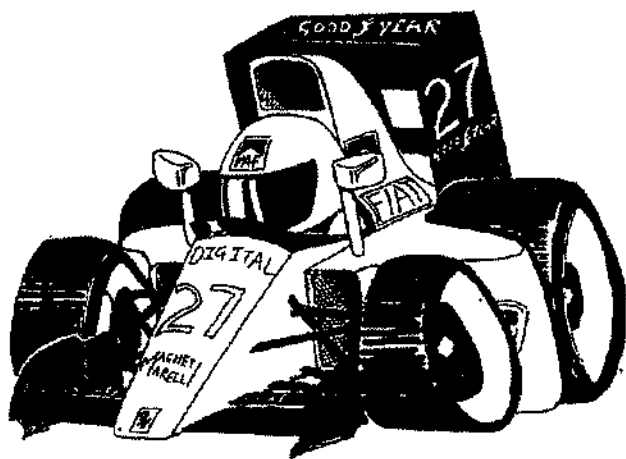




*PREPARED FOR THE 90'S*



# **APRIL 1994**

## **MAGAZINE**

**THE NORTHS LEADING MOTOR CLUB**  
RAC AFFILIATED No. 1230

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# **THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd**

**No. 278**

**April 1994**

**EDITOR**

Hope you all had a good Easter, without too many chocolate eggs - I only had two!!

I need to make a plea for articles again - not quite so many this month. **PLEASE** - if you can write about anything to keep our Magazine interesting, or anything you would like to mention that might be of use to other members, hints, tips, etc. - Please see me on Clubnights or send it in the post (address on back page) **before 26th April if you would like it to be in next month's issue.**

Getting up early on Easter Sunday, standing for hours, blue with the cold was well worth the effort to watch the skill of Autotesters and to have a good laugh with everyone at the same time - its a good atmosphere at Autotests - cold weather or not. The highlight of the day of course, was our very own Veteran, Ken Goodall, who was tricked into entering, but took it in the spirit we all knew he would and did a sterling job. Second in Class and sixth Overall - not bad for a retiree!! Hope to see you out again Ken - we need the points!!

Do you know anyone who might want to advertise their business in our Magazine?? - Cheap rates. Ask them to contact me please.

See you all soon.

**ANNE MOFFAT**

*Front cover artist - Matthew Ineson*

**DEADLINE FOR MAY ISSUE IS  
TUESDAY 26TH APRIL 1994**

The end of February saw the Kall-Kwik Stages, organised by De Lacy Motor Club. The paperwork would have done credit to an International. A little flamboyant, but impressive.

The event did well to run with lots of snow and ice. Entered at 19 with Alan Powell, we proceeded to SS1 in the little-used complex of Roppa, Riccal Dale and Waterloo (Deer Park).

Stage One saw the demise of Number 1 - Johnny Milner's Cosworth Escort - rolled, and after he had just returned from John Haughlands Ice Driving School in Norway? Or was it Sweden?

Our own Darren Moon and Peter Rutterford were unfortunate enough to slide into a stout gatepost, bending the back axle. Tom Whittaker with Alan Andrews took time to settle in but conditions were so bad, Tom spent more time trying to keep the car on the road.

Having gone off for 2 minutes in Stage Two - many thanks to the spectators who physically lifted the car back onto the road - anyone who didn't go off was not doing the event.

Well done to Ian Richardson and Lloyd Walker whom we kept chatting to at Stage Starts, they had the same opinion, narrowest tyres possible.

After Stage Three we fitted some £15 apiece second-hand remoulds that were originally bought for the C-Cat Stages in 1992, for Becky's Escort. These transformed the car and we set 4th fastest time on Dalby. We proceeded to go off on the last Stage for a few seconds, but finally finished 10th Overall and Second in Class. Excellent drive by Monsieur Powell and even the car was reliable - it must have finally got a guilt complex.

March brought more rain and snow even into April we're still having snow showers.

For anyone who would still like an **RAC Spec Radio complete 86Mhz**, please get in touch. They're complete with mike's and speaker, also digitised - £65.00 each.

The April Fool's Autotest ran successfully on Easter Sunday - Well done! I did pass en route to fitting a bathroom suite, but spotted some Ford jackets. A pleasant surprise to hear Ken Goodall had been craftily prized out of retirement - he came 2nd in Class to Ronnie MacKinnon - well done to you all.

