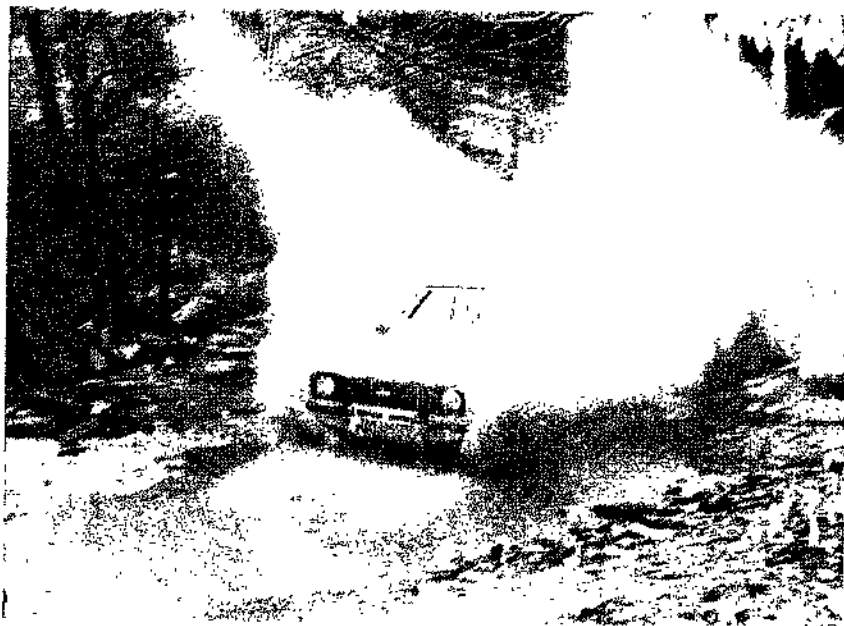


TRACKROD

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JUNE 1994
MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 280

June 1994

EDITOR

Hi Readers,

Only three months more of me as your Editor, so come on, let me go with a bumper edition, send me an article.

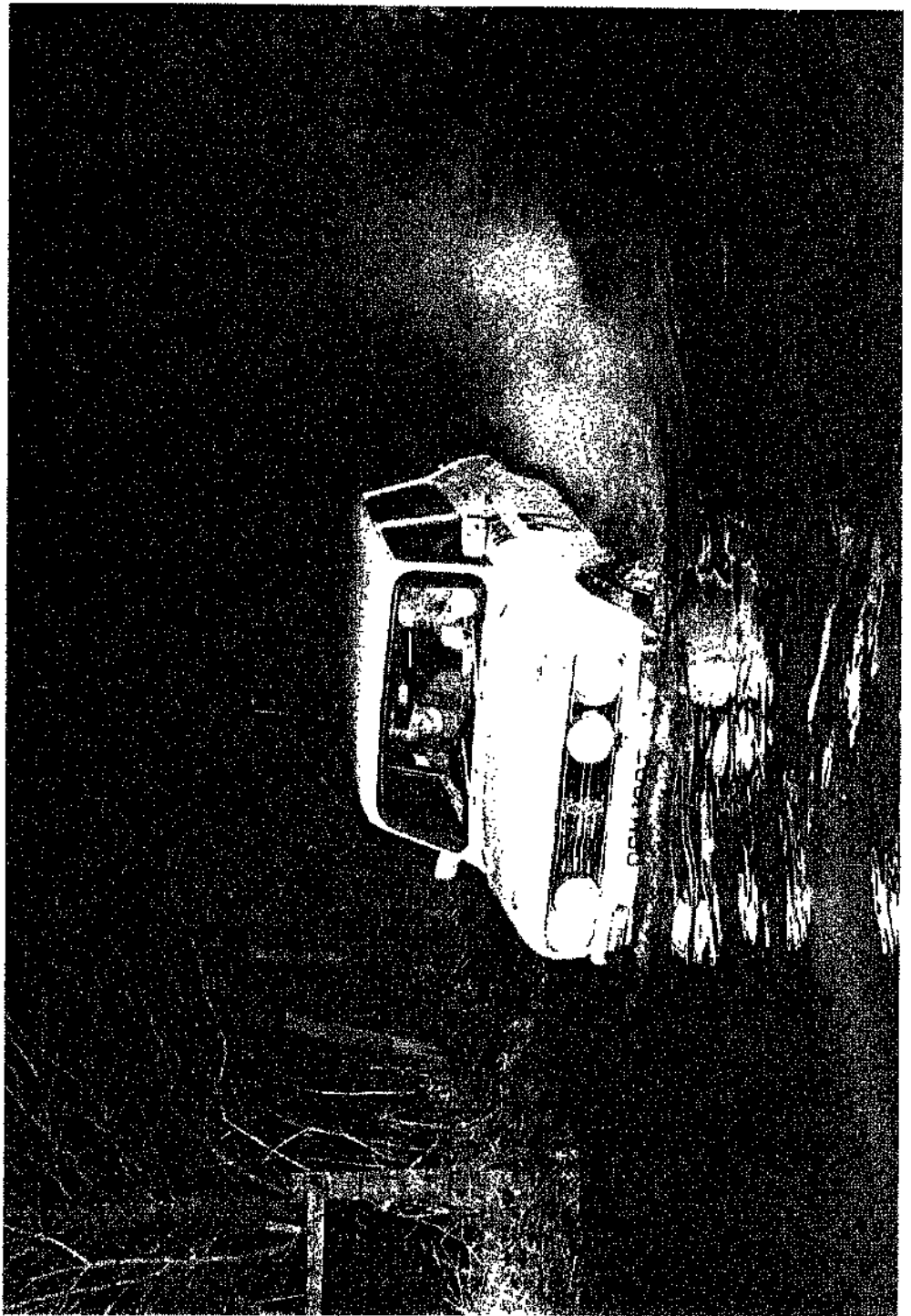
Comments in last month's magazine and at the EGM where a "member of the committee" raised the point that the Club was getting "boring". I was that member and I feel disappointed that Trackrod, as one of the North's leading Motor Clubs, is not doing enough to keep members happy and enthusiastic. Yes, tell me about the 'recession' and that 'people have no money'. Does that mean that we all have to give up and follow the sheep syndrome?? Well, if that's what you think, **FINE!!** Well, I'm not giving up, and I'll give it my best shot to get a smile back to Trackrod and get it breathing life again!! Remember the good old days?? When I said that nothing seems to get organised these days the answer was **APATHY AND LACK OF MONEY!** I'm not talking mega-bucks here folks, only simple, cheap clubnight 'DO's'. As well as the already mentioned lack of Sportonoggins, Treasure Hunts, PCT's, what about Scalextric, Tabletop Rallies etc., etc..

