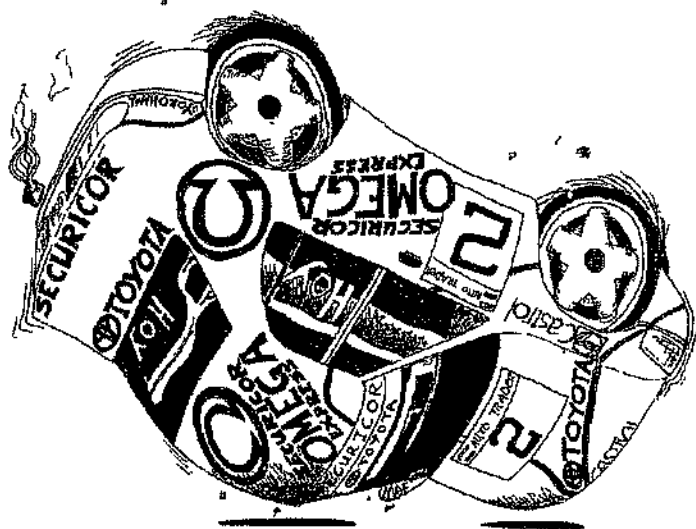


TRACKROD

MOTOR CLUB LIMITED

PREPARED FOR THE 90'S



JANUARY 1994
MAGAZINE

THE NORTHS LEADING MOTOR CLUB

RAC AFFILIATED No. 1230

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 275

JAN 1994

Hi Readers, *HAPPY NEW YEAR*

Another healthy magazine I am pleased to say - thanks to all who have contributed, especially the regulars - I know how quickly the month comes round and a new article is screamed for by me, but don't rest on your laurels yet - keep up the good work!

I don't rely on the spellchecker on this machine, it cannot differentiate between AA and FIA Regulations. You just can't get the staff these days! I'll just have to proof-read myself. (I now know the difference too Barry. and apologies to Tony Newsum, alias Nelisum).

This month's front cover picture you will have seen before, but to make it easier for Alphagraphics, you will find that the covers might be the same for two or three consecutive months, apart from the month/year of course. This cover was drawn by Matthew Ineson, who has drawn several front covers for us, many thanks Matthew - what a talented family!

This month, we have an article written by one of our female members, (I knew there were some out there in the great beyond) they talk but they don't like writing about it - strange! Thanks very much Jacki for your enjoyable and humorous article. {That reminds me, Jane, where is the article you sent off to me months ago about Darren Moon???} The third 'Wheels' is our centre-fold again. I haven't heard any comments, it must be good!

My finale' just has to be best wishes really. Lang may yer lum reek and may the gods of fortune like you all better this year (me too!) Happy 1994 and I look forward in anticipation to receiving yet another bundle of goodies to write about. Hopefully see you all at the Dinner/Awards on 15th.

EDITOR

P.S. Please complete the enclosed Membership Form to get your mags.

**DEADLINE FOR FEBRUARY ISSUE IS
TUESDAY 25TH JANUARY 1994**



TRACKROD

MOTOR CLUB LTD.

RACMSA REGISTERED No.1230

MEMBERS' ABILITY AND EXPERIENCE

It has been decided, by the Committee, to continue to keep the list of all members' abilities and experience.

This information will be held on a computer and will only be available to the Committee and the organisers of Club events.

Please circle the following as appropriate.

Have you been a :-

Steward on an event

Marshall - Chief, Sector or Junction

Timekeeper - Chief, Start/Finish or Assistant

Scrutineer - Chief or Assistant

Noise Official

Radio Operator, Controller or Listener

Competitor - Driver or Navigator

Event Organiser - Autotest, PCT, Road, Stage or Social

Please state any activities that you wish to become involved in :-

I understand that the above information will be held on computer for Club use only.

Signed

CHAIRMAN'S CHAT

Dear All,

Just returned from Barnard Castle, North Yorks, having been helping service for Darren Moon and Peter Rutterford. Tom, Rick, Mark and myself arrived at the trailer park just outside Richmond at 8.30 and having changed the rear tyres to new Bridgestones, we left for first service.

Amidst thick snow and fog, we arrived at the old track used by tanks at the bottom of Waithwithe Bank, near Catterick. Having fired up the stove and kettle in driving snow we awaited the first cars who were to do Gandale. This we discovered had been cancelled, so we left for service two at a motel near Barnard Castle. Having set up again the phone rang, Peter announced that they could not get up past the first corner of SS2 Waithwithe Bank. To cut the story short, they retired after SS2 along with another competitor who ironically also had new Bridgestone mud and snow tyres on. (Colway Nora's seemed O/K). Hard luck lads.

Northallerton Motor Club battled bravely against adverse conditions which deteriorated as the day progressed.

On a lighter note, Boxing Day saw the annual festive Autotest, eight entries all said they had enjoyed the 12 tests on the programme with FTD going to Richard Ineson and Class Awards to both Andrew Apperley and Derek Lee - Well done - now let's look forward to 1994. Mr Apperley even arrived in a purpose-built Autotest Metro - nice little job Andrew, put it to good use next year!!

