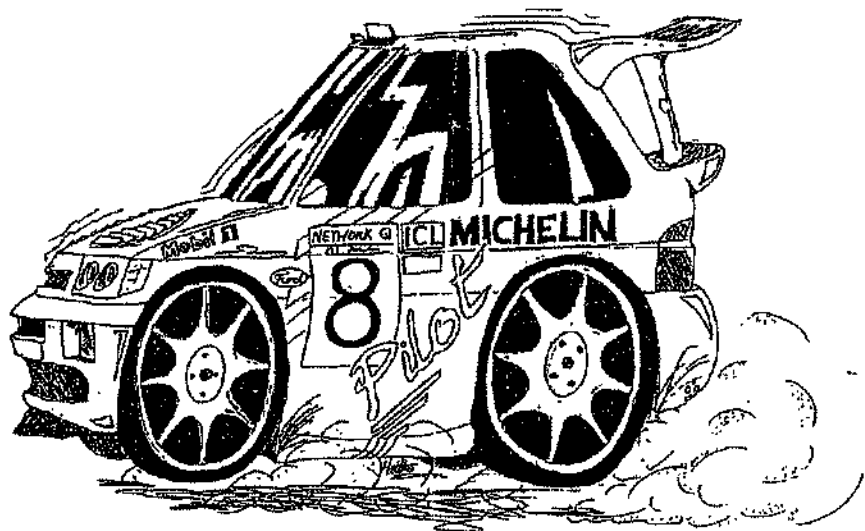


**TRACKROD**

**MOTOR CLUB LIMITED**

*PREPARED FOR THE 90'S*



**MAY 1994**  
**MAGAZINE**

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

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# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 279

May 1994

EDITOR

Yawn, yawn - here we go again folks, and like a broken record, does anybody out there marshal, timekeep, participate, or even read their magazine? - YES! - Well, how about writing about it! It really doesn't matter whether its two lines or two reams, whether the spelling is bad, or even if you can't write - I don't care, I'll write it for you if you tell me about it. Perhaps you've read something interesting in the motorsport line that everyone else may like to read, or have you seen a cartoon relevant to rallying, or perhaps a tale - "A funny thing happened to me the other day"....

I really do want to keep the magazine interesting and readable for as long as I'm Editor, so please help!! - **I need you!!**

The magazine this month consists of more or less the 'regular articles' and the RAC Wheels. I'm waiting for the next epic article.

Don't forget, we need people to organise small, cheap events to put some of the zest back into Trackrod!! Suggestions are welcome!! If you wish to remain anonymous, this is acceptable.

**CONGRATULATIONS** to Yvette Jameson and Mark Brier, who tied the knot on Saturday 7th May. Best wishes from all at Trackrod.

See ya!

ANNE MOFFAT

*Front cover artist - Matthew Ineson*

**DEADLINE FOR JUNE ISSUE IS**  
**TUESDAY 31ST MAY 1994**

## CHAIRMAN'S CHAT

This month has seen several events which never fail to surprise me. The Everquip Rally ran at Manby with a well over-subscribed entry - this is excellent but I fail to see why, unless it's only because it's a championship round. Several other events all just as well organised, with the same stage variations, struggle to get a break-even entry.

At April's Committee meeting, the point was raised that the Motor Club no longer runs Autotests in the evening, or Gymkhana's, even our yearly Production Car Trial has disappeared! Surely we have some enthusiastic people who are prepared to take the plunge and try a little organising.

April also saw the Yorkshire Classic Rally, starting in Bradford, organised by Otley, with Airedale & Pennine Motor Club. It was a pleasure to do noise tests on such a variety of older cars, including Healey's, M.G.A.'s A40's, Cooper S's, but the top floor of a multi-storey car park is not conducive to the normal eight metre check. Had this been the case, most of the entry would have had an early bath! After consultation, we agreed on a half metre test which left only 1 fail, an immaculate white M.G.A. Sadly he did not start but was seen throughout the event with a new system fitted that morning by Kwik Fit.