I need to know **YOUR** feelings about this too, so please let me know and let's see if we can get things rolling again!

What more can I say! See you soon.

ANNE MOFFAT

DEADLINE FOR JULY ISSUE IS
TUESDAY 28TH JUNE 1994



SEC'S BIT

By the time you read this, I will have returned from the outer reaches of sunny Scotland. Invited to help marshal on the Perth Scottish Rally were John and Margaret Smallwood, Stephen Lancaster and myself. We were to help Peter Stanhope and Central Scotland Motor Club run the Stage at Blairadam again. Hopefully a full report next month!!

We have had a request for marshals for this weekend, Saturday 11th June on the Otley MC/Keighley & DMC Colman Tyres Stages at Manby, near Louth. If you can help PLEASE LET ME KNOW NOW!! or you could contact Ian Tunney direct on 0535 603756. If you can be available to help all weekend then let Ian know as accommodation could be found for you but ring Ian NOW!!

It was discussed at Committee recently the fact that Trackrod seems to have got stuck in a stale rut! and that it was about time we got ourselves out of it by having more clubnight motorsport events, such as Sportonoggins, PCT's, Treasure Hunts or even Autotests. We need younger or newer members to come forward to fill the spaces of the oldies, who have had to stand down from competition for one reason or another. So come on , let the Committee know what you want in the way of motorsport events and we will try to arrange to get them off the ground. If you need help in organising them, we will help, or find someone else to help you. The main thing is that we get out of this situation and start a healthy re-growth of one of the North's well known and established motor clubs, especially for next year, Jubilee Year!!

I have not heard from anyone since the paragraph I put in last month's magazine about organising a small rally at Harewood Hillclimb in January next year. So come on, let me know as soon as possible so that we can put a date in to the RAC as early as possible.

Just harping back to my previous paragraph, we still need some more Autotesters to compete on the Larkspeed League, so if you would like to help Trackrod stay in the Larkspeed League Championships, then we need your help NOW!!

The events left in this year's Championship are 3 Autotests, 3 Single Venue Rallies and 1 Production Car Trial. If you need some help or assistance in any of the above, speak up and someone will be only too pleased to help you. For instance, Richard Ineson should be able to sort out any Autotesting problems if he can spare you the time, but most of all - IF IN DOUBT - ASK!!