The major social event of our calendar - the Annual Dinner and Prize Presentation is on the 15th January - it would be nice to see everyone there to congratulate our winners and enjoy an excellent evening together. The Lawnswood Arms is the venue and the cost is £17.50 per person. This year, a higher quality meal has been chosen.

May I wish you all the very best for 1994 with all the success you hope for.

BARRY DOVE

Chairman

SEC'S BIT

Many thanks! to all who were kind enough to wish me a Happy 40th Birthday, since Anne's announcement in last month's magazine.

Well that has got the embarrassing bit out of the way, so I hope that everyone had a Merry Christmas and you are now looking forward to a prosperous and competitive 1994.

Congratulations must go to Russell Holdsworth for putting on a splendid Christmas Party at Yorkshire Switchgear on 7 December 1993, plenty of food, cheap booze and a few surprises along the way***!! We now look forward to the Dinner Dance on 15th January 1994 - **SO GET YOUR TICKETS NOW!!**

Sunday 26th December saw the usual stalwarts braving the elements and the hangovers at West Street Car Park for the annual Boxing Day Autotest. Thanks go to Barry Dove, John Renny and Rebecca Kemp for putting on a good show. My thanks to Richard Ineson for sharing his car with me, which decided to boil over after I had done the first 3 tests!! Fan re-established and we completed the remaining 9 tests with the other 6 competitors, and then retired to Stoggy's for a festive drink. Richard Ineson took FTD, Andrew Apperley took 1st Expert and Yours Truly took 1st Novice.

I would like to thank on behalf of John Smallwood, all those who turned out on the Christmas Stages Rally on 28th December. The stage was Stage 1 - a one mile forest track just above Leyburn, and everyone braved the snow and ice to get there only to have the stage cancelled due to someone getting his car stuck in the stage. So it was a long trek back home via the lunch halt at the Bull Inn, West Tanfield.

Our Shell Helix Quiz Challenge area final will be held at RINGWAYS GARAGE, WHITEHALL ROAD, LEEDS 12, on MONDAY 10 JANUARY 1994 - **NEXT MONDAY!!** If you intend coming along to support our team please be there by 7pm.

Two final points - get your claims for points into Vince by 9th January as this is the last date for him to get them added in so he can get the awards before the Dinner Dance on 15th. The second is to bring your wallets along and present your money to Becky - in return, she will renew your membership...

All that remains is for me to wish you all happy motoring for 1994.....

DEREK LEE

Secretary

SOCIAL CALENDAR

JANUARY 1994

4 Yorkshire Switchgear (104/290 363)

OPEN FORUM

11 Admiral Hawke, Boston Spa (105/434 454)

FREE SANDWICHES

18 Crown, Market Square, Wetherby

25 New Inn, Eccup

VIDEO NIGHT/FREE CHIPS

FEBRUARY

1 Yorkshire Switchgear

OPEN FORUM

8 Admiral Hawke, Boston Spa

FREE SANDWICHES

15 Crown, Market Square, Wetherby

22 New Inn, Eccup

VIDEO NIGHT/FREE CHIPS

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.

Thats all for now folks. Cheers!

HAPPY NEW YEAR

RUSSELL HOLDSWORTH

Social Secretary

ECONOMY (?) RUN 1993

Stuart Marsh and Steve Hitchcock were the honest(?) winners of the 1992 Economy Run organised by Steve and myself, and so this year it was all up to them.

They decided that everything must be done correctly this year and so obtained an RAC permit and ensured all crews signed on (pity they forgot to publish the date in the magazine!) Sorry Stuart.

December 12th we were up bright and early (we always are now!). Snow began to fall and settle, but usually the weather is better everywhere else other than the wilds of Skipton! Not today - but more later!

The family Sanderson set off for the start and to be fair the weather did improve as we got nearer.

Three crews had already started - Paul and Nick, Louise and Tim and Steve Lancaster. A fifth crew of Chris and Elaine started later.

All started fine as we followed the directions and found the clues. Then a navigational problem arose. As my skills are poor at the best of times and I was navigating from the back seat(Charlotte now claims the front seat!), I was of course accused of going wrong. However after Steve had checked the instructions we decided to use common sense and an O/S map with the next clue and find our way.

Things kept going slightly wrong (i.e. the instructions said right for Wetherby, the signpost said left!) We discovered later that someone who planned or typed the route kept getting right and left mixed up!

All this time the weather was getting steadily worse and clues harder to see (Steve had to clear one road sign clue that the previous crews had been able to read). We crawled up Pool Bank and decided to follow the rest of the route (bad decision), Steve Lancaster was more sensible and drove back to the finish via the direct route.

Continues page 20.....

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LOOKOUT STAGES RALLY

(courtesy of Motoring News)

Tim Wood and Sue Rylatt survived a last minute drama to win Trackrod MC's single venue rally at Melbourne airfield. With lights needed for the final two stages, Wood was suddenly hit with alternator problems, necessitating a change.