This weekend sees the Tour of Lincs Rally and for once it has only 90 entries up to press. Most unusual - could it be that they're not using Cadwell Park this time?

Well that's me finished with.

**BARRY DOVE**

Chairman

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## **EXTENSION TO ANNUAL GENERAL MEETING**

An extension to the AGM will be held on Tuesday 3rd May at  
Yorkshire Switchgear. Please be there.

**8.30 pm**

---

## SEC'S BIT

My thanks go to Stephen Lancaster and Malcolm Jagger for their assistance with the April Fool's Autotest last Sunday. We had a low entry but everyone who competed enjoyed what we laid on for them. The only problem was I had forgotten that 3rd April was Easter Sunday. Oh, well - try again next year!

We still need entries on the Everquip Stages at Manby which is the next round of the Larkspeed League. We need to do well this year. See Peter Rutterford for Regs and a list of Larkspeed events. (Also in Magazine)

I have recently been in contact with Peter Stanhope and he has informed me that his local Motorclub - Central Scotland Motor Club, will be running a Stage on the Scottish Rally on 3/4/5th June. If anyone is interested in coming along to help, please let me know as soon as possible or contact Peter direct on 0259 760611.

It would be nice to spread the word and name of Trackrod further afield. John Smallwood, Stephen Lancaster and myself went last year and really enjoyed ourselves.

Just a final point giving you a few months to think - if anyone can come up with ideas for celebrating our 25th Anniversary next year, please let any Committee member know.

Happy motoring till next month.

**DEREK LEE**  
Secretary

## SOCIAL CALENDAR

### **APRIL**

- 5 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)  
**OPEN FORUM**
- 12 Admiral Hawke, Boston Spa (105/434 454)  
**FREE SANDWICHES**
- 19 Crown, Market Square, Wetherby  
**FREE SANDWICHES**
- 26 New Inn, Eccup  
**VIDEO NIGHT/ FREE CHIPS**

### **MAY**

- 3 Yorkshire Switchgear  
**OPEN FORUM**
- 10 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 17 Crown, Wetherby  
**FREE SANDWICHES**
- 24 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 31 New Inn, Eccup  
**VIDEO NIGHT/FREE CHIPS**

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

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..

**RUSSELL HOLDSWORTH**

Secretary

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**COMPETITION CALENDAR**  
**APRIL AND MAY 1994**

**APRIL**

3	April Fools Autotest (ANCC)	Trackrod MC
5	Imber Stages Rally	Craven MC
9	Lee Holland Memorial Trophy Rally Multi-Use at Ty-Croes	Pendle & Dist MC
10	Tour of Lincs Multi-Venue Rally Daihatsu Durham Dales Rally Production Car Trial (ANCC)	Lincs/Louth MC Durham AC Kirby Lonsdale
16/17	Autowindscreens Road Rally	Matlock MC
17	Three Sisters Stage Rally Scammonden Hill Climb Autotest (ANCC) Autocross	Wigan & Dist MC Knowldale CC Bolton Le Moors Whitby & Dist
23	Everquip Stage Rally (Manby) <b>LARKSPEED LEAGUE ROUND</b> The Pirelli Trophy Rally	North Humberside MC Cumberland SCC
23/24	Pirelli International Rally	Cumberland SCC
24	Autotest (ANCC) Yorkshire Classic Rally	Springhill MSC Otley & Airedale
30	Wymesold S/Venue Stage Rally	Carlton MC

**MAY**

30/1	Three Swans Road Rally	Selby & Dist MC
1	Torgue-Bac Stages (Binbrook) Production Car Trial (ANCC) Autotest (ANCC)	Bury AC Grimsby CC Ilkley & Dist
2	Millbrook Stage Rally	West Essex CC
7	Plains Rally (B.T.R.D.A.)	Knutsford & Dist
15	Wolds S/Venue Stage Rally Autocross Whitby & Dist	Mablethorpe MC
20/21	Alwoodley Road Rally	Alwoodley MC
28	Enville Stages	Warrington MC

**PETER RUTTERFORD**

Competitions Secretary

**TRACKROD MOTOR CLUB**  
**25TH ANNIVERSARY**

\* \* \* \* \*

**Trackrod's twenty-fifth year starts in September 1994.**

It was discussed at the last Committee meeting in March that special events should take place throughout Trackrod's 25th Year. These events can be social or motor orientated, with the *piece de resistance* - perhaps a Grand Trackrod Ball??.

