



JANUARY 1997

MAGAZINE

**The official newsletter of Trackrod Motor Club Ltd.
RAC MSA Affiliated, No. 1230**

HAPPY NEW YEAR

Here's wishing you all a prosperous New Year and hope you all have a successful and competitive years motorsport.

From your Committee.

SOCIAL CALENDAR

JANUARY

7 Yorkshire Switchgear, Open Forum

Map ref: 104/290 363

14 Admiral Hawke, Boston Spa

Map ref: 105/434 454

**18 CASTLE GROVE, HEADINGLEY
ANNUAL DINNER DANCE**

21 The Crown, Wetherby

28 Square & Compass

FEBRUARY

4 Yorkshire Switchgear

Special indoor event !!

11 Admiral Hawke, Boston Spa

18 The Crown, Wetherby

25 Square & Compass

Table Top Rally

Map 99B required.

19 April - Kelghley - S/V Rally

4 May - Trackrod - S/V Rally

10/11 May - Alwoodley - Road Rally

7 June - N. Humberside - S/V Rally

29 June - Huddersfield - Autotest

6 July - Sheffield - Sprint Curbourgh

27 July - Ilkley - PCT

10 August - Y S C C - Autotest

7 or 14 Sept - A & P - Autotest

The date for the Selby & DMC Road Rally to be confirmed.

Derek Lee

Larkspeed Captain

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DATES FOR 97

I know this is forward planning, but last year we had a couple of conflicts with dates. So here in advance are the details for:

Perth Scottish Rally 5th - 7th June 1997

Stages on the Friday and Saturday. In 96 we were allocated SS1 and assisted at Knockhill Race circuit on Friday afternoon. Saturday spectating/enjoying Scotland followed by BBQ at night. All help welcome. If interested please let me know so that accommodation can be booked. Please no double booking this year with boat holidays or Road Rallies !!!!

Tour of Mull 17th - 19th October 1997

As per the above article, Mull is becoming a popular Rally with the English team

again. Expected format same as last year - Friday night, Saturday afternoon, Saturday night on closed roads. We have two cottages that are fully booked, plus a reserve on 6 - 7 bed accommodation. This will be on a "first come first served" basis, and a deposit of £13 will be required.

Please call me on 01259 760611 to discuss first.

Peter Stanhope

MARSHALS REQUIRED

KALL KWIK Stages Rally - Sunday 23rd February 1997

We have been asked to run a stage on this years Delacy Motor Club event.

The stage is to be **GALE RIGG** - a "proper" forest Stage. We will therefore need a good number of marshals and timekeepers. If you are interested please put the date in your diary and let Derek Lee or myself know **A.S.A.P.** Volunteer now and choose your job !!!!.

Thanks in advance

John Smallwood
Stage Commander
(0973 654437 anytime)

P.S. 1st car at 13.30 - lazy morning and home in time for tea !!

LOOKOUT 96

Saturday was an excellent day for carrying out the final stage preparation. Then at about 4pm the mist started to appear, and it got thicker and colder as the evening drew in.

We then woke on the Sunday morning at 6am to thick freezing fog. The event was due to start at 9am but conditions were still so bad that it was unsafe to start. This meant that we had to allow the competitors to drive from MTC1 to MTC2 cutting the stage.

We then re-viewed the weather every hour, checking all over the venue. Some areas good, others unacceptable. Speaking with locals we were informed that if the weather didn't improve by 12:00 it wouldn't, and they were correct. So very regrettably at 12:30 the event was cancelled, this is the first time the club has ever had to do this.

This was very unfortunate. A lot of time had gone into organising the event, documentation, stage preparation, competitors preparation, marshals/officials time etc., but at the end of the day the decision was made for the safety of all, especially the marshals and spectators.

The club stands to lose £1,000's depending on the final requirements of the RAC and Landowner, we hope this will be kept to the minimum. This is the eighth time we've run the event at Melbourne, and a number of times we've had similar problems, but in the past the weather has cleared. One thing the organising team is looking at is moving the date, maybe April/May depending on other events - hopefully there will be no fog then !!!

