



*PREPARED FOR THE 90'S*



# **DECEMBER 1993**

## **MAGAZINE**

**THE NORTHS LEADING MOTOR CLUB**

RAC AFFILIATED No. 1230

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# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 274

Dec 1993

## EDITOR

Well, I asked for articles and I got articles - **THANK YOU** very much everyone who took the time to write, you make my life so much easier. Another important point is that they were on time! So you have a **Bumper Christmas Magazine**. Mind you, when you have an article that consists of **over seven pages** - it really helps towards making it a full magazine. (Thanks Barry) I challenge anyone who can beat that record!! - **I might even buy you a pint!!**

Network Q RAC Rally is mentioned quite a lot throughout the magazine, and I must say, after I got home and soaked in the bath, I decided that I had enjoyed being in 8" snow, freezing cold, thinking "Why do I do this?" After the last car, I walked back along the mile and a half track (with 3 gentlemen who shall remain nameless so that they can retain their good reputations) to where the car was parked - the conditions made it impossible to get some of the marshal's cars in. It was icy, but the scenery was out of this world, and the walk thawed me out, so I was warm as toast by the time we got to the car. Perhaps when I get my new set of thermals, I might even go out again on a rally. (I hear Russell has a nice snowsuit!)

I've received the second edition of 'Wheels' from the RAC which you will find in the centre pages. If you have any comments on this, please let me know.

Hope to see you all at the Annual Dinner Dance in January if not before then. In the meantime, I wish you all a Merry Christmas and a much better 1994.

**ANNE MOFFAT**

**DEADLINE FOR JANUARY ISSUE IS**  
**TUESDAY 28TH DECEMBER 1993**

## CHAIRMAN'S CHAT

Deal All,

Another busy month, the RAC Network Q has been and gone and it's a credit to everybody involved on SS32 who ran it all.

On arrival on Tuesday to set the stage up, we were greeted with 12" of snow at the finish and 18" at the start, but after the snow plough had passed over it, it became easier to define the route.

By the time the team had finished taping the junctions in the dark on Tuesday night, we had freezing fog and a temperature of -10 degrees. The hotel was a welcome sight.

The day of the event was very frantic early on, trying to get marshal's in due to ice, but eventually we were ready and only one succumbed to the conditions, going off at the fire tower mid-stage; only car 163 decided enough's enough and retired 50 yards after the start "No Traction". Thanks must go to everyone involved from John Renny and myself - you all did a superb job.

One note came to light after I had spoken to a Forestry Official. He had received some abuse from a marshal at one of our junctions. Now, this particular Forestry Official has done a vast amount of good to this and other Motor Clubs by supporting motor sport in the North Yorkshire forest and I do not doubt his ability to act in a safe and proper manner at all, nor his authority to be present in the forest during the event, come to that, although it was a non-spectator stage, we cannot deny access on any Blue Road to anyone, only traffic is not permitted without authority - walkers etc. still have access.

So if the person/s involved can remember the incident, please explain the situation in a reasonable manner and enquire as to their presence politely, before giving courteous advice.

The club caravan was a topic of conversation at our last Committee Meeting

with the feeling that having lost it's present parking slot, perhaps it should be refurbished and sold with the view to obtaining a smaller one which we have a prospective storage area. Having assessed (you spelt this minus two s's and an 'e' Barry, but I'm sure you meant assessed!! - the other would have to be censored - ED)the structural parts of the van over the weekend of the 27/28th November, we found it to be structurally sound - it only needs a good glean outside and a few rivets and screws. Becky had cleaned all inside the van prior to the RAC and it is still very tidy inside - a few offers of help would be nice.

The Annual Dinner Dance is almost here, so get your tickets as soon as possible (see Rebecca), it could be very eventful!!!

I think that's all for now.

**BARRY DOVE**  
Chairman

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### COMMUNICATION FROM NORTH OF THE BORDER

I would just like to say thank you to everyone involved in helping before, during and after the Lookout Stages Rally. Everything ran very smoothly apart from an accident on stage 7 which resulted in us losing a stage for the first time in 5 years. Thankfully, Andrew Hawksworth is well and recovering.

I look forward to seeing you all next year - providing we're invited!! (I'll put in a good word for you Peter if you promise to send me that article we discussed - someone has yet to beat Barry's epic - ED)

**PETER STANHOPE**  
(Alias McStanhope)

## **SEC'S BIT**

Well, I think that I have finally thawed out from this year's Network Q RAC Rally! Langdale was very picturesque with a foot of snow and ice, and the first task for the marshals was to get in to the stage!! With ice on the road this proved a bit difficult, but with everyone lending a hand we managed to clear or grit the hill in to Langdale and get ourselves in. Anyway, after lots of coffee the competitors came and went and a good long day was had by all. On behalf of John Renny I would like to thank everybody who came out to marshal.

On behalf of Stephen, John and the rest of the team involved with the Lookout Stages Rally, I would also like to thank you all as well and to congratulate Darren Moon and Michael Hargreaves on their 2nd overall; and to Ian Richardson and Lloyd Walker on 8th overall. Their results along with Stephen Sanderson and Rob Buchan's gave Trackrod some well-needed points for the Larkspeed League. Starting in eighth place and ended up in sixth.

The Disco on 19th was well attended and enjoyed by all, and the sponsors, Larkspeed are to continue their support again in 1994. Thank you to Alan and Ellen.

We could do with a regular team out on events in 1994 to support the League that has been going for over 20 years, and that Trackrod has never won!! Our congratulations go out to North Humberside Motor Club who are this year's winners.

While I am on with the thank you's, a belated one from last month - from John Smallwood, for helpers who were out on the Crystal Stages Rally. This was also in Langdale Forest (we seem to be getting rather attached to this forest!), this was a shake-down for the RAC!!

Well, I'm afraid that is all I have to say for 1993, apart from wishing you all a Happy Christmas and let's hope a Prosperous 1994. Don't forget to get your name down for tickets to the Annual Dinner Dance on 15th January 1994.

**DEREK LEE - Secretary**

## SOCIAL CALENDAR

### DECEMBER

- 7 Yorkshire Switchgear, Leeds  
CHRISTMAS PARTY (104/290 363)  
14 Admiral Hawke, Boston Spa (105/434 454)  
21 Crown, Wetherby  
28 New Inn, Eccup  
VIDEO NIGHT/FREE CHIP BUTTIES

### JANUARY 1994

- 4 Yorkshire Switchgear  
OPEN FORUM  
11 Admiral Hawke, Boston Spa  
18 Crown, Market Square, Wetherby  
25 New Inn, Eccup  
FREE CHIP BUTTIES

### MERCHANDISE

Please bear with me on this folks, I'm still awaiting confirmation of prices from suppliers. Details should be available in December.