The event finished in Otley and was enjoyed by all. Next on my calendar is the Manx National.

Cheers!

**BARRY DOVE**

Chairman

## SEC'S BIT

First of all I would like to thank Richard Webster for being Chief Marshal.. He has had to resign to move down south with his job. Until further notice Peter Rutterford will take over his tasks.

Recently at committee meeting we discussed a proposal put forward by Nigel Drayton on behalf of Harrewood Hillclimb Ltd., to use the hillclimb site to run a single venue stage rally. Trackrod Motor Club has the honour of organising the event and the Hillclimb company will run the venue and spectator facilities. So we are looking for volunteers to organise a small entry event to be run out of the Hillclimb season - we are looking for a date in January 1995. This could be a 25th Jubilee Rally!!

The 23rd April saw two TMC crews enter the Everquip Stages at Manby. They were Alan Larkin and Graham Whitaker who, after exhaust problems finished about 30th. Steve Sanderson and Stuart Marsh a creditable 49th - well done lads!

The next Round of the Larkspeed League is the Airedale and Pennine Autotest on 15th May at Elvington Airfield, near York. Please can we have some crews out helping to get some league points!!

Finally, to end on a sad note, the World of Motorsport and Motor Racing in particular, was devastated this weekend with the deaths of Roland Ratzenberger and Ayrton Senna, and injuries of the other s sustained at the San Mareno Grand Prix at Imola.

**DEREK LEE**  
Secretary

## SOCIAL CALENDAR

### **MAY**

- 3 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)  
**OPEN FORUM**
- 10 Admiral Hawke, Boston Spa  
**FREE SANDWICHES** (105/434 454)
- 17 Crown, Wetherby  
**FREE SANDWICHES**
- 24 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 31 New Inn, Eccup  
**VIDEO NIGHT/FREE CHIPS**

### **JUNE**

- 7 Yorkshire Switchgear  
**OPEN FORUM**
- 14 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 21 Crown, Wetherby
- 28 New Inn, Eccup  
**FREE CHIPS**

Further to the notices in the magazine over the last couple of months regarding our 25th Anniversary celebrations, we have been **UNDERWHELMED** by your response!! Come on members, put your thinking caps on and help your Committee, they spend a lot of time on your behalf running the club. How about supporting them for a change and make our 25th year one to remember.

By the time you read this those of you who have ordered club merchandise should have received it, or are in the process of receiving it. Thanks to you all for your support on this.

Nothing much else to report now.

**RUSSELL HOLDSWORTH**

Social Secretary

**THE ASSOCIATION OF NORTHERN CAR CLUBS**  
**AUTOTEST CHAMPIONSHIP 1994**

**EVENTS**

- 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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**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, ending in perhaps a special Dinner.

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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# COMPETITION CALENDAR MAY & JUNE 1994

## MAY

30/1	Three Swans Road Rally	Selby & Dist MC
1	Torgue-Bac Stages (Binbrook)	Bury AC
	Production Car Trial (ANCC)	Grimsby CC
	Autotest (ANCC)	Ilkley & Dist
2	Millbrook Stage Rally	West Essex CC
7	Plains Rally (B.T.R.D.A.)	Knutsford & Dist
15	Autotest (Larkspeed League)	Airedale & Pennine
	Wolds S/Venue Stage Rally	
	(Binbrook)	Mablethorpe MC
	Autocross	Whitby & Dist
20/21	Rally & Speedshop Road Rally	Alwoodley MC
28	Envile Stages	Warrington MC
29	Bloodhound Stages (ANCC)	
	RAF Swinderby	Grimsby MC
29/30	Manby Wheels Show	Louth MC

## JUNE

4	Sprint at Three Sisters, Wigan	Longton & DMC
4/5	Pendle Road Rally	Pendle & DMC
5	K & N Filters Rally -	Wales
11	Elvington Sprint York MC	
	Stage Rally	
	(Larkspeed League)	Keighley & DMC
18	Charterhall Stages	Border Ecosse
19	Tong Stage Rally	De Lacy MC
	Salmesbury Rally	Kirby Lonsdale MC
	Autotest (ANCC)	Hartlepool
	Charity Stages	
25	Dukeries Forest Rally	Dukeries MC
26	June Jesters Autotest	Trackrod MC

Congratulations to Mark Midgley and Chris Hudson for a fine result on the  
Pirelli Trophy Rally.