Thank you to everybody who committed their time, especially the marshals who stood out in the cold for over 3 hours with no rally cars going by. From my position your help was very much appreciated.

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UNTIL NEXT YEAR.....

Peter Stanhope, Stage Commander.

(Sorry Peter I couldn't fit it in last months mag, for once the magazine was full.....Edl)

**TRACKROD MOTOR CLUB
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&
PRIZE PRESENTATION**

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SEE OVER PAGE FOR MENU



Wheels

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

ANOTHER SEASON, ANOTHER REASON...

WELL, if the lyrics from the Sinatra classic are not too abstruse for all you Oasis fans (they certainly will be for Cod Fillet members locked in a Vera Lynn time warp) just who *will* be making whoopee in top flight racing and rallying this year? *Wheels* doesn't usually cover the international scene but there have been so many driver and rule changes that I thought it would be interesting to get the views of two of the leading commentators on the sport and where better to turn than *Autosport*? First Nigel Roebuck on what he sees happening in FI:

"Grand Prix racing has ever concerned itself with things new, and one innovation being considered for the near future is the introduction of overtaking. Increasingly silly little circuits, together with the aerodynamic configuration of the cars, militate against racing on the track, which is why - whatever they may tell you - mid-race refuelling was brought back in 1994. Where else but the pits were changes of position to be achieved?

To be fair, the FIA is not unaware of the problem. Since the deaths at Imola, nearly three years ago, of Ayrton Senna and Roland Ratzenberger, the governing body has progressively changed the aerodynamic regulation, but even though downforce has been substantially reduced, the essential problem remains: it is impossible for one car to follow another closely through a corner without risk of understeering off the road.

For 1998, the FIA is on course to introduce grooved tyres, in the hope of better racing, of greater spectacle, but the problem is surely more fundamental than that, and Damon

Hill puts his finger on it. 'Look at that!' he enthused recently, watching a film clip of Jackie Stewart's Tyrrell in a glorious controlled slide. 'That's what I keep telling them we need - go back to big tyres, and get rid of the downforce.' Amen to that.

For now, overtaking is almost as rare as a Michael Howard apology, but it can be done, as Jacques Villeneuve showed more than once in his rookie season. Particularly notable was his pass of Michael Schumacher - on the outside of a fifth-gear corner - at Estoril, where he went on to win.

Now that Hill has been shown the door at Williams-Renault, Villeneuve becomes the team's natural number one, and if the team once again produces an inherently superior car, Jacques must start the season as favourite for the title. Hill's replacement, Heinz-Harald Frentzen, has a reputation for being as quick as there is on the track, but history shows that a fair amount of the time he is off it. Pending his Williams debut, the jury is out on H-H.

Benetton, with Gerhard Berger and Jean Alesi, must have a better season than in 1996, as also must McLaren, with Mika Hakkinen and David Coulthard aboard once more. I believe, too, that a combination of Hill, a TWR Arrows-Yamaha and Bridgestone tyres, will figure more prominently than many expect.

In tipping Villeneuve and Williams-Renault for the titles next year, though, we must keep a weather eye on Schumacher and Ferrari. In terms of pure ability, Michael is in a class by himself, and if they give him a competitive, reliable car, he may - as Frank Williams fears - prove unstoppable."

And for his thoughts on the World rally scene *Autosport*'s Keith Oswin:

"I began preparations for 1997 quite early. As soon as I saw the calendar for the World Rally Championship in fact. With 14 rounds to chase instead of last year's nine, my stock of socks and underpants will need to be topped up unless I'm going to end up in Kenya with thermal vests and Sweden with that leopard print posing pouch I used for my (failed) Chippendales audition ...

The calendar has been the subject of the greatest discussion I've known for some time and, even as the old year gave way to the new, no one was precisely sure if it would work. Arriving in Australia with the wrong trousers (and I don't mean the Wallace and Gromit version) would be the least of our worries if the championship cars were stuck on the high seas.

