



PREPARED FOR THE 90'S



MARCH 1994

MAGAZINE

THE NORTHS LEADING MOTOR CLUB

RAC AFFILIATED No. 1230

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No. 277

Mar 1994

EDITOR

Hello readers, welcome to the **March Trackrod Club Book**, with too many pages to be called a magazine.

My grateful (?) thanks must go to Richard Ineson, Barry Dove and John Renny for taking up the challenge of the person to beat Barry's eight page article would get a pint from me - well, it looks like three pints!!! Having said that, I think they should buy me a pint to placate me on my broken finger nails and ruined social life - who wants to sit in on a Saturday night and edit articles for a club magazine - only the insane can answer that one! Seriously though, thanks lads for your 31 foolscap pages of educational prose and wit - I had a laugh whilst I was breaking my fingernails - that makes all the difference!

Otherwise in your March magazine, there are the monthly 'bits' from your regular committee writers and the RAC Wheels once again. An offer from Vince Fletcher that can't be missed (!) and for once, I'm thankful that I did not receive dozens of articles from our rallyists, otherwise, I'd still be typing this in April. That's not to say I don't want your articles, I'll be on bended knee again for next month, so please get writing.

Well, dare I say it, can **ANYONE** out there beat 31 foolscap pages?? If so, I'll have to start saving right away!

Have a happy month till next month's edition.
See you all anon.

ANNE MOFFAT

**DEADLINE FOR APRIL ISSUE IS
TUESDAY 29TH MARCH 1994**

CHAIRMAN'S CHAT

Bon-jour, Hi, Firstly my gratitude to Russell Holdsworth for filling in during my recent absence, nice article Russ, many thanks.

The Monte Carlo Rally - Well I can tell you in a nutshell it was hard work, very little sleep, plenty of driving, but I'd do it again in a shot. During the event the atmosphere was electric. The last night in the mountains was something else!!!

That aside, it's been a busy month - a trip to Cadwell Park with Tom Whittaker was an eventful day. Sheet ice on the first two stages meant Tom showed justifiable caution having just rebuilt the car, but some did not heed it and became victims of the tyre wall on Stage 1, including a new Cosworth Escort running in pole position. The sun came and went, turning to rain and Tom then had fun with effort. Excellent circuit, the two final stages in darkness were fabulous. Congratulations to other Trackrod crews on the day, Matthew & Anthony and splendid results for Shaun and Richard Webster, our Chief Marshal.

As the Kall Kwik Stages approach, the weather has taken a turn for the worst - snow. De Lacy have had their problems over the last couple of years with the Cartel/Forest Event. It would be a shame if the weather cancels the work put in by Geoff Round and his team.

Darren Moon now partnered with our Competition Secretary, Peter Rutterford, had an excellent result on the Riponian Rally. "The lad's got some talent". Keep it up Daz.

At our next Clubnight it is hoped that the club trophies will be on display in a purpose-built illuminated cabinet. This will be situated in our regular first monthly meeting point at the now staff club of 'Merlin Gerin', formerly Yorkshire Switchgear.

Best wishes I'm sure from you all go to Richard (my best buddy) Ineson after his mild heart attack. The hospital are endeavouring to rectify Richard's problems - blocked and partially restricted veins to his ticker. All the very best mate, look after him Brenda.

Well, that's all for now, except a small note - if anybody would like a cheapnew RAC specification 86 (Maz) radio for themselves, please get in touch - I have a source of supply.

Regards.

BARRY DOVE

Chairman

SEC'S BIT

Spot last month's deliberate mistake - yes, Yours Truly forgot to put pen to paper. So duly reprimanded by Anne, I am writing this one a bit earlier!! (Bless you Derek - ED)

I would like to thank everyone who attended the Dinner Dance at the Lawnswood Arms, and hope that you all enjoyed the evening as I did.

Recently I received a letter from the Secretary of the Association of North-Western Car Clubs (A.N.W.C.C.), basically asking us if we would like to join their Association. This was debated at the last committee meeting and we decided that we would join. The reason we did was to give more scope to our members to do events from other areas without having to join another club within the Association being invited to those events. The A.N.W.C.C. covers an area West of the Pennines, from the Lake District to the Potteries and North Wales. They have quite a comprehensive list of Championships for you to contest. If you would like to have a list of them just let me know.

I have set the ball rolling for the April Fools's Autotest on 3rd April at West Street Car Park, Leeds. This year we have no clash with the Tour of Lincs, so hopefully we will be well attended this time, so please let Steve Lancaster, Malcolm Jagger or myself know if you can help with marshalling or if you would like to compete, as this is Round 2 of the A.N.C.C. Autotest Championship.

I have just received an invitation to a Marshal's Training Day at Harewood Hillclimb on Sunday 20th March 94, dealingwithTrackcraft,Flagging,Basic

First Aid, Observing, Incident Reporting and Handling. Signing on will be between 08.00 and 08.30. Further details later.

That's all for now. Happy motoring till next time.

DEREK LEE

Secretary

SOCIAL CALENDAR

MARCH

- | | | |
|----|--|---------------|
| 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 | Harvester, Wetherby Road, Scarcroft | (104/364 417) |
| 29 | New Inn, Eccup | |
| | VIDEO NIGHT/FREE CHIPS | |

APRIL

- | | | |
|----|--------------------------------|--|
| 5 | Yorkshire Switchgear | |
| | OPEN FORUM | |
| 12 | Admiral Hawke, Boston Spa | |
| | FREE SANDWICHES | |
| 19 | Crown, Wetherby | |
| | FREE SANDWICHES | |
| 26 | New Inn, Eccup | |
| | VIDEO NIGHT/ FREE CHIPS | |

The latest update, hot off the press, regarding merchandise is as follows:-
The lambswool sweaters, sweatshirts and polo shirts will all be embroidered with the Trackrod Motor Club emblem, whereas the polo necks will have Trackrod Motor Club inscribed on the neck.

Colours available will be red or black for the sweaters and sweatshirts and white for the polo shirts and polo necks.

Prices will be -

Sweater -	£22.00
Sweatshirt -	£13.00
Polo Shirt -	£11.00
Polo Neck -	£16.00

Further details available at the Open Forum, Yorkshire Switchgear, tonight. For those members who would like merchandise but find it difficult to get to Clubnights, please give me a ring at work any Wednesday, Friday or Saturday 7.00 am to 6.00 pm on **0254 680500 or 0831 616649 ANYTIME**, and I can make arrangements for it to be sent out to you.

So get smart and see me on any Clubnight.
Thats all for now.