Darren Moon has mentioned that if his car survives the Bloodhound Stages  
he is offering a free ride to Trackrod Members at the Manby Wheels Show  
on Monday 30th May.

**PETER RUTTERFORD**  
Competitions Secretary

---

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2 pairs Cibie Oscar +4's - £25

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Compound 476.  
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Two Golf GTI Front Seats  
Yours for £50

Phone Peter on 0532 633527

## TROPHY POINTS 1994

Just a brief word to remind all our readers about Trophy Point Claims. This month's magazine will be out on the streets on May 10th, so any claims prior to February 10th now become invalid - (3 month rule).

I am getting quite a few claims in already but I'm sure there are still plenty of you out there involved in one way or another, not claiming!

And where are you Ladies?? Very few claims so far - one trophy for the Ladies Section last year went begging because no one bothered claiming.

So remember, whether you are a boy or girl (Committee ratification can be obtained if in doubt!!) It's up to you - so get claiming!!

**VINCE FLETCHER**

Trophy Points Secretary

---

## LARKSPEED LEAGUE 1994.

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 TRACKROD MC

**PETER RUTTERFORD**

Competition Secretary



# Wheels

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

## Some day my prints will come



**M**OTORSPORT is a natural subject for photographers and modern cameras make taking pictures easy. All you have to do is point and press, right? Well, not quite because as Colin Taylor (who has been a motorsport photographer since he got the bug on the '68 London to Sydney Rally and who supplies many of the pix for *Wheels*) explains, you can vastly improve your results with some thought and preparation.

First, when considering buying a camera, study photographic magazines, talk to friends – borrow their cameras to try if possible – then get something that feels right for you. 35mm is ideal if the camera has the right shutter speed and fast lenses, and a zoom lens can be useful although quality tends to fall off unless you have a fairly expensive one. Rapid action? They can certainly produce entertaining sequence shots but do keep in mind that they can consume film at a vast rate if you are

over enthusiastic.

For rallying, an 85mm lens is ideal to give your photographs impact. Standing on the inside of corners or shooting down from high ground can give a good feel to your shots and, not least, is safe for the cameraman.

For racing a telephoto lens is helpful and should help you get reasonable photographs shooting from the stands. Don't be overawed by people with telephotos like lengths of drainpipe – their pictures often look as if they were taken through drainpipes.

Incidentally, if you are one of the gallant breed of marshals you won't let photography get in the way of the job will you?

Get to know your camera so that you can use it without looking at it; take care of it, not least by keeping it clean and dry. Look for atmosphere as much as action – paddock shots can be as effective as ones of cars at speed although keep in mind that drivers have a distressing habit of scratching

themselves at inopportune moments and in unfortunate places.

Finally, if you get shots of club members standing with celebrities – whether on an event or at a club social function – think about sending prints to local newspapers. Any such action will help to promote our sport and increase club membership.

*Stuart Turner*

## COD FILLET QUIZ



1. Where was the last time a front engined car started in a Grand Prix?
2. On which event would you tackle the 'Hibernian'?
3. In what car did Ian Appleyard win his first Coupe Des Alpes?
4. Which lady driver at one time held the all time record for the Brighton Standing Kilometer?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## 'Back to basics' autotests to encourage new drivers

Autotesting may be divided into two distinct branches next year. The Autotest Committee of the RAC British Motor Sports Council is discussing plans to split the discipline along similar lines to trialling, with different events for sporting cars and for production cars.

Sporting autotests would retain the existing regulations, while production car autotests (PCAs) would feature simpler tests and a straightforward class structure, probably based on overall vehicle length.