At least 1997 sees the end of the ridiculous rotation system, a piece of political manoeuvring that saw the 1996 championship take place without the Monte Carlo Rally, as daft a piece of planning as the FIA ever dreamed up.

Contd on page 111

COD FILLET QUIZ



1. Who founded Chevron Cars?
2. When and where was the FI championship win for Wadake?
3. Outside Germany where was the first VW Beetle assembly line?
4. For which country is SH the international distinguishing sign?

ANSWERS ON PAGE 11

NEWS FROM THE RACMSA

Network Q RAC Rally thanks

any thousands of *Wheels* readers are among the volunteers who worked on the Network Q RAC Rally. Ian Quenby, Chief Executive of the RACMSA, sends you all the following message.

"What more magnificent compliment to the skill, patience and determination of our thousands of volunteer marshals, medical, rescue and timekeeping personnel and all the other officials could we have than to 'garner' successfully the 1996 Network Q RAC Rally? Quite literally 'tested' to the limit at every stage by the most hostile weather conditions encountered for years, all those involved earn our warmest and most sincere thanks.

"The Network Q RAC Rally is Britain's largest annual sporting event: it's organisation and promotion require the skill, enthusiasm and co-operation of more than 10,000 people, working for long hours under the spotlight of the world's media.

"My thanks also go to the sponsors, to the owners of the special stages – especially the Forestry Commission – and to the many Police forces whose assistance is such a vital part of the event.

"Finally, I offer the warmest congratulations of the RAC Motor Sports Association to Armin Schwarz, Denis Giraudet and the Toyota Castrol Team on their magnificent victory after one of the toughest events in recent memory."

Medical examinations for race drivers

A medical self-declaration has replaced the requirement for a full medical examination for race and kart

drivers under the age of 10 years. The change, part of an ongoing review of medical requirements, acknowledges the increased health care in the community, particularly for youngsters, since the introduction of medical examinations in motor sport in 1936.

Each race and kart competition licence applicant over the age of 18 will continue to require a medical examination by his or her own doctor every two years up to the age of 45, after which an annual medical is required, including a stress-related ECG.

Other medical requirements remain unchanged, apart from international rally and speed licence holders, who will require medical examinations in 1997.

Tourist Trophy revival continues

One of Britain's oldest and most prestigious sports awards – the RAC Tourist Trophy – will be presented to the winner of a long-distance race for Super Touring Cars at Donington Park on Sunday 18 October 1997.

It will be the 55th time the ornate trophy has been awarded since 1905, when the race bearing its name was first held over the famous Mountain Course on the Isle of Man. It was won by J S Napier, driving an 18hp Arrol Johnston at an average speed of 33.5mph.

Since then, the TT has been contested over various courses, among them Ards, Dundrod, Goodwood, Oulton Park and Silverstone. Its most recent runnings were both at Donington: in 1994, Paul Radisich (Ford Mondeo) won the FIA Touring Car World Cup; in November 1996, Swiss driver Alain Menu (Renault Williams Laguna) won at an average speed almost three times that of Napier in 1905!

The names engraved on the trophy go a long way to explaining its honoured position: Rudi Caracciola (1929), Tazio Nuvolari (1930 and 1933), Stirling Moss (seven times a winner between 1950 and 1961), Graham Hill (twice the winner in 1963/64), Denny Hulme, Jochen Mass,

For 1997, the organisers of the *Auto Trader* RAC Touring Car Championship insist that each manufacturer must enter two cars in the TT.

Red noses for Comic Relief

The organisers of the annual Red Nose Day are appealing to motor sport to "rev-up, join the fun and help raise cash."

The big day is Friday 14 March, and the more bizarre the idea, the better in terms of obtaining publicity and enhancing the cash-raising potential.

Comic Relief aims to make the day full of riotous laughter, jolly japes and serious fund raising. They reckon some £1,686 million of small change is in circulation – lurking under car seats, down the backs of sofas, and in pots by the phone – and they want to get their hands on as much of it as possible.

