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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 260

Oct 1992

EDITOR

Now I know what Derek meant by 'burning the midnight oil' doing the magazine. Poor old Derek still has to suffer alas, because whilst he has the computer, I'm burning his midnight oil typing this lot in. Never mind Derek, we'll get organised.

This month, (I'm sure you're trying to kill me off already) you have all been so good in providing me with articles - fantastic - keep up the good work - I might even buy you a Xmas card.

Well, at last, the Costa and the Rally Car Forest Stages have been run , it seems to have been a busy time recently. I have to take my hat off to Peter Rutteford and Mark Midgley for being brave enough to organise the Costa, which is rather a handful for novices, but its nice to see younger members of the Club becoming involved in the organising side.

Just a word about the Baitings Dam Hillclimb though. Apart from being soaked and losing a brolly, I enjoyed myself. However, please don't use that marquee again, I'm not the best of tent poles, I bend with the wind. Praise to Russell Holdsworth who had the sense to get everyone out before it collapsed!

Keep the articles coming. See you all

Anne Moffat

**DEADLINE FOR THE NOVEMBER ISSUE IS
TUESDAY 27TH OCTOBER 1992**

CHAIRMAN'S CHAT

Hi folks, well the last few weeks have been somewhat hectic for the club with three events the BBQ Hillclimb, the Costa Road Rally, and the Rally Car Forest Stages.

Unfortunately the Hillclimb was a very damp affair not helped by the strong winds towards the end. The sport was good but no records broken with the track so damp, but enjoyed by all. The following Barbeque was it's usual success even if the tent had to held down during the proceeding's by club members in each corner. Lets hope next year is kinder.

The Costa finally ran on the 19/20th September with a field of 30 crews in fine but cool weather. The start venue was excellent with good food and drink at very reasonable prices, it was a pity it was not used for the finish as well, not implying that the food at the finish was poor, quite the contrary it was fabulous just a bit costly. The event ran well but perhaps the navigation was a little easy as many crews cleaned some sections, but that can be simply rectified next time. The protest at the finish did little for Mr Parkin's nerves but he had worse to come. Two former club members created the only incident on the night falling of Ellestring Plantation but they are both OK!

A new venue for clubnight was the Crown in Wetherby, which proved as those who went discovered, to be very amicable with food as well, hope this proves to be a regular venue as the atmosphere was very friendly.

To the end (hurray ED)! The big event was the Rally car forest stages. My only comment was aired by everybody I spoke to FABULOUS! For many year's I have been involved with one job or another on the organisation, but this year I escorted Mr Powell round in the Yellow Peril. The stages were superb, benefiting from being left for 12 months. Our own crews faired not so good, with Tom and Vince retired at 1st Service, ask Tom why!! Nick and Paul retired at the end of Stage 1 Cropton and Stephen Sanderson with Stuart Marsh finished yet again. Alan and yours truly with some brilliant driving came 23rd O/A and 2nd in class in the National. Newish members Matthew

Thomas and Anthony ***** brought their 1600 Escort home 22nd in the Clubmans 8th in class not bad for their first forest rally.

The last word was Mr Lord's quote " This lad really put's in the effort and has produced the best event of the series". Thanks must go to all concerned for a super event.

See you all.

Bazz

To those who noticed both past and present chairmen succumb to the armchairs in the "Cairn" after the presentation (old age)!!!

SECS BIT

Well I have just got time between rallies and committe meetings to put pen to paper. I do not seem to have much to tell you this month as regards to correspondence.

I was busy on the Costa delivering clocks to the controls and then on the Rally Car Forest Stages I helped with scrutineering on the Friday and on the Saturday I was delivering clocksto all the stages, a busy fortnight.

Now my attention is all geared for the Lookout Stages 8th November all hands on deck to assist, that is if you are not doing it! So if you want a job see Peter Rutterford who is Chief Marshal, or Stephen Lancaster, John Smallwood or myself.

Well that will have to do for this month, drive safely.

Derek Lee
HON SECRETARY

SOCIAL CALENDAR

OCTOBER

- 6 Crown, Boston Spa (105/429 457)
OPEN FORUM
- 13 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICES
- 20 Windmill, Linton (104/390 467)
- 27 New Inn, Eccup (104/288 429)
VIDEO NIGHT

NOVEMBER

- 3 **ADMIRAL HAWKE, BOSTON SPA (105/434 454)*******
OPEN FORUM - FREE SANDWICHES *****
- 10 Crown, Wetherby
FREE SANDWICHES
- 17 Windmill, Linton (104/390 467)
- 24 New Inn, Eccup (104/288 429)
VIDEO NIGHT

We have made arrangements to go to the Admiral Hawke on the first Tuesday of every month, where we can meet in the Pool Room (in private) round the back. Our hosts will be providing sandwiches as usual. So make a note in your diaries:

FIRST TUESDAY - ADMIRAL HAWKE

More next month, by for now.