RUSSELL HOLDSWORTH

Secretary

COMPETITION CALENDAR
MARCH 1994

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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MONTE CARLO OR BUST!!!
THE ALTERNATIVE WAY TO SEE THE MONTE CARLO
RALLY

The three of us, John Renny; Barry Dove and Richard Ineson agreed to drive tyre vans for Ford on the Monte and, having received preliminary documentation, began to speculate on just what we had let ourselves in for.

We were each in separate vans, paired with unknown individuals and each van more or less going a separate way - so much for the anticipated 'laugh a minute'.

We were to congregate at Boreham on Wednesday 19th January for a "Service meeting" at 1.30pm. The amount of 'kit' we were to take grew with every discussion, BD & RI promising to contain everything in 3 bags each - plus a box and a sleeping bag. JR would be keeping all his in one bag and a box (smart arse! - what he didn't say was that his bag was so big he could hardly carry it when it was full!!) Come 8.00am and we're all aboard the Skylark (JR's Rover), wedged in with everything (including the kitchen sink!) and Boreham bound.

An ineventful journey had us arrive at Ford's Motorsport Mecca at 11.30-ish and parked up. A quick recce to find John Millington led us past a fairly extensive collection of Escort Cosworths which, as you'd expect, are two a penny at Boreham.

John M was up to his neck in paperwork but he would "see us in the canteen at lunchtime - meanwhile have a look round". Fine, look round the workshops though some areas are restricted access and we have a cursory look in the stores, give John Taylor the evil eye; notice that Stig Blomquist is on first name terms with the security guard. The location of the canteen was established and was found to be very plush, the cutlery, bearing the Ford motif, along with the crockery, took BD's eye. John M advised us that the meeting was delayed until 5.30pm as a machine had broken and binding of documentation was delayed. We were introduced to Bob who had checked over the tyre vans (on hire from Willhire) which were parked out back - we should go familiarise ourselves with their workings and generators etc. So

we go examine our Transit vans which turn out to be 3.5 ton Ford Cargos!!! All three of us just about crack up - JR demonstrates how to fit snow chains - all very well in sunshine on tarmac at Boreham - try it in a foot of snow at dead of night!! Each van has a set plus an appropriate number of tyre warmers/programmers and at least one generator. Do we want to go round the test track? - er - no, not really essential - the truth was none of us wanted to get in the way of Gwyndaff who was blasting round in an Escort bedding in pads/discs and running-in gearboxes! - have another look around - meet up with our 'partners'. JR's is Danny, Boreham's resident tyre expert; BD's is Peter, a Boreham Storeman and RI's is Garry; a South Wales Ford Dealer - Great!

Soon get very bored - digs are 10 miles away so not practical to unload baggage and come back - kick heels until we spy mechanics getting issued with clothing - join queue - yes, we are on the list for kitting out. Jackets, overalls, sweatshirts, teeshirts, Denim shirts (RI misses out on Denim - no XL left - gets dress shirt instead - very nice but!!) - we all miss out on waterproof "wetsuit overalls" - John Taylor says these will be issued to tyre vans in Valence - paperwork says John Taylor wants the jackets back after the event - stuff that says BD and starts hatching a plan to retain the jacket for good.

Meeting takes place at 6.00-ish when all Service Personnel are issued with instructions, documentation, rally plates etc.,etc. Tyre vans receive operating cash from John M (£500 per person - sterling!). Meeting over - go find digs in Malden - then somewhere to eat - RI's Welsh room-mate goes off with another Welsh pal (service crew guy) to see a mutual friend - the terrible trio dine heartily on sausage and chips in a local pub - not exactly what we had in mind.

JR & RI leave next morning (Thursday) with their partners and vans (Tyre vans 4 & 2 respectively) - arise 05.00 BD accompanies them to Boreham only to find that TV(Tyre van) 4 won't start - dead battery - eventually get a battery off TV6 but its taken an hour - leave for Dover 0700 each with a load of used (ex Australia Rally) tyres for Michelin in Clermont Ferrard. BD stays behind (bye,bye Bazz) and kicks his heels all day - bored to death - not planned to depart until Friday morning. Meanwhile RI & JR get chauffeured

to France via ferry of course - arrive Clermont Ferrard 9.00pm after 900 Kms and crash out in rooms at the Ibis Hotel which had been pre-arranged.

Friday 21st January - JR & RI (TV4 & 2) visit Michelin factory and unload approx. 300 part-worn tyres (some still have pimples on them!) reputedly for scrapping - we novices nearly weep at the prospect but quickly become accustomed to this way of doing things! Meanwhile BD in TV3 leaves Boreham - Baz does most of the driving - heads for Rheims to collect 20 drums (1200 litres) of fuel for direct transportation to Valence. Remember, the start of the Concentration run for Ford is Rheims and the Common Run for all competitors is Valence. BD has to make own arrangements for Friday night accommodation. JR & RI arrive Valance at 2.00pm and check into the Hotel Balladins (RI) and Hotel Climat(JR) which just happen to be next door to one another - rooms are small - only space on the floor is for a suitcase and the en-suite is a joke - decide what you want to do before you go in (backwards or forwards!!) (RI & JR here for 3 nights). This makes a change from being bored in Boreham - we're now bored in Valence - zilch to do!! - find out where Ford Dealer's is and walk there to pass the time - this is to be the Team's base for 3 days - (approx. 4.5Kms) - get a lift back in the motorhome driven by Julie Taylor (John's wife) and Pam Brise (Wife of the late Tony) who are met in the supermarket whilst stocking up with food supplies!

Saturday 22nd Jan - still bored - can't get to the Michelin base until 4.00pm to load tyres (TV2 - RI) are to get the road tyres for both cars at the end of the Concentration run (Sunday evening) - wow - 10 tyres (on wheels).

BD arrives Valence about 11.00am - grand reunion for the intrepid trio! John Taylor calls a meeting for all service personnel at the Ford Dealer's at 2.00 pm - at last - action! - instructions finally received - go wash all vans and - TV2 - collect 8 tyres (not 10) from Michelin! Looking forward to another riveting day in Valence on Sunday - we stay in bar until 12.45am!

Sunday 23rd Jan. - Rise at 8.30-ish to BD complaining that John Taylor's on the warpath - "Ford start at 0800" somebody forgot to tell him there was B... All to do! TV's 2,3,4,5 & 6 all go to Ford Dealer's - together with the 6 service vans and the parts truck to do absolutely nothing. John Taylor's Maverick gets broken into in MacDonald's car park - they nick his briefcase

- everyone hopes it contains his life savings! Tyre vans (except TV2) go to the Michelin "Base" (this comprises some 30 huge trucks servicing all the major teams - 10 of which are for Ford) to load up with their basic tyre load (94-ish) wheels & tyres. TV2 continues to watch the Spooner Mechanics service the recce cars until mid-afternoon when preparations commence for the servicing of two rally cars - action at last! Cars arrive and the forecourt is swamped with spectators - cars jacked up - used wheels put on TV2 and 'new' tyres left with service crews and RI and Welsh Wizard in TV2 go to Michelin and get loaded up - takes until 8.30-ish - back to hotel for a bite to eat, and bed. The event proper starts tomorrow!