The Committee would like YOUR ideas on what we can do for this special year. Would you like to organise something different, or maybe suggest your idea to the Committee so that we can get someone else to organise it.

Get your brains in gear and let us know SOON please.

**Anne Moffat**

---

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# **INSURANCE**

There seems to be a few misconceptions about the kind of insurance needed for rallying.

**SINGLE VENUE** events are probably the simplest to explain. Because these events are run on private land you do not need your own insurance. The only insurance required is Permit Insurance provided by the Organisers through the RAC.

**ROAD RALLIES AND MULTI-VENUE RALLIES** are very different. The reason is that these events use public roads. You need to apply for NES Insurance from Bowring. You must do this through the Organising Club of your first event and at least twenty one days before. Ask for an application form and send it back with your entry.

Your NES Insurance covers you whilst you are on the road section of a multi-venue rally for any damage that you may cause to property. Because the insurance only starts from scrutineering to the end of the rally, you need your own insurance to cover you to get to the start venue or if you retire. Whilst on the stages the RAC Permit Insurance covers you if you damage property or hit a spectator.

**ROAD RALLY** Insurance works in a very similar way. You still need your own insurance as well as Bowring's to cover yourselves. As with the multi-venue insurance you are covered if you damage someone's property.

Also another problem has come to light. If you enter any events this year you **MUST** have a Club Membership card, preferably a Trackrod one. Your membership card proves that you are a member of an RAC Affiliated Club without which you would **NOT** be covered under Bowring's Insurance.

If you have any queries regarding any of the above matters please ask anyone on the Committee. We are here to help you get the most out of motorsport.

**PETER RUTTERFORD**  
Competition Secretary



# Wheels

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



**I**n a recent issue of *Wheels*, Brian Hart commented that only 30% of competition performance is down to the engine – the greater part comes from handling and braking. Who better to turn to for advice on this important 70% than David Lapworth, engineering chief of the formidably professional and successful Prodrive organisation.

Being at the top level of motorsport obviously doesn't remove people's feet from the ground because, like Brian Hart, David advises a logical and planned, rather than a throw-money-at-it, approach to car preparation. First he says, read the regulations which, he maintains, are usually a lot clearer than people try to pretend – for instance those for Group N make it plain that you can't replace rubber bushes with rose joints.

Next, understand what you've already got and set the basic car up as well as you can. The importance of this is often underestimated says

David. Make sure all the wheels are pointing in the same direction; look for ways of increasing camber (because road cars are often too much biased towards tyre longevity and being easy-to-drive) and generally make sure everything is in good nick with no wear or free play in bushes etc. Only when you've got the base car working as well as possible should you move on to consider if it should be lower or stiffer or better damped.

Incidentally do keep records so that you know where you've come from, and if you are involved in a test or practice session be ready for it so that you can concentrate on fine tuning the handling rather than, for instance, wasting time coaxing a recalcitrant engine into life.

Finally, says David, remember that motorsport is all about going round corners (he's too polite to mention, so I will, that almost any fool can go fast in a straight line) and that in turn is all about tyres. As an illustration of

the importance of the right rubber, David reckons his standard road Impreza on slicks would be quicker in dry conditions on tarmac than Colin McRae's full Group A car on road tyres. He was so absorbing on this subject that I'm delighted he's agreed to return to it in a future edition of *Wheels*. Watch this space as we say in the trade.

Stuart Turner.

## COD FILLET QUIZ



1. Who was the first driver to win the Indianapolis 500 at more than 150 mph average?
2. What personal thing can you not do on a rally stage?
3. Name the South African who won the RAC Rally?
4. In two words what is the 'Ackermann layout'? (Not a wrestling hold!!)

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## The Club Support Programme

This publication is one small part of the RAC Motor Sports Association's Club Support Programme. Some motor club secretaries being less efficient than others, we have come to realise that full details of the Club Support Programme don't always reach the people it would most help.

*Wheels* is read by far more people than any other RACMSA publication, so this is an ideal place to remind you – the motor club member – about our other Club Support Programme services.

First and most important, the RACMSA sends a copy of the *Motor Club Manual* to every one of its 750 or so registered clubs. This is a ring binder stuffed with useful information aimed at club officials, event organisers, marshals, timekeepers and medical personnel.