Safe motoring till next month.

DEREK LEE

Secretary

HELP AND IDEAS WANTED PLEASE!!

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!

YOUR COMMITTEE

SOCIAL CALENDAR JUNE & JULY

JUNE

- 7 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)
OPEN FORUM
- 14 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 21 Crown, Wetherby
- 28 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

JULY

- 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

WATCH THIS SPACE!!!! KARTING EVENT DETAILS TO FOLLOW!! START SAVING!!

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.

Nothing much else to report now.

RUSSELL HOLDSWORTH
Secretary

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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 left this year are as follows:-

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

COMPETITION CALENDAR

JUNE 1994

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
	Salisbury Rally	Kirby Lonsdale MC
	Autotest (ANCC)	Hartlepool
	Charity Stages	
25	Dukeries Forest Rally	Dukeries MC
26	June Jesters Autotest	Trackrod MC

PETER RUTTERFORD

Competitions Secretary

THE ASSOCIATION OF NORTHERN CAR CLUBS AUTOTEST CHAMPIONSHIP 1994

EVENTS

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

CAUGHT LARKIN ABOUT
(Courtesy of Motoring News, May Issue)

Last year's ANCC Road Rally Champions, **Alan Larkin and Richard Norbury**, survived a tie-break to win the Selby & DMC event in Humberside and West Yorkshire.

After a 150 mile event, they dropped only two minutes, as did Andy Bird and 'Plug' Pulleyn. Colin Armit/David Smoley missed a passage check in the first half which cost them a fail and ultimate victory.

Anyone else have any snippets of news about our members please??

EDITOR

WANTED!!!

TEXACO STAR TOKENS

Either free to a good home or any reasonable offer considered!!

Contact JOHN RENNY - 0532 582334



Wheels

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

TEST REPORT

TEST: ③ Base for Tyre Test	DRIVER: Colin M
DATA FILE NAME:	TIME: 10-00
	WEATHER: Dry, cloudy, cool, 8°C

LAP	TIME	COMMENTS
1	1:22.7	1:21.5
2	1:23.5	1:21.5
3	1:22.6	1:21.4
4	1:32.4	1:28.9
5	1:33.0	1:29.0

NOTES	TYRES	TYRE TEMPS
Set up on Monte Carlo	275 1.8, 1.6	After 3 72, 70, 71 76, 73, 75
Set 1st. Spare	New treaded (60°)	1st 70, 75, 77 76, 74, 70

COMMENTS/CONCLUSIONS:

Car of Base time very similar to previous test character of car (balance/trip) on previous test

Tyred out!

Testing, testing. An extract from a Prodrive Report on a tyre session with Colin McRae. Note the care taken to get a 'base' for comparison.

DAVID LAPWORTH of Prodrive ended a recent interview for *Wheels* with the comment that tyres are critical for success. Continuing that theme, David stresses that performance all starts with the contact a car has with the ground. No car, or suspension system for that matter, can be better than the tyres although, obviously, it's crazy to spend money on good tyres unless the car is properly sorted – which means being sorted so that it will go round corners. If a car will corner well then you can brake less and accelerate less for the same stage or lap times, which is altogether easier on the car and (on rallies) easier on the co-driver's nervous system too.

But once a car is sorted it may still be fairly useless without the proper rubber. This means if you have the choice of one make of tyre which is free or another which costs money but is better ... well, you'll need to think carefully because without the latter you may be handicapping yourself out of outright success.

So how to choose the right tyre? With many formulae you'll have no choice, having to use a stipulated tyre: in such cases you should at least learn what degree of wear on the tyre gives you the best times where.

If tyres are free then note what the quick people use. Keep in mind the reliability factor when selecting tyres for rallies, advises David, because in

your learning years you need miles under your belt, which means reliable rubber. Seek the advice of tyre suppliers over recommended pressures but don't get too neurotic – tyre pressures are not that critical provided you are in the general ball park. (I remember one Finn coming off a Monte special stage saying the tyre pressures were perfect and were what he always wanted in future. We checked them: 15, 23, 37, 19. Mind, he won the rally so who's counting?)

Private drivers may not have the tyre testing luxury of the works teams (who may destroy several sets during a test session) but if you are testing then do keep records (see the illustration) so that you can tell where any benefits come from. It helps if the driver is a "disciplined" tester because there are two problems to guard against. The first is going faster simply because of growing familiarity with the test section or circuit so that your times improve irrespective of the tyres (this becomes even more of a problem for a rallyist if you then go off on the next unseen stretch). The second is driving round a problem by adjusting your technique to compensate for it. Far better to stop and sort it out.