BD already left Valence for Vals et Bains and the Grand Hotel et Bains. Settle hotel bills this evening as an early start in the morning. Tyre van crews and service crews are the ones sent out well in advance to tape off desired service areas and protect them! In addition we are to share our service area with the RAS Sport Team entry for Bruno Thiry.

At this point perhaps we should explain a bit about the tyres as we were supposed to be 'experts' in charge of a van load each. Each of the six tyre vans has a basic load of 94 tyres, all mounted on wheels by Michelin fitters and overseen by Jean Jacques, their 'on site' (and factory) expert. The types of tyres vary from a narrow studded snow tyre to full slicks with various compounds, tread patterns and stud configurations in between, including Michelin's new "Cata" (short for Catamaran) tyre which has the appearance of two narrow treaded tyres moulded together and retaining a deep central drainage channel - these were lightly studded. Another innovation was a very limited number of narrow snow tyres with studs that were glued in to prevent them being pulled out on less than ideal surfaces. The Monte presents the teams with the most variable conditions of any W.C.R. event and choice of tyre is critical. Hence, choice is governed by information provided to the drivers by weather cars which go through stages as late as possible prior to the roads being closed, giving details of weather conditions, state of the road, air and ground temperatures at various heights throughout the stage. The drivers then, using all these facts try to arrive at what they think will be the right choice for that stage and 3 options are given to the tyre vans and service crews who put the chosen sets into warmers at the appropriate time(s) as they take a known time to reach operating temperature. Generators provide the

power via programmers which are set to the required temperature and once this is reached (60 or 80 degrees) is 'held'. Each of the two drivers will normally have 3 choices in warmers (except snow tyres, which are not pre-heated) so at each service point there will be six sets of tyres being pre-heated for a period of up to 90 minutes spread throughout the tyre van and each of the two service vans - and don't forget what type is in which warmers for which driver!! - or else!! (labels on the outside of the warmers prove invaluable). All this is OK until a driver changes his mind at the last minute - rip off the warmers and put in the new choice and hope there's time for it to warm up!

Theoretically, then, the only tyres you need to collect at the re-stock at the end of each day, are those you have fitted to the cars. Used wheels/tyres are marked up for corner, driver and SS number and are returned to Michelin each day. The majority of the tyres now employ the ATS system (puncture proofing) which consists of what looks like a solid inner tube made of a dense softish rubber and is fitted with the aid of an intriguing machine on the Michelin truck. Oh - yes, some of the tyres are directional - whatever you do, don't put 4 of the same direction in one set!! It's surprising how quickly you learn under pressure!! At the daily re-stock John M will advise on any variation to the stock of each tyre van - extras of certain types etc., before the vans are 'released' for food and sleep!

Monday 24th Jan - RI and TV2 are first off in the morning at 05.30 together with service vans 3 & 4, heading for the mountain village of St. Pierreville and the first real service - just before the start of SS1 - the service area is the courtyard of an orphanage and the nuns are not in the least bothered by our generators starting up at 07.00! The village itself is taken over by the event - every square metre is taken by spectators or service areas. Cars arrive at 09.50 and are turned round in 10 minutes. No real rest - tidy up & pack up and get on the way to the next point which for RI & TV2 is the final service of the day by the River Rhone.

BD/TV3 - having being a bit razzed the previous evening with the boys and a nightcap of 12 year old malt, 06.00 in the morning was a touch vicious. Quick wash and correct clothing attired (you must wear Ford team clothing at all times). They go down for breakfast, usual bun & coffee (actually a light

coloured dog turd and a thimble of coffee). 07.30 TV3 leaves the hotel for 'Burzet' at the start of SS3 only 22 Km arrival time 08.15 the service area is opposite a bar owned by Gerard, he is in the narrow street gesturing them into his orchard, a walled area with a very narrow entrance. Having put the tyres in blankets they swept the area and prepared themselves. Peter, BD's companion (not keen on driving but loves the hours) suggests they repair the truck tailgate (BD's big chance!!). Drilled about 10 holes, tapped them and proceeded to bolt the panel on instead of the original rivets, much to the interest of Robbie Vokins, Boreham's workshop manager. It obviously caused some interest as he then began grilling BD about how he came to be there? What his job was? etc, etc, etc., 5 Minutes to go and BD goes to service areas narrow entrance with service board, spectators everywhere, but strut into middle of narrow street proudly holding board. The crackle of a Subaru echoes over the village as Carlos passes with a wave and wry smile then the first Cosworth arrives, Miki (red headlights! blue for Francois), I push and gesture to get out of the f..... way please, I indicate the entrance and await our second car. Francois approaches and the village erupts, he acknowledges them and drives in. Re-taping the entrance, I proceed to perform our tasks. Tyres are the last thing to retain the heat. Service over I run to the entrance to guide both cars out, Miki first then Frani who proceeds to rocket up the street in a four wheel drift much to the pleasure of the crowd. Having cleared up, marked up the tyres and recorded, we leave to join rest of Musketeers in service area 41 side of River Rhone, Valence.

JR/TV4 - Has a depart time in the service schedule of 09.00, Danny decides when they need to leave. By 7.30 (overtime calls) so alarm goes off at 6.30 and Danny is up, dressed and had breakfast by 7.00. JR not quite so enthusiastic but is ready by 7.15. Danny fits Tacho and they set off. JR is on maps which is all a bit new for him but they manage to negotiate their way out of Valence and into the Mountains. St. Agreve was their destination for the day which was found with ease. However, JR missed a turning in St. Agreve to get to their Point, but as they were running 2 hours in front of their time, this was not a problem and they soon corrected themselves and found the right spot.

Toyota were already in position and they went to their spot, a snowy, muddy

car park at the back of a smelly Jambon factory. There was not a service point just a tyre change prior to the stage - they only had 5 minutes for each car. Out came the primus for a cuppa and out came the ham sandwiches made at breakfast (good these continental breakfasts). First car wasn't due till 14.28 so they still had 4 hours to go. However, Danny decided now was the time to sort out their tyres into some sort of order. He works at a pre-requisite Boreham pace and JR thinks the cars could have been and gone before things are sorted, so sets about getting things moving.