Mark Midgley
SOCIAL SECRETARY

COMPETITION CALENDAR

OCTOBER

- 4 KEIGHLEY MC MORTIMER AND REEVES AUTOTEST
MID CHESHIRE BAITINGS DAM HILLCLIMB
9/11 2300 CLUB TOUR OF MULL
10/11 AUTO 66 CLUB OLIVERS MOUNT HILLCLIMB
11 OTLEY MC PCT
DE LACY MC PARKWOOD STAGES AT HOME FARM, TONG
17 NORTH HUMBERSIDE MC CASTROL CRYSTAL FORD
FOREST RALLY
17/18 STOCKTON MC/NORTHALLERTON MC
THREE RIVERS ROAD RALLY
18 BURY AC AUTOTEST
24/25 MORECAMBE CAR CLUB THE PYE MOTORS CLASSIC
ILLUMINATIONS RALLY (HISTORIC CLASSIC ROAD RALLY)
25 MALTON MC DES WINKS HONDA STAGES
DUKERIES MC PREMIER STAGES
31 OTLEY MC STAGE RALLY AT MANBY

NOVEMBER

- 1 MATLOCK MC AUTOTEST
6 ILKLEY MC ECONOMY RUN
7 LANCS & CHESHIRE PLAN INSURE STAGES
OULTON PARK
8 TRACKROD MC LOOKOUT STAGES - MELBOURNE, YORK
14/15 WHITBY MC THE BUTTERWICK TROPHY ROAD RALLY
22/26 RAC MSA LOMBARD RAC RALLY

MARSHALS REQUIRED

Crystal Forest Stages. Contact John Smallwood 0904 706257
Three Rivers Road Rally Contact Ian Jackson 0642 583445
Lookout Stages Rally Contact me 0532 633527

Peter Rutterford

COMPETITION SECRETARY

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THE 1992 ECONOMY RUN FOR THE JACWIL TROPHY

The 1992 Trackrod Economy Run will take place on Sunday 15th November, starting from the Texaco filling station, Leeds Road, Adel. (Next to the Lawnswood Arms).

The start will be between 10 and 10.30am, with a route of approximately 50 miles. Your economy will be calculated as per "What Car" consumption figures. This gives everyone an equal chance from Mini's to Cosworth's.

To enable you to get round the route you will need O.S. Maps 104 & 105.

Afterwards join us for a family lunch at the New Inn where the prizes will be awarded!

So let us know as soon as possible if you would like to take part.

Stephen and Jacki Sanderson

TROPHY POINTS

Just a brief word for the moment while I get used to my new job. Hopefully in next month's magazine I will have an up to date table of scores. In the meantime I will be present at most Club Nights or failing this, claims can be mailed to me at home. (address in the back of the mag.) Please remember claims must be accompanied by a set of results and an entry list.

Thanks

Vince Fletcher
TROPHY POINTS SECRETARY

WANTED MARSHALS

CASTROL CRYSTAL STAGES RALLY 17TH OCTOBER 1992

We have been asked by North Humberside Motor Club to run a stage on the above event. Personnel are required for all parts so if you would like to do something different please let me know as soon as possible.

The stage start is at a very reasonable time so a nice pleasant afternoon of motorsport is on offer. The stage should be completed by 16.00, just in time to get home for your Saturday night out!

Stage details are :

Bickley stage starting near Bickley gate on the Forest Drive.

First car due : 13.15

Sign on by : 12 noon at the latest.

Time is getting rather short so I would like to hear from you A.S.A.P. if you have not already given me your name.

**John Smallwood
Stage Commander**

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1992
CHAMPIONS
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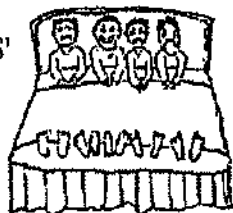
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An early boost in the Club's strive for fame came with the appearance of the following article within the pages of that world famous Magazine "Cars & Car Conversions" in September 1973.

All action pictures show TMC members Alan Jackson (top left) and Alan, while the Mopar's belong to Dennis Dickinson (three wheeling on the Autopaced Stage) and Ken Goodall.



TRACKROD MOTOR CLUB

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AROUND THE CLUBS

Unless you happen to live in the Leeds area it may be that you have never heard of the Trackrod Motor Club. But Trackrod typifies the sort of club to which the vast majority of British enthusiasts probably belong. They aim to please the clubman by encouraging participation in various events throughout the year, rather than spending most of their time organising one or two big events themselves.

