



PREPARED FOR THE 90'S



SEPTEMBER 1994 MAGAZINE

THE NORTHS LEADING MOTOR CLUB
RAC AFFILIATED No. 1230

RANGE ROVER SPECIALISTS

**SERVICING • REPAIRS • PARTS
EQUIPMENT • ACCESSORIES**



OPEN 6 DAYS A WEEK

For a reliable and friendly service

ROVER PLUS

**BEECROFT STREET, LEEDS LS1 3DD
TEL: 0532 304022 FAX 0532 743417**



**RANGE ROVER
LAND ROVER
SPECIALISTS**

PLUS

OUR

**NEW PARTS
DEPARTMENT**

Established 1889

Telephone 0532 795958

A.H. Rutterford & Son

DENTAL DEPOT

**1 BODLEY TERRACE, WEAVER STREET
KIRKSTALL, LEEDS, LS4 4NR**

**SUPPLIERS OF
DENTAL MATERIALS AND DENTAL EQUIPMENT**

**PRECISION DIAMOND
AND TUNGSTEN CARBIDE
BURS FOR GLASS ENGRAVING
AND OTHER FINE DELICATE WORK.**

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 283

September 1994

EDITOR

Spellchuckers and Trypewrighters at the ready "Fingers" Stevens is here. My first issue as editor and hopefully this magazine is both legible and correctly formatted. Thanks to all the people who have helped with articles this month.

On the last point, I need YOU to contribute. You, the members, are out spectating, competing, marshalling and car building. Let us know what you have done and how well or badly. If I find out that a crew have been out on an event and I don't get an article out of them then names will be named. E.G. Armstrong Massey, Leconfield. There were AT LEAST 4 Trackrod crews out but no report (No names this time but in future....BE WARNED!). Even non motorsport matters could be included when there is room. I want to increase the ratio of articles to adverts so get writing.

There is an article from the ANCC that you all should read, we need to safeguard our sport.

The new committee features some new (and some not so new!) faces and there are articles this month from most of us. In the words of that Austrian Arnold Hamaneggberger I'll be back.(Next month)

NICK STEVENS (Termin-Editor)

*Cover Photo
Pete Slights/Lou Naylor
Quip Forest Rally 1986
Mere Hairpin, Olivers Mount*

DEADLINE FOR OCTOBER ISSUE IS
SUNDAY 25th SEPTEMBER 1994

CHAIRMAN'S CHAT

You will read elsewhere in this months magazine some of the items discussed at the last Committee meeting. We will try to ensure that you are kept informed of current topics and debate. Please feel free to bring any matter to the attention of the Committee when appropriate or at the regular Open Forums.

I would like to reinforce the thanks of your current Committee in thanking those who have retired this year - Stuart Marsh has been active in sorting the equipment store (with helpers) and I do know what a thankless task this can be at times. Becky Kemp has served the Committee well for many years and has undertaken several roles with enthusiasm and commitment. I know both Stuart and Becky will continue to be valued members of the club.

What of next year? - some topics for you to discuss. Shall we invite special guests to the annual dinner in January - if so who? Are you in touch with past members, especially ex-Committee members - please pass on this information to any Committee member. Lets have a bumper attendance to celebrate our Silver Jubilee.

You will notice that Barry Dove has accepted the post of Publicity Officer, something we have needed for some time - please talk to Barry and let him have your comments and any contacts who may be of use.

Trackrod is a well respected club, not just in the north but throughout the country. With all your help we can be even better. **LET'S GO FOR IT!**

ROD PARKIN (Chairman)

SECS BIT

Hi to you all. Well last weekend was hectic, with the family arriving back from Sweden on Friday after a wonderful three week holiday! Saturday was running around Leeds looking for a new bed (for the wife!)(now-now Derek Ed.) the up early on Sunday to help marshal on the B-B-Q Hillclimb, sponsored by Morley Waste Traders, thanks to Tom Whittaker. A good day was had by all, apart from the usual wind and rain. Congratulations to Stuart, Nigel and Graham for laying on another great event.

Next on the list of events for the 25th Anniversary Year is the Artemis Forest Stages on 24th September. If you haven't got a job yet you had better act quickly, contact Rod or Barry **NOW**.

The Lookout Rally is also well on the way, and we hope it will be another good event. Once again it is the final round of the Larkspeed League.

That's all for this month, safe motoring

DEREK LEE (Secretary)

Ed's note. **Derek Lee seen impromptu sledging without the sledge!** Team Reprobate judged it as follows: **Technical Content NIL, Technical Merit NIL, Style NIL, Speed VERY FAST!** Moral, don't try to climb down steep, wet, grassy slopes.

FOR SALE

5 Dunlop Slick Tyres 185/580/15
Compound 476.
Yours for **£400**

Two Golf GTI Front Seats
Yours for **£50**

Phone Peter on 0532 633527

SOCIAL CALENDAR

SEPTEMBER

6 Yorkshire Switchgear, Leeds

OPEN FORUM

11 **KARTING**, Bradford, Details elsewhere.