John M (Super 2) radios through tyre choice and - said tyres put into warmers. All tyre choices are in code so other teams don't know who's using which. So the theory has it anyway! With only 20 minutes to go before first car due, radio message "service van coming to do the tyre change can't make it". They are asked if they have the equipment to do the change themselves. Yes - the reality of it hits JR who starts to sh.. himself. Thankfully another van is sent from the previous service point and arrives at the same time as Super 2 and Mechanic 5. Toyota's helicopter lands next to them, then cars arrive. S2 gives the driver's tyre choice - tyres taken along with blankets to relevant cars and corners - mechanics fit, cars let down and away - and that's it! S2, M5 and Service 6 disappear, Toyota helicopter leaves and JR/Danny are left to clear up the mess and get back to re-stock. However, whilst they were putting things away, they find someone had left them a few freebies!! - wine, cheeses, etc.. - very nice!!

RI & TV2, BD & TV3 meet up again at service point 41 - the final service before the overnight halt in Valence. Every man and his dog are here and John Taylor struts his stuff overseeing a full transmission and turbo charge on each car. TV2 departs the Michelin re-stock after ensuring the tyres for the cars were in the safe hands of the service crews. BD/TV3 retained by John Taylor to clean the cars before Parc Ferme' - then moved on to re-stock where the threesome were briefly together again but BD/TV3 head for St. Hilare du Rosier and the Hotel Rene Bouvarel and RI/TV2 & JR/TV4 make their separate ways to the Novotel at Grenoble.

Tuesday 25th Jan - TV3 leaves Hotel Rene Bouvarel in St. Hilare du Rosier at 6.30 - no breakfast (too early) guess who's driving!! To arrive at service point 47 for 7.00 - only 22 Km. Tarmac service area just outside Pont en

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Wheels

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

Write on ...

A PART from team personnel, those who perhaps get closest to the hub of motorsport are the journalists on the enthusiast magazines, and letters we've received recently suggest that more than a few *Wheels* readers would like to know just how to get what appears to be the ultimate glamour job. Well, as *Wheels* is fortunate to have support from one of the best weeklies, *Autosport*, I asked Peter Poebister, its Publisher, for some guidance.

First, when any jobs crop up they are advertised both in the magazine itself and in industry titles, so keep an eye open; no age limit is set although the hours and commitment required mean the opportunities are really more suited to younger people. (I know the feeling).

Competition is quite stiff with 30 to 40 applicants for junior journalists and production staff, of whom up to half a dozen will be interviewed. Incidentally, applicants don't *have* to have expertise in shorthand or on a typewriter, but such skills are obviously necessary in journalism (as is the dexterity to operate a tape recorder as the illustration above of an F1 press conference shows).

I then asked Peter what is most important - writing ability, deep knowledge of motor sport, technical knowledge or ...? Answer: "It depends on the vacancy but we want people who can write with style and enthusiasm. Obviously a knowledge of the subject is necessary but, more than anything, a determination to do the job and succeed is essential. It obviously helps any candidate's chance of success if an application is supported by examples of work which



has been published. This may be in local newspapers, specialist magazines or motor club magazines."

And if you get a job with one of the magazines, do you immediately jet off to interview Nigel? Not quite. Newcomers will first spend time gaining the professional skills required both in the office, at club events and in training programmes which the magazine runs.

Final comment from Autosport: "If somebody wants to be involved in motorsport magazines they can be. The opportunity may be in journalism, on the production desk, as a sub or layout artists, or as a photographer. But the first step for anyone is to get out there and do it. Club magazines are an ideal first step, while local newspapers or radio stations are usually delighted to be told of local interest stories, whatever is involved."

That advice suggests that for

journalism, as for tap dancing, making love or laying concrete, practice makes perfect. If you want to be a competition driver, *drive*. If you want to be a journalist, *write*. So next time the editor of your club magazine appeals for articles

Stuart Turner.

COD FILLET QUIZ



1. Who is the "American Driver of the Century"?
2. In only which 1988 WRC event were Lancia beaten?
3. Which club organised the Morecambe Rally?
4. What Type number was the original six wheel GP TYRRELL?

ANSWERS ON PAGE 14

AUTOSCENE

TIP Many libraries feature shelves of used books for sale – good hunting territory for enthusiasts seeking reading copies of motoring books rather than collectible first editions. Charity shops also throw up occasional bargains – one *Wheels* reader recently discovered a clean copy of 'Ecurie Ecosse' – which can fetch up to £40 – complete with dustjacket for less than a pound.

THE INDYCAR RACING HANDBOOK

By David Phillips, published by Sidgwick & Jackson, softback, 128pp, £9.99
Books on Indycar racing are powering through a steep evolutionary curve. Nigel Mansell's arrival has swung the world spotlight onto Indycars like never before. And the response has been noticeable.

This handbook is exactly that, breaking all that goes on in Indycar racing into sensible chunks, ie. the formula (comparing it with Formula 1 for Indycar newcomers), the technology, a history of the development of the cars, the teams and the drivers. This is backed up by a round-by-round analysis of the '93 season, each race being accompanied by a good circuit map and Art Flores' photography.

It's not that big, not that glossy – with only 16 colour pages. But I think David Phillips has done an excellent job at a sensible price.
Rating ★★★★★ BSJ

AERO-ENGINEED CARS AT BROOKLANDS

By William Boddy, published by GT Foulis & Co, hardback, 160pp, £20.00

Heroes and monsters. The charisma of these unruly beasts and their intrepid pilots shines through, making a series of short stories that are also true.

THE BRM COLLECTION VOLUME 1 1950-52, VOLUME 2 1953-55
From Terrific Stuff Videos Ltd. (Hotline 0962 856546), 50 minutes each, £17.99

Six promo films commissioned by BRM extolling the virtues of this national motor racing effort. Most people now know otherwise, but it is easy to read between the lines and the action is excellent.

TONY RUDD – IT WAS FUN

By Tony Rudd, published by Patrick Stephens Ltd, hardback, 352pp, £19.99

Now it can be told and Tony Rudd does just that. The BRM story, his move to Lotus and the ill-fated De Lorean affair. Pulls no punches and tells it like it was. Read it with the BRM videos to hand.

SCARAB

By Preston Lerner, published by Haynes, hardback, 176pp, £29.99
The rich kid and the hot-rodders. The story of Lance Reventlow's cars is worthy of any best seller. This is the complete story and is superbly researched.

FEATURE BY AUTOSPORT

continued from page 11

his father with event organisation at Hagley & District Motor Club. He went on to become a senior timekeeper, a founder of the Midland Hillclimb Championship and a distinguished member of the RAC British Motor Sports Council's Speed Events Committee.

The Prince Michael Award of Merit is presented annually for meritorious service to British motor sport. The

award is open only to people who do not earn their living from the sport. Among those who are not eligible are members of the RAC British Motor Sports Council, and directors of the RAC and the RACMSA.