A very new club, they were formed in October 1970, when about 80 locals attended a meeting in Arthington and, among other things, chose the name. This was picked so as not to die down membership to the Leeds area, while the club colours — bright red on a black background — were chosen as the most distinctive and have proved very successful.

First ever event was a twelve car rally and it has been rallying which has proved most popular with the members ever since. Trackrod have a hard core of expert members who regularly enter local restricted events (including ANCC championship qualifiers) and the home nationals and internationals. They claim to have some of the most attractive dolly bad crews in Yorkshire, although they haven't sent us any telephone numbers.

But rallies are not regarded as the be all and end all, and the members are encouraged to be versatile. Thus prod car trials, autocross, sprints, hill climbs and autocross all have their exponents within the club.

In addition to the club's regular social gatherings, they reckon to organize something competitive at least once a month, with gymkhana's, economy runs and treasure hunts thrown in for light relief. Recently, the club reports a substantial

increase in entries for most kinds of event, and especially for off - the - road competition, the tightening up of public road rally rules having taken effect.

Like so many of the clubs in the real North (and we don't mean the Midlands), there is a very high percentage of membership participation in Trackrod MC, sleeping members being something of a rarity. Not that this stops everyone having an excellent time socially, the Tuesday night meetings always being well attended. And on the first and third Tuesday in each and every month, the club lay on special events, incl. films, quizzes, indoor rallies, dances, disco's, etc.

There is a flourishing Ladies' Committee, who have more or less taken over the social calendar and who take a very active and welcome part in the club (at least, that's what it says in the Trackrod publicity blurb).

A monthly magazine is produced to bring the glad tidings to every member of past and future events, all the inside goss on their more infamous members, plus adverts, road tests, tuning details, general chat, jokes and stories about the exploits of members, whether connected with motor sport or not. Sounds like their mag is trying to put Triple C out of business, but all the members read both, of course (please say you do).

Perhaps not quite so typical is the fact that the club includes a hardy band of keen marshals, whose skill is such that they have already been asked to organise stages on the RAC, the Seven Dales, the Dukeries and several other stage events in the area. The members find these provide great opportunities to watch the top men at close quarters although the speed of those top men leaves no room for inefficiency.

Trackrod are very keen on inter-club competition, especially the Shell League, a championship open to all ANCC clubs and

including points for rallies, production car trials, autocross, autocross, sprints and hill-climbs. They finished fourth overall in the league last year, and are filling the same slot so far this season.

A club caravan was recently acquired, and this comes in handy for publicity purposes as well as providing a mobile HQ for signing on, light refreshments or a rest room. The club use their entrants' licence to the full, with special awards for drivers competing in outside events and entering from Trackrod. Pot hunters can also chase awards for the best club member (appropriately, this consists of a chrome plated trackrod and mounted in wood), best club rally driver, best ditto navy, best autocross driver, best prod car trailer, best outside events rally driver, best ditto navy, and best ditto off the road man.

Comps secretary and chairman of this expanding organisation is none other than Datsun man Richard Jackson, about whose illustrious 240Z you can read elsewhere in this very issue. Richard can be contacted at 135 Alwoodley Lane, Leeds, LS17 7PG (Tel: Leeds 32455 at work and Leeds 682400 at home), while the secretary is Steven Lloyd, 1 Scramble Avenue, Boston Spa (Tel: evenings only, Boston Spa 843574).

Trackrod MC have now established themselves locally and are doing their utmost to take over the rest of Yorkshire and its well known suburb, England. Prospects of better sponsorship deals in the offing mean that they are hoping to organise bigger and better events, while still catering for the old round clubman.

They may not be the biggest club in the UK and they certainly ain't the best known (until now, that is) but they seem to be of the ilk that forms the backbone of motorsport as we all know and love it. ■

Also, within the pages of Cars & Car Conversions, September 1970, as the following car comparison which featured one of our own. Below cars of days gone by - the registration number is familiar to all our members and its owner needs no introduction.