It would be mandatory for the whole test to be visible to the driver from the car. Two attempts at each test would be allowed, with the worst score being ignored.

Each PCA car would be required to carry a passenger, to help navigate through the tests and because passengers would be encouraged to become drivers in due course (this certainly applies in trials).

PCA cars would be required to have a valid tax disc and (if appropriate) a valid MoT test certificate.

Competitors in existing major championships would probably be allowed to enter PCAs, but not to score points or win awards.

## Forest roads

The RAC Motor Sports Association continues to energetically lobby members of Parliament, government ministers and appropriate civil servants about the importance of retaining a national agreement for the use of forest roads by rallying, along the lines of the existing arrangements with the Forestry Commission.

Recent reports in the press suggest that the threat of privatisation of the forests is receding, hopefully as a result of the pressure applied by the RACMSA and many other organisations.

In addition to its lobbying activity, the RACMSA has commissioned the Henley Centre for Forecasting to carry out a study of the impact of rallying on the British economy. The study has involved the analysis of almost 400 questionnaires sent to international and national licence holders and to British-based rally teams.

Commented RACMSA Chief Executive John R Quenby: "The response has been excellent and I believe that we will be able to put hard facts to the government which will demonstrate the importance to Britain of this activity in terms of employment, exports, engineering expertise and straight cash."

The content of the Forestry Review Group Report has not yet been made public but assurances have been given by Sir Hector Monro (Scottish Office) that any recommendations to government will be made the subject of wide public consultation. Warned Mr Quenby: "There is still much work to do to safeguard our access to the forests, but we believe that we are in a good position to do that."

### New charges

In accordance with the agreement between Forest Enterprise and the RACMSA, the charges for rallying on forest roads have risen in line with the Retail Price Index. From 1 April 1994 to 31 March 1995, the charges will be \$291 per mile for first use (the current charge is \$284) and \$215 for each subsequent use (\$210).

## Rally spectators

The Safety Committee of the RAC British Motor Sports Council has recommended the following measures to the Rallies Committee:

- Increased use of tape to define spectator areas
- Specific training in crowd control for rally marshals
- Extended use of audible warnings to allow for quieter cars

Any reader with views on the matter is

urged to write to the chairman of the Rallies Committee c/o Motor Sports House.

## British Kart Grand Prix

For the first time ever, Three Sisters in Wigan will host a British Grands Prix for 100cc non-gearbox karts on 23/24 July.

The meeting, organised by Wigan Racing Club in association with the British Racing Drivers' Club, will feature races for Junior TKM (12-16 years old), Junior Intercontinental A, Junior Clubman, Senior TKM, Classic, Intercontinental A and Formula A.

The top three in each class will be invited to parade during the Woolwich British Kart Grand Prix at Silverstone on 6/7 August.

Details from Ray Hyde at Wigan Racing Club ☎ 0942 605665.

## Rollover bars?

The Safety Committee of the RAC British Motor Sports Council has asked the Kart Committee to review the practicality of using rollover bars for karts on long circuit gearbox events. Any reader with views on the matter should write to the chairman of the Kart Committee c/o Motor Sports House.

## In brief...

- ♦ The FIA has approved AFFP extinguishant in motor sport. Only one manufacturer is approved so far: SPA Design of Tamworth (☎ 0827 288328).
- ♦ Nominations for new members to sit on specialist committees of the RAC British Motor Sports Council should be submitted to Colin Hilton at RACMSA by the end of June.
- ♦ Motor Sports Day at last year's London Motor Show was so successful that the British Motor Show at Birmingham will have two motor sports days, on Friday and Saturday 28/29 October. Details from the SMMT, ☎ 071-235 7000.