Stuart Turner

COD FILLET QUIZ



1. Name THREE circuits that have hosted a Formula One Grand Prix that begin with the letter Z.
2. Who drove "Little Magic" to 7 rally wins in a season?
3. Who designed the Big Cat mascot for Jaguar?
4. Where was the HQ of the AUHLBERG MOTOR CLUB?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

RACMSA to market British motor sport skills around the world

The RAC Motor Sports Association has formed a new division to market British motor sport expertise around the world. The Motor Sports International Division (MSID) will offer consultancy services covering all sporting disciplines (racing, rallying, record breaking, etc.), together with advice on such aspects as event organisation, venue design, training of officials, licensing, rescue and medical services, communications and safety.

Responsible directly to RACMSA Chief Executive John Quenby, the Director of MSID will be Keith Douglas, whose own company (Keith Douglas & Associates) will administer the division's activities. He will be assisted on particular projects by a team of world-respected experts, including Les Needham (recently retired as the RACMSA's Director of Sporting Services), Pierre Aumonier (Clerk of the Course at the British Grand Prix), Derek Ongaro (the RACMSA's international circuit and safety design consultant), Jim Porter (international rally organiser) and Motor Sports Timing (international timekeepers).

Explained Mr Douglas: "The RACMSA is known around the world for its skill in organising events, championships and motor sport activities of every kind. The credibility, expertise and good name of the RACMSA are marketable products.

"Potential customers will include motor sport governing bodies from other countries, entrepreneurs wishing to build and operate new circuits, event organisers and even national governments. We shall be able to offer a one-stop shop for any of these people. We can supply anything

from simple advice to a complete consultancy package where we would see a project through from its conception until it was up and running."

Welcoming the new service, Mr Quenby added: "This is an important venture for the RACMSA, designed to create revenue to be used for the continuing development of motor sport in Britain."

A brochure outlining MSID's activities will be published soon. Anyone wishing to take advantage of the new consultancy services should write to Keith Douglas at Motor Sports House.

Closed public roads?

Mainland Britain may be a little closer to some closed-road motor sport, because of a Bill currently progressing through the House of Lords. The Road Traffic Regulation (Special Events) Bill will enable any public road to be closed with the approval of the local authority and the police; it will no longer be necessary to obtain a specific Act of Parliament for each closure. Closure under the new law will suspend road traffic regulations, although an overall speed limit will remain in force.

Before fans of closed-road competitions become too excited, however, the bad news is that the Road Traffic Regulation (Special Events) Bill specifically excludes motor sport except events run under the existing road rally regulations. An organiser will be able to close a road for any non-competitive purpose (one-way access, re-routing of traffic, service area, etc), but actual racing or rallying will not be permitted.

The Bill was introduced by Peter Atkinson, MP for Hexham, principally to make possible the legal passage of the motorised entourage which surrounds the Tour de France bicycle race, which visits southern England in July. Mr Atkinson said he "reluctantly decided to exclude motor racing" from his Bill. "One of the lessons that we have sadly learnt in Britain is that, after the race, amateurs will race each other around the circuit when it is open to traffic again. Last year at the Isle of Man TT races, six people were killed in accidents after hours."

Peter Butler, MP for Milton Keynes North-East (who was personally briefed by John Quenby of the RAC Motor Sports Association) tried to persuade the Commons that motor sport should be permitted by the Bill. Great Britain was the only country in Europe where roads could not be closed for motor sport.

Robert Key, the Minister for Roads and Traffic, rejected Mr Butler's proposal. "I am second to none in my support of British motor sport," said Mr Key. "Motor races and trials of speed may not be held on public ways unless specifically allowed for in private legislation. In principle, I agree with that policy. Members would not wish to see widespread racing on the roads, with the danger that it will lead to inculcative behaviour, such as has been referred to on the Isle of Man."

John Quenby and Peter Butler later met Robert Key to put to him the specific case for trials of average speed to be embraced by the new Bill, with a maximum average of, say, 70mph. Mr Quenby reported: "While the minister was sympathetic, I believe that the government position is unlikely to change on this occasion. However, the new legislation will provide a hook on which to hang future efforts in this direction."