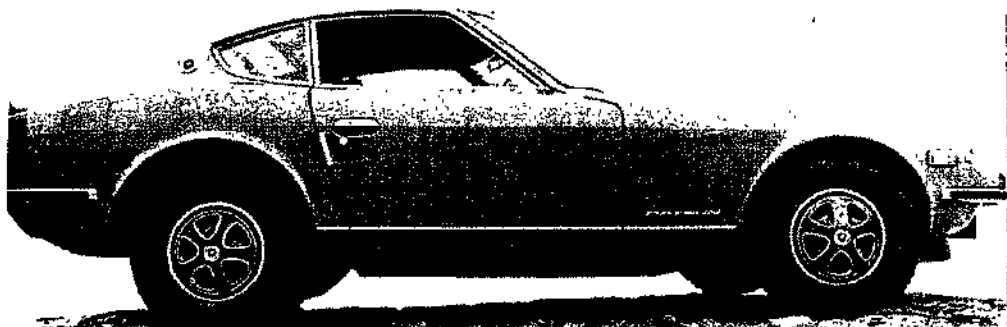
Big brutal rally cars kicking up shale and dust on special stages, sleek kerb-cruisers sliding round town on fat rubber, open-road scooters clipping minutes off A to B averages. Will the real Datsun 240Z please stand up? Terry Greenwood analyses the image of the Z and tests a standard road version, plus Richard Jackson's variation on the basic theme. He is hugely impressed by both, but is compelled to ask the question - does a car which is rather different from the norm justify a high price tag? Read on overleaf for his conclusions.





Rally Car or Street Machine?





Since it first appeared back whenever it was the 240Z has acquired a rather enviable reputation, attracting the sort of oohs, aahs, and 'wouldn't half like one of them' usually reserved for Porsches, Lotus and Vivian Neves. Why? Well that's the four-million yen question. In the States the Datz is a really huge seller, snaring a wide mouthful of the import pudding by virtue of a price tag similar to the MGB — and if you had the choice between a Z and a B, which would you go for? (That was a rhetorical question). So a certain amount of Stateside repute has filtered across the water, and sales have bumped up accordingly.

But that's by no means the whole story, which is my cue to introduce 'charisma'. Charisma is what John F. Kennedy had, but Enoch Powell will never have. Or, if you like, what Tudor cottages have over Centre Point is charm and public appeal. Take a look at the standard Z. Step back a pace or two, tilt the head, narrow the eyes and observe the Datz in perspective. Without doubt it's a good looking, and sexy, with its long plastic bonnet and big bulby wheels. The seats are practically over the axle, providing lean and hungry lines of which Yon Cassius would have been proud. These sort of characteristics make the birds go for a car, and if the birds go for a car then the blokes go for that same car, because most blokes are into the pulling game and a long sexy bonnet makes up for a fair bit of acne.

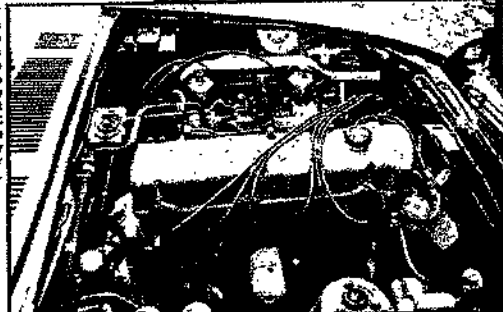
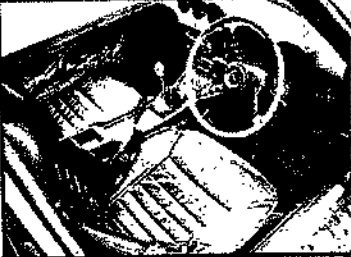
Now that little lot's all rather superficial and I'm sure the most real motoring fans aren't likely to be conned by the ego-extension syndrome, which brings me nicely to the sporting image. Unlike a certain British motor manufacturer whose name shall go unmentioned, the guys at Nissan Co of Japan are fully aware of the value of competition involvement related to showroom sales, hence the presence of the Zed in racing, rallying and, in the case of our old friend Shaky Mater, rolling. All great for the image of a hairy, snorting road-scorcher with red coruscates in its 3-star and a dally diet of lesser forms of transport.

But is that the real story? Is the image fact or myth? I would be the last person to claim that the full-house works tanks are anything but the white-hot rally tools they're made out to be, and likewise I reckon the standard road car is a decently wild piece of machinery. The point is, is it worth a tag of £2535 or are you paying out a lot of loot for that sexy/rally/American image? The only

way to decide is to look at what you get for the two-and-a-half grand. We did this by borrowing a standard 240Z from Datsun main dealers Ancaster Garage, 81 Croydon Road, London S.E.20, and chugging around in it for a week, and likewise with a rally prepared version.

The engine of the standard car is a six-in-line water cooled chunk with an aluminium alloy head and a capacity of 2593cc. There are seven main bearings, bore/stroke is 83mm/73.7mm, the camshaft is single overhead and the compression ratio 9:1. Breathing is by a pair of SU carburettors, and maximum power 161 bhp (gross) at 5600rpm; this works out at somewhere

Steak lines and rear spoiler make the 240Z a hungry looking beast. The resin wood-effect plastic wheel spoils an otherwise excellent interior, with comfy seating and superb pedal layout. Six fat pots-worth of OHV engine fits the compartment, with alloy head and a pair of SU carbs.



around 95-100 bhp at the wheels.