A capacity 90 car field assembled at Melbourne Airfield (York Raceway) for Trackrod MC's annual Lookout Stages. Eight stages were planned, the final pair at least scheduled to run in the dark. In the absence of the top two finishers from last year's event, Darren Moon/Michael Hargreaves were seeded at one in their Escort, having finished third on last years rally. Andrews Grindron and Twiddle started at two with their Chevette, ahead of Wayne Smith/Rich Robson's Mk1 Escort, Andrew Hawksworth/Tony Jenkins Sapphire Cosworth and Chris Platt/Colin Thompson's Nova GTE.

As a number of drivers had already walked the stage, caution was advised on the opening run as it was treacherously slippery in parts. Graham Howard/Rob Waddington set the initial pace in probably the most famous Mk2 Escort around, Ethel. Andrew Bird/Donna Harper's Ascona and Moon's Escort were both five seconds down, with Grindrod and the Escort's of Mick Plowman/Alistair Wilk and John Ruddock/Julie Stephenson heading the rest.

The Ausobsky family would probably have preferred starting the rally on stage two, as Jon lost over five minutes as he limped to the finish with a front puncture on his Sierra Cosworth and Dave broke the transmission on his Manta. Further dramas afflicted Platt. Mark/Tim Dickinson and Steve Adamson/Richard Jackson, all having fairly big spins. The latter being particularly unfortunate to get stuck in a silage dump, where he remained for some time due to the lack of volunteers.

Tim Wood/Sue Rylatt scored the first of their four fastest times on the second run, exactly ten seconds clear of all-comers. Howard's leading Escort made

t to the finish, but with the clutch blown, Ethel was on her way home. Bird moved up into the overall lead, despite having lost a little time with a broken shock absorber. Moon was still in second, having survived an off where he managed to avoid anything solid, and Wood had moved up to third, complete with a broken pipe. Although Grindrod was still in fourth, he was beginning to get concerned about his cars engine temperature, while Jon Fox/Jane Bickerstaff were just relishing their fifth place in a deceptively quick Sierra XR4x4.

A number of the fancied runners continued to come unstuck, with Ian/Liz Slater spinning in their brakeless Escort V8, following a similar move by Hawksworth's Sapphire. Plowman and Ruddock both visited the scenery, while Wayne Smith was doing his best to ignore the oil warning light, as was Chris Platt with his temperature gauge.

In comparison to the opening stages, the third was relatively sedate. It did however spell the end to Fox's challenge as the Sierra limped home a minute down, with a shredded rear tyre. Tim Wood was again fastest, by a massive nine seconds, not only moving him into second place, but only three seconds of Bird's lead. Grindrod managed to retain his fourth place, but decided to call it a day rather than risk further damage, suspecting a blown head gasket or a cracked block.

Moving up to fourth was now John Ruddock, leading a trio of Escorts, with Ian Walling/Andrea Fitzgerald and Wayne Smith. Chris Platt was up to equal eighth with Darren Lakeland/David Newbould's Escort and David's Marshall/Turnbull completed the top ten.

As halfway was reached Wood was beginning to make it look easy. Once again he was quickest, but his advantage gained more significance as Bird had gone off in his Ascona and deranged the tracking. With Wayne Smith's engine finally giving up, it was another reshuffle for the front runners. Wood now led Moon by fifteen seconds, with Bird holding on to third albeit a further fourteen seconds down. Ruddock and Walling still held fourth and

fifth, but Hawksworth was back up to sixth having got to grips with his Sapphire. Plowman and Lakeland were level in seventh, while Platt was just keeping his class rival Shaun Doughty at bay in ninth.

Two more stages were run before dark, with the top four unaffected. Hawksworth had lost time with another slight off, but more than made amends with fastest time of all on stage six. Any hopes Walling had of progressing further were dashed when he was forced to stop to replace a loose wire, only to lose the bonnet shortly after restarting. His lost fifth place went to Hawksworth, and Platt found another turn of speed to move into sixth.

A slightly longer break followed stage six, as crews began to attach their spotlights. There was sudden panic in the Tim Wood camp, as the alternator had failed. Tim worked frantically against time to fit another which unfortunately was not an exact match. It was a case of keeping everything crossed as the crews lined up for stage seven, as not even his 34 second lead would help if the lights went out.

With Darren Moon already on his second lap of stage seven, Andrew Hawksworth lost control of his Sapphire into a tight left-hander. The car impacted the tyre protected armco side on at high speed, forcing the stage to be cancelled as the driver was taken to hospital with suspected broken jaw.

Although Moon went out on the last stage he pulled back six seconds of the deficit. Tim Wood/Sue Rylatt took their Kleenacar Escort to a 28 second victory, with Moon improving one place on his 1992 result to take second. Bird and Ruddock remained in third and fourth, with Shaun Doughty/John Marwood's Sunbeam jumping three places on the final stage to take fifth. Plowman/Wilk took sixth, from Platt/Thompson, the Escort's of Richardson/Walker and Nolan/Everard, and the top ten was completed by the Sunbeam of Finnegan/White.