RAC Tourist Trophy

Britain's oldest motor race, the RAC Tourist Trophy, is to be revived after a six-year interval, to celebrate the FIA Touring Car World Cup on Sunday 16 October 1991. Following Donington's success in applying to host the World Cup, the RACMSA decided that the event is of such importance to Britain that the Tourist Trophy should be awarded to the winning driver. Past winners include the Hon Charles Rolls, Rudi Caracciola, Tazio Nuvolari, Stirling Moss (seven times), Innes Ireland, Graham Hill and Denny Hulme.

The British World Cup team will consist of the three highest-placed British drivers in the *Auto Trader* RAC British Touring Car Championship after the two races at Brands Hatch on 29 August, plus two 'wild card' entries selected by the RACMSA on the basis of their current form.

AUTOSCENE

1/24 FORD GT40 CHASSIS 1075

By Scalemodel Technical Services,
£157.50 each/£63 kit

Next year is the 25th anniversary of Jacky Ickx and Jackie Oliver's Le Mans 24-hour victory in their GT40, when they beat Porsche by just one second. The winning chassis, 1075, had also won the big race a year before in the hands of Pedro Rodriguez and Lucien Bianchi, and both versions are available now from SMTS: Brunel Road, Hastings, East Sussex TN38 9RT. Tel: 0424 853353.

'IN LIKE A LAMB, OUT LIKE A LION'

The story of John Buffum,
by Tom Grimshaw, hardback,
304pp, US\$19.95

The story of one of the greatest American rally drivers of all time; one who really put US rallying on the map, by winning the 1969 Monte Carlo Rally. He is now the world record-holder for the most victories in major championship events. Buffum's career is told by Tom Grimshaw, his co-driver and navigator.

ALFA ROMEO-FERRARI

By Murray Rainey, published by Wyche Books, available by post from Wyche Books, Birlingham, Pershore, Wores, WR10 3AD
£38.00 inc p&p.

Murray Rainey is a remarkable man who is not one to let anything stand in his way and that philosophy has applied to his involvement with Alfas. In the late 1960s he bought a 1930s Alfa 8C to restore, but when the seller heard that Murray was intending to rebuild this rare and intricate machine himself he was appalled and did not speak to its new owner for two years. He reckoned without Mr Rainey's persistence though and during a meticulous rebuild several myths about the cars were debunked and Murray, already an experienced engineer, became an acknowledged expert on the cars.

Now he has told the story of that learning process and his pragmatic

approach to solving the problems he encountered.

Murray admits to not being a man of letters and the grammar and punctuation in the book is enough to make a journalist gibber. That is not important though, because the story is interesting and entertaining, with many anecdotes to lighten its progress. The price is necessarily on the high side because of the very limited print run this type of book demands. But for those engaged in sorting out a car at any level the book is a wonderful source of inspiration.

'McLAREN 104' & 'WATTIE'

By Alan Fearuley, Grand Prix Sportique, 850 limited edition,
70 x 52cm, £85 each plus p&p
The established motorsport artist's latest works both centre on McLaren. 'Wattie' is a dramatic painting of John Watson's McLaren MP4/1 avoiding the Villeneuve/Jones carnage in the 1981 British Grand Prix at Silverstone, on his way to a glorious victory. Each print is signed by Watson. 'McLaren 104' portrays Ayrton Senna making a pitstop during the 1993 Australian GP which he won, to score McLaren's record 104th victory. Each (numbered) print is signed by Ron Dennis plus the artist himself.

THE GUINNESS COMPLETE GRAND PRIX WHO'S WHO

By Steve Small, 416pp, softback,
£14.99

Arguably the book for F1 anoraks. Every driver who qualified – and failed to qualify – for a Grand Prix has his result, car number, entrant, and car/engine combination listed, plus a succinct comment summing up his race. The book also features thumbnail sketches of each driver's career, varying in length according to their importance. All in all, it is excellent value.