Red Nose Day is out to prove that *small change* can make a *big difference* to the lives of some of the poorest people in the UK and in Africa, by helping them to escape from poverty and take more control of their lives.

The last Red Nose Day, in 1995, raised some £22 million. The challenge is: can motor sport do anything to boost this figure? To learn more, call the Comic Relief Fund Raising Team on 0171 636 1373.

In brief...

- A new book, *Guidance Notes on Noise Control at Motor Sport Circuits*, is available from the RACMSA, priced £20.
- Autosport International takes place at Birmingham's National Exhibition Centre from Friday 10 to Sunday 12 January, with trade day on Thursday 9 January.
- The Mintex Schools Initiative, part of their sponsorship of the National Rally Series, introduced motor sport to over 1,000 boys and girls aged between 13 and 16 years during 1996.

NOISE

Early complaints about noise certainly pre-dated the motor car. Even in modern times, complaints about noise owed more to the advent of transistor radios and Radio Caroline than to motorsport.

Noise is currently an issue throughout our communities – most complaints are about noisy parties or neighbours, closely followed by noise from commercial or industrial sites. 'Noise' is a qualitative analysis of sound based on the judgement of an individual – a quantitative analysis of sound is performed by use of a sound level meter.

- Whether a sound is acceptable or not depends on a balance between its frequency and loudness – road works on a housing estate may produce 100db of sound, less than that generated in a musical concert, but it is its different frequency that makes it unacceptable to the human ear.

- The loudness of sound is measured in Decibels, and is a logarithmic scale. Each increase of 20db is equivalent to 10 times the pressure.

- The RACMSA currently has appointed 15 Environmental Inspectors and 42 Environmental Scrutineers, whose responsibilities includes Sound Level measurement. The RACMSA's system of control is acceptable to most Environmental bodies.

- The level of background noise is an important element in considering a site for sound level measurement – a normal office environment can produce as much as 60db, and even a very quiet library 20db.

- All participants in motor sport – including officials – should be aware of, and protect themselves from, noise.

- The noisiest place in Britain? – ironically, probably Motor Sports House just before 11am each morning, when Concorde takes off for New York and passes directly overhead – the jet engines producing over 140 decibels. (There is no accurate indication of the background noise adjustment when RACMSA Specialist Committees are in session at the same time!)

AUTOSPORT CLASSIC

100 YEARS OF AMERICAN CARS
By John A. Gummell, ISBN 0 87341 247 8, Krause (from Chater's 0181 568 9750), £16.95

As a quick reference guide to a century of Yank motors, this one's good. Taken in 10-year bites from 1893 to 1993, the book covers every important car produced there. The information comes in highly condensed captions so you get copious pictures, albeit indifferent, black and white ones, but not so much text. A foreword, putting each era into context, introduces each section: the 1950's, for example, is flagged as the 'Designer Decade', with frank comment on how good taste suffered.

THE BIG FORDS, Consul, Zephyr, Zodiac from Marks 1 to IV
ISBN 1 900482 05 3, Dave Turner, Auto Review, £2.95

This is the classic cheap, slim, tome, filling a mere 34 pages on the Mk 1 to IV Consuls, Zephyrs and Zodiacs. It's written by arch-enthusiast Dave Turner, and a fair number of the pictures, black and white, blurred and out of focus may be of cars he once owned. The words are therefore accurate and factual, but space constraints don't let him tell the whole story, such as the Mk 1 Zephyr's competition career.

ANOTHER SEASON ... (Cont'd from p 1)

What we get is a massive global challenge and a new breed of rally car, one that looks like a proper racing machine rather than the sticker-clad replica driven by the competition secretary of the Little Dripping on Toast Motor Club. (*I'm told he's quite quick in it. ST*)

What we haven't yet achieved is the rash of entries from the Koreans, Malaysians and the lesser Japanese manufacturers but I'm told they're on their way. What we need to see is a close battle between the ones we've got to prove that the new World Rally Cars (steroid-enhanced and with muscles in their spit) really do offer a cheap way into the top echelon.

