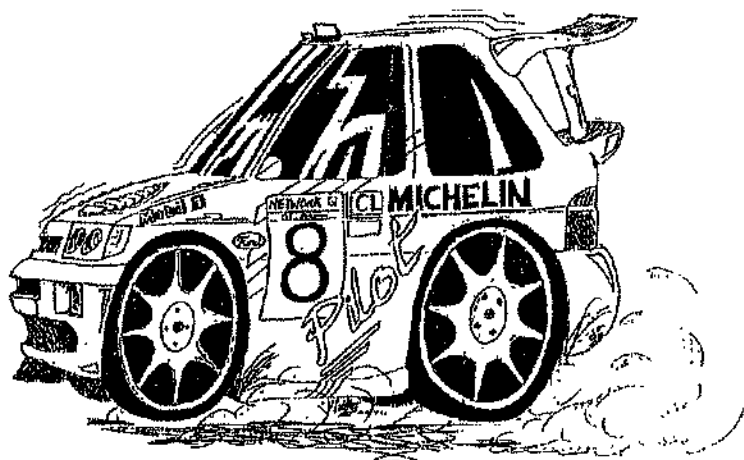


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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 276

Feb 1994

EDITOR

A thousand thank-you's to everyone who has contributed to this month's satiated magazine. Quite a mixture this time, from the experiences of competitors, to "Know Your Trophy Points System", and another interesting Retrospective from the 1975 Magazine, not forgetting the RAC 'Wheels' monthly.

My thanks to Russell for standing in for Barry's 'Chairman's Chat'. Barry, Richard Ineson and John Renny are flying the flag for TMC in Monte Carlo, doing their bit for Ford Motorsport (I'm envious). However, I'll settle for a ten page article.

Another Dinner Dance over, enjoyed as always by everyone, including our guests. Thanks to Barry, Vince and Russell who did a grand job of presenting the awards, and to Becky for organising the event. Those who usually sing too loudly were kept to a minimum with the noise-limiting microphone on the ceiling. Just as well motor club members are used to noise limiters, and at least we didn't leave with our ears ringing from the vibrations. No doubt I'll get a chance somewhere else this year to be a rabble-rouser.

Our front cover cartoon is supplied by our Club Artist, Matthew Ineson - thanks again Matthew, I really love your drawings.

One last thing - remember, this is your magazine, if you have any comments, constructive or otherwise, **PLEASE tell ME** - it will help me keep the magazine and my service at a good standard, and I can take the rough with the smooth. Thanks for the good comments already received.

Anne Moffat

**DEADLINE FOR MARCH ISSUE IS
TUESDAY 22ND FEBRUARY 1994**

VICE CHAIRMAN'S CHAT

Dear All,

In the absence of our intrepid trio of Barry Dove, John Renny and Richard Ineson, who are holidaying in the south of France (sorry Barry, vicious rumour again!) who are actually working for Ford Motorsport on the Monte Carlo Rally (Anne will look forward to your articles next month!). I'm afraid you're stuck with my waffle.

Firstly, congratulations to our quiz Team of Peter Rutterford, Stuart Marsh and Richard Ineson, who were narrowly beaten in the finals of the Shell Helix Quiz Challenge by Whitby MC and David Brown MC. It was good to see so many members out supporting our team especially Nick Stevens, who won the individual quiz. Congratulations to all and better luck next year.

All in the same week, we had the Dinner Dance and Awards Evening at the Lawnswood. Again a superb evening which was enjoyed by members and guests alike, especially Tom Mortimer of Artemis Equipment who on leaving, asked me to pass on his personal thanks to the club for an excellent evening.

A very special vote of thanks must go to Barry, Vince and Becky who put a tremendous amount of work in to ensure the smooth running of the evening and it is a tribute to them that everything went off so well. So those of you who didn't come this year make a note in your diary for '95 and our 25th Anniversary year.

Sadly, Barry hasn't been able to keep in touch with me whilst he has been away (obviously the eating and drinking has kept him away from the phones!!), so I hope I've covered all the points he would have wanted me to.

Best wishes for now - Au Revoir'

RUSSELL HOLDSWORTH

Vice Chairman

(Thanks Russell for having at least one Vice and doing this article for me in absence of our Chairman - ED)

SOCIAL CALENDAR

FEBRUARY

- 1 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)
OPEN FORUM
- 8 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 15 Crown, Market Square, Wetherby
FREE SANDWICHES
- 22 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

MARCH

- 1 Yorkshire Switchgear
OPEN FORUM
- 8 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 15 Crown, Market Square, Wetherby
FREE SANDWICHES
- 22 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 29 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

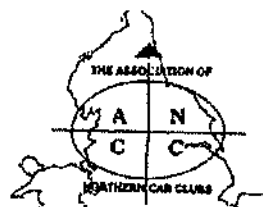
Hope you've all recovered from the Dinner Dance, what an excellent night it was as ever. Special thanks must go to Barry, Vince and Becky who put a tremendous amount of work in to ensure the evening went smoothly. Thanks also to our special guest John Millington, and I echo his toast at the end of the evening - Trackrod Motor Club *IS THE BEST* Motor Club in the North of England - let us continue to maintain that position in '94 as we approach our 25th Anniversary.

Another Go-Karting Day/Evening will be organised this year so if you have any preference for venue and dates, have a word with me in the next couple of weeks.

Safe motoring and competing in '94.