In brief ...

• The 1994 RAC British Rallycross Championship will be organised and promoted by the British Racing &

Facts about... JUNIOR KARTING

- Karting which arrived in Britain from the USA in 1959 is the simplest and probably the cheapest form of motor sport available.
- The 'starter' sport of Junior Karting may be enjoyed by juniors of either sex from the age of eight.
- From 8 until 11 Juniors may only compete in the Cadet Class.
- These Cadet Karts are built to strict regulations on chassis approved by the RACMSA and powered by Comer 69cc two stroke engines. Tuning is not permitted.
- The kart has no gearbox as such but uses a centrifugal clutch.
- The price of a complete Cadet Kart ready to race is "controlled" at a maximum of £1140 plus VAT.
- At the end of the year in which competitors reach their 12th birthday they may move up to the Junior Classes.
- There are two Junior Classes – Junior 100TKM for 11-16 years old and Junior Clubman for 13-16 years old, both subject to detailed regulations. Junior TKM use only a TKM B782 standard engine, whereas Junior Clubman may use any engine with fewer restrictions.
- There is again controlled pricing for chassis and engine and a minimum weight limit for complete kart and driver of 120kg.
- Juniors must leave the Category at the end of the year of their 16th Birthday. Juniors may transfer to the Senior Category at any time during the year in which they became 16.
- The Cadet and Junior Kart classes represent perhaps the best introduction and training for a successful future in motor racing. After all Nigel Mansell and Ayrton Senna began in Karts. *Colin Pook*

Sports Car Club. A new BRSCC Rallycross Centre will handle the series.

• Haynes Publishing will sponsor the RACMSA's 2-Day Classic Tour. The 1994 event, on 23/24 April, will be based at Malvern.

• RACMSA News, the official publication of the RAC Motor Sports Association, gets glossy paper, colour photographs and a quarterly schedule in 1994. The cheapest way to subscribe is to buy a £10 Clubmans Licence!

NEWS FROM THE RACMSA

British Rally Championship to go 'Formula 2' in 1995

The 1995 British Rally Championship will be for drivers and manufacturers of cars complying with 'Formula 2' (two-wheel drive, with normally-aspirated engines up to two litres).

Cars not complying with F2 regulations may be permitted to participate in individual rounds, but only F2 drivers and manufacturers will score championship points.

Commented RACMSA Chief Executive John R Quenby: "I said in July 1992 that Formula 2 would become the focal point of the British Rally Championship, and the time has clearly come to set a definite date for that to happen."

"I expect Formula 2 to attract a new level of manufacturer supported entries back to the British Championship, while encouraging many more serious private entrants to build cars to this formula."

"Of course, factory cars are not the only barometer of success, but works drivers tend to create more publicity and to attract more private drivers who want to have a crack at them. However, a well-prepared private entry will not suffer such a disadvantage as the margin which exists at the top level today."

"This means that Britain's flagship rally championship should feature much closer competition, while continuing to provide a true proving ground for competitors aiming for the top levels of European and World rallying."

"An additional benefit of Formula 2 is that it should offer an opportunity for organisers to re-introduce some of the classic special stages now seen as 'too quick' for use by the current four-wheel drive class A8 cars."

New towns join the world's largest motoring event

Three new towns will host the world's biggest motoring event on Spring Bank Holiday Sunday (29 May). The 9th Norwich Union RAC Classic Run includes new starting points in Colchester (Essex), Hendon (North London) and Cheltenham (Gloucestershire).

Up to 1,600 cars will leave from nine different locations, using 11 different routes which all converge on the British Grand Prix Circuit at Silverstone.

The Norwich Union RAC Classic Run attracts a unique mix of old-car enthusiasts and celebrities. Regular participants include royalty, pop stars and captains of industry. Their cars – built between 1905 and 1974 – are among the rarest and most valuable machines ever driven on public roads.

Starting points for 1994 are: Bath (Avon), Brooklands (Weybridge, Surrey), Cheltenham (Gloucestershire), Colchester (Essex), Lyme Park (Stockport, Greater Manchester), Norwich (Norfolk), The RAF Museum (Hendon, London), Silverstone (Northamptonshire) and Wollaton Park (Nottingham).

Each route covers about 150 miles (drivers of very old cars can opt for a

shorter course), visiting locations of motoring interest where it is not normally possible to take a private car: these include racing circuits, hillclimbs, sprint courses and industry test tracks.

Regulations are available now from the RACMSA. The entry fee is £75 per car (£30 for those using the shorter route).

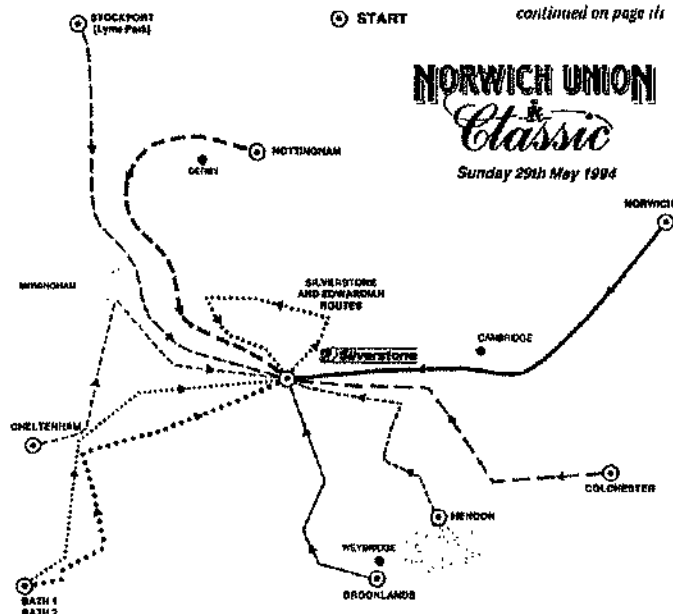
Peter Cooper and Tony Fletcher win Prince Michael Awards of Merit

Two of motor sport's best-known personalities were presented with Prince Michael Awards of Merit at the annual dinner of the RAC British Motor Sports Council in February.

Peter Cooper has given a life-time of service to motor sport around the world at every level. He served 15 years on the old RAC Competitions Committee, was a senior Steward, served as Chairman of the RAC British Motor Sports Council and – for five years – was Chief Executive of the RACMSA.

Tony Fletcher is one of the best-known personalities in British hillclimbs and sprints. He first became involved while still at school, assisting

continued on page 115



A slick trick

SINCE a great many people actually start motorsport with a road car, they also start running on road tyres. There will be a time, however, when you decide to take the plunge and go for slicks. This issue's Technical Tips piece is especially designed for someone switching from a road tyre-based series to one that allows slicks. It changes a great many things on the car, some you may not immediately consider.