Facts about... HISTORIC RACING

- Historic Racing covers every era since the very first cars right up to just a few years ago. Everything in fact except the current formulae. This means, of course, that as time marches on, so the number of cars eligible for historic racing increases. This presents problems for the future because we have to question whether today's extremely sophisticated cars may be just too fast for other than highly skilled professional drivers
- Just as there is such an enormous age span, so there is a multiplicity of types of race for competitors to choose from. There are handicap and sprint races catering for, for example, pre-war (WW2) Austin 7's and vintage 3 wheelers, mixing it with pre-World War I monsters – quite a sight to behold, and great fun for the drivers. Then there are races for rear engined 500's (like Stirling Moss started on); post-war sports cars (anything from a TR3 to a D-Type); single seaters both pre-and post-war.
- Some of the cars are fearfully valuable, and you wonder at the bravery of someone prepared to risk them in a race. On the other hand, some sports and single seaters can be picked up relatively cheaply, and racing them occasionally need not cost a fortune.
- The RACMSA administer the sport and will be pleased to offer advice. They are guided by the Historic Committee whose declared aims are to regulate with as light a touch as possible, and to do everything they can to let competitors enjoy themselves. It is, after all, an amateur sport and long may it remain so.
- The RACMSA have an excellent publication for £3 which lists all the clubs and events for the year. In 1994 there will be over 300 races.
- Needless to say, almost all of the clubs in the historic field have an active social calendar, so anyone interested in historic racing can participate as a driver, entrant, marshal, helper or just as an enthusiastic supporter.

Bill Allen

FEATURE
BY **AUTOSPORT**

Mission: control

WHEN uprating a suspension system, do you always need heavier springs, or can you uprate the dampers with standard springs?

It's a tricky one this, because dampers are a complex subject; however, on a basic level, the damper is there to control the spring, not the suspension action.

The general idea is that the spring allows the wheel to move away from a bump in the road (deflection) without upsetting the chassis, which tracks straight and level. But the initial deflection will be passed to the car eventually, because that compressed spring energy has to go somewhere. In the real world, that energy starts to lift the car chassis, so just as the wheel passes down the other side of the bump the chassis is moving upwards, just as the wheel is moving downwards. The spring is then stretched beyond its normal ride height, which

then encourages the chassis to come back down and compress the spring just a bit more than the normal spring compression height.

This cycle continues until the thing sorts itself out, or finds another bump in the road. This natural spring cycle is what you witness when you see an old MoT failure progressing down the road like a nodding dog. And hence we need a spring damper (shock absorber really isn't the right descriptive term at all) to dampen all that uncontrolled motion.

What you need is to match the damper action to the spring rate, but of course it's not that simple. Nothing ever is. You also need to take into account the motion ratio of the suspension (ie how much the damper compresses for each inch of wheel movement), the unsprung weight of the suspension (including the wheel and tyre) and to some extent even the ratio of spring to unsprung weight.

An example of too little damping is when the car hits a bump and tends to 'leap in the air'. The spring takes the

initial impact, but on bouncing back the damper offers no control and the car tends to catapult off the ground, fired into orbit by the compressed springs as they rebound. What you need here is more damper control. Conversely, too much damper control and you have the effect of the damper acting as a semi-solid suspension device which prevents the spring from doing its job. In certain categories of competition, where standard springs are mandatory, you may want to use the damper to achieve just that, but it's an exceptional circumstance which should be avoided if possible.

QUIZ ANSWERS

1. Zandvoort ... Zolder ... and Zeltweg
2. Brian Culcherth (Opel Kadett)
3. F. Gordon Crosby
4. STALAG IVB (Germany, WW2)

It's hot under the collar

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well find there's an added bonus. While stocks last, special packs of QS®, QXR®, Hypergrade Plus® 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.

DUCKHAMS

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Correspondence to Stuart Turner, RACMSA Motor Sports House, 851 Grosde Park, Chislehurst, Slough SL1 0RG