## Facts about... SPORTING HOMOLOGATION

- Homologation is required for all large volume production cars running in International FIA events.
- On International events a car has to conform with both the relevant FIA Technical regulations (Groups A, N, T1, Class 2 etc) and the relevant Sporting Homologation papers.
- The FIA Sporting Homologation form (in effect the birth certificate of the car) defines exactly what parts may be fitted. However you also need to consult the Technical Regulations as these can allow freedom to change components without reference to the Homologation form. If it is not free within the regulations, and you cannot find it in the Homologation form, then you cannot use it.
- Sporting Homologation can only be undertaken by a manufacturer to the FIA via his National Sporting Authority.
- Manufacturers are required to produce currently 2,500 mechanically identical cars for Group A and N; and 200 for Group B; in future they will have to homologate cars based on a family of 25,000 units.
- The Homologation Form comes in two or more sections. The first defines the main car parameters, followed by extra Group N information. The second covers options available for use if the competitor wishes.
- VO (*Variant option*). Additional parts manufactured in low volume specifically for the competition car, designed within the freedoms allowed for homologation by the FIA, and available for general sale.
- VF (*Variant Fournitures*). Alternative supply components over which the customer has no choice can be homologated in this way provided there is no performance improvement.
- ES (*Sporting Evolution of the model*). Based on 10% of the original homologation volume, generally a high performance version of an already high performance car. Only used for racing.
- ET (*Evolution of the Type*). Changes made to the car on a permanent basis by the manufacturer, but retaining the

# AUTOSCENE

## THE SAGA OF FORMULA 1

By Pickwick, \$49.99, set of seven videos

Pickwick has just brought out a seven-volume video set that looks at Grand Prix racing right the way back to its inception at the turn of the century. The seven titles give you some idea of the scope: The Legendary Cars, The Legendary Drivers, The Specialists and Manufacturers, The Legend that is Ferrari, The Turbo Era, The Jewel in the Crown, and The Great Rivalries. The tapes cover a lot of ground with some excellent footage. The narrator is Bob Constanduros, English language commentator at contemporary GPs.

## A-Z OF WORKS RALLY CARS

Book by Graham Robson, published by Bay View Books, 176 pages, hardback, £19.95. Attention all rallymen. Your life won't be complete without this all-encompassing guide to works rally machines, from AC to Wartburg and with a look-in at obscurities like DAF and Jeep, Graham Robson's magnum

opus is well-researched, intelligently written and well presented – but sadly in black and white only. And if you get fed up with the exploits of the likes of the Dodge Ramcharger, fear not: a pair of appendices explain homologation and list drivers' and manufacturers' championship winners.

## THE 1993 LE MANS 24 HOURS

By Christian Molty & Jean-Marc Teissedre, published by ACLA, hardback, 198pp, \$25.95

Whatever the turmoil in the sportscar rulebook, the Le Mans 24 Hours remains a fabulous, charismatic event. And no book captures the atmosphere better than this annual publication.

Packed with colour photography, it covers the race on a chronological and team-by-team basis, backed up not only by full results, but even those listing every driver change of every car.

Once you've bought one of these books, you somehow just have to have the next, even if you didn't make the journey to the Sarthe this time around.

Rating ★★ ★★ BSJ

same basic mechanical package, for instance a face lift.

– ER (*Errata*) or Red Face time for a manufacturer. A correction procedure, and the only way an item can be changed or deleted from a form.

• Manufacturers carry legal responsibility for components included in homologation forms; for this reason and the relatively high cost of homologation they are reluctant to incorporate items requested by private teams until quality standards can be shown to be met.

• Competitors in historic events should remember Homologation forms have evolved over the years, and earlier forms had a lot less information in them e.g. induction was free in the 1970's, so it is no good looking in a form to see what carburettors were allowed.

John Griffiths

## 1/43 SCALE LOLA FORD T90

Model by SMTS, £72.12 pre-built or £32.88 as a kit

Graham Hill floored the establishment when he beat all the Americans to win the Indy 500 in 1966. He scored this famous win in the 'American Red Ball Special' Lola T90. This kit of his winning car is now available in all good model shops. It's available either pre-built or in kit form, depending on your enthusiasm for model building. SMTS also make a model of Jackie Stewart's 'Bowes Seal Fast Special' Lola, whose Ford V8 engine failed during the 1966 Indy 500, and the Offy-powered car of team mate Rodger Ward.