The next major event is the ANNUAL DINNER DANCE at the Lawnswood Arms, Otley Road, Leeds, on SATURDAY 15TH JANUARY 1994. Ticket price - £17.50. Please see any committee member for details.

Please make the effort and support this event, not only for YOUR CLUB, but also your committee, who spend an awful lot of time and effort on the members' behalf to ensure the smooth-running of the Club.

Thats all for now folks. Cheers! MERRY CHRISTMAS

**RUSSELL HOLDSWORTH**

Social Secretary

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## **LOOKOUT STAGES RALLY - 7TH NOVEMBER 1993**

The Organisers would like to thank everybody who came out to marshal, help or compete. We would especially like to thank Paul Scruton and Russell Holdsworth for their help in setting up and Peter, Susanne and Erin Stanhope (and Dudley) for coming down "South of the border".

Shortly after the event I received a letter from Tony Newsum at the RACMSA. He had been asked by the RAC Steward to pass on to us his comments. He said that the event itself was extremely well organised and run throughout and all the information was excellent, possibly the best he had received. The whole rally ran with a smoothness that would indicate a unified team.

Comments from competitors on the day and in the following weeks all agree it was an excellent event only marred by Andrew Hawksworth's accident. It is nice to know, as organisers, there are more than enough competitors willing to enter this event. I'm sure we could have had 120.

If we are to continue to use Melbourne in the future, we feel some parts of the Airfield require attention to improve the surface. So if anyone is willing to volunteer their services for a couple of weekends next summer, could they please see either John Smallwood, Derek Lee or myself.

### **RESULTS**

**1st O/A Tim Wood/Sue Rylatt**

**2nd O/A Darren (Dave)Moon/Michael Hargreaves**

**3rd O/A Andrew Bird/Donna Harper**

**8th O/A 1st in class Ian Richardson/Lloyd Walker**

**22nd O/A 2nd in class Mark Midgley/Christopher Hudson**

**37th O/A Best Trackrod Stephen Sanderson/Rob Buchan**

Once again thanks to all involved.

**STEPHEN LANCASTER**

On behalf of all the Organisers

## **CRYSTAL DEBUT**

Having just finished building a new car, where better to give the car its debut rally but the YORKSHIRE FORESTS, the event in mind was the **CRYSTAL STAGES**.

Stage 1 (Harewood Dale) - The car was very quick and handled well, with incredible traction from the 4WD, stage 2 (Langdale) went without any problem except for getting barked by car 98. However, during stage 3 (Staindale) the gearbox started giving cause for concern, gear selection was becoming a problem. We managed to get into service which revealed that there was no oil left in the gearbox because an oil seal had let go - there was not a lot the lads could do with only 15 minutes, so a quick top-up with oil was all it received.

On to stage 4 (Gale Rigg) we had decided to take it easy and go for a finish. Although the car had different ideas, we managed to scramble through, using only 2nd, 3rd and 5th gears. Stages 5 & 6 (Cropton & Dalby 1) we were still going but not competitively; we struggled through to second service only to find a front drive shaft was making life even more difficult. We ventured into the last stage (Dalby 2) where the sun shining through the trees caused a few hair-raising moments, after which, a steady run to the finish brought a reasonable end to the day.

Although the car performed well and looked great (thanks to Colin at C & G Motor Engineers, Elvington) and showed great potential early on, we were disappointed that a better result was not achieved.

Thanks to everybody who helped us during the event especially Viv for the pork pies.

The car is now back in the workshop being prepared for the **PREMIER STAGES**.

**NICK & JIM DIXON (MND Motorsport)**  
**Car 100**

## **LOOKOUT 93**

Sunday 14th November - Having just returned home from Melbourne Airfield, yet again, from clearing up after this year's Lookout Stages Rally, we ask ourselves "is it all worth it?". We arrived in the rain, worked in it all day then as we were more or less finished, the sun came out! As always, like on most events, it's the same bunch that set up, run, and clear up the event venue, with the odd extra now and again.

The event itself ran very well, and the weather was kind to us on the day. The only sad note was for car number 4, Andrew Hawksworth, who crashed into some Armco on stage 7 and was taken off to hospital with a broken jaw. Our best wishes to Andrew for a speedy recovery.

A wholehearted congratulations go to Darren Moon and navigator, Michael Hargreaves on a brilliant second overall (Larkspeed League points) and to Ian Richardson and Lloyd Walker coming in eighth overall (more Larkspeed League points). Condolences to Alan Powell and Barry Dove who retired on stage 4 with a broken gearbox; also to Tom Whitaker and Russell Holdsworth, out on stage 8 I think. Tom hit the only tree on the airfield. Mark Briers went OTL at MTC 10 in.

Two footnotes to mention. First, yes, John Richardson was out helping son Ian, getting his hands dirty, making the bacon sandwiches. And last but not least, Paul (Michelin Man) Scruton wins the unofficial title of Tyre Chucker of the year. Paul worked long and hard setting up, on the day, and after the event, moving tyres. He can build a tyre wall a high as any man. Well done Paul.

Cheers

**MALCOLM JAGGER**

Press/PR Officer - Lookout

## **THE 'YES THE PINT'S STILL WAITING' ARTICLE (MARSHAL'S MOANS)**

First of all, may I say thank you to all those who turned out to marshal on the Network Q RAC Rally - especially those who made Langdale run as smoothly as it did.

Tom/Jezz's chicane at the finish was obviously very effective judging by the amount of cars with straw hanging out, and bumpers missing. Nobody got the 50 bonus points for collecting Mr Blobby on the Stop Line (Yes, Russell, your one-piece snow suit was very stylish!!) All in all, a great effort from everyone.

One moan this month, directed at those people who really should know better! In those conditions, to meet not one but five cars slipping and sliding in the wrong direction was unbelievable. Disaster was only just averted and a potentially expensive situation became just another hold up. Under ordinary conditions it wouldn't have been a problem but on a single track of sheet ice - really you should know better!

It seems that I'm getting requests for marshals too late to include in this magazine. I'm trying to see people in person at the Tuesday Night Meetings, but as this is not always possible, please keep in touch with me. My phone number is (0532) 568902. If Trackrod can't help other motor clubs, then they may not be so eager to help us next time!