RUSSELL HOLDSWORTH

Social Secretary



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at

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Telephone: 0532-533722 (Home) 0532-383000 (Day)
Andy Cohen
3 Temple Lee, Whitby, Leeds, LS15 0PX
Telephone: 0532-648265 (Home)

John Spencer
43, Coolidge Drive, Leeds, LS16 7HP
Telephone: 0532-677234 (Home)
Steve Smith
91a Sheepwalk Lane, Townville, Castleford, WF10 3QQ
Tel: 0924-375014 (Home)
Colin Jebson - Registration
12a Mulberry Close, Keelby, Grimsby, Lincolnshire, DN37 8EX
Telephone: 0469-60574 (Home/Fax) 0960-320800 (Mobile)

COMPETITION CALENDAR
FEBRUARY AND MARCH 1994

FEBRUARY

5/6	Road Rally	Garstang MC
6	Riponian Stages Rally	Ripon MC
	Phoenix Stages Rally	
	Cadwell Park	Eastwood MC
12/13	Bruce Robinson Road Rally	Lincoln MC
13	Production Car Trial	Pendle MC
19	Breckland M/V Forest Rally	Eastern Counties
20	Morecambe Bay Stages 94	Morecambe CC
26	Stage Rally Map 110	Ecurie Royal Oak
26/27	Lincolnshire Road Rally	Lincs Louth
27	Kall-Kwik Forest Rally	De Lacy MC

MARCH

5	Manby Stages Rally	Matlock MC
5/6	Road Rally (Norfolk)	Sporting CC
6	Forestry Stages Rally	Lindholme
	Three Sisters Stage Rally	High Moor MC
12	Lakeland Stages	Kirby Lonsdale
12/13	Road Rally 105,111	De Lacy MC
19/20	Morning Mist Road Rally	Loughborough
20	Leconfield Stage Rally	N Humberside
26	York National Rally	York MC
27	Twyford Wood Multi-use Stages	Mid-Derbyshire

PETER RUTTERFORD
Competition Secretary

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TROPHIES AWARDED

Well, another year has been and gone and once again topped off with another excellent Dinner Dance, which I hope, for those of you who were there enjoyed it as much as I did. Many thanks to the organisers for their efforts once again. For those who could not make it and those who cannot remember - below is a full list of Award Winners.

1st Stage Driver	Steve Sanderson
2nd Stage Driver	Ian Richardson
3rd Stage Driver	Alan Powell
1st Stage Navigator	Rob Buchan
2nd Stage Navigator	Barry Dove
3rd Stage Navigator	Lloyd Walker
Road Rally Driver	Alan Larkin
Road Rally Navigator	Richard Norbury
Outside Events Trophy	Arthur Heaton
Trackrod Trophy	Derek Lee
Spy 44 Trophy	Arthur Heaton
Larkspeed League Driver	Steve Sanderson
P.C.T. Trophy	Paul Scruton
Autotest Trophy 1st O/A	Richard Ineson
Autotest Trophy 2nd O/A	Derek Lee
Marshals Trophy	Phil Andrews
Service Crew	Chris & Nicola Sanderson
Hunters Trophy	Louise Goodall & Tim Nichol
Scalextrix Trophy	Ronnie MacKinnon
Boxing Day Autotest	
1st O/A	Richard Ineson
1st Expert	Andrew Apperley
1st Novice	Derek Lee
Forster Shell Trophy}	Steve Sanderson
Year's Best Trier }	
Myers Memorial Shield}	Chris Hudson
Year's Best Novice }	

J & B Trophy }
Best Organised Event}

Russell Holdsworth

Ladies Challenge Cup
Chairman's Trophy

Becky Kemp
Andrew Apperley

Congratulations to all award winners - the majority of whom received their awards at the Dinner Dance.

There are six Replicas still to be passed on to their recipients who should have received them by the time they read this.

Regarding the Annuals, i.e. Trophies belonging to T.M.C., it was proposed at January's Committee Meeting to find a permanent home for them to rest throughout the year, instead of being kept in individual ownership for most of their life. This would enable a closer watch to be kept on them for repair, replacement etc. It would also prevent the last minute dash at the end of the year, collecting them all in for engraving prior to the Dinner Dance, and also it would make a nice display, as I'm sure the majority of people are not aware of the trophies belonging to T.M.C.

As far as I'm aware at this moment in time, we have a display case waiting for us at Yorkshire Switchgear, so you may find me getting in touch with you very soon, if not already, for the return of the Trackrod Annuals.

Well, that's all for this particular article. Elsewhere in this month's magazine is an explanation of the Trophy Points System and you can always bend my ear if you need any further clarification.

Have a happy and successful year.

VINCE FLETCHER
Trophy Points Secretary

Car 3: Darren Moon/Peter Rutterford

It was at the Dinner Dance that Darren and I decided to enter the Sandal Stages. Jim Kilmartin had mentioned that the entry was low and that De Lacy MC was anxious for entries. So on the Sunday after the Dinner Dance, Darren set about sorting a van and trailer out. Luckily Dale Goodwin came to our help providing us with transport and also offering to service.

Whilst loading the car onto the trailer on Friday night the ignition light on Darren's car didn't go off when he started it. We thought the worst, thinking the alternator had packed in, but luckily after pulling the dash out he found a loose wire. Eventually we got the van loaded up and we were ready to go. It was now about 12 o'clock and we were setting off at five. So after very little sleep it was time to go to Manby.

Mark Midgley and Chris Hudson came to service for us along with Dale. We arrived at Manby and signed on. The first stage seemed to go quite well - the long straight seemed a bit boring though, and much to our surprise we set fastest time. We couldn't afford any new tarmac tyres so we used Dunlop SP 82's which were OK but not the right tyres.