Class A was dominated throughout the event by Graham Smith/Geoffrey Watson's Mini. Carl Davis/Andrew Varley's Nova initially held second, but

Continues page 15.....

TROPHY POINTS

To all those I never got chance to see - Merry Christmas and by the time you read this - Happy New Year.

Now to the serious business. This is your last chance to claim any points at all, as the trophies will have names engraved on them very shortly, so if there are any claims outstanding, please get them in by the weekend of 8/9th January, any later is too late.

There is no need to claim for the Boxing Day Autotest as I have the signing-on sheet, results etc., so if you were there don't fret, you will all receive your points whether you were marshalling, competing or organising.

Secondly, I would like anybody who still has in their possession, any trophies from 1993, which should be returned - so get them back to me P.D.Q. If there is a problem, give me a ring and I will arrange collection.

Finally, several people have asked me how and what trophies they can claim for - well, there will be a full and comprehensive explanation, hopefully, in next month's magazine, if I've recovered from writer's cramp.

Hope to see you all at the Dinner Dance on the 15th.

VINCE FLETCHER

Trophy Points Secretary

NOTE FROM THE ED

Will all those advertising articles for sale, please telephone me once they have been sold, or otherwise to ask for it to be put in future magazines, this would assist my housekeeping on the computer - especially since it's a new year and I want rid of all the old stuff. Thanks.

Editor

FOUR GET COLD IN A SNOWSTORM
(MORE) TEAM REPROBATE ON TOUR!

Captain Slog: Stardate 28th December 1993

Opened curtains, bl*?y hell - snow, and deep at that. An auspicious start to the day if ever I saw one. The event was the 1993 Christmas Stages with a number of Trackrod members travelling up to small wood just over the road from Downholme to assist **Galactic Stage Commander Smallwood**, but all was doomed from the start!

Space time 6.30 am (or early!) leave Starbase Reprobate Towers and head for fuel.

6.32 am Paul tells Tim the good news, the rear door on the Landrover won't open from either side despite plenty of pushing and shoving (*it's worse than that - its bust Tim!*) but at least we could get at the sandwiches!

Somewhat later (nearly daylight): Journey over, we arrived at SS1 and met up with other marshals (those of us who could get out of the Landie that is!) Paul and I proceeded to remove the door lock in order to escape, that's the first time I have ever had to **BREAK OUT** of a car.

Even shorter interval later: Christmas greetings exchanged and presents given to the Smallwoods as some recompense for a recent theft!

Not that much later: Radio message "Stage Cancelled" marshals stuck after junction 5. Tim and I went WD to the flying finish to try to get to the other side of the blockage and tow them out only to get stuck ourselves on an uphill gradient. Snow chains out and fitted by which time John had walked past the blockage to find us and ask us to get to the opposite side of the hold-up and tow two cars out. This was done in a short time, thanks in no small part to the fitted snowchains. After consultation with our fellow **Intergalactic Travellers**, we proceeded to the start of the Downholme stage in time to see Rod Parkin, looking nervous alongside David Marshall, leave a snow and fog bound start line. Feeling cold we then decided to repair to a pub in West Tanfield, *Warp Factor 50mph Cap'n*.



Wheels

Mr Chairman,
ladies and
gentlemen

I'd like to thank my
sponsors

The toast is ...



This award isn't just
for me ...

Unaccustomed as I am ...

I owe it all to
Edgar Jessop

Saying a few words

SPONSORSHIP pitches... prize givings... talks to outside organisations... the times when motor sport people may be expected to say a few words are legion, yet most of us get nervous before such a common task, more nervous than negotiating with an F1 constructor for instance. It's worth accepting that nerves are perfectly natural - no different to athletes fidgeting before a race - and having a go, because if you can cope with public speaking you may have a better chance of attracting sponsorship, while if more of us made the effort to talk about the sport to outside organisations we might enhance our chances of finding new venues.

The key to speaking is to think about your audience. Who are they? How many will be there? How old are they? And so on. The more you know about your audience the better you will be able to communicate with them.

Consider the typical motor club dinner dance (force yourself). If there

are 100 people present of which, say, 25 are club members with 25 partners and the other 50 are people dragooned into making up the numbers, well, that means that only 25% of your audience may be really interested in your particular branch of the sport. If you go on too long about your subject, or - worse - use lots of jargon, then you will see eyes glazing over. You need care too in making thank-you speeches. If a young prize winner thanks his mum and dad, people may think how charming. If he then goes on to thank his 34 sponsors in great detail then people may begin to wish that mum and dad had been less fertile. The more aware and switched-on sponsors will know that being over-thanked is very counterproductive.

Once you've analysed your audience, it's worth having a free-thinking session in which you jot down at random the points you want to make. Then sort the points into a logical sequence and add "signposts" through which you let your audience know where you are taking them eg

"so that's how motor sport started, now let's look at where it is today".

Remembering it all? Well some people memorise a complete speech but that is far too much like hard work. The other extreme is to write everything down and then read it all. This is the safest way but can sound very uninspiring.