If you're involved in club finances, producing the club magazine, organising social functions or competitive events, using radios, training officials, finding sponsorship, promoting your club, speaking to the media or even keeping the club archives – you should have been shown all or part of the *Motor Club Manual*. If you've never heard of it, ask your club secretary!

Ten times every year, the RACMSA sends a copy of the *Club Information Bulletin* to each motor club and each licensed official. This contains vital information amending the rules, dates and addresses published in the *British Motor Sports Yearbook* and the *Fixture List*. Whether you compete, organise or officiate on events, you may need to know what's in the *Club Information Bulletin*: again, your club secretary is on the mailing list.



*Champions read Wheels.*

## Motor Sport Radios

A brand new radio communications system has been purchased by the RACMSA and can be borrowed by registered motor clubs.

The radios were actually obtained for the Network Q RAC Rally, but they are suitable for any motor sport event. The main advantage of the new system is increased range: the transmitters are five times more powerful than other licensed radios and – by using carefully-placed repeaters – offer virtually unlimited range.

This makes the system ideal as a 'command frequency', allowing a Clerk of the Course to talk directly to senior roving officials and to key locations on the event (rally special stage starts and finishes, for example).

The RACMSA has available 120 radios and ten repeaters, all using a single frequency allocated exclusively to motor sport. Any or all this equipment can be borrowed for a nominal charge of £100 per day of

event, plus a deposit of £1,000 (which you get back when all the radios come back in one piece). The only condition is that the event must use an RACMSA-approved radio controller.

Full details from Malcolm Neill at Motor Sports House (☎ 0753 681736).

## Rally Marshals

As you probably know, the Network Q RAC Rally – Britain's biggest annual sporting event of any kind – would be impossible without the services of about 11,000 volunteer marshals. Most marshals are motor club members, of course, so we take this opportunity to give you advance details of the 1994 Rally, so that you can book time off work.

**Saturday 19 November.**  
Scullinering in Chester.

**Sunday 20 November.** Chester-Harrogate. Spectator stages in the Midlands and Northern England.

**Monday 21 November.**  
Harrogate-Chester. Forest stages in Northern England and the Scottish Borders.

**Tuesday 22 November.** Chester-Chester. Forest stages in Mid Wales.

**Wednesday 23 November.**  
Chester-Chester. Forest stages in North Wales and Mid Wales.

Prospective marshals should contact RACMSA for details of the relevant local staffing officer.

## In brief...

♦ The 1994 RAC British Sprint Championship event scheduled to take place at Three Sisters on 3 July has been postponed until 9 October and will now be the final round of the series.

♦ Congratulations to the Association of Eastern Motor Clubs, who arranged for a Regional Director of the Sports Council to co-drive on the Tour of Norfolk Rally. The man finished fourth overall and wrote a glowing tribute to rallying in the Council magazine.

# AUTOSCENE

## THE ANATOMY & DEVELOPMENT OF THE FORMULA FORD RACE CAR

By Steve Nickless, published by Motorbooks International, softback, 176pp, £22.95  
Real racing fans love Formula Ford. Everyone knows that. No other formula has been so successful for so long without being transformed completely, like Formula 1.

This book covers it all, from its pre-history and its first race in 1967 to its transformation in 1993 to use 1800cc Ford Zetec engines, backed up with an excellent chassis by chassis section and a chronology of Formula Ford champions, albeit with a few gaps in the 25 years. And if you like photographs, there are more than 460 of them.

Now that Nickless has completed the definitive book on Formula Ford, I will never be able to do one myself. Oh well.

Rating ★★ ★★ BSL

## GERHARD BERGER

By Christopher Hilton, published by Patrick Stephens Limited, hardback, 255pp, £16.99

As one of the more charismatic and fun-loving drivers in Formula 1, Austria's Gerhard Berger was an obvious candidate for the in-depth driver biography treatment at some point in his career.

There is certainly an interesting story to tell: the Ferrari years, including that horrendous Imola shunt and his season with Mansell, the struggle of racing alongside Senna at McLaren, the Benetton and Arrows experiences and the years of touring cars and Formula 3, all are ripe for Berger's often irreverent anecdotes.

Hilton has several F1 volumes already behind him, and this latest one is very much in his tried and proven style: an easy read, heavy on the positive, light on the criticism.