After stage 2 we were leading but on stage three the Cosworth's increased their boost pressure both now supposedly having over 330BHP. That was it - no way could you compete with cars with so much power more than us. Especially when the Cosworth's were pulling more than 130mph down the straight. There were three Cosworth entries - one I am sure Trackrod members will know was Andrew Hawksworth. I'm glad to say that he has now fully recovered. Leading up to the event he broke a diff on his Cosworth and had to take one out of his road car, well unfortunately he's broken that too!

Another quick contender was Peugeot Challenge winner Mark Blair. The car was immaculately prepared and he seemed to have a never-ending supply of Dunlop intermediates. With a 1.9 engine and a very high power to weight ratio he set some impressive times.

Darren's car went very well, the only problem being the car's brakes especially the handbrake which sometimes worked and sometimes didn't. Unfortunately with such a power deficit and forest tyres, we slipped from first to fourth, the Peugeot also beat us by nine seconds to win the class. I was very happy that we had finished and that I hadn't made a mess of it. An enjoyable event but single venues can only go so far.

The finish venue was one of the old buildings and it was a bit cramped. I must say though that De Lacy were very brave to put on an event with only 24 entries. Especially when they didn't have a doctor till Thursday night.

The Riponian is next and we are going to need more tyres!

PETER RUTTERFORD

DINNER DANCE

What a night!!

I can honestly say that that was one of the best dinner dances I have been to, a really good mixture of good entertainment, good food and good company!

Thank you everybody who came and made the night such an event. A hundred people came to have a good time and you all made it a great success.

Thanks Barry Vince and Russell for a good entertaining presentation, Brenda for doing a fantastic job of all the hand-written place cards, all the guests and a big thank you to all the people who brought raffle prizes - it was one of the fullest tables I have ever seen with some very valuable prizes - raising £120 for Trackrod.

I hope next year you will all be ready to dance till you drop again, and for those who missed it this year, we hope we will see you next!

BECKY KEMP

Tuesday 28 December - 5.45 am, open the curtains - *SNOW!!* and lots of it!!

Half an hour later travelling north on the A1, the snow started to thin out but by the time we reached Boroughbridge it was back with a vengeance. Into Noise and Scrutineering at Waddington's Farm Buildings and then to Signing on where three or four pages of the Road Book had to be amended. Then a short run South to Catterick for the Start.

We decided to run Michelin FB80 Fronts and FB81 Rears as these were the nearest thing we had to skis.

Start delayed for 15 minutes, more amendments to Road Book due to SS1 Gandale being cancelled as the Marshals had been unable to get through the Stage. So, straight to SS2 Waithwith Bank, starting at 30 second intervals. All the cars were having trouble getting away from the start line up the hill to the first corner - 5,4,3,2,1 - GO (marvellous thing this 4-wheel drive!!) We passed four cars in half a mile uphill, then down over the infamous Waithwith Bridges on sheet ice, sliding very wide on the second bridge and suddenly realising that there is much more grip on the fresh unpolished snow at the sides of the road. No more big moments on SS2 to report.

SS3 was a re-run of SS2 - this time we passed three cars on the first half mile uphill section then a near miss with a rather stout looking tree towards the end of the stage - but this time 35 seconds quicker than SS2.

A short road section to SS4 Downholme, a small delay getting to the start control due to cars being stuck on the sharp uphill section off the main road. As we looked out across the moorland we could not distinguish the road from the heather - everything was white and smooth.

This stage may only be 11/12 miles long but it has claimed more than its share of rally cars over the years, including ourselves on more than one occasion.



Wheels

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



Start your engines

As well as being highly respected in F1, Brian Hart has links with many other branches of the sport — he designed an alloy block for the BDA engine which led to many Escort successes and his engines have won 9 of the last 11 Hill Climb Championships; he even prepared the engine for the Terrier in which as a driver he won the Napman Trophy for 1172's in 1960 (shown above). All in all, a good man to ask for broadbrush advice on engine tuning.

His first tip is perhaps surprising coming from someone whose profession is engines: don't spend too much money or time on the engine until the suspension, tyres and brakes are properly sorted. Brian reckons these contribute around 70% to the performance of a car and should therefore take priority. This is borne out by one-make series where tests often show that the winners don't always have the most power; after all,

what's the odd horse or two between friends when you are slithering over a loose special stage? If you increase engine power before the car is handling properly you may simply arrive at the inevitable accident at a slightly higher speed.

Once the rest of the car is sorted and you turn to the engine, consider what equipment you have available. Motorsport is full of heroic stories of engines tuned on kitchen tables and fine work can still be done that way, but with modern electronics you really need access to a dynamometer or rolling road to make meaningful progress, especially if the rules let you change the engine control unit. Perhaps an idea for a group of club members to hire a rolling road for an afternoon for joint use?

Cultivate cleanliness, use the right spanners and, above all, study the regulations and look for loopholes. If the rules only allow blueprinting then try to get access to a dealer parts store

to select components with the most helpful tolerances.

Next, decide *where* you want power. As Brian points out, the Brighton Speed Trials need a different approach to the hairpin at Mallory. If the regs permit freedom of camshafts then this will help you to vary where the power comes in, although for general tuning attention to the cylinder head is likely to be most productive. Don't *continued on p.11*

COD FILLET QUIZ



1. What does a Black flag with orange disc and number signify?
2. Name the winning co-driver in the 1989 RAC Rally.
3. Who won the G.P. of Gibraltar?
4. Name the 'Shelsley Special' built by Basil Davenport.

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Chester to host 1994 Network Q RAC Rally

The 1994 Network Q RAC Rally will be based at Chester, with a single overnight halt at Harrogate. The RAC Motor Sports Association has also announced measures to make next year's event significantly cheaper for competitors.