The gearbox is 5-spaced all-synchrom with a 4th gear ratio of 1.1 and fifth of 0.852; making it effectively an overdrive gear. The clutch has a single dry plate and is 6.87in in diameter, and the final drive ratio is 3.9:1.

Suspension is independent all round by virtue of MacPherson struts and coil springs, steering is rack-and-pinion and brakes are tandem system, servo assisted discs and drums. The front discs are 10.67in diameter and the rear drums 9in diameter. The standard spool wheels are 4 1/2 x 14 steels, shod in the case of our car, with those evil foreign Bridgestones.

The interior features a pair of vinyl reclining seats with in-built head restraints, behind which is a flat deck providing a large space for luggage or whatever, with access via a hinged tailgate. As this luggage area is not separated from the passenger compartment, Datsun provide a pair of wabbling straps for securing anything that might get thrown around under heavy braking or corn-

ering (at which point I collapse with laughter at the thought of poor old Fido strapped down like a heretic during the Inquisition).

Instruments are excellent, and mounted snugly in a black vinyl-covered energy absorbing dash panel. The speedo and rev-counter are instantly visible through the top arc of the steering wheel, this latter item being the only bum-steer in the layout, with its rim of horrendous wood-effect plastic. At the centre of the dash we find three dials, one a clock and the other two dual gauges monitoring fuel/amps and water temp/oil pressure. The centre console houses the heater controls and vent, radio, cigar lighter, ashtray, rear screen heater switch and choke control. The driver is particularly well catered for, with eyeball ventilator (also provided for the passenger), foot-well ventilator, and a sturdy rest for the clutch foot. Pedal layout in general is ideal with the brake pedal set near enough to the accelerator to enable easy heel-toeing with no danger of the foot finding the wrong pedal at the

One that although the Zed-head is pretty good as standard there's a helluva lot can be done with it, and lots of removable metal laying around. The compression ratio has been upped to 10:1, the chambers gas-flowed and polished, the ports opened up a bit and the valve seats worked on for greater efficiency. Let's face it, with all that extra fuel going through the Webbers there's no point letting it linger aimlessly in unmodified chambers. The valves have been left standard size, the camshaft is original, but a specially designed exhaust manifold is fitted, together with a plated two-silencer exhaust system of the straight through type. And that's about it. Nothing ultimately hairy but enough to produce a cool, useable 120-122 bhp at the wheels. Before moving on to the suspension I'll give you some prices for the engine mods. Work on the head comes out at about £80 — a high figure at first sight but one that has to be related to the amount of work required — for instance, Jan reckons that he can do at least three 1275GT heads in the time it takes to complete just one 240Z head. In kit form the carbs and inlet manifold can be bought ready jetted, etc. at £128.00; this includes everything but the manifold gasket which comes as part of the £10 gasket set. Air cleaners can be bought for £5.25. The exhaust manifold costs £30, and the plated system a further £18.

Moving on to the suspension we find that modifications are limited to straight spring and shock absorber swaps. The rather choppy standard setup has been firmied by the fitting of Galsen struts all round, and works specification coil springs at the front. Oh, and the rear wishbones have been strengthened by welded-on plates. And that's the sole extent of the suspension tweaking, costs working out at £16 for the springs and £66 for the full set of four shockers.

A sodding-great roll cage fits the interior, and laying around are all the usual bolts and whistles required for rallying. Like a brace of fire extinguishers, one on each inner wheel bulge, a fat leather rimmed steering wheel, Halda, extra oil pressure gauge mounted next to the Halda, and furry sheepskin seat covers. Switches for the Cibias are fitted, and a pair of full-harness belts. The driver has his clutch footrest of course, so to stop the co-driver (Dennis Dickinson) getting sulky a sturdy tubular footrest has been put in on the passenger-side floor.

The underside of the rally car is protected by a solid looking sumpshield made up from Dural by Richard and available from him at around £50, and a petrol tank guard in thin-gauge steel with a rubber shock-absorbing layer. Fuel and brake lines run inside the car of course.

Richard is lucky enough to have acquired a low ratio limited slip diff, essential on any good rally machine, and has enough good taste to have opted for a set of delicious 6 1/2 x 14 Woolfence wheels. When I drove the car the wheels were coated in Avon radials, but for stages Richard fits the very popular Kleber M plus S tyres on steel wheels. All the bits that have gone into this car, plus a full rally preparation service, are available from Fletcher Motors (Leeds) Ltd, who are joint entrants of the car with the Trackrod Motor Club — see elsewhere in this issue — in which Richard is something of a big wheel. Fletcher are at Meadow Road, Leeds 11 (0532 29344) and the man to speak to is Alan Ford, the Sales Director.