Once again, thanks to all those who made Langdale go so well.

**RICHARD WEBSTER**  
Chief Marshal

## **MEMBERSHIP**

Well, once again it's my turn to write.

Yes, it's that time of year where we need your money. It really has been a bumper year for membership with 150 valued members of our Motor Club.

Let's hope that we see most of you supporting our Annual Prize Presentation and Dinner Dance.

Please fill in your Renewal Forms and return it to me a.s.a.p. so you may continue to receive your excellent Club Magazine.

All that's left for me to say is to wish you all a very Merry Christmas and a Prosperous New Year.

**REBECCA KEMP**

Membership Secretary

P.S. Do you have any prizes to donate to the Dinner Dance - a good excuse to get rid of any unsavoury Christmas presents. (Mother-in-Law's not accepted, and no half-eaten turkey legs).

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### **FOR SALE**

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## NETWORK O RAC RALLY - 1993

I would like to thank all our members and friends who turned out in what must have been one of the most difficult RAC's I have been involved with. Everyone who managed to get to the stage and into their allotted positions did an exceptional job even if they had to be pushed, shoved or whatever! I know that some got to the stage but did not get the job they had expected, but under the circumstances, I hope you understood.

I would also like to make a special thanks to those who helped set up the stage and also those who turned out for the recce. Both days were tough in their own ways and if you did both - well done!

I think that at the end of the day, you will agree the weather conditions provided us with a picture postcard that could only be repeated in Sweden or a ski resort. If anyone got to take photos (whilst not on duty!!) I would like to see them.

Thank you once again.

**JOHN RENNY**  
Stage Commander  
Langdale SS32

P.S. We have got Cropton to run on the **Kall-Kwik in February** - please see me for details and book a job.

## LIFE IN THE SLOW LANE

Firstly, and most importantly, a big **THANK YOU** to all the Trackrod team who turned out on that very cold Wednesday morning in Langdale. It was fantastic to see so many familiar faces after three and a half day of hell!

Langdale was for us, the most enjoyable stage of the rally, probably partly because it was the first time we had a clear attempt at a well-organised stage without having to stop and help another crew up a hill or back onto the road since SS19 on Monday.

Here are a number of points from the Competitors in the Network Q RAC Rally who became stranded behind the main pack due to blocked stage access routes and stationary rally cars on the more ice-covered stages...

It's no joke trying to compete against the world's best in their 400bhp 4WD, fully equipped Group A Special, when you are running within 1 minute of OTL through polished ice stages which are mostly blocked and if they're not, they are closing around you. Yet we all battled on in our showroom spec 2WD 60bhp sub-compacts(Do we get any Events Media coverage? Dream on!)how then can we progress? Our sponsors get nothing from their generous involvement!

**OUR TEAM - CAR 167** - The only Fiat in the event. The car, a 1983, 1299cc 70bhp which did have a Gp A gearbox(for 3 stages on day one). Yes, after just 3 stages on day one, the only GpA part on my showroom spec Fiat Uno 70 started singing strange tunes to us.

We managed, by 2.30am Monday to find a new (new to us) standard Uno box. Straight out of Parc Ferme' on Monday at 7.45, it took about an hour to install my new box.

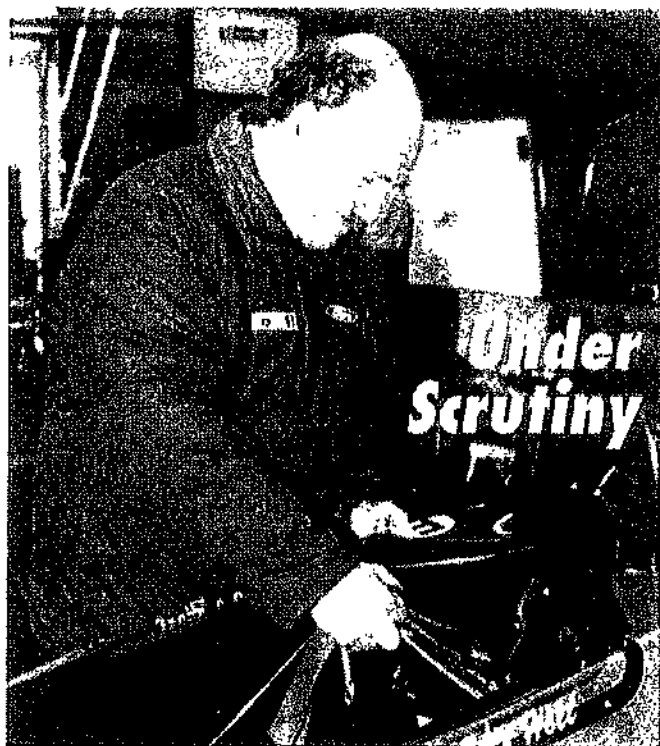
Richard and Katy Tuthill were forbidden by father Francis to try and get down to Wales in the 1hr 10 mins remaining. Our Manager, Rod Parkin knew better than to even try to talk is out of this mad dash which would keep us in the rally. Richard wished us good luck as his little Subaru was retired from the event.

Continues on Page 28....





# Wheels



**W**HEN you've prepared a car for motorsport there's usually one important person you have to see before you can compete – the scrutineer. *Wheels* asked Peter Riches, Chairman of the Technical Advisory Panel (seen here in action at the Formula Ford Festival) for any tips to help you sail through the scrutineering process. His advice was simple: **READ THE RULES.** Read the class rules, read the championship rules, read the event rules and read the sporting as well as technical regulations because they may, for instance, specify a particular fuel. Oh yes, and read the homologation form for your car if

there is one, and if you are doing a series with its own scrutineer then consult him too if in doubt.

The onus is on you to make sure your car complies with the regulations and the more you understand what you are trying to comply with the better. Apart from anything else, working on a car and then having to undo the work or, worse, being thrown out after an event is not the most productive way to spend your time or money.

When you get to event scrutineering, try to avoid the most common mistakes, which are:

- Sending someone with the car who isn't familiar with it and doesn't know

where the switches are or how to get the body off a single seater.

- Turning up without helmet or overalls where stipulated.
- Competition numbers missing or wrongly positioned.
- Trying to be a know-it-all. Listen to any advice you are given, especially on safety which is what the initial scrutineering will be all about.