The Rally will include a maximum of 30 special stages. The finish will take place on the Wednesday afternoon, with the official prizegiving later that evening.

RACMSA Chief Executive John R. Quenby explained: "We have been able to retain the elements which make our event such a challenge, while at the same time reducing costs for both factory and private entrants.

"The competitive mileage will be maintained at the current level, but a reduction in the number of stages will make it significantly cheaper to service.

"Further cost savings will be possible as we have cut the number of nights away from headquarters to just one; the reconnaissance will be two full days shorter and the prizegiving will now take place on the same day as the finish."

The Network Q RAC Rally will be the tenth and final round of the 1994 FIA World Rally Championship.

Outline schedule for the 1994 Network Q RAC Rally:

Sunday 20 November	Chester-Harrogate
Monday 21 November	Harrogate-Chester
Tuesday 22 November	Chester-Chester
Wednesday 23 November	Chester-Chester

It is expected that Chester will remain the rally base for both the 1995 and 1996 events.

Promotional events

Members of three motor clubs will be permitted to compete in promotional

events without needing any competition licence (other than a club membership card).

A promotional event in this context must be an autotest, a 12-car road rally or a production car trial. Each motor club may be involved in only one such promotional event in any calendar year.

New historic rally rules

The regulations for international historic rallying – contained in Appendix K of the FIA Year Book – have been completely re-written. The new rules came into force on 1 January 1994 and will appear in the new edition of the FIA Year Book.

However, if any person wishes to receive a copy of the new Appendix K immediately, they can do so by sending £5 (including postage) to the RACMSA.

New format and European status for RAC Historic Rally

The 4th RAC International Historic Rally of Great Britain will run as a two-day event on 19/20 November, associated with the 1994 Network Q RAC Rally.

The RAC Historic Rally – organised jointly by the RAC Motor Sports Association and the Historic Rally Car Register – will be the final round of the FIA European Historic Rally Trophy, the first time any British event has been included in the premier championship.

RAC Historic Rally cars will set off on Saturday, to tackle a number of stages laid on exclusively for the historic competitors; it is hoped that these stages will include a pursuit sprint of the type pioneered so successfully on last year's event.

A national rally – probably to be known as Rally Britannia – will follow the international event through the Saturday stages only.

On Sunday, international historic competitors will then tackle a selection of the Network Q RAC Rally's traditional spectator stages. It is expected that international crews will cover a total of about 60 miles on special stages during the two days.

RACMSA Leaders Sprint Championship returns

The RAC Motor Sports Association is pleased to announce that its Leaders Sprint Championship, which did not take place in 1993, will return with a new format this year.

The RACMSA Leaders Sprint Championship will take place over about a dozen rounds, most of which will run concurrently with the RAC British Sprint Championship. The series starts on 17 April at Curborough.

As in past years, points will be scored according to performance in each class, but the system will otherwise be completely new: a class win will be worth 20 points, with lower positions scoring according to how close they finish to the winner.

Because any driver finishing within 20 seconds of the class winner will score, the vast majority of championship contenders will be able to accrue points, which will reward those who support the series on a regular basis.

The class structure has been totally revised, with new classes for road-going saloons and sports cars, while the capacity splits for existing classes have been adjusted to take account of modern engine sizes.

John R. Quenby explained: "A special working group carried out an in-depth study of sprinting during 1993. It was apparent to them that many sprint competitors use road-legal cars and that the sport needed different regulations from those of its sister discipline, hillclimbing.

"The chosen format means that the new Leaders Sprint Champion might be driving a road car or an outright competition car. Both will have an equal chance of winning a major RACMSA championship."

The registration fee for the new series will be £15. Regulations are available from the championship co-ordinator, Robin Boucher, 3 Swift Park Grove, Spennells, Kidderminster, Worcestershire DY10 4HN. ☎ 0562 751163 (evenings only, before 21.30).

AUTOSCENE

JAMES HUNT

PROFILE OF A CHAMPION

From Duke Video, 69 minutes, \$12.99

A tribute that brings together film of all James's racing highlights in a concise account. It must be an essential addition to anyone's motorsport video library.

AUTOCOURSE HISTORY OF THE GRAND PRIX CAR 1945-65

By Doug Nye, published by Hazleton, hardback, 288pp, \$40

As a companion to his previous volume, *Autocourse History of the Grand Prix Car 1966-91*, this eagerly awaited 'prequel' completes Nye's exhaustive history of post-war Grand Prix technology.

Chapters chronologically covering some of the landmark cars of the era, including the Mercedes-Benz W196, the Vanwall and the Lotus 25-33, are interspersed with sections specifically highlighting the major advances in the technology of the sport. Exhaustive marque and engine directories describe every car and power-plant produced for Grand Prix racing during the period and a comprehensive appendix gives results and a mini-report for 433 races run for Grand Prix cars.

The scale and scope of the book is vast, but Nye's ability to write on highly technical matters in an understandable and entertaining manner means the mass of facts

presented never descends into turgid shopping lists. With a liberal sprinkling of anecdotes and the author's often wry humour, plus hundreds of excellent contemporary illustrations and photographs, the book is destined to become a classic. Essential reading.

Rating ★★★★★

LJF

WORLD RALLYING 16

Published by Martin Holmes
Rallying, hardback, 208pp, \$19.95
World Rallying 16 retains the familiar format of all previous editions.

Essentially the first part of the book reflects the 1993 World Rally Championship, while the latter pages contain the in-depth results from around the world for which it is rightly famous.

Feature material includes a profile of Colin McRae and an insight into the development of the Subaru Impreza, while Hannu Mikkola looks back at his 30 year career which covered the most basic cars to the most technologically advanced.