I reckon the best method is to use brief bullet points of what you want to say eg "Aim: 3 in champ" to remind you to tell a sponsor the target is to finish in the top three in a championship. Having

continued over

COD FILLET QUIZ



1. Which British driver won the 24 hrs at Le Mans in 1990?
2. Who won the 1993 Copy Cat Motos rally?
3. Which Ford rally car was announced in January 1971?
4. Which club organises the Shelsley Walsh Hill Climb round of the British Championship?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Motor Sports Council changes

The constitution of the RAC British Motor Sports Council has been reviewed, to more accurately reflect the responsibilities and purpose of the various specialist committees and their working groups.

The current Technical, Medical and Timekeeping committees will become advisory panels, with flexible membership and meeting dates; their job will be to advise both the standing committees and the RACMSA staff. Standing committee chairmen can call on any panel for advice and assistance as required.

The Motor Sports Council itself will be made up from the chairman of each standing specialist committee, the chairman of each advisory panel, regional representatives from Scotland, Wales and Northern Ireland, representatives of the RAC and the RACMSA and up to five invited members.

The Off Road Events Committee will cease to exist; rallycross and autocross will both be handled by the Speed Events Committee.

New procedure for rule changes

Starting in 1994, the RAC British Motor Sports Council has adopted a new procedure for rule-making, allowing time for more feed-back from competitors and officials.

Each specialist committee will first propose new rules (or rule changes) to the Motor Sports Council, as at present. The council will either approve the rule in principle, or return it to the committee for further discussion. The council will not, itself, change any proposed rule.

The new rule will be published in

RACMSA News as "approved by the council in principle, and subject to ratification at the next council meeting."

Interested parties will be invited to send comments on the proposed new rule to the RACMSA, so that they can be discussed at the next meeting of the specialist committee concerned.

At the subsequent meeting of the council, the relevant committee chairman will report on any comments received, the committee's views on those comments, and whether the committee now feels that the proposed rule can be ratified.

This will automatically mean that the final council meeting which can hear proposals for the following year will be in June, with ratification in September to enable the rule to go into the next *Motor Sports Yearbook*. The stability rules will thus be maintained.

Safety items can still be approved for early (not immediate) implementation, as at present.

'Greener' historic rally cars

Historic rally cars must be fitted with working air filters and comply fully with the noise regulations published in the *Motor Sports Yearbook*. From 1 January 1994, they will be subject to exactly the same limits as modern rally cars: 102dB(A) for road events or 108dB(A) for special stage events.

From the same date, cars on historic road rallies will – like those on modern events – be limited to four forward-facing lights. Both these regulations were proposed by the Historic Rally Working Group and approved by the RAC British Motor Sports Council.

A proposal to change the cut-off date for historic rally cars from 1968 to 1965 was not accepted by the Rallies Committee. The idea was proposed by the Historic Rally Working Group, who sought to bring RACMSA events into line with international regulations, but the main committee felt that too many entries would be lost.

Individual events and championships can, of course, specify any pre-1968 cut-

off date: an organiser wishing to run only pre-1965 cars, for example, can do so under the existing regulations.

Sponsorship and promotion

A video based on the *RACMSA Motor Club Manual* – covering topics such as community relations, dealing with the media, seeking sponsorship and how to keep it – is available from the Association of North Western Car Clubs (ANWCC). The video is specifically tailored for motor clubs but drivers may also find the tips useful. It costs £7.50, cheques made out to "ANWCC" should be sent to Allan Dean-Lewis, 'By-Ways', 44 Penrhyn Isaf Road, Llandudno LL30 3LT.

Showing that they already know a bit about sponsorship, the ANWCC has become the first motor sports organisation to benefit from the government's Sportsmatch scheme. The association has been granted £1,000 towards the 'Dave Brooks Scholarship', which helps competitors who fail to achieve good results because of mechanical failure. Commented Allan Dean-Lewis: "This award marks a significant milestone for motor sports as a whole and considerably widens the number of successful nominations that we can endorse for the scholarship".

Saying a few words . . . *continued*
planned a speech, don't get edgy about rehearsing it, simply run through it a few times in your head so that you get a feel for the flow and, not least, have an idea of how long it is. Note that this article is called *Saying a few words* – no one ever gets criticised for being too brief, all too many do for going on too long.

When it comes to show time, stand up and CONCENTRATE. If you can't concentrate on what you are saying, how can you expect your audience to do so? And when it's all over you can relax and forget it, right? Well, not quite because if you want to improve it's worth considering just how well you performed. Should it have been even shorter? Did you make all your key points? Did you offend anyone? Should you emigrate? *Stuart Turner*

AYRTON SENNA'S PRINCIPLES OF RACE DRIVING

By Ayrton Senna, published by Hazleton, hardback, 208pp, £14.99
The glossy, colourful presentation of this book belies the seriousness of its approach to the subject of race driving. Starting from first principles it tackles all the classic elements of racing but through the eyes of Senna and with his own interpretations of the moves and techniques. Everything is explained clearly and logically with diagrams where appropriate, and although everything is described in the context of Formula 1 it can still be applied to other levels of the sport. And its wisdom is not just limited to the track either.