To be honest, it's an area that opens up a whole can of worms, and it isn't simply a matter of adjusting the suspension to suit either. Basically you are going to generate a lot more grip from slicks which means that with no other changes you are going to pull more 'G' in the corners. Where

a baffled wet sump may have been fine previously, you might find that a dry sump now becomes essential to the survival of your engine.

At CCC, we have seen devices with springs and plungers which are supposed to overcome this problem, but reports have been mixed (the usual story: some swear by them ... others swear at them). Along with higher cornering speeds you will get more body roll and this may need looking at.

You will also get more suspension bush loading and even very hard rubber bushes may not be up to it. Remember that when a bush moves the suspension geometry will move with it. Clever people can use this to their advantage; the rest of us suffer!

More grip will also load the drive train off the line, which may result in half-shaft breakages or axle tramp, depending on what gives where and

when. Finally your brakes are – potentially at least – going to be able to stop you quicker, simply because you have more grip. The brakes may now be able to be used harder for longer, resulting in fade or failure.

We aren't trying to put you off, but running slicks can mean a lot more than first meets the eye. As long as you are aware of what you are letting yourself in for stick tyres do mean faster lap or sprint times, and going faster usually means having more fun ... so go for it!

QUIZ ANSWERS

1. Mario Andretti
2. Tour de Corse by a Ford Sierra Cosworth
3. Lancashire Automobile Club
4. Project 34

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royals before stage 6. Healer camp and Mary, have
brighten things up, John (I'm Mr Bloody Wonderful) Taylor indicates all
snow tyres to be unloaded and lined up first of all. Having done this BD
entered Nicola's motorhome for a brilliant breakfast - bacon, egg, sausage,
fried bread, in fact the 'dog's' bo...cks. MINT. Having had a fax from Milly
the night before, we blanketed the tyres and admired the view (it's pitch
black!!!). Dawn broke and the cars arrived, no problems, but both drivers
choose TOO's, an intermediate type tyre on 17" rims. Again they re-load
van, grab a coffee and proceed to service point 60 - Col-Bayard - a car park
at a skiing resort. After digging service area out of 4' of snow, they await
arrival of cars. No tyres required here as cars are to go to Parc Ferme'.
Following this major service, i.e. new suspension, front and rear complete
including wishbone, beams, shafts etc. Whilst waiting the radio crackled
from TV5 to supervision that the truck has a broken half-shaft on a re-route
through some fields, about 60Km away. BD/TV4 stay silent! Then the cargo
truck behind indicates that BD/TV3 are at their location - SH..!!

"Supervision to TV3" - "Yes John, TV3 here". "Please go to TV5 and
unload all his gear tyres etc. onto TV3 then proceed to re-stock at Gap". BD
is pissed off, Peter's over the moon, his eyes rolling like a one-armed bandit
with pound signs!! Arrived, they load TV3 to the roof, it's now 6.00 at night,
it's dark, cold and BD is all out of jokes when some comedian suggests they
now tow TV5 to the main road. BD's absolutely creased with laughter - get
stuffed!! BD/TV3 now swayed back to Gap somewhat overloaded, overtired!
and brimming with enthusiasm. Arrived at Michelin in Gap and unloaded
100+ tyres, jacks etc. then reloaded their re-stock and sodded off to Sisteron,
arriving at 11.00 knackered!!! But a malt whiskey nightcap does the trick and
they both flake out.

JR/TV4 - Depart time of 08.30 - again Danny wants overtime and they leave
1 hour, 30 mins. early. Steady drive gets them to Le Gina St. Barthelemy in
plenty of time. However service point is in the car park of a graveyard and
has a narrow entrance. Danny takes one look at it and thinks they should go
to their alternative spot. JR thinks different! Danny has half-hearted attempt
and hands job over to JR. With a little leaning on some trees the van is gently
coaxed into the car park, much to Danny's amazement - same routine as
before happens, although this time they have 2 service vans, S7/8 who are

very good and supply plenty of coffee etc. With this being a full service they have a further 2 Mechanics, Mavericks and Motorhome 1, along with Super 1 (Trevor Godden) the RAS team are also here so the area becomes quite crowded. When the cars arrive everyone does the business and JR is collared by Malcolm Wilson to do some cleaning and odds and sods, then get the tyres. Once fitted, cars are away and everyone leaves. This is not as easy as spectators are parked opposite the tight entrance. With jacks and enough bodies, the offending cars are moved and away they go again. JR has the job of getting the van out - no problem! They then made their way to re-stock at Gap. On the way there, they heard over the radio that TV5 had broken down. Super 1 & 2 were now trying to organise it's recovery as well as run the rally. Thankfully TV4 had decided on a route to Gap miles away from the problem so they were excused and left to continue on their way.

RI/TV2 leave hotel at the sensible (for once) time of 07.45 and head for service point 49 at the start of the classic Le Sappeyen Chartreuse stage where it's absolutely hissing down and there's hundreds of spectators - we share a tarmac area with Mitsubishi so its all very crowded. Arrive at 08.30 and get set up - RAS Sport's motorhome has been here all night to reserve the area - cars arrive at 11.15. Only a quick service, all routine stuff, it can't be anything else, as they only have 5 minutes here. No sooner have they gone than everything is packed away and they're off. TV2 heading for the Michelin re-stock in Gap, where they arrive early so are able to check in at the Inter Service Hotel then return to Michelin by which time Jean Jacques and his men are set up and ready. Re-stock completed, they have to hang around until John M arrives and gives them the OK to depart - no contact with JR or BD though TV4 is seen parked up. TV2 well out of the way whilst the rest sort out the TV5 problem.

Wednesday 26th Jan - RI/TV2 leave hotel at 02.30! with a view to beating the service vans to point 66 as they (S7 & 8) had advised RI/TV2 to make their own way as they wouldn't be able to keep up - RI out to show them a thing or two! Approach to the service point was blocked by the assembling Gendarmerie who were preparing for the morning's activities. After forcing a way through the throng the service area is located and found to be taped off - again the RAS Sport Motorhome has stayed the night - no service vans in sight - Magic! Park up, get the genny going - wake up Nicola in the

notorhome to let him know they re there - and set up shop - await arrival of service vans 7 & 8, who turn up at about 05.00(1) with a surprised look on their faces. Tyre choices come through on radio and are put in the blankets. Super 2 (John M) arrives and surprise, surprise, JR's on board! who relates the tale of TV5, BD/TV3 et al. Cars arrive at 06.30 for a 17 minute service prior to SS14. All servicing done as planned and all disappear - JR with John M and RI/TV2 depart last en route to re-stock in Nice which proved a swine for RI's navigational skills - located after 3 attempts. Midday - then went to hotel after collecting JR (who was to accompany TV2 for the final leg).