FEATURE BY **AUTOSPORT**



## Worth study

**SURE** Sporting Homologation (see Facts About...) is a bureaucratic process which manufacturers' teams have to worry about, but you'd be wrong to think that it's got nothing to do with the club competitor.

Teams homologate parts and systems which make their cars more competitive on the international scale. Logically, there is absolutely no reason whatsoever why such bills shouldn't retain their competitive advantage at club level.

Take a simple, well-known, example; think way back to the old rear-drive Mk1 Escort. Its standard rear suspension, even in the Twin Cam, ran a cost-effective damping solution, which entailed packaging the shock absorbers at an angle somewhere around 45 degrees. This meant Ford could retain the standard

Escort rear floorpan pressing – it also meant undesirable forces on the dampers and restricted stroke lengths; all adding up to damping which was not sufficiently effective nor flexible for motorsport.

Most of us have heard the phrase 'Turret Kit', and that's what Ford Motorsport homologated for the Escort to achieve a rear damping set-up capable of performing sufficiently well to win rallies. Welding two 'turrets' in the rear boot/wheelarch area made it possible to fit longer dampers vertically above the rear axle. An effective, comparatively simple, solution.

Stay with the Escort and think back to the later Panhard rod/four-bar link rear ends and Adams axles – all these components had to be homologated to make them legal for motorsport. They worked just as well in the back of Ari Vatanen's world rally-winning Rothmans Escort as they did in a club stage car.

Four bars? Where do they go? How does it work? If you want to get a good idea of the answers to those questions they're all on a piece of paper. You guessed it – the Homologation Form.

Voilà! the CCC Tip of the Month; even if your motorsport steed is very old and you're using it 'just' in club events, it's well worth studying its Sporting Homologation Form (available through the RACMSA by the way) if only to give you a feel for the way the works team was thinking when preparing the car for motorsport. (However many years ago that was!)

## QUIZ ANSWERS

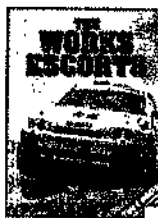
1. British G.P., Alldree 1961 (Fairman - Ferguson P99)
2. Manx Stages or Manx Rally
3. Jaguar SS100, 1948
4. Pelsy Burt, 1968 (McLaren/Olds)

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# DOUBLE X-WORD

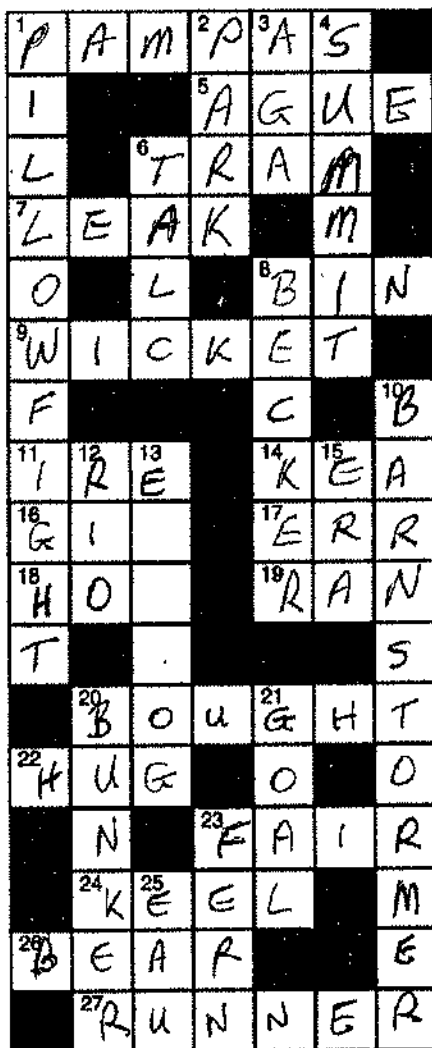
Prize awarded for first correct entry in my hands.