Scrutineers tend to find that clubmen are less safety conscious than drivers further up the ladder and tell horror stories of frayed seat belts, race overalls covered in oil because drivers have been working on cars in them, and chipped helmets (I once accidentally knocked Graham Hill's helmet off the pit counter at Sebring and can still see the moustache bristling with annoyance. I only did it once).

Clubmen may point out that their budgets are lighter than the stars'. True, but in my book a life is a life irrespective of the bank balance and safety is surely one thing not to compromise on.

Finally, advises Peter, clean the car before you head for scrutineering. Scrutineers usually work on around 6 minutes per car and obviously the cleaner the car the quicker the operation is likely to be.

*Stuart Turner*

## COD FILLET QUIZ



1. Which team gave Ayrton Senna his first F1 drive?
2. Where is the VENUS rally held?
3. For which racing driver did the pit crew give signals in Scania?
4. In what type of motor sport would you drive a KINECRAFT?

**ANSWERS ON PAGE 14**

# NEWS FROM THE RACMSA

## Help for Clubmen in 1994 British Rally Championship

Dates for the 1994 Mobil 1/Top Gear British Rally Championship have been confirmed and three rallies have announced a series of national events to form a new 'stepping-stone' challenge for amateur competitors.

The Vauxhall Rally of Wales, the Pirelli International Rally of England and the Perth Scottish Rally will each run an event at National B status behind the main rally, with a cut-price entry fee.

Those three events will form a challenge series, designed to encourage club competitors to move up to the full international championship in 1995.

Said Championship Manager John Horton: "This is an opportunity for drivers to enter rallies at good value-for-money, and to experience classic stages and international standards of organisation. They get a flavour of international rallying without all the expense."

Entry fees are expected to be £250 for 70 stage miles on the Vauxhall and Scottish rallies, with the Pirelli offering 50 stage miles for £190. The challenge series will be open only to the holders of licences up to National A status (although each event will accept entries from any competitor whose licence is valid for a National B rally and who belongs to an invited motor club).

### The 1994 Mobil 1/Top Gear British Rally Championship

March 26/27 Vauxhall Rally of Wales

April 23/24 Pirelli International Rally of England

June 3-5  
July 29/30  
Sept 14-15

Perth Scottish  
International Rally  
Ulster International  
Rally  
Manx International  
Rally

## RAC Gold Medal Presented to Nigel Mansell

Mr Jeffrey Rose CBE, Chairman of the Royal Automobile Club, presented the RAC Gold Medal to Nigel Mansell OBE on 26 October.

The award was made in recognition of Mansell's achievement in becoming the first driver in history to win the FIA Formula 1 World Championship and the PPG IndyCar World Series in successive years.

The presentation took place on the occasion of a dinner at the RAC in Pall Mall. Among many distinguished guests were Richard Noble OBE, holder of the World Land Speed Record (633.468mph) and Derek Bell MBE, two-times winner of the FIA World Sportscar Championship and five-times winner of the Le Mans 24 Hour Race.

Accepting the RAC Gold Medal, Mansell recalled his early career, right back to junior karting, and said: "This last year has been the most sensational of my career. What has happened has made me so proud for my country."

Signing a commemorative menu – later presented to the winner of the 1993 Open Formula Ford Championship, Russell Ingall – Mansell wrote: "I can't tell you how many happy memories I have of Formula Ford."

## Marshals Grading

The RACMSA Marshals Grading Scheme and the National Register are now almost complete, compiled with the help and support of many marshalling clubs and officials.

In 1994, grading cards will be issued direct from the RACMSA at Colnbrook. These are likely to be dispatched in mid-March and will only

be issued on an annual basis. Mid-season upgrading will be handled by authorised persons within the clubs, in a manner similar to the current British Motor Racing Marshals Club scheme. Details will be passed to the RACMSA annually.

To ensure that the records are as accurate as possible before handing them over to the RACMSA, the following information is required:

- (a) If you have not yet received a RACMSA grading card.
- (b) If you have more than one grading card.
- (c) If you are training for any grade.
- (d) Your postcode.

If you have the correct card, are not in training and the details are accurate, you do not need to write. If you fall into categories (a), (b), (c) or (d), please contact David Pierre as soon as possible at 99 Atlantic Road, Kingstanding, Birmingham B44 8LW (Tel 021-350 7029 evenings only).

Completed cards should not be sent to Mr Pierre, nor at present to RACMSA. In the future, cards will need to be sent in for upgrading purposes, but details will be announced later.

## Other News...

### Recruitment of Scrutineers and Timekeepers

The Technical Officials Training Co-ordinator has begun making arrangements for would-be trainee scrutineers for 1994.

Anyone interested in becoming a trainee and, in due course, an RACMSA-licensed scrutineer should contact:

Mr J A Taylor, 12 Brownlow Street, Weymouth, Dorset DT4 7HW. Tel: 0305 208939 (h) or 0305 779965 (b).

A shortage of timekeepers covering sprints and hillclimbs in the West Midlands has been reported to the Timekeepers Training Working Group. Anyone in the area who is interested in training to become a speed events timekeeper should contact:

Mr F Shortall, 52 Crown Lea Avenue, Barnards Green, Malvern, Worcs WR14 2DP. Tel: 0684 569486 (h) or 0684 892255 (b).

*Contd on p. iii*

## THE CHEQUERED FLAG

By Ivan Rendall, published by Weidenfeld & Nicholson, hardback, 400pp, \$25.00

Obviously, cramming 100 years of action and incident into 400 pages means that coverage is not as in-depth as most other motorsport books. However, Rendall has given it a good shot, from the wild days of the Gordon Bennett Trophy races through to the 1993 season, by way of the Silver Arrows and the days of the sprouting aerofoils.

Illustrated with a fine array of photographs and illustrations, the book is further enhanced with a results section at the back, albeit covering only FI and the Indianapolis 500.

Don't buy this book if you want blow-by-blow detail. However, if you fancy an attractive overview with a clear indication of the trends that shaped the sport, this is a fine purchase. And good value too. Rating ★★★★★

BSJ

## VW BEETLE IN MOTORSPORT

The illustrated history 1940s to '90s.

By Peter Noad, published by Winflow and Greene Ltd, 144pp, 222 illustrations, hardback with slip cover, \$17.95.

Beetles in motorsport? It doesn't sound too glamorous, especially when you think of the Beetles' popularity in low-cost events. But as the publisher's blurb says, although there are plenty of VW books, they haven't really bothered too much with the competition side.

As you might expect there's almost

no form of motorsport the world's most popular car hasn't been involved in.