MODEL CARS, Marsh Models, The Old Stable Studio, Court Lodge Farm, Warling, Hailsham, East Sussex BN27 1RY, £15.00

This 73-minute guide to building 1:43 model cars has been professionally produced, but the real star is John Simons, the boss of Marsh Models. His on-screen performance is superb, and he could teach a thing or two to some of the so-called TV stars – no hesitation, just a straightforward lesson in painting and assembling these fiddly little miniatures.

He makes it look so easy! But then, he's built a few thousand, so there shouldn't be any problems. It's good inspiration and a perfect indication of the work involved. After watching it, you'll know why built kits cost so much.

MG 1945-64, MG 1965-80
David A. Knowles, Iconografix, ISBN: 1 882256 52 2, ISBN 1 882256 53 0, £17.95 each
These books are black and white photo albums based on the BMC archives. Some pictures – the MGAs at Le Mans and the TR7-based MG for example – were new to us. The photography is competent, but one or two blurry shots are included for interest. Did you know Renault accused MG of plagiarising its Floride for the MGB?

This formula has to work for the future of the sport at all levels. The guy winning third in class in his local single venue rally may feel a world apart from Colin McRae's multi-million pound lifestyle but he still needs manufacturer support at the top level before it can filter down to his own. And the 1997 winners? Colin McRae and Subaru.

Interesting thoughts for which sincere thanks. We promise not to be sneaky and dig them out at the end of the year to see how accurate the forecasting was. Whatever your motorsport interest – have a successful and enjoyable '97.

Stuart Turner

SU TUNING

Here at CCC, we still get asked about those good old SU carbs and how best to tune them. People want to know how the needle changes the mixture when the carb has an adjustable main jet.

A butterfly at the front of the carb controls engine demand and when you open the throttle, this butterfly rotates. Air cannot enter the engine directly due to a piston across the airway's path. A chamber above the piston is connected to the engine and air is drawn from this chamber, causing the piston to lift until a state of balance exists, in accordance with Bernoulli's Theorem. The lifting piston then allows air into the engine.

A tapered needle fixed to the piston, lifts out of a fixed jet to increase fuel at the same rate as the air flow increases. At least it does if the taper of the needle is tailored to match the air flow, which is what SU tuning is all about. The main jet is adjustable up the taper, or down it, but only to a limited degree. This allows for finer tuning, but it isn't what you

would call an adjustable main jet. When you have a single SU some people alter the taper of the needle by carefully filing bits of it away at the place where the mixture is weak, but it takes considerable skill and judgement (and luck!) to know where to file. A lot of people regard it as nothing but a bodge. The answer is to select the correct taper on the needle in the first place.

DEPRESSION

Nothing to do with Valium or Prozac, for those who want to know about a test depression when quoting cylinder head flow figures. Not difficult to understand ... just difficult to explain. With a cylinder head on a flow bench with fans sucking air through the open inlet valve, the harder you suck the more air will flow through a given hole. Therefore we pick a test depression, which is our amount of 'suck' and stick to it as we open the valve and make the hole larger.

Opening the valve reduces the depression on the test bench, so you increase the depression back to your

required standard and measure the flow again. Compared to a running engine it is artificial, but you have to do it somehow.

If your test depression is 10in, this refers to the pressure required to support a column of oil at 10in. If a given cylinder head shows 120cfm (cubic feet per minute) at 10in you can get a much bigger flow by sucking harder, say at 25in. You can convert any flow figure to any pressure mathematically and when you check it on the bench it's pretty much spot-on as far as the accuracy of the bench goes at any rate.

QUIZ ANSWERS

1. Derek Bennett.
2. The Westlake engine powered the Eagle to win the 1967 BELGIUM GP. Driven by Dan Gurney (USA).
3. Ireland (circa 1950).
4. SENEGAL.

Right Stuff



Simon Crompton

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colybrink, Slough SL7 0HG

TROPHY POINTS

This article will get the finger tips glowing!!!! - Ed.