If there is a criticism of Martin's work, it is that the words tend to be rather 'dry', but this is neatly balanced by his attention to detail and the excellent photographic work by Maurice Selden whose pictures frequently grace the pages of *Autosport* magazine.

Rating ★★★★★

KO

FEATURE BY AUTOSPORT

Start your engines... continued

neglect the exhaust system - "free flow" should be the aim although keep in mind that noise controls are unlikely to get any easier for motorsport; this is one area where scrutineers may be inflexible.

Final tips:

*Get good clean air to the engine and pay attention to the cooling system. If you over cool you can always blank things off but cutting

slots to soothe an overheated engine can be a desperate business and, apart from anything else, most undignified.

*Keep records otherwise you won't know which road contributed what. Even top teams lose their way over development at times.

*Remember that the simplest and cheapest way to improve power-to-weight may be to reduce the latter, not least from around the driver's midriff perhaps. Stuart Turner

Facts about... HISTORIC RALLYING

• Historic rallying in the UK is currently for cars registered before 1968 although there is a category, which cannot compete for overall honours, called Post Historic for cars registered before 31.12.1974. However the RACMSA is currently reviewing these rules to try to improve the popularity of the latter category.

• Currently historic rallying is largely confined to the older cars and almost every type which competed in the 50's and 60's - such as A40s, various Volvos to an ex-works Austin Healey 3000 - appears on the 60 or so events run each year.

• As with modern rallying, there is a considerable divide between stage rallies and a wide variety of road events ranging from fun runs to events which attempt to copy rallies of the 50's and 60's as closely as possible. John Brown's LE-JOG (Lands End to John O'Groats) was a perfect example of a very competitive event in the latter category with road sections over Exmoor, the Epynt Ranges, Trough of Bowland and around the west coast of Scotland. 48 of the 49 starters finished with a great sense of achievement; only one managed a gold medal.

• Except for the cars, historic stage events do not differ from modern stage rallies and are often run in conjunction with modern events. The Rally Britannia run on the first day of the Network Q RAC Rally is a case in point.

• The variety of historic road rallies is immense. Many include autotests, navigational exercises or map reading (often at night), and regularly sections. The latter are a throw back to the 50's and involve travelling at a consistent speed with crews checked at secret controls, often to the nearest second. Although the emphasis appears to be on the navigator, teamwork is an important element for success.

• Many historic competitors were involved in the sport in the past and see historic events as a means of meeting old friends and reliving old times. Although the win-to-win is always present, the social side of these events is equally important; events often include visits to historic and interesting venues. Such events are more of a family occasion than modern events and far more female and mixed crews take part.

• Not surprisingly, historic rallying is the fastest growing side of motorsport and is an excellent introduction for people contemplating motorsport for the first time.

Colin Francis

Fuel for thought

IT'S likely that many competitors have at one time or another considered valves and port sizes relating to engine characteristics. Some people are under the impression that fuel injection is the answer to all those problems of poor tractability for highly tuned engines. Well, it doesn't quite work that way.

With something like a 2-litre engine running big 50 DCOE carbs, big cam and big valved head, you have excellent breathing at high engine rpm. But at low engine speeds much of the depression saving the cylinder hardly makes an impact on the carb choke, due to its inertia. We call this a poor 'signal' and the carb isn't sure how much fuel to supply. As the depression builds up the carb starts to get the message,

but a lot of the fuel that is dumped into the air stream never makes it to the engine, it's lack of sheer speed means that it drops out long before it reaches the head.

Still more throttle and rpm and the engine starts to work, but it is still off cam, which means that although most of the fuel and air is now reaching the cylinder, the piston coming up the bore sees the valve still open and pushes the mixture back out of the cylinder. In a bad case that mixture is pushed right out of the carb, passing the main jet and picking up more fuel on the way. Weaken off the fuelling here and it is too weak for maximum power. It's all a bit of a game, trying to juggle the jets and emulsion tubes and air correctors to get the best compromise. If you know what you are doing you can get the thing

working surprisingly well.

Fuel injection does take care of the weak signal problems in as much as the electronics can read the weakest of signals, no matter how wild the cam. What it can't cope with is mixture being pushed out of the bore due to poor camshaft timing. Fuel injection isn't the answer to all the problems, although it does go a long way towards solving most of them. What we need now is a fuel injection system for the same price as a pair of Webers!

QUIZ ANSWERS

1. Mechanical failure.
2. Roman McNamara.
3. Gilling Foss (on Peter Ustinov's LP).
4. SPIDER.

SH... Do you know what?

If you want the best possible protection for a modern engine, listen out for 'SH'.

'SH' is the latest and highest quality standard from the world's leading lubricant authority, the American Petroleum Institute (API). Motor manufacturers are swiftly moving to recommend API 'SH' oils for their petrol-engined cars.

'SH' quality oils have to pass a tougher test sequence than any previous API standard. And do so in independent laboratories. So, there's never been a more rigorously controlled examination of car engine lubricants.

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'SH' quality lubricants as soon as the new standard was introduced, and that was Duckhams Oils.

Its 'SH' trio comprises: ● Duckhams QS - a brand new full-synthetic lubricant ● Duckhams QXR - semi-synthetic for high performance engine protection ● Duckhams Hypergrade Plus - new generation mineral oil

So now you don't have to keep quiet, when someone says 'SH'.

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DUCKHAMS

With this in mind, we left the start with some trepidation. However, about a mile into the stage on the approach to a K left over brow, the car slipped sideways at about 70mph and the backend clouted the banking and sent it off into a culvert as the n/s front wheel dug into the snow (not so smooth). The car rolled down the banking onto its roof and came to rest on its belly with the world's biggest boulder wedged under the sumpguard.