Drag racing, trials, rallying and circuit racing - it's all here in Peter Noad's informative and amply illustrated book, which looks at VWs in chronological order through the decades.

The book could easily be an excuse to trot out plenty of old VW pictures and then caption them.

But the author has done his homework on the history front, so there's plenty of informative text. The Beetle started its competition career in the 1949 Monte Carlo rally, finishing 43rd. The 1131cc, 25 bhp car was hardly in the superpower league but the competition did was cast.

And did you know the Beetles' first six places in the 1957 Australian Mobilgas Rally, and six places (including first and second) in the top ten the following year led to the rally's demise? Allegedly.

Rally ace Paddy Hopkirk has a lot to thank the VW for, starting his competition career, while at Dublin University, with a Beetle in 1953.

The Beetle's big brother, the type 3, as well as some true obscurities (the South American models spring to mind) aren't neglected either.

Photo reproduction isn't bad and the book is printed on decent quality paper. Eight pages of colour brighten the book up. The only cause of (minor) complaint is the advertisements, but if they've helped keep the price down, that's no bad thing. Reasonably priced. Rating ★★

RDA

## FEATURE BY AUTOSPORT

have been modified to work only in two-wheel drive (unless specifically permitted by the event regulations).

The Trials Committee recommended this change after it became clear that some cars - such as the Fiat Panda - are fitted with a lower first gear in 4wd form; this confers an advantage even when the 4wd system is disabled. The new rule will apply from 1 January 1994.

● Hill climbing is one of the earliest recorded forms of motorsport, indeed the oldest continuously used motor sports venue in the country is Shelsley Walsh, where the MAC has been running hillclimbs since 1905.

● What is a hillclimb? Quite simply a test of speed up a narrow, twisting, tarmac, usually private, road. The idea being to get your car to the top of the hill quicker than anybody else.

● There are around 100 hill climb events in the year at venues ranging from the north of Scotland to Cornwall to Northern Ireland to Kent. UK hillclimbs vary in length from about 500 yards to 1.5 miles, with an average of around 1000 yards.

Continental mountain hillclimbs are however much longer, with Mont Ventoux being nearly 13 miles. America too hosts a famous hillclimb, Pikes Peak.

● Hillclimbs are open to all types of car, from standard saloons right up to very specially prepared Formula 1 powered single-seater racing cars. Catering for all these cars are championships ranging from Club, through Regional Associations, to the RAC MSA British Championship.

● Hillclimb competitors often stay active for many years, some go on to other things before returning to their first love. Roy Lane has been in the top bracket for over 25 years, collecting 3 RAC Championships on the way, and Tony Marsh won two hat tricks of RAC Championships in the 1950's and 60's, went into Formula 1 and power boats, but came back to the hills in the 1980's.

● Hillclimbs are often very spectacular and demand a very high level of skill, concentration and car control from the drivers. Because of the cost of the safety precautions necessary they sometimes seem low on miles per £, but they are very high on enjoyment and satisfaction. All hillclimbers strive for the mythical perfect climb, but someone always manages to go quicker.

Dick Mayo

Contd from p. ii

## No Adverts on Navigation Rallies

Cars taking part in navigation rallies will not be allowed to carry advertising of any kind (other than the event sponsor's decals) after 1 January 1994.

## No More 4X4s at PCTs

Four-wheel drive vehicles will no longer be allowed to compete in production car trials, even when they

**H**ave you ever thought about your car's corner weights? Chances are many competitors have not considered this; but it could improve your performance. So, what do we mean by corner weights?

If a car did not have suspension, its corner weights would be fixed. The load would be spread about the car depending on its weight distribution. The four corners always add up to the total weight of the car. You could shift the weight about, but only by moving heavy items like the engine or the gearbox. Fortunately springs make life a lot easier.

If each corner of the car is equipped with a spring and an adjustable platform, we can alter the ride height of each corner. This difference in ride height will dictate how the weight of the car is spread about the axles. Having one corner higher than the rest will put more load on that corner. To increase the corner weight you adjust the ride height upwards (increasing ride height). The load on that corner

will increase, but decrease elsewhere. Theoretically you should aim for an even weight distribution; 50% front to rear, and 50% side to side, with driver (and co-driver) installed.

However, driving the car changes that distribution. As you accelerate, the weight bias moves to the back, as you brake it moves forwards. Cornering shifts the weight to one side and if you brake and corner at the same time...

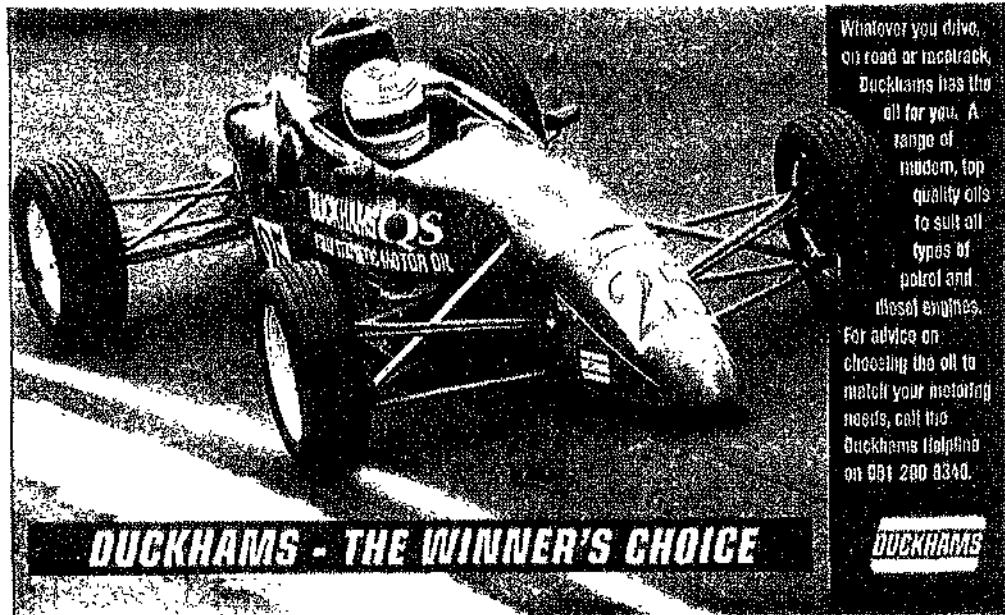
As with castor, camber and toe-in adjustments, you can alter corner weights to get the best compromise for a given venue. But you have to have some accurate way of measuring them. Electronic corner weight measuring machines are ideal since they measure all four wheels at the same time, but a light car, like a Caterham, can actually be weighted on good bathroom scales. All you need is an accurate scale and three blocks of wood the same height as the scales. It takes time and care to be accurate, but this method is cheap.

