER WHITE

Building + Engineering + Planning
CONSULTANTS

SUITE 2
50 MAIN STREET
GARFORTH, LEEDS

Tel: (0532) 860730

PERFORMANCE
Larkspeed
CENTRE



THE NORTH'S
NUMBER ONE
PERFORMANCE
PARTS CENTRE

MASSIVE STOCKS OF ALL PERFORMANCE PARTS

LEEDS

TEL: 0532 643231 FAX: 0532 602495

HULL

TEL: 0482 581035 FAX: 0482 581002

ROTHERHAM

TEL: 0709 361105 FAX: 0709 830300

BRADFORD

TEL: 0274 877787 FAX: 0274 873853

PERFORMANCE
Larkspeed
CENTRE

JANSPEED



PECO

KONI

FAST MAIL ORDER SERVICE