Top 5

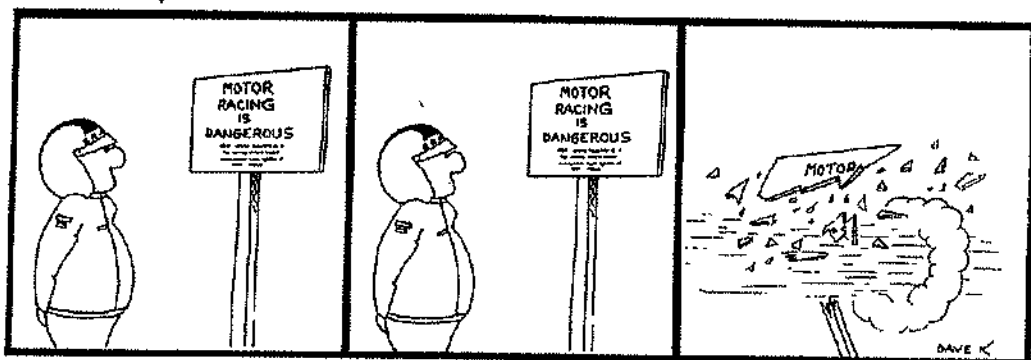
STRANGE BUT TRUE TALES FROM THE TRACK

1. A COMPETITOR LOST HIS LEAD IN A QUALIFYING HEAT, AS A RESULT OF STOPPING TO ASK A MARSHAL WHAT THE YELLOW FLAG WAS FOR.
2. OBVIOUSLY CONCERNED ABOUT THE SAFETY OF HIS PRIVATE PARTS, A MISINFORMED CUSTOMER WAS SEEN TO VERY CAREFULLY ATTEMPT TO FASTEN AN ELBOW PROTECTOR AROUND HIS CROTCH.
3. A DRIVER INTENT ON GETTING HIS PRIORITIES RIGHT, WAS SEEN TO BE DRIVING AROUND TO THE STARTING GRID WITH STEERING WHEEL IN ONE HAND, AND CHEESEBURGER IN THE OTHER.
4. ITS NOT A GOOD IDEA TO NUDGE YOUR BOSS OFF THE CIRCUIT, ONE COMPETITOR DID JUST THAT ON A CORPORATE RACE MEETING, AND NOT ONLY RECEIVED A SWIFT PUNCH TO THE CHIN, BUT WAS ALSO SACKED.
5. A DRIVER WAS OVER HEARD TO BE BRAGGING ABOUT HIS VICTORY, UNTIL HE WAS TOLD IT WAS ONLY THE PRACTICE SESSION.

Brad



**HE'S NOT THAT BAD
HE JUST MISSED THE BRIEFING**



JUNE X-WORD

Answers to Anne Moffat please to claim your prize!

ACROSS

- 1 Red precious stone (6)
 5 Guitar feature (6)
 9 Passage between seats (5)
 10 Dark-blue university (6)
 11 Elaborately decorated (6)
 12 Drawing-room (5)
 14 Mediocre (2-2)
 17 Once round the track (3)
 18 Ground for building on (4)
 20 Chris —: US tennis star (5)
 22 Nearest pub (5)
 23 Eric, the 'Crafty Cockney' (7)
 24 — de Triomphe: Paris sight (3)
 26 Hen product (3)
 27 '— and toss': game (5)
 28 Penniless (5)
 29 Rocker's opponent (3)
 31 Make a booboo (3)
 32 Spruce, eg (7)
 34 Exclude (5)
 36 Steam bath (5)
 39 Mettlesome horse (4)
 40 Distress signal (1,1,1)
 42 Worry (4)
 43 Thrust and parry with 43D and 44D (5)
 45 Ten — hat, worn by cowboy (6)
 46 Sleep inducer (6)
 47 Offspring (5)
 48 Simon —: conductor (6)
 49 Feel affronted (6)
 face (6)
 8 Hansel's friend (6)
 13 Long rope (5)
 15 Subdue (9)
 16 '— and sceptre': regalia (3)
 18 Miss Piggy, eg (3)
 19 Mandarin orange (9)
 21 Farm vehicle (7)
 22 Goods vehicles (7)
 25 El —, Spanish hero (3)
 26 Stretch out (3)
 30 American buffalo (5)
 32 Driver's compartment (3)
 33 Flying service (1,1,1)
 34 — UXB: WWII TV series (6)
 35 Secret vote (6)
 37 Smoothly courteous (6)
 38 Bear witness (6)
 40 Hearing, eg (5)
 41 Scrub (5)
 43 Weapon to 43A with (4)
 44 Another weapon to 43A with (4)

DOWN

- 1 Shoot this on August 12 (6)
 2 Rubbish (6)
 3 'Walls have —': WW 2 slogan (4)
 4 Ebbing and flowing (5)
 5 Small sailing vessel (5)
 6 Sea-bird (4)
 7 Slanting type-



ANSWERS TO MAY DOUBLE X-WORDS

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Across

1. Pampas. 5. Ague. 6. Tram. 7. Leak. 8. Bin. 9. Wickel. 11. Ire. 14. Kea. 16. Gig. 17. Err. 18. Hog. 19. Ran. 20. Bought. 22. Hug. 23. Fair. 24. Keel. 26. Bear. 27. Runner.

Down

1. Pillowfight. 2. Park. 3. AGA. 4. Summit. 6. Talc. 8. Becker. 10. Barnstormer. 12. Rio. 13. Eggnog. 15. Era. 20. Bunker. 21. Goal. 23. Fern. 25. Eau.