TROPHY POINTS UPDATE AS AT 20TH NOVEMBER 1996

STAGE RALLY DRIVER

Richard Jackson	501.5
Alan Larkin	351.7
Pam Lukeman	308.5
Steve Sanderson	113.3
Chris Rowson	57.1
Terry Cree	40.0
Stuart Bell	5.0

STAGE RALLY NAVIGATOR

Bernard Fernyhough	351.7
Peter Jackson	290.7
Steve Lloyd	209.0
Steve Hughill	108.3
Simon Marston	76.7
Graham Whittaker	68.8
Dave Hammond	57.1
Derek Lee	55.7
Steve Sanderson	5.0
Arthur Heaton	5.0
Rob Buchan	5.0

OFF ROAD EVENTS TROPHY

Richard Jackson	459.7
Alan Larkin	64.5
Steve Sanderson	28.2

AUTOTEST TROPHY

Caroline Marston	57.2
Simon Marston	52.5
Lee Allen	20.0
Derek Lee	17.7

ROAD RALLY DRIVER

Andy Anderson	101.1
Lee Allen	27.4

ROAD RALLY NAVIGATOR

Arthur Heaton	101.1
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LARKSPEED LEAGUE DRIVER

Andy Anderson	56.3
Simon Marston	52.5
Pam Lukeman	32.2
Caroline Marston	30.5
Alan Larkin	28.8
Lee Allen	27.4
Derek Lee	17.7
Steve Sanderson	5.0

LARKSPEED LEAGUE NAVIGATOR

Simon Marston	76.7
Arthur Heaton	56.3
Derek Lee	32.2
Graham Whittaker	28.3
Steve Hughill	5.0

MARSHALS TROPHY

Arthur Heaton	100.0
Simon Marston	85.0
Derek Lee	60.0
Malcolm Jagger	50.0
Caroline Marston	50.0
Jean Lee	35.0

continued.....

Chris Sanderson	20.0
Nicola Sanderson	15.0
Steve Sanderson	5.0
Rob Buchan	5.0

LADIES TROPHY (competitor)

Pam Lukeman	308.5
Caroline Marston	57.2

SERVICE CREW

Dawn Fernyhough	35.0
Malcolm Jagger	20.0
Rob Buchan	15.0
Caroline Marston	15.0
Jean Lee	5.0
Bernard Fernyhough	5.0
Stuart Bell	5.0

NEWMAN CUP (all round lady)

Caroline Marston	25.0
Nicola Sanderson	10.0
Jean Lee	5.0
Pam Lukeman	5.0

TRACKROD TROPHY

Simon Marston	35.0
Caroline Marston	25.0
Arthur Heaton	20.0
Derek Lee	15.0
Jean Lee	15.0
Chris Sanderson	15.0
Malcolm Jagger	10.0
Steve Sanderson	10.0
Nicola Sanderson	10.0
Lee Allen	5.0
Rob Buchan	5.0
Stuart Bell	5.0
Steve Hughill	5.0
Alan Larkin	5.0
Terry Cree	5.0
Graham Whittaker	5.0
Pam Lukeman	5.0

SPECIAL NOTE !!!!!

If anyone has any Trophies from last year or even earlier, I would like them back as soon as possible.

I am unable to attend many club nights but, you can pass them on through Committee Members. many thanks for your co-operation.

Also any queries regarding Trophy Points, don't hesitate to ring me.

Vince Fletcher
Trophy Points Secretary

WORD SEARCH . FIND THE FOLLOWING.

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B. STEELE.

25 YEARS AGO !!!

It was early November back in 1972, about Sunday lunch time I recall. A friend (Yes I had one) asked would I be interested in going to Bramham Park, just off the A1 to watch the RAC Rally, "where" I said, "to watch who do what".

After a brief explanation, I agreed and off we went. After a long walk with a statutory flask and big coat we pitched ourselves against a five bar gate and waited and waited, "is this it then" I enquired, "not long now" was the reply. With that came a roar of an engine, a clatter of stones and a quick glance of a Mk 1 Escort, wide arches and a glimpse of the word "ESSO" on the car, "who was that?" I asked, "Roger" was the reply, "Roger Who" - "Clark", sounds English enough I thought. More stones, this time from a SAAB 96, driven by some bod from Sweden called Stig. So the day went on.