An alternative is the corner lifting type of scale. The trick with these is to lift the wheel only just clear of the ground to take the reading. If you lift it too high you will alter the readings. Put a piece of cloth or cardboard under the wheel and take the reading when you can just pull this clear.

Biassing the weight of the car for a given track sounds like a good idea, but there are limits. Add in a lot of bias for left hand turns and you may not only suffer on right-handers, the straight line stability under braking may well become dangerous. There is no magic formula, unless it is active suspension!

## QUIZ ANSWERS

1. Toleman.
2. Cyprus.
3. Prince Bira.
4. Sporting Trials.



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## **A WEEK'S HOLIDAY!!**

The day began with an early run on a cool misty morning to the air museum at Elvington near York. The purpose was to do noise tests on Selby Motor Club's Three Swans Rally, assisting Rebecca Kemp.

Everything was going fine, the sun began to rise and the air became warmer, interspersed between cars, I took the opportunity to take a very close look at t Halifax Bomber undergoing a major rebuild, the detail of workmanship on this fifty year old plane would do credit to most works prepared cars, it was perfect in every detail and still looked 'as new'.

Back to the tale, at the latter end of our duties, a late entry Mr "Yuk" Hodgson arrived with his BMW M3, in his usual chatty mood, he went on to say that he'd entered only as a quick 'shakedown' before leaving for Belgium and the "Tour of Flanders Rally".

During his jolly conversation he happened to say that he didn't have a navigator yet - "Bazz will do it with you!!!" Offered Becky. "Can ya do pace notes Bazz?" "No, Yuk, I've never done them". "Don't worry, you'll soon pick it up".

With that, he left to go to scrutineering. For the next few hours, I pondered over this new venture, I needed short notice time off work, money, an international licence, a clue as to what to expect, overalls cleaning, etc.,etc. all in **TWO DAYS!!!**

My thanks go to a few who helped me on this, Rod, Becky and Tony Nelisum, RACMSA. Tom Whitaker agreed to service with two lads "Yuk" had already arranged and kept light heart of the situation as we set off Tuesday lunchtime, September 7th for "Yukspeed", near Malton.

We arrived to see the BMW already loaded, looking immaculate in its yellow and white livery, hitched to the Isulu Trooper, roof rack adorned with a wide selection of tarmac tyres of various compounds.

After a few good-bye's, we departed to catch the 18.00 ferry from Hull to disembark in Zebrugge at 08.00 next morning.

Being nervous was an understatement but it was refreshing to have a beer or two with the team, Yuk doing most of his repertoire after six or so, but the mood was very good, even one-and-a-half hours out from Hull, we tried Tom's mobile phone to find it still worked. If you were stood on the top deck, the crossing proved smooth but my stomach told me otherwise. After spending a few hours sleeping in the small but comfortable bunks in the cabins already booked it was time to get up and have a hearty breakfast.

We docked at 8.00 Wednesday morning which gave us two and a half days to make pace notes for all the stages, about thirty in all, but some were traversed two or three times.

We set off south to Rosslare to find a club/bar in the town centre to collect the road books (2). I knew this having been given the Regs etc. on the journey to Hull (plenty of time to read and digest AA regulations!!!)

Having found the bar and paying 5000 Belgian Francs returnable deposit, we set off to our hotel about 20 miles away in Ypres, to book in and drop off our cases.

On route we called at the local BMW dealers 'Hendricks' and enquired if we could leave the car there till Friday. **NO PROBLEM.** Shall we clean it? Do you need a ramp? Nothing was too much trouble. So, with the car safely locked away with all the spares etc., we continued to Ypres.

The hotel was typical 1940's style. High rooms, shuttered windows - very dated but comfortable and clean and the 'Madam' spoke reasonable English.

Having booked in, we all set off to make some notes, as 'Yuk' drove the stages he reeled off what he wanted to hear consisting of Flat L & R Fast L & R Ks Squares L & R and Hairpins interspersed with Crests Flat or Absolute, keep left or right over plus precautionary notes loose, gravel cares etc.

Having done a couple of the stages it became a lot easier to quickly write the notes down and by dusk we had done six stages. One problem being that the stages could only be traversed at certain times of the day and most of them at different times. i.e. "Okene" 14:00 - 16:00 "Hooglede" 18:00 - 20:00 "De-Zilver" 13:00 - 15:00. This incurred a lot of interstage mileage but by 07:00 we headed south towards Ypres.

Now Yuk is not a big drinker!! but the first bar we came to with the sign "Jupilar" outside was a reason to stop. Jupilar is the Belgian beer similar to Stella Artois or Cerveaza? Having had a couple each, we set off again to find something to eat but the country road via Passendale to our hotel did not abound with restaurants (none) so the next "Jupilar" sign became tea in liquid form. This continued all the way to Ypres.

Once in our rooms, we chose to shower and change for a walk round Ypres. Tom shared a room with me and decided to wash first, whilst I had a shower, what a joke - the bath was 2 foot square with a seating area at one corner and the shower unit was hand-held. It bore resemblance to trying to wash on a river bank.

Washed and changed, we set off to look around the town centre of Ypres. What a sight - all the old buildings were floodlit around the cobbled square with magnificent city walls and churches.

The only food available was chips, beefburgers and coffee, but most welcome since our last meal had been breakfast.

After a good night's sleep, we began Thursday with cheese sandwiches from the local bakery and set off to do more notes. By evening we had done most of the stages at least twice, leaving only a couple to do Friday morning.

That evening after planning the following day, I sat in the room and re-wrote all the notes from a pad to a Pukka pace note book, so that we could try them out next day. By midnight, with Tom's help, we had just about finished - time for a bite to eat at the local cafe "Open All Hours".

Bright and early Friday, we set off to check the notes and look at the "zoning" an industrial estate we had to do 5 laps of after each leg of the event.

As time drew near, we returned to collect the car from the BMW dealers and re-load all the spares. Having fitted D5 compound tyres all round, we left for gearbox and diff sealing at the local Mercedes dealers.

Each element of the event, i.e. G/box & Diff sealing, scrutineering, documentation and podium (start type ramp in a massive sports complex, bright lights, TV interviews etc.) you were given a 15 minute window in which you had to clock in then 45 minutes to get to the next checking.