There are chapters on drivers' fitness, diet and psychology. In all a very informative and accessible book that is a must for anyone into motor racing.

Rating ★★★★★

CA-W

BMW 3-SERIES

By Jeremy Walton, published by Osprey Automotive, hardback, 192pp, £30

This book tells you all you want to know about 3-series BMWs, from their antecedents to the latest E36 versions. In among all the road car details, there is a great deal of information for the touring car racing freak. If you want to know more about the Group 5 320s of the 1977 BMW Junior Team or refresh your memory about the McLaren-run BMW North America turbocharged 320s it's all here. The competition M3 gets a chapter all to itself.

The format of the book tends to make absorbing all the information rather a struggle, but it's all there.

Rating ★★

NPI

TOURING CAR YEAR 93-94

Published by the Nott Organisation, hardback, 128pp, £9.95

Now in its third year of publication, the official review of the *Auto Trader* RAC British Touring Car

Championship has made significant advances in its overall quality and size that reflect the growing stature of the series itself.

The real strength of the book lies in the stunning, full-colour photography that packs its pages. Some superb action shots are liberally interspersed with the off-beat and the candid, giving the reader a real feel for the atmosphere and personalities of the championship.

The race reports are succinct and informative, and are backed-up with a wide variety of features by some of the top writers in the field. A comprehensive results section, including details from all the major overseas series, completes a very entertaining book.

If I do have any grievances with the book, these are of a minor nature, and include the sometimes confusing presentation style and that old chestnut of advertising creeping into the editorial pages. On the whole, though, it's a fine effort and well recommended.

Rating ★★★★★

LJP

LIFE AT THE LIMIT

By Graham Hill, published by Patrick Stephens Limited, hardback, 255pp, £16.99
First published in 1969, this autobiography of the two-time British World Champion has been reprinted to mark son Damon's entry into Formula 1. Although, by his own admission, Graham was no writer he certainly had a few good stories to tell. The result is an interesting and often hilarious account of his life as a racing driver, up to and including his damaging accident at Watkins Glen. In fact, the book was written from his hospital bed with regular visits from his solicitor who removed the libelous parts. Yet the result is still well worth reading. This facsimile reprint also comes with forwards by Damon, Brigitte and Samantha Hill.

Rating ★★★★★

CA-W

FEATURE BY **AUTOSPORT**

• Road rallying has been defined as: "Following a complicated route through beautiful countryside, but in the dark... to arrive for breakfast very close to where you set off from the night before".

• It is rather more than that. Road rallying is a test of the skills of the two people who form the crew. Without a competent navigator even the most rapid driver will achieve nothing; conversely, however, a good navigator can achieve unexpected success with a novice driver.

• Route information supplied by the organisers comes in various forms, varying from six figure map references through tulip diagrams, spot heights, indeed, anything listed on an Ordnance Survey map key is fair game.

• Standard cars can be used and these are in fact encouraged by sensible organisers as a way to maintain the good relations which now exist with the general public.

• Probably around three hundred permit events, where competitors from a number of clubs join in competition against each other, are promoted in any year.

Many clubs also organise closed to club events, commonly called 'Twelve Car' because they are limited to twelve crews competing. There are around one thousand of these a year and these really are an ideal club night activity, which do not take a great deal of effort to organise.

• The rules of how a rally can be organised on the public highway are included in Acts of Parliament. The Chesham Committee Report in the mid 60's followed by the Montagu Report in the mid 70s define what may or may not be proposed by organisers. Routes are submitted to the Competitions Dept. at the MSA and to the appropriate Police Authorities before authorisation is granted.

• Road rallying can become addictive and many of today's top competitors started in road events. Nicky Gris, Juha Kankkunen's co-driver, cut his teeth in Welsh road rallies not very many years ago. *John H Richardson*

In from the cold...

PEOPLE often talk about the need to get the under bonnet temperatures down, since undoubtedly the best system is to feed the engine cold air from outside the engine bay. A properly designed cold air box can be worth up to five bhp on a 2-litre engine, probably twice that on a British Touring Car (if you ever get the chance, have a look under a BTCC bonnet and you will see what great lengths some teams go to achieve this).

In the simplest terms, all you need is a sealed box with a cold air intake, preferably taken from a high pressure area of the car. The front of the car is the obvious place. A lot of people talk about the 'ram' effect of forward facing air intakes, but really you seldom see any positive pressure inside the box. Depending on engine size, the engine consumes an awful

lot of air, usually faster than the ram effect can fill it. However, some people do see a positive boost. This often isn't all good news. Not having planned for a free supercharger, the air box connects to the carb intakes, but nothing else. When this positive pressure arrives the main jets get pressurised along with the intake air, which results in fuel being pushed back down the emulsion tube. The mixture therefore weakens off and a high-speed misfire results; not a good idea, and something that can be a bitch to track down, because it never shows up on the dyno or the rolling road - mainly because it isn't there under these artificial conditions!