It took about 30 minutes to get the car back on its wheels and remove the boulder. Many thanks to the Marshals and spectators who helped to extricate the car and get us on our way. Unfortunately the car was too badly damaged to carry on, having a bent n/s front strut, damaged bonnet, both wings, most of the glass, driver's door, front bumper, mirrors, and a badly bent roof and A post, as the full weight of the car had landed on it.

So, it was off home and back to the workshop for some panel work. Hopefully by the time this article is being read, the repairs should be almost complete, in time for the Kall-Kwik Stages in late February.

So, its bye for now and back to the spanners.

NICK/JIM DIXON

MND Motorsport

(Good luck lads - hope you get the car repaired in time - ED)

MEMBERSHIP

This will be your last magazine unless you have given me your hard-earned cash!

What will you do without your superbly put together magazine, you won't be able to find us on Tuesday night for a noggin or compete in rallies or claim those valuable trophy points. So dig deep and fill in your renewal form asap.

BECKY KEMP

(PS I'm awaiting the new membership cards from the printers, hopefully they will have arrived by 1st February and I'll be able to send out those who are awaiting them).

LETTER OF THANKS FROM ARTEMIS

Rod Parkin received a nice letter from Tom Mortimer regarding the Dinner Dance. Reads as follows -

"Thank you very much, on behalf of my wife and myself, and Ian and Josie Wray, for a super evening on Saturday at the Trackrod Motor Club Dinner Dance. It really was a pleasure to attend a well-organised function in the company of such nice people. Many thanks to you and to the many other people who make an event like this a success".

Tom Mortimer

SHELL HELIX QUIZ NIGHT - 10TH JANUARY 1994

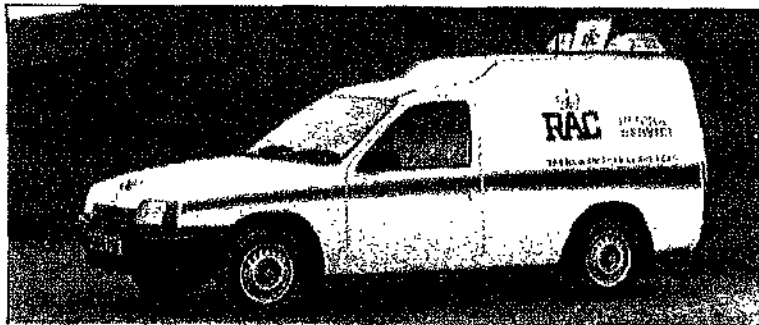
Trackrod triumphant again!!

The Helix Quiz night at Ringways Garage had a good turnout and Ringways had put on some free food and soft drinks/beverages for all who turned out. Firstly, they showed videos of various rallies then had a general quiz which anyone could try, with sixty questions on motorsport, for a small prize. Nick Stevens won that with the highest points.

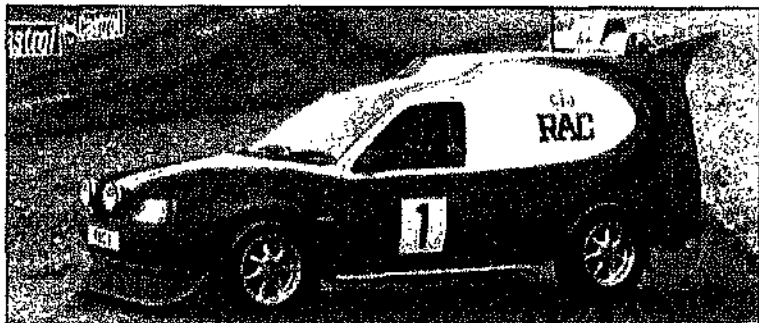
Then there was the main quiz for all the teams - fifteen in all, each with three team members. Trackrod's being Richard Ineson, Peter Rutterford and Stuart Marsh. Our Team did really well as usual, they came second and one of the four teams eligible to go through to the semi-finals along with Ilkley MC, Whitby & District MC, and David Brown Social Club. Trackrod were beaten by just two points which would have taken them through to the final. David Brown's and Whitby went through, with Whitby winning 21 to 13. So Whitby will go through to the next stage which is at Donnington in February.

Well done to our Trackrod Team once again.

EDITOR



FOR THE MOTORSPORT ENTHUSIAST



WE'VE ADDED SOME EXTRAS

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If you'd like to know more about privileged RAC membership through the MSA, simply call 0345 41 41 51 during normal working hours and ask for Lisa Rogers.

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THE NEW KNIGHTS OF THE ROAD

TROPHY POINTS SYSTEM - 1994

Best Stage Rally Driver - Arnold G. Wilson Trophy
2nd Stage Rally Driver - Mark & Steve Lloyd Stage Trophy
3rd Stage Rally Driver - Leeds Crest Motel Trophy
Best Stage Rally Navigator - Ray Dickinson Rose Bowl
2nd Stage Rally Navigator - Gordon Jefferson Trophy
3rd Stage Rally Navigator - T.M.C. Third Overall Trophy
Best eight scores to count. Maximum of three National events or two International events.

RALLY AND SPEED SHOP (AUTOTESTS ONLY)

Trophy for the winner and the runner-up. All types of event to count (RAC/ANCC/TMC) Best eight scores to count.

DICKINSON TROPHY (PCT'S ONLY)

Trophy for winning driver only. All events to count. Best eight scores only.

OUTSIDE EVENTS TROPHY (OFF ROAD ONLY)

All events to count. (Rallycross, Autocross, Races, Hillclimbs, Sprints etc.)
Best eight events to count.