## ACROSS

- 1 Feathery ornamental grass (6)
- 5 Fever, formerly (4)
- 6 Forerunner of the bus (4)
- 7 Dribble (4)
- 8 Waste-container (3)
- 9 Cricket pitch feature (6)
- 11 Wrath (3)
- 14 Large NZ parrot (3)
- 16 Musical appearance (3)
- 17 Go wrong (3)
- 18 Keep to oneself (3)
- 19 Also —: loser (3)
- 20 Purchased (6)
- 22 26A's unwelcome embrace (3)
- 23 Even-handed (4)
- 24 Ship's bottom (4)
- 26 Grizzly or Polar? (4)
- 27 Long kind of bean (6)

## DOWN

- 1 Rumpus in the dorm? (6-5)
- 2 Pleasure-garden (4)
- 3 Prestigious cooking range (3)
- 4 Peak (6)
- 6 Dusting powder (4)
- 8 Boris —: tennis star (6)
- 10 Roisterous campaigner (US) (4-7)
- 12 — de Janeiro (3)
- 13 Nutritious tipple (6)
- 15 Historical age (3)
- 20 Hitler's hideout (6)
- 21 Ambition (4)
- 23 Hart's-tongue, eg (4)
- 25 Perrier's catch-phrase (3)

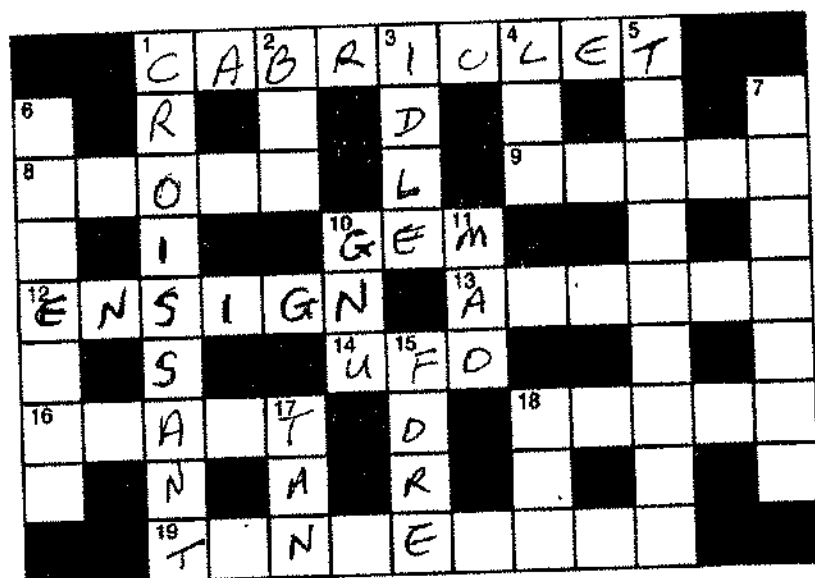


# ACROSS

- 1 Motor car with folding top (9)
- 8 Fateful twist (5)
- 9 Objet d'art (5)
- 10 Jewel (3)
- 12 Kind of flag (6)
- 13 Pronounce free of all charges (6)
- 14 Space invader! (1,1,1)
- 16 Religious text (5)
- 18 Mr Richard: rock star (5)
- 19 Christmassy fruit (9)

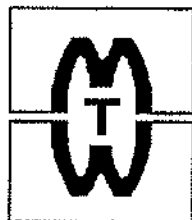
# DOWN

- 1 French breakfast bread (9)
- 2 Bribe (3)
- 3 Not working (4)
- 4 Insect's secretion (3)
- 5 Blue-green colour (9)
- 6 RC clergyman's cap (7)
- 7 Bishop (7)
- 10 Wildebeest (3)
- 11 — Tse Tung: former Chinese leader (3)
- 15 Golfer's warning cry (4)
- 17 Cure (leather) (3)
- 18 Employers' union! (1,1,1)





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## RETROSPECTIVE

From the pages of the Trackrod Magazine of May 1975 (issue number 55).....