Due to the problem with TV5, JR is relocated at the re-stock on Tuesday evening as he and Danny only had to go to Nice on Wednesday morning. This meant JR was in Super 2 with John M, the team Doctor, Mark Porter and John Wheeler. So a nice easy day was out of the window. Wednesday started at 04.00am - up for breakfast with drivers and navigators (so that's what they look like!) and into the back of Super 2 to see how it works at the short end. It was all very good and relaxed, in fact, John M was so busy laughing at the Doctor's anecdotes that they missed the first service point and had to turn round and try again. The first point visited was RI's, so JR was instructed to help out as necessary. This done, it was back in the car and off to the next point. This time, it was on a roundabout and JR got his first taste of John Taylor. Thankfully, Malcolm Wilson was also on hand and things went well. At this point, Colin Dobinson turned up on his own and the Doctor and John Wheeler went with him, so JR got the job of driving Super 2 around. A 2.9 litre Granada Estate has no chance on a Ford Cargo, and a reasonably quick trip back to re-stock at Nice. The route taken was the same as the competitors and JR was able to compare the Granada with some of the competitors. Needless to say, he lost! He also got kicked out at re-stock and was put in with RI and the Welsh Wizard.

Wednesday/Thursday 26/27th Jan - 4.5 hours sleep and BD/TV3 get up to depart to the workshops of "Alpes Auto Service" in Sisteron service point 68 before stage 15. Arrive at 06.15, workshops too small so they obliterate car park opposite, no problem!! First car Delacour arrives 7.45 as town comes to life, both serviced and new rubber, and cars leave via little bridge over river and up the mountainside to stage. They reload and go to Nice - weather turning warmer and warmer as we travel south. Having re-stocked

in Nice and booked into the Hotel Arenas on seafront, promenade Anglaise. After an hour's kip in their separate rooms - both kitted out in thermal underwear etc., for last service at a mountain top.

BD/TV3 left the hotel at 4.30 pm via car/truck wash (mandatory instruction), to Puget Thenier via a valley bottom and an 8' wide steel bridge to a mountain pass. Now this truck is no mountain goat, but it climbed this hairpin-littered pass to a single car park before stage 19. BD's mind was full of the return journey against rally traffic - he,he,he. The first car was due at 01.35 having sampled the beer in the "Bar du Moulin" a mountain outpost. They had a tyre preparation period then a kip before Francois arrived. Thousands of spectators were here abandoning cars everywhere.

Delacour arrived and a quick change of disc pads and fluid and Francois blasted up the road to test them. He returned and indicated they were better, so the rest of the car was completed along with Miki's. With Toyota occupying the adjacent area, tyre secrecy was paramount, with floodlighting all over, the tyres were fitted to the cars with blankets still on with a minute to go. At the very last second, the blankets were removed and the car dropped and left immediately, surrounded by Ford staff to prevent Toyota seeing the tyre choice. This procedure was repeated for Biasion then slowly the floodlights began dying out as they reloaded. The journey back down the mountain against rally traffic was bloody good fun (I'm bigger than you FROG!! - move over or else!!). They arrived in Nice to the news over the radio that we had won, absolutely bloody magic!! Worth the effort, worth the lack of sleep, just worth it all.

Having waited at the municipal parking area in Nice for a few hours, BD/TV3 went to Michelin, unloaded everything and returned later to collect all the rims for the return journey next day.

Once United, John, Richard and Barry, the intrepid 3, had chance to go see the hotel in Nice, dump their bags and then set off for point 80 at St Sauveur-Sur-Timee stopping off to wash the van along with 10 wheels and tyres which were being carried for the finish. They arrived in plenty of time as usual to find the area roped off and reserved with the RAS Motorhome parked up.

The site was the town square with a bar opposite so all 5 went in for coffee then later a beer or 2 and some food. As the evening went on more people arrived and S7/8 got set up. They were well organised and produced a very good meal along with wine et al. They all spent some time putting Ford to right and laughing at the locals. As the time got closer to first car due so the tension grew as Francois, started the night leading by just over a minute. Stage split times came through and he was down 20 odd seconds then it came over he had dropped 38 seconds to Sainz. The place was buzzing RI and JR were collared and told to do the refuelling and levels at the back of the cars. They both looked at each other and sh.. themselves again. Thankfully the lads with S7/8 were very good and went through things very carefully with them.

The cars arrived amidst a blaze of light and our duo, after having some light-hearted banter with Tony Mason and his camera crew, duly checked and topped up the aforesaid levels on both cars whilst Miki had his front wing straightened and both cars had their brakes comprehensively bled. Service complete the lads were again left to clear up and then made their way to Monte Carlo for the final wash and brushup before the formal finish. With RI doing the driving the temptation was too great and TV2 put in a fairly slow half-lap of the Grand Prix circuit! The service area was very quiet at 3.00 am and it wasn't until about 6.30 am that we heard over the radio that Francois had actually won - hurray's all round! Much back slapping when he finally arrived - cars both receive a wash - change brakes on Miki's as wheels won't fit! - then - back to Nice to off-load the tyres. Garry announces that he's not driving a Tyre van back alone as TV5 is still out of action - that leaves the three of us BD, RI and JR. They load up with wheels and tyres for Boreham testing and leave the vans in the vehicle park and retire to hotel Arenas.

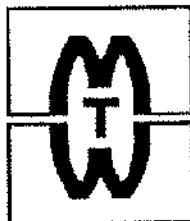
C Dobinson provides a buffet for those who have not gone home. RI, BD and JR head into Nice to eye up the "Scenery" some of it very nice indeed - sussies and all!!!. The trio find a bar - have some bevies and Baz guides them home - after an hour's walk they end up back at the same bar - enough said!!!

Friday 28th January - Planned lay-in interrupted by telephone - John Taylor calling - the last bus to the vehicle park leaves at 8.30! - time now 8.10 - does this man have a heart?? RI, BD and JR stumble downstairs, check out, pay up and climb on the bus with 1 or 2 (max) others - still half asleep - what

happened to breakfast?? All that's left (or so it seems) in the vehicle park are tyre vans 2, 3 and 6 so we climb aboard for our single handed drives back to Boreham - grateful for the radio's that provide inter-van communication! We hit the Autoroute and head for Dijon - bearing in mind Tachograph requirements on breaks etc. Now these 3.5 ton Cargo's are fine for lugging tyres and things about but with a load on they won't do more than 65mph flat out no matter which way you cut the cake! - The result is, that with such evenly matched machinery the racing is inevitably very close, JR's five speeder is only at a marginal advantage on hills (going up). Basically, what followed could be described as the closest, longest truck race in history - it lasted all of 8 hours and upset several transcontinental truckers who where passed and re-passed by 3 identical vans that appeared to be tied together by ropes no more than 3 feet long! Whilst it proved to be a long day it wasn't without enjoyment and we reached Dijon at about 9.00 pm and sought out somewhere to stay. Easier said than done in 3 trucks on a Friday night in a busy town! Guidance from a petrol station attendant provided the answer but not before we'd been round supermarket car parks and the wrong way down one-way streets! At last, a square meal and a night's sleep!