All road visibility in the standard Z isn't



Std 240Z		Rally 240Z	
Secs	mph	Secs	mph
3.5	0-30	2.4	0-30
5.0	0-40	4.0	0-40
7.5	0-50	5.8	0-50
9.5	0-60	8.3	0-60
13.1	0-70	10.8	0-70
18.6	0-80	14.1	0-80
21.4	0-90	17.5	0-90
In the gears:			
3rd Gear			
5.7	40-60	5.2	40-60
5.9	60-70	5.6	60-70
4th Gear			
7.5	40-60	6.2	40-60
8.3	60-70	5.5	60-70
8.5	60-80	7.4	60-80
MPH per 1000 rpm in 4th			
Std. 17.5; Rally, 14.0			
MPH per 1000 rpm in 5th			
Std. 19.5; Rally, 16.5			

the best, and what viewing area there is further limited by the roll cage which runs along the top of the windscreen and down the centre of either rear side window. However, the feeling of security is adequate compensation, and the conspicuous spotlights perched up front make parking much easier.

On driving the rally car two things become immediately apparent — one, that the throttle pedal is incredibly heavy; the other that the steering is as well, the fat wheels adding to the already rather stiff steering-wheel action. But on loose surfaces neither of these factors is too much of a headache as much of the steering is done by stabbing the throttle, which one tends to have either fully open or fully closed. So responsive is the car that on stages fine degrees of throttle control become unnecessary. It's all a matter of turning that long nose into a bend — and then booting it. At which point the tail swings right out, the corrective lock goes on, and one negotiates the corner in a super power slide which is simply reduced by lifting off the hot pedal. Should one require to reduce it that is — it all depends what one finds on the exit from the corner. On a series of bends it's really easy to just lift on and off

the power and whisk round all the twiddly bits in fine swooping style.

Mind you, the car's pretty heavy and a few laps of our handling course in blazing sunshine became bloody knocking.

Now, if you squint at the comparative figures on this page you'd be excused for thinking that the rally Z isn't quite as hot as one might expect. However, statistics can be misleading and the ordinary nought-to-umpty-umpty fiddles don't tell much of a story. But look at the in-gear mid-range times and you'll see where all the work has paid dividends. Like 1.3 secs off the 40-60 in 4th time, and nearly three secs off the 50-70 time. At the top range the rally car whittled practically 4 secs off the zero-ninety thrash. Which all goes to make this Datsun a responsive, pleasant and useable competition machine.

So where does that leave us on the Z price and value stakes. Well, as a standard sports car a 0 to 60 time of 9.5 secs isn't going to set the world afire; then again, it's by no means slow. Drivability is a real plus point, as is cockpit layout, and looks have already been praised extensively enough. In the same price range you could have a Lotus Europa or Elan Sprint, Lancia Fulvia 1.6 HF, BMW 2002 — shall I go on? OK — TVR 3000M, Alfa Romeo 2000GT Veloce, Scimitar GTE, Audi 100 Coupé or 1 1/2 Capri 3000 GTs; and for much less you could have a Jensen-Healey, a Morgan Plus 8, or a Ginetta G21 1800.

And that all adds up to a lot of competition, without even considering various specs of Escort, with change left over for modification. On a strictly personal basis I would go for the Alfa if I wanted a Grand Tourer, the Lancia for rallying, or Morgan Plus 8 for sheer guts-and-thunder sports driving. Could it be the 240Z is the ideal compromise?

It certainly has a lot of charm and many plus points, and Jan Odor reckons he's sold more performance kits for the Z in the last six months than he has for the Mantis since it was released... which must prove something ■

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Cars & Car Conversions Magazine

RETROSPECTIVE

From the pages of the Trackrod Newsletters of September (yes, I found it!) and October 1973.

September

Chairman Richard Jackson, on the 3rd anniversary of the Club, thanked Rick Stevens, David Taylor, Keith Marr, Frank Stuart-Brown, Denis Dickinson and Martin Cantrill, for their work over the previous year and stressed that the new RAC ruling meant that you had to get your entries in before the day of the event - Clubs were getting fined for not complying! The AGM had run out of time to finish all the business!! We had £219.62 cash in hand - Steve Mills, Steve Holden, Martin Kemp, Ian Buchanan, John Wilson and Richard Ineson were the new Committee.