Cover picture of Alec Poole's circuit racing Riley Elf; also a picture was included of Ken Pursglove, 1st Novice on our 1974 Costa Di Plenti and the Escorts of Alan Powell /Stan Peel and Steve Rathbone/Andrew Nicholls on the 1st Round of the 1975 Shell League - the Elcar Trophy Rally. This event consisted of some familiar airfield and 'farm track' stages which Steve Lloyd described as being very good with David Brown Club making, "if not silk, then certainly Bri-nylon purse out of the proverbial sows ear".

As far as Shell League points went - well not very good: Richard Jackson/Steve Lloyd finished 11th O/A; Ken Goodall/Andy Mackay 21st; Steve Rathbone/A Nicholls 25th; Elvin Garnett/Steve Mills; 67th; Ron White/John Birch 56th; Vince/Marcel Girardier retired with a well-ventilated BDA block! and Dave Lawton/Steve Hazeldine broke their crankshaft.

YSCC ran their Horsfall Trophy Autotest in and around Cleckheaton and Halifax and all our entries: Rick Stevens/David Taylor/Richard Ineson (who?)/Rod Parkin (yes - the same) had difficulty keeping on the pace even though they all felt as though they were going very well. Perhaps the proximity of buildings, fork-lift trucks, trees etc., that littered the 'industrial' test venues, were putting our lads off. However, the 3 minis of RFI/RS/DT finished 7th, 11th and 12th in a class of 12 whilst Rod Parkin was 6th out of 8.

New members this month were: J Hewitson; G Lyddon; Tony Marshall; TCD Smith; Phil and Christine Staton; J Schofield and G Walker.

There was a major preview of the 1975 Costa Di Plenti Rally - Jack Coulthard and John Richardson promising an excellent route for the event and boasting their Shell Sponsorship - obviously entries were being sought (100 max) but marshals too were being recruited.

Roger Blamey had various Mini bits for sale - 850 engine £30, pair Cibie biodes £15, sump guard £15. Marsh Newman was also selling a Minisport Stage 2 Head for £10.

Trackrod .....ends

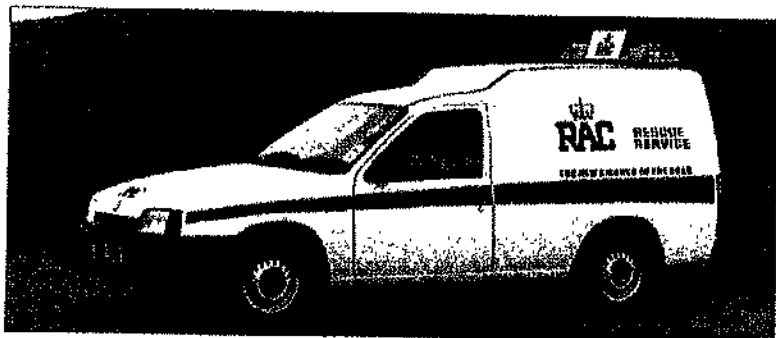
RICHARD INESON

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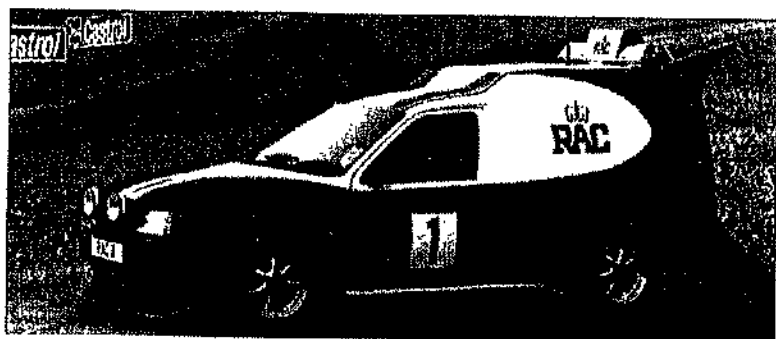
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