That was of course the first year Mr RAC won the RAC Rally for Ford in the Escort, the first of eight consecutive wins for Ford on the event. Roger winning again in 1976 after a hat trick for Timo Makinen the very experienced Flying Finn.

Since then various other cars have won the event, different drivers and of course the coming and going of the Group B era, now there lies some stories I'm sure.

So here I am 25 years on, more involved than the five bar gate at Bramham Park, still enjoying it. The names from the past still there but, from a generation on, of course I'm talking about Roger Clark's son Matthew and of Jimmy's son Colin

McRea. Who will be driving what in another 25 years I ask, I hope I'm around to find out, I hope it's better than this year's clubman type event.

Malcolm Jagger.

QUESTION ?????

In 1972 Roger Clark won the RAC Rally in a Mk 1 Escort, navigated by Tony Mason. Roger also won in 1976 in a Mk 2 Escort, navigated by whom and what was his nationality ?????

Answer in next months mag !!!!

Larkspeed

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AGENTS FOR

JANSPEED K&N FILTERS
PECO KONI

RETROSPECTIVE

From the pages of the Trackrod Magazine of January 1978 (issue No 87)

On the cover: A motley collection of Trackrod members posing by Ian Gurnetts Firenza on it's trailer on Oban Pier awaiting the ferry to Mull.

Christmas party at Follifoot Village Hall was a huge success. Chairman Richardson was drumming up support for the forthcoming Shell League, the calendar suited our competitors and we were going to win it weren't we !!! (Still saying it with good intentions every year since !!). Forthcoming dinner dance at the Bramhope Post House was going to cost us £5.50 each with discounted rooms available for £6.50 & £9.75 (singles/doubles), seems reasonable, wonder if they're still that price ???.

Editor Leuchars giving off a huge gripe about lack of contributions for the January issue (you see Brian, there's nothing new there !!!). Space was filled out with the recent crossword answers. There was a 1600 Mexico for sale with what seemed like all the bits of kit for £900 - No name but tel: 667126 - anyone recognise it ??.

Nick Leuchars gave us an article on Rallying in Derbyshire on the "Southbound" MN Championship event and the Oaks Trophy Rally, both done with Ian Gurnett in the Viva GT (might mean Firenza I). He reckoned that the

Derbyshire road were less of the "Power Race" of Yorkshire and more demanding for the navigator.

Round 2 of the indoor Rally Championship was won by N Leuchars and T Ginn with Ronnie Moore/Derek Lee 2nd, Steve Sanderson/Rob Buchan (yes they're old as well !!!) were 5th.

Round 3 and R Moore/D Lee emerged as victors :- Sanderson & Buchan got worse and finished 7th !!

cont'd.....

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Trophy winners were published as awards
were to be presented at the Dinner
Dance:-

ANCC RALLY DRIVER

Steve Rathbone

FSB RALLY DRIVER

John Renny

SPECIAL STAGE RALLY DRIVER

Alan Powell

ANCC NAVIGATOR

Frank Stuart-Brown

FSB NAVIGATOR

Steve Lloyd

SERVICE CREW

John Wilson

AUTOTEST

Howard White

OFF ROAD EVENTS

Howard White

MARSHALS TROPHY

Ronnie Moore

ALL ROUND LADY MEMBER

Vicky Spurdens (Renny)

SHELL LEAGUE TROPHY

Howard White

PCT TROPHY

Alan Waddington

ALL ROUNDERS TROPHY

Steve Mills

SPY 44 TROPHY

Richard Jackson

LADIES CHALLENGE CUP

Sue Broadbelt

Trackrod.....Ends

Richard Ineson.

DINNER DANCE MENU

SALMON TERRINE

MINESTRONE SOUP

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AUPOIVRE SAUCE**

**APPLE STRUDEL & KIRSCH
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When buying your ticket please notify
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People who have booked tickets and fail
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