Scrutineering was in a glass, carpeted showroom so cars were pushed in and out again in a time in & out. Then to documentation to find my licence had arrived.

**EVERYBODY** is so helpful and smiling they really do treat you well. Documentation done onto the sports hall clock in, drive up the start ramp, a 2 minute interview and out of the arena into Parc Ferme for the night. The crowds were enormous and the whole area was covered with stalls, burger bars, Dunlop, Pirelli tyre trucks and every conceivable type of service van and motor homes etc.

Having surveyed the area and looked at the opposition we went into the hall/arena to look at the notice boards and have a drink. The atmosphere was on a par with the RAC Rally, but much warmer. Since we had arrived the weather had been warm enough for just teeshirts, even during the evening.

As evening drew near we left for the hotel and a good night's sleep but nerves were to prevent any deep sleep even after a nightcap.

The day had arrived - 06.00 up, washed, overalls on and down for breakfast. Mine consisted of two cups of coffee then off to Rosslare and the start.

Having collected the car from Parc Ferme on our due time, we joined the queue to the start ramp. Running at No. 28 on a well-supported Belgian



International, the crowds at the start were huge, television cameras, radio etc, etc. The whole event made you feel nervous but up the ramp we went for a couple of minutes interview then away to SS1.

The first stage was only about 4/5 miles away down a wide almost motorway type ring road found the outskirts of Rosslare. On route the Cosworth in front began weaving across all the lanes side to side at about 60/70 mph, this in full view of the local police who appeared to take the attitude that if you needed to warm your tyres then that's ok with us. We duly followed suit.

Following the Roadbook which had more detail than anything I had previously encountered, even containing a photograph of arrival control, and the start line. Clocked in at the arrival, fitted helmets, checked intercom, opened pace notes at SS1 "Oekene" and started shaking. 1 min, - 30 seconds, bloody hell I am cra— myself - 10 seconds - the car shook as we engaged first gear with a solid bang, 5,4,3,2,1, **GO** - I reeled off the first few notes and glanced up to try gauge the rate of delivery, this car was something else!

The adrenalin was pumped up to max as I called the notes trying to judge the pace... absolute right to 100 square left 50 square right, right, **RIGHT!!** Yuk swore his hands were crossed at the time as a photographer filled his pants, (so had I!) this was the only incident on stage 1, the rest was mint to flat right over flying finish.

With shaking hands I offered the time card for signing. Already Yuk was full of fire and eager to leave for SS2. Being a first-timer, I asked if it had been ok. "No probs, Bazz, keep it coming!!" On to a T junction to see Tom and the lads ready for anything.

Service was a cinch as every stage finish was an easy ride for service crews and they had time to reach every stage finish with ease. The service areas were people's drives, front gardens - anywhere you wanted - the local population invited you to use their areas, even in small villages.

Onto SS2 after leaving our crew to pack up service after 2 and the starter motor packed up (I've been here before, haven't we Alan!)

A quick push and we were away, having changed to softer compound front tyres, as conditions remained dry.

At the start line of SS2 again a quick check of the intercom, relay the first couple of instructions then go. Speed is so deceptive, but with narrow roads it leaves little margin for error as we were to discover, but 2 and the next few stages had only a few moments, one in particular was fast left over crest onto surface change, i.e. tarmac onto cobbled road - this caused us an anxious moment braking downhill to K left immediate square right!!

Having completed 6 stages, we then proceeded to the "zoning" SS7. This consisted of 5 complete laps of an industrial estate at the side of the river, actually competing down the quayside - **EASY?**

The difference being on arrival, you receive an ATC time then proceed to stage start who count you down as normal to go; you set off down the estate toward an overhead mobile gantry opposite a road from our left. In the gantry top is a marshal with a yellow flag, if the flag is stationary, you stop. If waved, its foot to the floor. A third of the way round you pass a **FLYING START** line to complete the stage of 5 laps, you pass this line SIX times then instead of turning square left as previous, you go straight on to a flying finish. What a stage that was - absolutely bloody mint. All concrete roads with open corners allowing your tyres permitting to slide broadside round them in fourth gear flat to the board.

Having collected our finish time, we proceeded through the centre of Rosslare to the sports arena and main service. We met Tom and the lads (Chris and Jeff) in service who gave the car a good spanner check, refuel and a change of rubber, the car had been faultless - the starter motor had cured itself, Yuk saying it was a relay that had been responsible but all was ok.

A bite to eat and time for Leg 2 (Etape 2) a re-run of the morning stages. Again you enter the arena, clock in, up the ramp, quick two minute interview as to your progress then away to SS8 - tyre warming on the motorway **AGAIN!**

Arrived at "Oekene" SS8 for the second run of the day. At the arrival, Yuk

says "Right Bazz, speed the notes this time, let's go for it now, OK! 5,4,3,2,1, GO. Now the urgency was on, this made the first run tame as we rocketed down the narrow lanes. I read the notes with more speed, occasionally glancing up to check our pace and keep the rhythm.

About five miles into the stage, we had about half a mile of absolute bends, then 200 to fast right and left. This became our undoing as we dropped the nearside front onto the grass in an attempt to straighten the fast left a dab on the brakes and we slid to the right and hit a brick culvert in the grass. This pinched the offside strut into the driver's wheelwell, crushing the door hinge panel etc. up to the gearbox. Our approach to this had been flat in 5th gear 100mph and so the strut, complete with wheel, brake and tie bars, flew off into the field as we cartwheeled down the dyke - with silent periods while we were airborne, bang down again and finally rolling back onto the road, but the right way up. Unable to get out of the doors, Yuk climbed out of the driver's side window, shouting "come this way Bazz".

We both got out and immediately tried to move the car, having cut the electrics, but having two broken wheels and no front strut, it was impossible. Immediately Yuk fell to the floor shouting his feet were in excruciating pain. I carried him to the roadside laying him down. Within seconds we were surrounded by spectators and the Medics arrived, firing injections and intravenous drips into Yuk. With the stage stopped, the ambulance arrived via the fields and duly left for the local hospital, saying look after the car, Bazz. "Which bit?"

My only injuries were bruises and shaken up, so I waited till the vehicle had been picked up and taken to the main service area, and was then taken by the Medics after a check-up back to the start.

Having met up with Tom and the lads, I had another look at the car. What a mess, no glass, no wheels, not a straight panel left. We all then left for hospital and Yuk.