The answer can be to make sure that the air box connects to the float breather chamber and seal the lids. This will cause the pressure in the float chamber to rise along with the pressure in the intakes. Extreme cases may also need a pressure

regulated fuel supply. If you do have this problem and are not too sure what is causing it, try drilling a few holes in the back of the air box to let the pressure out. If the misfire disappears you know that you have a potential power gain - if you can get the set-up right. And don't forget to make the box and any underbonnet trunking very neat and tidy, refuse to explain exactly what it does when asked and you will get some fellow competitors well-confused... and that can be worth half a second a lap when the lights go green!

QUIZ ANSWERS

1. Martin Brundle. Jaguar XJR 12.
2. Martin Rowe.
3. Ford GT70.
4. Midland A.C.

THE ENTHUSIASTIC CHOICE GOOD LUCK IN '94

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ways, but only after a brief interlude for a snowball fight in the car park, set snow guns to obliterate!

A fun, if somewhat cold day, was had by all. I hope things went a little better for the Trackrod members competing on the event.

Bye for now from the thawed out crew of S.S. (Snow Ship) Landrover, Cap'n Tim 'Kirk' Nichol, Paul 'Scotty' Scruton, Stephen 'Spock' Lancaster, Nick 'Sulu' Stevens.

P.S. Congratulations to an (as yet) un-named club member who recently locked himself out of his car in the middle of nowhere with the engine running and the lights on and it was cold too! - Well done Arthur!



AREA FINAL

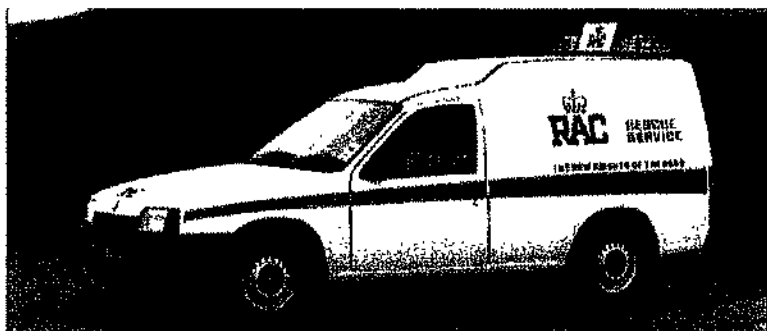
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THE NEW KNIGHTS OF THE ROAD

even after falling behind John/Mandy Bellwood's Astra they held on to finish a strong third.

Class B was like a pendulum swinging from Platt/Thompson's Nova to Doughty/Marwood's Sunbeam stage after stage. The gap had rarely been more than about two or three seconds, until Platt opened a gap of five at the end of stage six. Doughty's response was to set a time 22 seconds quicker than his rival on the last stage, thus taking his win. Chris Wiggins/Maurice Pook's Escort was a distant third, after John Smith/Andy Shaw took a last stage maximum.

Class C was Moon/Hargreaves from start to finish. Walling/Fitzgerald had second after the first two runs, but had to give best to Ruddock/Stephenson. Novice Darren Lakeland figured strongly, but problems at the end saw him slip behind Plowman, Nolan and Finnegan.

Class D had been safely in the hands of the overall leader, first Howard, then Bird and finally Wood. Bird held on for second, with Ian Richardson/Lloyd Walker moving up to claim third after Hawksworth/Jenkins' unfortunate accident.

EDITOR

FOR SALE

2/20-20 SPOTLIGHTS £50 all in.

Ring Mike Cook on Leeds 391022

RESULTS - 1993 ECONOMY RUN

Despite a few problems with my left and right (purely a typing error), that crept into the route instructions, and forgetting to obtain a weather permit, the Economy Run took place with a total of five crews braving the arctic conditions.

Final placings as follows:

<u>TEAM NAME</u>	<u>CAR</u>	<u>M.P.G.</u>	<u>%</u>	<u>QUESTIONS</u>	<u>POSN.</u>
REPROBATE RALLYING	SAPPHIRE 1.8	23.2	64	20/20	2ND
TONKA TOY	LAND ROVER	19.2	74	20/20	1ST
S. LANCASTER	NOVA GTE	35.0	95	18/20	4TH
SNOWY SANDERSONS	ASTRA 16V	41.3	111	19/20	3RD

CHRIS & ELAINE MONTEGO 1.6 (did not finish or ditched not finished).
DOWNES

Our thanks to all who ignored the snow and took part this year.

Prizes can be prised out of Steve's hand when you see him.

Good luck to Tim and Louise in organising next year's event.

STUART MARSH AND STEVE HITCHCOCK

P.S. Mustn't forget Reprobate Rallying's sponsors - Arctic Pallets, Arthur Heaton Rallying, W.R.M. etc, etc, etc.

From the pages of the Trackrod Magazine of December 1974.

Cover picture: Ian Gurnett/Steve Rathbone in the former's Mini on the 1974 Tour of Lincs.

The Committee meeting in November had received reports from both rally sub-committees but were suitably vague as other committee members were planning to compete. The duties of the President were again discussed - little progress - even asked the President for his views! The dinner dance was to be at the Bramhope Post House - tickets were £3.00!!