Where the book really scores highly is in Berger's conversations with the

author. The guy is that rare commodity in F1, a completely open and honest driver, willing to speak his mind on those he has raced with and against.

The book confirms the opinion that Gerhard is an all-round decent bloke, and it's an interesting, undemanding read. Perhaps it tends to the re-stimulated a little more than is healthy at times, but on the whole, I rather enjoyed it.

Rating ★★ ★★ LJF

## GOODWOOD FESTIVAL OF SPEED From Sonoptics Facilities, (0403 782386), 30 minutes, £10.95

The Goodwood Festival of Speed was a unique event giving many people treasured memories of two very enjoyable days in the country. It was such a success that the organisers felt that a video to relive the occasion would be well received.

What they have produced is not particularly polished or professional, but it does offer a marvellous snapshot of cars and people that will jog the memories of the thousands of spectators who attended the event.

From the gorgeous Alfa Romeo 158 to Nick Mason's ear splitting BRM V16, the whole atmosphere of 1950s informality and stunning machinery is captured in this short but charming account of a sunny weekend in Sussex.

Rating ★★ ★★ CA-W

## SCALEXTRIC

Scalextric has been quick off the mark in producing 1993 British Touring Car Championship racers for its slot-car racing range. Latest releases include the title-winning BMW 318i and Ford's Mondeo, as well as a Le Mans Jaguar XJ220C, at £32.50 apiece.

FEATURE BY **AUTOSPORT**

## Facts about... PRODUCTION CAR TRIALS

- Take your road car into the countryside, let down the tyres just a little, and drive up grassy hills – it's almost as simple as that, because Production Car Trials (P.C.T.'s) are the most basic and least expensive form of "grass roots" motor sport.
- Most production cars are eligible to compete, modifications are allowed, but are limited in order to allow standard road cars to be competitive.
- Front wheel drive and rear wheel drive cars are catered for, usually split into 5 or 6 classes. Four wheel drive is not allowed unless an event caters specifically for off-road vehicles.
- Events are held on a Sunday, the venue will be privately owned land, and 10 or 12 different hills (sections) will be set out by the organising club, each section tackled twice in the morning and twice in the afternoon, a total, therefore, of some 40 sections.
- Expense of preparation for a P.C.T. car may well not exceed the cost of ballast (extra weight over the driving wheels) and a tyre pressure gauge ... minimum pressure: 15 p.s.i.
- P.C.T.'s are sociable too – it's a requirement to carry a front seat passenger (minimum age 14 years).
- Speeds are low, first gear is used predominantly, with an occasional snatch of second. Sections are likely to be between 80 and 400 yards long, marked out by coloured poles, 12 each side.
- The higher up the section you can persuade your car to go, the less penalties accumulated. Twelve penalty marks if you stop at the bottom, no penalties if you make it to the top, otherwise known as a "clean".
- Less than £15 is the average entry fee for a P.C.T., the only other cost being a £10 competition licence which is a one-off expense for the whole year.
- Local, regional and two national championships (BTRDA and RAC) are available to P.C.T. competitors. It's an exciting branch of motor sport catering for a variety of cars and drivers and there are over 200 events this year.

Nick Pollitt

## Transmission Loss

**S**OME people appear to be at a loss to understand how some engines can lose a lot more through the transmission than others, and why do rolling roads vary so much?

First, let us make it clear that bhp is a specific measurement, and define Brake Horse Power. BHP is a rate of doing work. If you move a 33,000lb load one foot in one minute you have expended 1bhp in doing so. A rolling road holds the engine at a specified rpm and measures the torque generated at the flywheel. Combine this with engine speed (revolutions) in a given time (minutes) and you can calculate the bhp.

A rolling road operates against the driving wheels and therefore measures the torque and the speed of

the wheels in rpm. Hence the bhp at the wheels figure takes whatever torque is multiplied by the gearbox and diff ratio into account. Now in theory, a gearbox will multiply the torque, but the rpm will come down and the end result should be the same. For example: introduce a two-to-one gear ratio and torque is doubled, but speed is halved. The end result is the same. So why is it that when you run a car in second gear as opposed to top, you get a much higher bhp reading at the wheels?

The answer is transmission losses. The friction losses in the drive train increase with speed. If you run in top gear you are doing maybe 120mph, compared to perhaps 60mph in second. Therefore the bhp at the wheels will be much higher in second gear than in top.