He was fine, both feet and lower legs in pot but bright enough.

We left him in hospital overnight but collected him next day and left for the ferry, towing the trailer and wreckage behind.

An absolutely magic event, fabulous route, brilliant driver - shame about the rest. But I'd do it again tomorrow.

Special thanks to Tom for his wit and companionship.

**BARRY DOVE**

Thanks for this 7+page epic Bazz - hope you've set the trend for more long articles to come. You've certainly beat the last record of 5 pages!!

---

### **CONGRATULATIONS AND CONDOLENCES**

Believe it or not, one very well known and respected member of your Club's Committee is about to reach the princely age of the **BIG 4-0** (on 17th December) and I'm sure you will all join me in saying Happy Birthday **DEREK LEE**. (Who will be at the guilty stage by now, wishing he hadn't said all those horrid things about the over 40's) - it comes to those who wait Derek!!

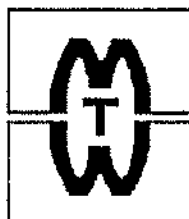
By the time you read this, Mr Lee, something rather horrid will no doubt have taken place, if not, **BE PREPARED!!!**

**HAPPY BIRTHDAY DEREK - FROM ALL AT TRACKROD**

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You can imagine the situation on the M6 at 8.45am with 3 lanes of standing traffic. (I just hope those cameras were switched off!) We came within 1 min of OTL on arrival at the start of SS10 Dyfnant and found ourselves running 35 mins behind the last car until the re-group.

Once in Wales, the car went through 2 engine mounts, 2 punctured tyres and several temper losses from the crew! SS19 Colocaenoy would be the last stage we would have a clear run at until SS32 Langdale on Wednesday.

Tuesday was both a nightmare and a mystery to us all! Rallying??? I think not! Enough said!

By now our merry little bunch of tail-enders had made a pact - to get each other round! Our group including Keith Scott (Car 129), Davy Evans (Car 168) Paul Cooper (Car 104). The Footage shot by BBC Top Gear cameras (yet never shown - surprise, surprise!) was a tribute to rallymanship. All crews waiting at the top of each hill until the last car had been pushed up the polished ice sloped by the other crews!

We made it! It felt more like an Arctic version of the Camel Trophy. It is a great honour to finish the event as the youngest driver over the line. We couldn't have done it without the tremendous back-up provided by Rod and our team, not to mention the teamwork displayed by other competitors and the marshals.

**DAY THREE** - "No comment" (apart from) - This day was a shambles from an organisational point of view. 3 stages were cancelled and after an outstanding drive in the Lake District and Kershup on snow and ice - our team were up to 72 O/A. However, the organisers decided to allow back into the rally, 25 competitors who had not completed the stages to re-join on day 4.

**DAY FOUR** - Pushed back down to 98th out of 180 starters. The day was very cold and our group of back-markers (including Keith Scott) made a pact to try and get each other round by stopping and helping each other up the ice-covered hills one at a time and then waiting at the top of each hill until we had all cleared the slopes.

On SS34 Scunthorpe the lights from the town made it very difficult to see the very rough stage. (We beat Richard Burns round Donnington!) And a final result of 93rd O/A for my first attempt at a multi-venue. Youngest privateer in the only Fiat in the event. (Thanks for all the help put in by the Sponsors and Team).

**IN CONCLUSION** - I am pleased to be told by my Sponsors Aaran Fiat of Selby and Byran Shipp that for our efforts, we will be provided with a new GpN Uno Turbo for next year's RAC Rally and the full 1994 Mintex National Rally Series. It is however, such a shame that enthusiasts like Dave Richards (Prodrive) are no longer with Fiat. It would be fantastic for us to gain some support/interest from Fiat for our 2-car team next season.

I certainly look forward to next year's Mintex Series in the new car and hope that the setbacks and problems of this year's RAC haven't discouraged any of the later runners into calling it a day. Thanks again.

ANDREW APPERLEY

P.S. It's still a fantastic event!

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### **RETROSPECTIVE**

From the pages of the Trackrod Magazine of January 1975.....

Cover picture: 1973 "Monte" winning Renault Alpine - J.P.Nicholas. A recent Open Forum brought out concern that only (!) 5 entries from the club were received for our own round this year - some issues are just never resolved (1993 support for the League has been pathetic on some events).

Subs were due at £2.00 - 50p going towards the cost of a new caravan. A new innovation was an 'out of town' membership (residence outside a 40 mile radius of City Square) for £1.00.

Committee topics:- The President, Ray Dickinson resigned due to no clearly defined role - membership's views would be sought before we appointed another - do we need a President?

Road Rally Committee reported the route ready to submit to RAC - Stages

Committee writing to every landowner in Yorkshire, looking for stages!  
Discussion on stage equipment - is it necessary for 2-way radios - telephones  
etc - more info being sought on costs (here's something that's changed - can't  
move on a stage now without a radio and authority from event controller sat  
in a pub somewhere - what happened to the good old-fashioned SHOUT!!)  
Long silences at the recent Open Forum concerned the committee!

The RAC Rally had been and gone - our stage was Boltby - watches on the  
blink - coped admirably - BMW stuck in stage with a broken driveshaft -  
service crew changed it and then rolled their Range Rover barge!

Chairman Lloyd gave a brief resume' of the 1974 Club year which summed  
up the RAC thus:- "RAC stage, Boltby an old friend to many members.  
Stratos incredible; Makinnen quick; Blonquist hairy; Coleman smooth,  
watches - rubbish!". The remainder of the year was recalled in similar vein  
- the succinct style on paper of our Chairman's wit (nice to read your letter  
in last month's issue Steve - pleased to see you still do a bit! - motorsport as  
well!!)

New members - WOW! - what a list - 10:- A C Davidson; John Fairweather  
(just got a finish on the RAC 1993); R Gaynor; K J Smith; A T Nichols; P G  
Horn; T Leppard; R I Atkinson; R K Parkin (who??) Alan Powell (is Alan  
Powell that old #?#?#?).

Award winners for the year were announced and ; Janet Thirsk - Steve  
Holden; Steve Lloyd; Richard Ineson; Richard Jackson; Ken Goodall; Richard  
Ashcroft; Lindsay Sutton and Martin Kemp scooped the silverware.

Steve Lloyd wrote at great length to drop the name of Nigel Rockey and what  
a good mate he was! (the older members will remember N Rockey!)

Trackrod.....ends

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