THE FRANK STUART-BROWN AWARDS

F.S.B. Road Rally Driver - 1st Overall

F.S.B. Road Rally Navigator - 1st

Best eight scores to count

LARKSPEED LEAGUE AWARD

All events count, with a maximum of ten in league

1st Winning Driver - Annual and Replica

1st Winning Navigator - Replica only

LADIES AWARD (BEST LADY COMPETITOR)

All events to count, best eight scores.

The Mr & Mrs D.W. Taylor Trophy to the winning lady.

THE SUSAN AND RICHARD JACKSON SPY 44 TROPHY

Events to count are (Driver only) Autotest, Rallycross, Sprints, PCT's, Hillclimbs and (Driver and Navigator) Road and Stage Rallies. Best five events to count, but these must include three different types. Driving and Navigating are 2 separate types.

All the aforementioned trophies use the A.N.C.C. Scoring System which is not totally biased towards the expert finishing high up, but also helps the novice, as the greater portion of points awarded are for Class positions.

i.e. 3rd in Class of 6 = 60.0 points 6th in Class of 13 = 63.8 points

There are also Bonus Points as follows:-

Nationals = 15 start 15 finish

Internationals = 25 start 25 finish

And further Bonus Points for Road and Stage Rallies as follows:-

1st O/A = 20 Bonus points

2nd O/A = 18 Bonus points

3rd O/A = 16 Bonus points and so on until

10th O/A = 2 Bonus points

NON-A.N.C.C. POINTS SCORING SYSTEM TROPHIES

MARSHALS TROPHY (THE CANTRILLS HIP FLASK)

All events to count. Scoring - 5 points per day. Includes:- Sector, Timekeeping, Noise, Judge of Fact etc. but must be signed on.

T.M.C. SERVICE CREW AWARD

All events to count. Scoring - 5 points per day

SCALEXTRIX TROPHY

F.T.D. wins this.

WILLY WONKER TROPHY

Best crew on Indoor Rallies. All rounds to count. Scoring T.B.A.

HUNTERS TROPHY

All Navigational Scatters, Treasure Hunts, Economy Runs, Sportonoggins etc. Best five to count. Scoring T.B.A.

Individual events may have their own trophy - e.g. **Economy Run - Jacwill Trophy.**

TRACKROD TROPHY (ALL-ROUNDER)

T.M.C. events only to count.

Scoring:-

Organising events = 15 points for Secretary of Meeting and Clerk of Course.

Named in Regs = 10 points

All others = 5 points

Competing on events = 5 points all finishers

Non-finishers = 3 points

NEWMAN CUP (LADIES ONLY)

Scoring as for Trackrod Trophy

J & B TROPHY (JIM AND BERYL STOKER)

To our Club's Best Organised Event (excluding rallies).

Awarded by the Committee.

MYERS MEMORIAL SHIELD

(AWARDED TO CLUB'S BEST NOVICE)

Awarded by the Committee to the Best Newcomer to the sport during the year.

FORSTER - SHELL TROPHY

Awarded by the Committee to the Best Trier throughout the year.

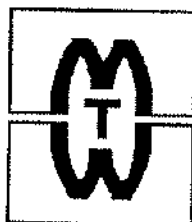
CHAIRMAN'S TROPHY

Awarded by the Chairman with the Committee's help.

Nominations will be accepted and debated. This award also carries a **FREE ENTRY** on the Forest Rally.

Continues Page 20.....

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That's the lot for the trophies, but remember claims must be on the proper form. If you have any difficulty in obtaining these, please give me a ring and I'll get some to you pronto.

Also *please, please, please* fill them in fully and correctly. Remember it only takes you minutes to fill in your own forms, but it takes me hours to process them all.

To claim for Trackrod Trophy points you must be entered under Trackrod Motor Club, this is a very strict rule.

Finally, but just as strict, is the three month rule. If you did an event on 1st January you have until 1st April to claim points, otherwise **NO WAY PEDRO!**

No doubt there's something I intended putting down which I've forgotten, but my brain's gone with all this writing, so if you can think of what it is, let me know.

Lastly, I would just like to thank Anne for sorting my efforts into something you hopefully understand. Thanks Anne. (From a girl(!) who loves to be appreciated Vince, thanks for the thanks - ED)

GET CLAIMING!!!

VINCE FLETCHER

Trophy Points Secretary

FOR SALE

FORD RS2000 Mk2 V-reg Black RJD 2.1 Engine with single 45 Weber Micro dynamics electronic ignition. Bilsteins all round with Tarox discs on the front and vented discs on rear axle.

130 bhp at the wheels. All standard interior with Full Safety Devices cage.

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Ring Peter on 0532 633527 or 0831 292564

RETROSPECTIVE

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

For Sale Dept. - Vince Girardier was offering his all singing/dancing Escort Twincam for £850 and Steve Lloyd had a suitable oil filter for sale at 50 pence!

Our Stage on the Mintex Dales Rally was to be Langdale - run twice - through the early hours of 22nd February.

The Boxing Day Autotests were reported on - held on Woodhouse Moor, which was exceedingly mucky! Editor Ineson was thrashed by Howard White in his Cooper S and David Taylor's Midget beat the Escort of Dave Lawton by some 40 seconds! - The traditional 10p thrash was won by Howard by 1.5 seconds from Dave Lawton. - All over and done with by 12.30pm!

We were also represented on the Airedale and Pennine Autotest in January - a bleak, wet affair at the Rothwell Motor Auctions - Editor got revenge on Howard White by 3 seconds for F.T.D. so Howard collected 1st in Class. Elvin Garnett and Steve Mills finished 4th & 5th in Class in the former's Mini 1000 and the Flying Butcher's Mexico was 3rd in Class, David Taylor was a lowly 9th out of 13.