Much of the lost power is absorbed by the tyre, flexing the sidewall takes up a fair amount of effort, on a rolling road you flex it in two places at once.

A car with a big power output will dig in on the rollers as you nail the throttle, plus you will need a body or two in the boot to hold the car down and prevent wheel-spin. The total loss in this case might be as much as 35bhp. With a less powerful engine which doesn't need a big load to hold it in place, you only measure 15bhp transmission loss. The only real answer is to measure everything on a chassis dyno directly from the flywheel and only use the rolling road as a setting-up device.

## QUIZ ANSWERS

1. Jim Clark, Lotus-Ford 1965 at 150.6mph
2. Smoke
3. Stuart Pegg co-driver to Roger Clark 1974
4. Steering geometry

## It's hot under the collar

Duckhams oils are hot stuff when it comes to providing the performance and protection that your engine needs.

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well find there's an added bonus. While stocks last, special packs of QS<sup>®</sup>, QXR<sup>®</sup>, Hypergrade Plus<sup>®</sup> and Duckhams Diesel are carrying collars with details of exciting promotional offers.

Foremost is the chance to win a Monaco Grand Prix trip for two on Concorde. And a bumper bundle of giveaways from Duckhams includes Top 40 CDs and cassettes, racing posters, rain jackets and quality overalls.

Pick up one of the special promotional packs for full details.

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0NG



## **LARKSPEED LEAGUE 1994**

Another year of our highly successful Yorkshire League begins again this year, sponsored by Larkspeed. Thanks must go to Alan and Ellen for their continuing support for this Inter-Club League.

The time is now to start preparing your motors for 1994, so take a trip to one of Larkspeed's four shops and show a bit of appreciation to Alan and Ellen for their support. They do carry many parts you will be needing, and will only be too happy to help you out with their advice.

We are really going to have a go at winning this Championship. As a member of Trackrod Motor Club, Alan would dearly love us to win it.

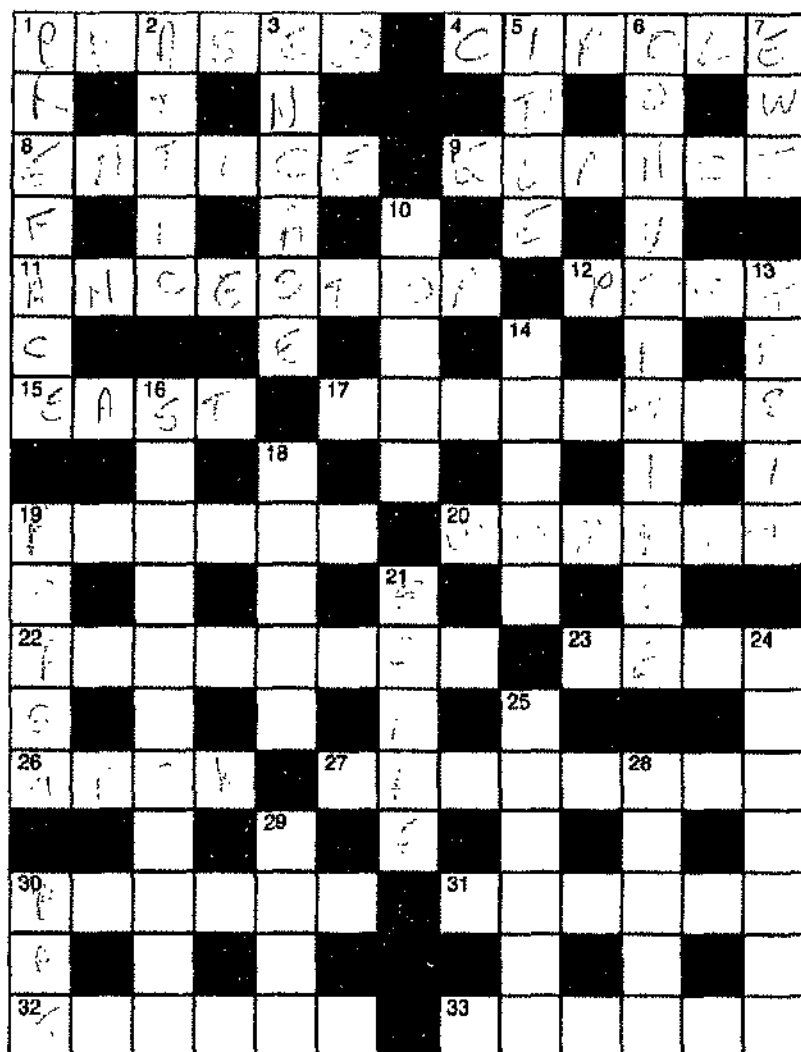
Remember this is a TEAM event and we need a minimum of five cars on each round. Even if you don't have a vehicle to compete in yourself, please come and support our members.