Rally & Speed Shop autotest on 12/8/93 was cancelled due to lack of entries - Howard White, David Taylor and Steve Lloyd, the organisers, were quite distraught! Others were too when they trailed to Full Sutton to find nothing going on! Ripon MSC's St. Wilfrid's Rally sponsored by Moss Tyres, attracted 7 crews from Trackrod. Alex Jackson/Derek Brader, Ken Goodall/Huw Edwards, Martin Kemp/Ian Buchanan, Ron White/?, Steve Rathbone/Marsh Newman, Roger Blamey/John Richardson and Alan Ford/S M Sayer - after an eventful night, reported fully by John Richardson, our list was reduced to four. Ken Goodall finished 10th overall, Steve Rathbone 28th, Alex Jackson 39th, and Roger Blamey 44th - the event was won by Jack Tordoff - be it noted that all the aforementioned are now over the hill - many have been for years!!

Steve Lloyd was selling an 'oily mini' workshop manual for 50p and a pair of wiper blades for some @ £1. Richard Ovenden was seeking a navigator for the Vincent Ferrand Rally.

October

Ray Dickinson was again invited to command the Stary Stage on the RAC Rally and was seeking volunteers - Steve Lloyd announced we were planning a Stage Rally ourselves in 1974 in the Leeds/York area! The September Issue

of C.C.C. had a report on Richard Jackson's Datsun 240z and their "Around the Clubs" spot focussed on Trackrod - definately a feather in our cap!! Otley MC ran an autotest in the stubble field opposite the Parkway Hotel, Bramhope - a guy named Ineson got F.T.D. but 3 other members - Keith Marr, Steve Lloyd, Ron MacKinnon, each collected awards - another entry of note was Ron Beecroft, who won his class in his "Mexico".

Another autotest was that of Airedale & Pennine MC at Tockwith - alas - we didn't fair too well against the btrda crowd. Steve Lloyd plumbing the depths of his class by finishing 7th out of 7! Ineson blew his gasket but finished 2nd in class, with David Taylor 3rd, Ron MacKinnon was 7th also, after struggling with an in-operative handbrake all day. Roy Gibbs reported on the Cadwell Park Shell League Hillclimb, where his Imp suffered from timing problems and could only manage 4th in class, but in front of the Ilkley contingent - no mention of who else did the event though!

Trackrodends

Richard Ineson

WHAT AM I DOING HERE??

Rob Buchan was in hospital having his appendix removed, so Steve Sanderson was looking for a navigator. I had had a couple of pints, and actually volunteered to navigate on the Rally. Still, its not good blaming everything on the booze, particularly when you're struggling with the novelty of target timing (I could always understand targa timing, but what's target timing???)

Noise, scrutineering, and documentation all passed simply enough, and the day of my first event since 1976 dawned grey and misty, not the best of starts, but it could have been worse (it could have been raining or I could have had a hangover!) After donning my borrowed overalls (thanks Rob), we set off with Jacki driving the service barge, we were all off to Duncombe Park for the start, and my first panic. Starting at number 98, I had calculated our start time at 10.38, but the marshal gave us 10.13, rapidly explained as a means of closing the field up. First little problem solved. The run-out was perhaps

the lowest point for me, since I have always been nervous of dropping an almighty cock-up, (am I allowed to print this?? - complaints on a postcard please to ED) with thoughts of 'what the hell am I doing here?' going through my mind.

But we soon seemed to be on the first stage, which passed in something of a blur to me, chiefly remembered for the wildlife (70 dead pheasants and 1 live red deer.) Stages two and three quickly followed, and I was soon beginning to feel confident, having got a handful of road sections under my belt, and not having sent Steve on some wild goose chase, along the wrong road. By the long Dalby stage, I was starting to get the feel of things, and was even making notes on the stage maps to give Steve as much information as possible. On the stage, the chicanes were the most memorable feature, probably a necessary evil, although with the emphasis on the evil!

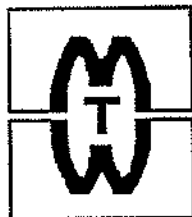
Service was next up and it was with great relief that we met up with Jacki and the flasks. Service time was rather restricted, and it was just as well that the trusty Astra needed nothing more than fuel, even if it was Steve's 25th event in the car. Slurping down the last of the coffee we were off to the next group of stages, Langdale (a favourite of Steve's), boring old Bickley, and of course, Staindale. Even before the start, Steve had expressed his dislike of this stage, a view which was to be reinforced after about two miles.