Saturday 29th January -All 3 of us oversleep - dashing around again! - check out, pay up skip breakfast (this is becoming a habit!) and hit the road. Soon find the Autoroute but Baz soon complains over the air that his van is suffering from low oil pressure (is it a result of over revving the day before?) so we stop as he has some in the back of the van. Opening it up reveals his neat load of wheels & tyres all over the place (a result of his smooth driving technique?). RI leaves him to get on with things and discusses the local radio stations (all rubbish) with JR. RI returns to his cab to await the off which takes ages - no sign of Baz - it turns out he's shut himself in the back of the van and he's screaming his head off for JR and RI to let him out - they don't hear it of course! Soon get underway and resume the serious business of the day - racing (what low oil pressure?) - turns out to be a repeat of Friday really. Catch up with the beer run boys on the outskirts of Calais - BD suggests that the Paul Eyre Carpets artic he's just seen is the best way of carrying beer!!

We join the right queue for the ferry after each of us has been in a different one and wait about 45 mins to board - then this wise-guy takes our tickets and tells us to reverse on to the boat - terrific - JR is quite good at this - they have



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a Cargo in his works yard. BD is only marginally inferior but RI has a lot to learn about reversing a truck - Mini special this is not and lives up to the title of Weaving Willie - luckily, they have to park on the driver's side of the boat so RI can hang out the window and forget the mirrors. RI being last on is first off at Dover - soon remembers to drive on the left! and leads the 3-truck convoy to somewhere near Chelmsford - where the hell is Boreham anyway?? - None of us know the way! Again a pump attendant proves to be a useful guide and we're back at base by 8.00 pm-ish to find them just unloading the two rally cars off the transporter whose drivers had just done in a day what took us three two days!! They did, however, share the driving so didn't have a problem with Tachograph hours etc. - neither did we really - RI's had chewed its disc up anyway!! - Park up the vans - a quick look in the workshop, and into the Rover to hit the highway for home where we arrive at approx. 1.00 am Sunday.

The final big question is - **Would we do it again??** - answer - like a shot!! However, if you'd asked us all on the first Sunday, you would most certainly have got a different answer!!

More Monte Moments: RI and partner Garry Pesticcio run out of conversation by the time they reach Dover - sets up a nice quiet week! BD and partner Peter Saville have a conflict of interests - BD wants to get his head down in a hotel - Peter wants to stay out as he's a Ford employee and gets generous overtime payments - same situation affects JR and Danny Lenihan but to a lesser degree.

Garry Pesticcio gets up the threesome's noses as, being a Ford RS dealer, he has more Ford Motorsport clothing than Ford themselves and boy does he love to flaunt it!

John Taylor goes skiing straight from Nice - stuff it John we've got your jackets!! Oh - yes - we never saw a rally car driven in anger (well only their lights from a distance)!

Continues on page 23.....

Finally, it should be mentioned that all the documentation was spot-on and the attention to detail fantastic - hopefully a sample will be reproduced overleaf, but if you want a look at the real thing, just ask!

RICHARD INESON/BARRY DOVE/JOHN RENNY

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17 July	Alwoodley Motor Club
28 August	North Humberside Motor Club
18 September	Knutsford & District Motor Club
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RETROSPECTIVE

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

Editor complaining of a lack of articles from the Club rallyists! New Members:- Ronnie Moore; Susan Firth; Paul Allen; Graham Bagshaw; M.R. Swinden and D.E. Riley.

Committee heard that the Road Rally would start at Full Sutton and that the route was still "almost finished". The Stage Rally took a dive due to a lack of local stages - maybe in 1976! Film Shows proving to be a problem - how to restrict entry to members and their guests?

There appeared a re-print of the infamous "Fairy Story for Yumpers" first published in 1972 and at that time was published in Motoring News who suggested that the writer should concentrate on pantomime scripts!! It was of course written by Chairman Lloyd on one of his better days! (We must run it again sometime!)

Photo page had Martin Kemp and Steve Holden on their way to what Martin described as a "cock-up" on the 1974 Dalesman Rally.

Tig Leppard, Honorary Secretary of L.U.U.M.C. gave us a potted history of his life story - all on two pages and very boring. However the last item in the issue was about the February Frolic Rally - crews from Trackrod included Pete Germaine/Marcel Girardier; Pete Womersley/Andrew Roddy; Brian Whitfield/Jim Brown; Eddy Baker/Roger Moore (really); Sue Broadbelt/Pauline Phillips (later Gurnett); Ron Mackinnon/Chris Perkins; Elvin Garnett/Steve Mills; Clive Holker/Jack Coulthard (also featured in the Magazine Cover picture); John Birch/Mick Abbott; Chris Foster-Brown/David Hobbs.

It was an eventful night with P.C. Plodd's jam sandwich setting off 30 seconds before the first car which set the scene for the night. Re-routes, last minute roadworks and road closures (blocked - not closed as in closed for action!) John Birch retired in a mud bath and Chris Foster-Brown ran out of road after successfully negotiating some severe yumps.

Ron Mackinnon was the overall event winner and the report was penned by Rod Parkin, Nigel Drayton and Richard Spurders - just managing a paragraph each!

Trackrod.....ends

RICHARD INESON

TROPHY POINTS 1994

I know it seems early in the year to be nagging you for trophy point claims but events have been run already and, bearing in mind the three month rule, and what a strict GIT I'm going to be this year, you had better get them in soon.

Events run so far that I know of are De Lacy Sandal Stages, Phoenix Stages, Riponian Stages Rally and the Chantry Road Rally. All these events had Trackrod members competing, servicing or marshalling on them. You know who you are - you can't hide.

So get claiming!

VINCE FLETCHER

Trophy Points Secretary

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If you have any information regarding the whereabouts of the above mentioned Trophy I would be very grateful to hear from you. **Reward:-** One big wet kiss from the Committee member of your choice. (Think you've just jeopardised your chances of getting it back Vince - ED)

VINCE FLETCHER

Trophy Points Secretary

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