**The events this year are as follows:-**

April 23	Everquip Stage Rally, Manby North Humb. MC
May 15	Autotest Airedale & Pennine
May 23	Autotest David Brown MC
June 11	Stage Rally Keighley & Dist MC
July 10	Armstrong Massey Stages Beverley & Dist MC
July 31	Production Car Trial Ilkley & Dist MC
Aug 21	Autotest Y.S.C.C.
Sep 11	Autotest Slaithwaite
Sep 25	Autotest York MC
Nov 6	Lookout Stage Rally <b>TRACKROD MC</b>

**PETER RUTTERFORD**

Competition Secretary



**ACROSS**

- 1 Introduced in stages (6)  
4 — Line: London Underground route (6)  
8 Lure (6)  
9 Glimpse (6)  
11 Forebear (8)  
12 Nuisance (4)  
15 — Finchley: London Underground station (4)  
17 Puzzle (8)  
19 Exhalation (6)  
20 Winnie-the-Pooh's companion (6)  
22 Crafty trick (8)  
23 Joint (4)  
26 Temporarily stitch 23A (4)  
27 Estate (8)  
30 Dance form (6)  
31 Showy flower (6)  
32 On —: running according to schedule (6)  
33 Captivate (6)

**DOWN**

- 1 Introduction (7)  
2 Loft (5)  
3 Enclose (6)  
5 Lazy (4)  
6 Fine weather car (11)  
7 Sheep (3)  
10 Influence (5)  
13 Silent (5)  
14 Orange-pink colour (5)  
16 Impressive (11)  
18 Baton (5)  
19 Brag (5)  
21 Frighten (5)  
24 Square on the *Monopoly* board (7)  
25 Wrench (6)  
28 Show (5)  
29 World Cup footballer (4)  
30 Nocturnal flyer (3)

## FORWARD PLANNING

### **FIRST SCOTTISH RALLY - 3/4/5 JUNE**

Start and finish in PERTH. Anybody interested in helping out - contact Peter Stanhope on 0259 760611 or John Smallwood - 0904 706257 for details.

\* \* \* \* \*

### **TOUR OF MULL**

**14/15/16 OCTOBER - 25th ANNIVERSARY**

Closed roads - this is a superb event, so if you'd like to marshal contact Peter on above number. This is an extremely popular event, so book early - most accommodation is already spoken for. If you need accommodation, contact me and I might be able to help.

**PETER STANHOPE - 0259 760611**

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## THE ASSOCIATION OF NORTHERN CAR CLUBS AUTOTEST CHAMPIONSHIP 1994

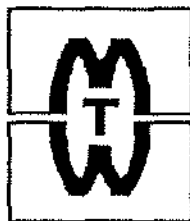
### EVENTS

3 April	Trackrod Motor Club
17 April	Bolton Le Moors Car Club
24 April	Springhill Motorsport Club
1 May	Ilkley & District Motor Club
19 June	Hartlepool & District M.C.
10 July	Huddersfield Motor Club
17 July	Alwoodley Motor Club
28 August	North Humberside M.C.
18 September	Knutsford & District M.C.
9 October	Pendle & District M.C.

**Details from Andrew Cohen - 0532 648265**

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## RETROSPECTIVE

**From the pages of Trackrod Magazine of April 1975.....**

Cover picture this month depicted Ron Mackinnon/Chris Perkins on the 1973 Dalesman Rally in Ron's Mk1 Escort. Also within the magazine was a picture of Martin Kemp/Ian Buchannan in the former's Mini Cooper.

New members in April '75 were: David Snoddy; Gill Edmonds; David Hobbs; J. Nicholson; Paul Adelman; Patrick Braithwaite and Paul Noon.

Steve and Mary Lloyd announced their donation of the Special Stage Rally driver trophy - Mary had just retired as Chairwoman of the then Ladies Committee.