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Across

1. Cabriolet. 8. Irony. 9. Curio. 10. Gem. 12. Ensign. 13. Acquit. 14. UFO. 16. Tract. 18. Cliff. 19. Tangerine.

Down

1. Croissant. 2. Buy. 3. Idle. 4. Lac. 5. Turquoise. 6. Biretta. 7. Pontiff. 10. Gnu. 11. Mao. 15. Fore. 17. Tan. 18. DBI.

WELL DONE to Ken Turpin for getting both x-words word perfect.

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RETROSPECTIVE

From the pages of 'Trackrod' Magazine June 1975.....

Photographic content this month featured the Mini of Ron White/John Birch on the cover of the 1974 Elcar Trophy Rally, whilst inside were Eric Isherwood/Jack Coulthard in the former's Mini and the Escorts of Ron Mackinnon and Ken Goodall/Mike Tempest.

Much discussion about late entries on events - in those days, technically, you couldn't enter any event on the day, and the regulations were put to the test at our PCT at Stump Cross, when one of our experienced members turned up wanting an entry - a waste of time really - and much arguing saw said member go home in disgust, rather than accept the situation and offer to marshal!! The PCT was very well attended with twenty entries and Clerk of Course, Ken Goodall was kept on his toes due to a shortage of marshals. Looking down the results reveals some familiar names: John Fairweather; Pete Germaine; Pauline Gurnett (nee Phillips); Ian Gurnett; Rod Parkin(!); Richard Spurdens; Mary Lloyd; Stan Peel; Ronnie Moore; Rick Stevens; Andrew Roddy; Tony Marshall; Steve Hazeldine; Ken Waddington and John Spencer who won it!

Also reported was the recent clubnight treasure hunt which was organised by Pete Riches - yes, the same one who now sits on the MSA Technical Committee, Scrutineers the B.T.C.C. and holds down a fancy handled job at Lotus! Anyway, the affair was won by Steve Hazeldine's crew. There were 14 crews out altogether including those of Marsh Newman (12th) David/Jennifer Taylor(13th); Ken/Christine Goodall/ Andy Mackay (8th); Sue Broadbelt (4th) and the Lloyds (2nd).

New members this month in '75 were: B. Marsden and D.E. McNulty.

Seemed as though club equipment was going missing as people didn't return in - someone suggested that if more people organised events they would be more aware of the need to return said items! - nothing changes!!

Trackrod Fourth Overall in Shell League after Ilkley's PCT at Pateley Bridge
- only four TMC entries - must have more for the next round!

Steve Rathbone/Frank Stuart-Brown won the recent April Fools Rally, our
best subscribed 12-car for some time with 9 starters: Eddie Baker/Marcel
Girardier were 2nd.

Trackrod.....ends

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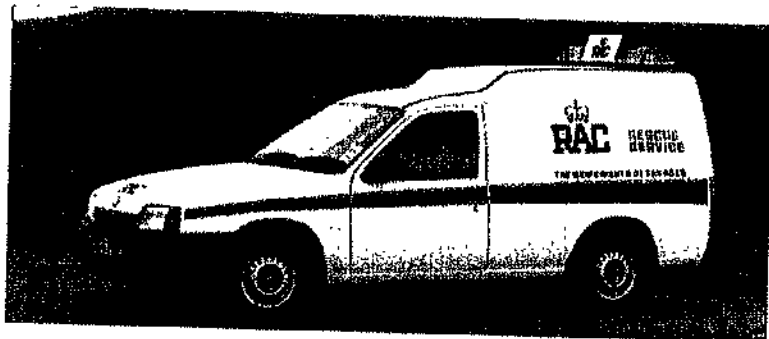
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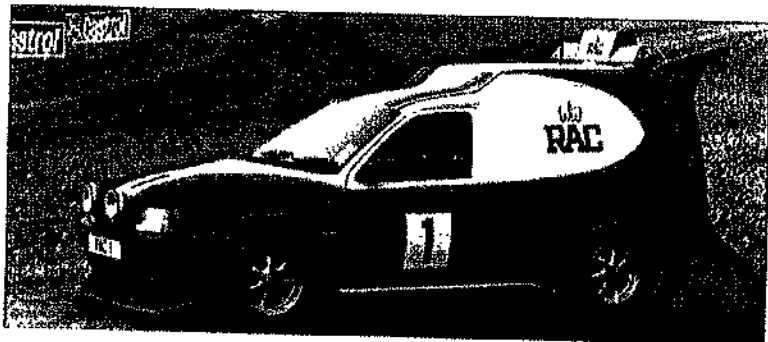
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