Chairman Lloyd reported on the recent Crystal Stages Rally over a selection of Humberside farm tracks. The 240Z of Richard Jackson/Chairman Lloyd broke its rear suspension early on and bodging repairs at a local garage in Hornsea resulted in much time lost. However, the cancellation of Stages 4 & 5 resulted in them being well placed at halfway. But! Ace Navvi Lloyd had already handed in his time card so couldn't go back to do the last stage that they'd cut out deliberately to just get a finish!

The finish at Highfield Country Club soon turned into a "Blue Book" waving affair and results took 'some time'.

Results:

Pip Dale/I Moxey	1st O/A	
R Beecroft/J Millington	2nd O/A	
Alan Powell/Stam Peel	35 O/A	11th in Class
Steve Rathbone/F Stuart-Brown	55 O/A	19th in Class
Richard Jackson/Steve Lloyd	63 O/A	32 in Class

Our Shell League P.C.T. organised by Steve Lloyd /Richard Ashcroft was badly affected by the weather - our original site at Stubbings Farm was water-logged and the last minute alternative became impossible after torrential rain on the morning of the event resulting in competitors having to be pushed down hill! - hence the event was cancelled. Much effort for little reward!

The final of the Shell League was the Y.S.C.C. autotest at Hartshead Moor Service area. Our team of 5 was reduced to 4 when Ron MacKinnon's Escort's box broke in a terminal fashion - in those days it was all 5 scores to count. Howard White got a washout on test 1 which set him up for a good day (!) however, we survived to add to our total with results being announced after some chaos:

Class 1	Richard Ineson 1st
	Howard White 10th
Class 3	Steve Lloyd 3rd
	Ken Goodall 6th

All this meant that we finished 4th in the League (Y.S.C.C. won it) and RFI and Steve Lloyd ended up in the top ten O/A points scorers and got a rally jacket for their efforts.

Trackrod.....ends

RICHARD INESON

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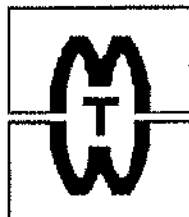
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Team Sanderson managed one more clue and then joined a snake of very slow traffic that was sliding all over the road, - (ABS brakes are good in snow) - our thanks to the Sierra behind us - in fact on our tail with no lights and the abusive driver!

The decision was made to abandon the last clue and take the direct if slightly longer route back keeping to the main road.

It was nice to be met with a cheer from the three earlier crews. Paul and Nick (along with Nick's two lovely daughters) and Tim and Louise had completed the course. Steve Lancaster and ourselves gave up, and we found out later that Chris and Elaine had unfortunately gone off the road into a ditch (luckily no one hurt, and apparently no damage to the car).

It was decided to abandon lunch and make a very slow trip home (we must move house!)

How about a summer run next year?

Thanks to Stuart and Steve for their hard work in preparing this enjoyable (?) event.

JACKI SANDERSON

(Thanks for your article Jacki, nice to hear from the fairer sex once in a while - I know they have something to write about - but perhaps they want to keep it secret?? - ED)

FOR SALE

Transit 2.0 Litre Long Wheelbase van. Ex-minibus complete with all windows. Seating for six in comfort with some spare seats available for those people with mega service crews. New clutch, brake pads, king pins and rear brakes. Body needs some minor work. Sorry, but barbeque not included! Parked up last two years whilst at university, no tax or test, hence £250 o.n.o. (must be worth that in bits)

Telephone Nick on 0532 674326 or Paul on 0836 707234

CLUB MEMBERSHIP

It has been decided, by the Committee, to continue keeping the list of each member's abilities and experience.

This information will be held on a Computer, and will only be available to the Committee and organisers of Club events.

Abilities and experience (circle as appropriate).

Have you been a Steward on an event? Yes/No

Marshaling: Chief, Sector or Junction

Timekeeping: Chief, Start/Finish or Assistant

Scrutineering: Chief or Assistant

Noise Official: Yes/No

Radio: Controller, Operator or Listener

Competitor: Driver and/or Navigator

Organiser (can be more than one): Autotests, PCTs, Road, Forest or Social.

State any activities that you wish to become involved in:-

I understand that the above information will be held on Computer for Club use only.

Signed _____

1993 TRACKROD MOTOR CLUB MEMBERSHIP

I wish to APPLY FOR/RENEW my membership of Trackrod M.C. Ltd for 1994.

Name(s) _____

Address _____

Telephone No. _____

Date _____ Signed _____

Proposed _____ Seconded _____
(Only necessary for NEW members)

Single membership £10.00 Joint/family £15.00

Enclosed is CASH/CHEQUE for the correct amount.

Please delete as appropriate. **PLEASE SIGN OVERLEAF**

Please fill in the page overleaf and return to the membership secretary (address on the back page of the magazine). If the form is returned by post the membership card will be sent with the next magazine, unless a stamped addressed envelope is enclosed.

Please notify us if you change your address.

Thank you.

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