Committee meetings were, at the time, held in a small 'snug' at the Fox & Hounds in Horsforth and there appeared a poem which had been submitted anonymously and gave a very accurate rendition of happenings at the meetings and all the characters involved - we never did establish who wrote it - can anybody remember penning it???

Vincent Girardier reported on our recent Stage Practice Day at Full Sutton airfield (just an excuse for a thrash round really). Some 50 'crews' had five runs each though Vince spent much of the day in a ditch and missed Alan Powell's "Spin of the Day". Marcel Girardier was official photographer and his best result was an orange blur!!

John Richardson put pen to paper to record the Riponian Rally from the hot seat alongside Vince Girardier in his newly acquired ex-Paul Faulkner Escort RS1600 (1760cc and 180BHP). Also out on the event were Beecroft/Millington and Ken Goodall/Steve Hazeldine. In the wintry conditions apparently Ken G. approached one narrow cattle grid in sideways mode (too big to fit the gap) as Ken had apparently given up the struggle and was waiting for the bang when the car decided straight was better and went through the middle of the hole! - Ken just tightened his tie! Vince G/John R.

visited the scenery on selective 4 when road tyres didn't grip the snow and they had to wait until another competitor went further off (to stay!) who then helped push them back on! - Very eventful night had by all - Geoff Birkett/Dave Orrick won the event with Beecroft/Millington 4th, Vince G/John R. 8th and Ken G/Steve H. 9th - good enough for Trackrod to win the Team award.

Steve Lloyd reported on the Mintex Seven Dales Rally from start number 95 with Richard Jackson in the 240Z. Lots of well-knowns did the event with Roger Clark at No. 1, Billy Coleman No. 2, Jack Tordoff 3, Nigel Rockey 4, Tony Drummond 6, Chris Slater 13, Phil Cooper 19, Clive Holker/Jack Coulthard 32 and Alan Ruddick/Tony Longstaff 82. Also in parallel was the "Mini Mintex" for clubmen which was really an overflow as there was a full 120 entry for the main event. "Our" crews suffered various maladies: Clive Holker/Jack Coulthard had serious engine derangement in Kilburn and the 240Z of Richard J/Steve L kept losing its exhaust. At the finish the 240Z was 67th O/A and Steve Rathbone/Frank Stuart-Brown, who scraped in as 3rd reserve finished 69th O/A. In the "Mini Mintex" 2nd O/A went to Vince Girardier/Ian Gurnett.

Oh, yes - Trackrod ran the Boltby Stage!

Trackrod .....ends

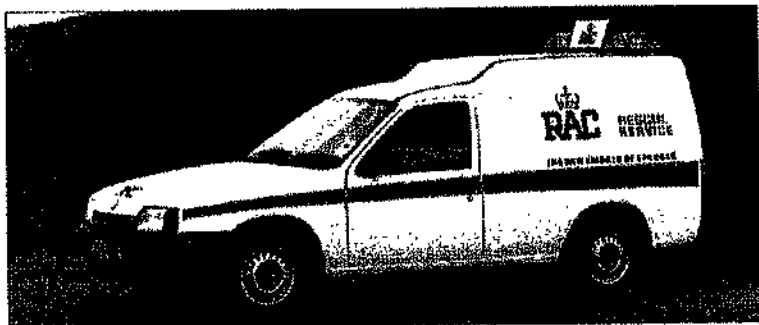
**RICHARD INESON**

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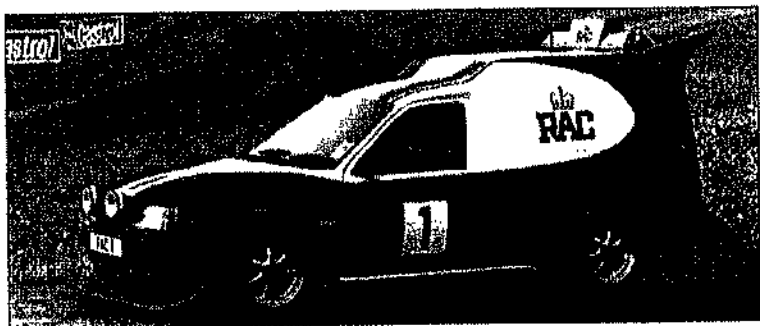
## **CONGRATULATIONS**

*To Chris and Elaine Downes  
on the arrival of Matthew John.  
Best Wishes from all at Trackrod.*

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