I called a fast left, and was about to add "tightens left into 30 right" when I felt the car adopt a very strange attitude. No sooner had I looked up when the car gently nudged the bank on the outside, after the back-end had got away from Steve. I was cursing myself for not calling the "tightens" a bit sooner while Steve was selecting reverse gear. But the car would not budge an inch. I threw off my belts and dived out to push, but it was all to no avail, since the car had bellied on some logs.

Steve ran off to get some assistance, while I tried to lever the logs out with another log, all the while blaming myself, but becoming more and more determined to continue. A group of marshals soon appeared behind Steve, and with their help we got the car mobile and got out of the stage, albeit with a maximum.

.....continued on page 20

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Service was next, and a quick inspection revealed only a bent front spoiler. My fears of a broken radiator was nothing more than some overheating while the car had been left ticking over.

A few lengths of tank tape, a quick slurp of coffee, and we were on our way again. Steve didn't appreciate my rendition of the Lumberjack song, and we were both left wondering if the Pirellis we'd removed last night (due to their potentially lethal disdain for wet tarmac) might have helped avoid the off. But it's no use crying over spilt milk, nor maximums, so we approached the remaining stages with anticipation, and a determination to enjoy ourselves. Before I knew it, we were back at the Cairn Hotel, having a well-earned pint.

On reflection, I realised that while I made no major mistakes, there is a great deal more to this stage co-driving business than the sack of potatoes jibes that many people make.

Thanks to Steve, Jacki (I want a Transit) Sanderson, the marshals, the organisers, and all the other dozens of people involved.

The engraved glass awarded to finishers is now in pride of place on the sideboard!

Stuart Marsh

DONT FORGET THE CLUBS ENTRANT LICENCE NUMBER

4497

BARBEQUE HILLCLIMB

Just a quick note to say thank you to everybody who took part in the hillclimb or marshaled on it and a special thanks to Tom Whittaker and Morley Waste Traders for their continuing support to motorsport and Trackrod MC.

I would like to wish the organisers of next years event good luck and hope that you have better weather.

Peter Stanhope

RAC RALLY 1992 IN SCOTLAND - LOCKFLEET SS33

As you will know by now the Lombard RAC Rally is not doing any of the Yorkshire Stages this year. So if any of you are still interested in marshalling on a stage then why not come to Scotland where Central Scotland MC have been invited to run Stage 33 at Lockfleet, nr Newton Stewart on Wednesday 25th November. The Stage is approximately 23 miles in length and the first car is due at 12.41, and marshals signing on is at 09.00. So if you are interested and would like more information please ring me on 0259 760611. Everybody welcome and we are looking forward to see many of you.

Peter sStanhope

MORLEY WASTE TRADERS. BARBEQUE HILLCLIMB **30th AUGUST 1992**

If Saturday the 29th August was not good for the weather, Sunday just got worse. A little damp in the morning with a strong wind. The "Catering Team" made their way down the hill to the marquee!! The first job, as always seems to be the case, was to try and secure the tent to the ground, a difficult job as guy ropes and pegs were at a premium. All the time the wind got

stronger and the rain a little heavier undeterred we set up the barbeques, tested them (they still smoked! remember 2 years ago) and set about preparing the salads. By this time the rain was so torrential that we were getting wet inside the tent, so my sympathies went to those of you outside, and the sight of Ken Goodall wrestling with his umbrella in 70mph winds, and losing, was quite hilarious.

Cooking began about 3.30pm after Rod and Jill had returned from the pub (they had gone to get some water!!!). The hillclimb continued in spite of the wind and rain getting stronger and heavier, and we were more anxious that the tent would actually stay up at all. Again the barbeques smoked, the "chefs" could not see, but I think we managed to feed just about everybody with no reports of food poisoning!! The prize giving we held in the marquee as we were cooking, and it was quite a sight to see marshals and competitors a like holding down the marquee to stop it blowing away. As soon as the prizegiving was over, we emptied the marquee of barbeques, food and people in a little over 10 minutes, thankfully just in time, as the wind finally blow the marquee down just as we got the last of the equipment out. An eventful afternoon.

Congratulations and thanks must go to Tom Whittaker of Morley Waste Traders for not only sponsoring the event, but also for winning his class. To all the marshals and officials, to competitors for braving the atrocious conditions. We hope the hot food gave you something to look forward to at the end of the day. Finally my thanks to the "Team" Rod, Jill, Becky, Brenda, Christine and Susanne without whose help we would not have fed you all so efficiently.

One final thought, how about Pie & Peas next year.....!!!

Russell Holdsworth

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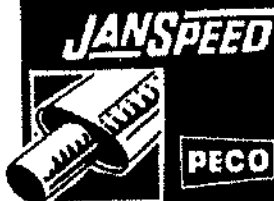
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