The Committee Meeting received reports on progress with the Stage Rally - 3 stages confirmed, 7 probables and plenty others "on the boil". The Road Rally route was now finalised (almost) and the date was set for 31st May/1st June. It was decided unanimously that Club event entry fee should be raised to £1.50.

The picture page had Chairman Lloyd bending (should that be burning, Richard?) some rubber in his Triumph Spitfire on a 1969(!) autotest, and Ken Goodall/Richard Ashcroft in the Mexico on the 1972 Emmett Digitus Rally (Anyone remember that??). Oh - yes, the cover picture depicted Richard Jackson's Twincam Escort at Harewood Hillclimb.

More sale items - David Taylor had two Imp Wheels, with tyres, for £2.00 the pair (I could just do with those for my trailer!).

Finally - Subs were due!!

Trackrod.....ends

RICHARD INESON

MARSHALS MOANS

Once again short notice for assistance. My thanks to those who have helped on the Chantry Navigation Rally.

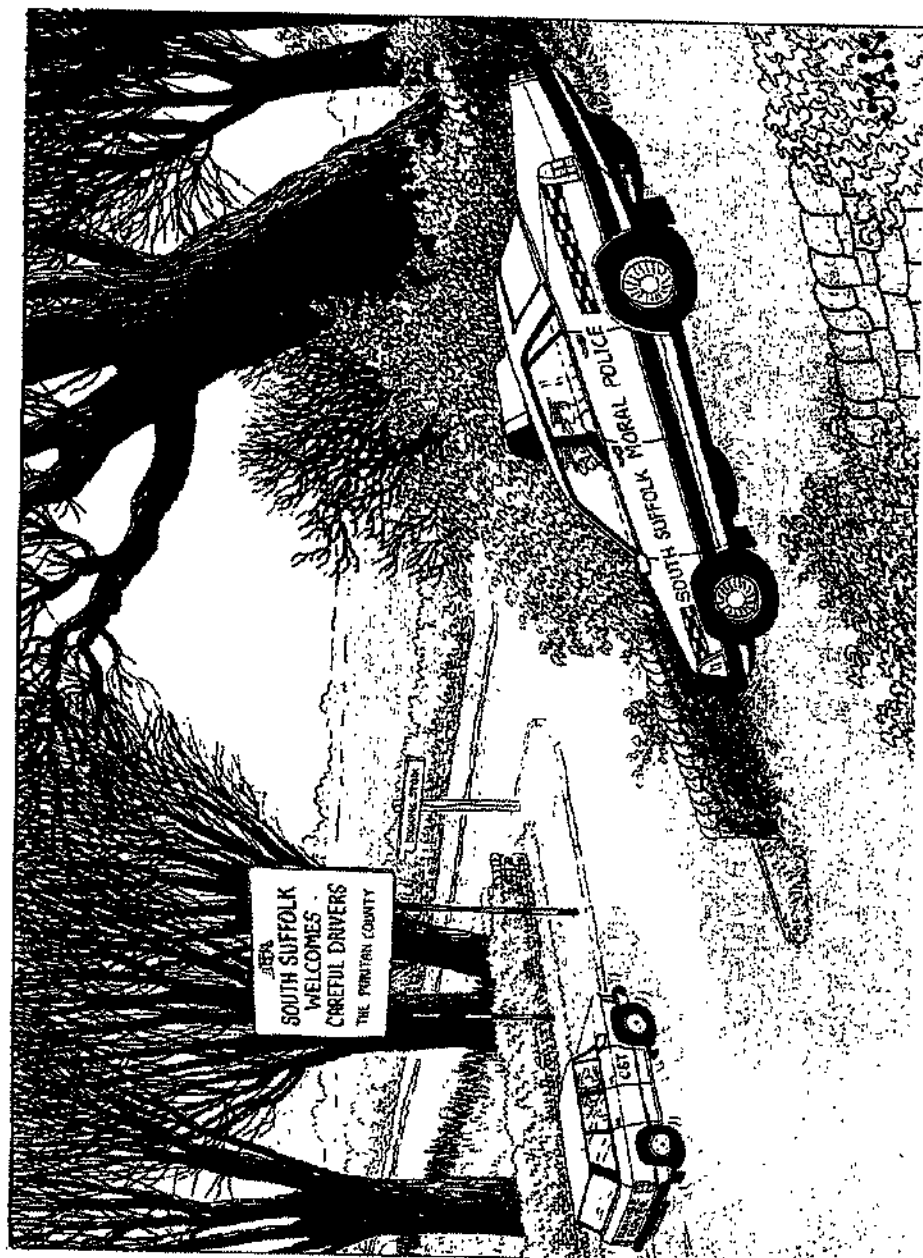
We have a conflict with two events both on Sunday 6th February. The first is the Riponian Stages run by Ripon Motor Club. The Chief Marshal is Phil Urakalo, I don't have his phone number but any offers can be directed through me. Hopefully it will be a good event with a stage (at least?) at Lightwater Valley and the Trackrod Crews competing could use all the support we (yes I'm navigating for Dale Goodwin) can get!

The second event is the Phoenix Stages at Cadwell Park - offers for marshals, timekeepers and radio crews can be directed to Mr Colin Mellor (0602 822125). Trackrod also has crews entering this event (Tom Whittaker to name one).

My main request this month is for the Kall-Kwik Stages on 27th February, we have been asked to run a stage and so we need as many people as possible from marshals to timekeepers and radio crews. Again please see me at Club nights or phone me (0532 568902).

RICHARD WEBSTER

Chief Marshal



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