13 Admiral Hawke, Boston Spa

FREE SANDWICHES

20 Crown, Wetherby

FREE SANDWICHES

27 New Inn, Eccup

VIDEO NIGHT/FREE CHIPS

OCTOBER

4 Yorkshire Switchgear, Leeds

OPEN FORUM

11 Admiral Hawke, Boston Spa

QUIZ FOR ALL/FREE SANDWICHES

18 Crown, Wetherby

FREE SANDWICHES

25 New Inn, Eccup

Hi everyone, well i'm still on the committee, but with the role of Social Secretary again - so hold tight for a busy year. We're now into Trackrod's 25th year so there'll be lots going on. Because of this I've formed a mini social committee with Christine Goodall, Donnela Fernyhough and Margaret Smallwood, who all very kindly agreed to help make this a special year. To whet your appetite we'll be planning events such as Bonfire Night, Bowling, Film Nights, Quizzes for All, Boat Trip, Treasure Hunt, Sportonoggin, Xmas Party, London Trip, York Haunted tour, to name but a few. Don't panic, these events will be well spread out so you wont be bankrupt!

If you have any ideas for something you would like to see being organised just tell me or one of the other social members and we'll see what we can do.

Don't forget **KARTING -SEPT 11TH- BRADFORD SEE RUSSELL OR NICK TO BOOK A PLACE!**

See you **ANNE MOFFAT** (Social Sec.)

COMPETITION CALENDAR
SEPTEMBER/OCTOBER 1994

SEPTEMBER

- | | | |
|----|---------------------------------------|-----------------------|
| 3 | Stage rally - Elvington | Selby & District M.C. |
| 4 | Premier M/V Stages | Dukeries MC |
| | Peak Revs Rally | |
| 10 | Ilkley Historic Rally | Ilkley MC |
| | Rally of the Dams | Sheff. & Hallam. Mc |
| 11 | MAD Video Stages (Binbrook) | Lincs Louth MC |
| | Everyhope Stages (Barford) | Durham AC |
| 17 | Tour of Norfolk M/V Rally | Kings Lynn MC |
| 18 | Single Venue Rally | Glossop MC |
| | Autotest (ANCC Round) | Knutsford MC |
| 24 | ARTEMIS EQUIPMENT FOREST RALLY | TRACKROD MC |
| | BUYWELL RETAIL PARK RALLY | TRACKROD MC |
| 25 | Autotest | Loughborough |
| | Sweet Lamb Stages | Ecurie Royal Oak |
| | Burgess Bowl Stages | Glossop & Dist. MC |

OCTOBER

- | | | |
|----------|-------------------------------------|--------------------|
| 2 | Autotest (LARKSPEED ROUND) | Slaithwaite MC |
| 9 | Autotest (ANCC Round) | Pendle & Dist. MC |
| | Sprint at Three Sisters | Longton & Dist. MC |
| | Duddon Stages | Furness Dist. MC |
| 14/15/16 | Tour of Mull | 2300 MC |
| 16 | Autotest (LARKSPEED ROUND) | David Brown MC |
| 22 | Three Rivers Road Rally | Northallerton AC |
| 23 | Des Winks Stages (Wombledon) | Malton MC |
| 29 | Crystal Stages | North Humberside |

PETER RUTTERFORD (Competition Secretary)

Fenchurch Northern

(A DIVISION OF FENCHURCH INSURANCE BROKERS LTD)

We are National Brokers with specialists offering a
local service on all aspects -

- Commercial Insurances
- Pensions for Individuals
and Companies
- Financial Planning
- Life Assurance
- Personal Insurances
- Motor Insurance

Contact :- Mike Tempest
Fenchurch Northern, Bramley Buisness Centre
533 Stanningley Road, Leeds LS13 4DA
Tel : 0532 558400

Fenchurch Insurance Brokers Ltd, are
Registered Insurance Brokers and Members of B.I.I.B.A.

Arctic Pallets

Manufacturers of
WOODEN PALLETS
and

PACKING CASES
FREE delivery to Leeds area.

Ring Boston Spa (0937) 844598
and ask for Phil Andrews.

Thorp Arch Trading Estate, Boston Spa, Wetherby, West Yorkshire

TROPHIES - PRIZES COMMEMORATIONS

Stockists of
ROYAL BRIERLEY CRYSTAL - WEBB
EDINBURGH - DARTINGTON
GALWAY - CAITHNESS



24 New Road Side,
Rawdon,
LEEDS
LS19 6JD

Tel. (0532) 502983

Perth Scottish Rally 1994

SS 20 Blair Adam Central Scotland Motor Club Trackrod/Alwoodley

First of all I must say sorry for the delay in writing this article but I have been working away all year and time is very limited. Anyway, less of the apologies and thank you to everybody who turned out to help on this years Scottish, without your help the stage would not have run.

The setting up of the stage started at 13:30 on the Saturday afternoon Derek Lee, Stephen Lancaster and I had picked up the stakes from CSMC's equipment store in a loaned trailer. CSMC club members were already at the stage start waiting to help set-up. It was agreed that from the start to junction 11 we would stake, arrow, tape etc. but from junction 11 to the finish (J15) only stake due to this area being used by the public. We split into two teams to begin with, then mid way through the setting up help arrived from Alwoodley Motor Club so we then had 3 teams setting up, the whole 4 mile stage was completed by 17:00.

Sunday morning was planned as an early start, first car due at 7:52 so signing on to be completed by 06:30. We still had to finish the stage, the organisers had not supplied us junction numbers so this had to be done as well. So alarm set for 04:45, or so I thought, but instead I set it for 02:45! it must have been the couple of beers that I had at the BBQ! a very early start!

We were at the stage for 05:30, the previous night we had agreed how we would split up the finishing jobs to work quickly. Consequently I was back at the stage start by 06:15 after going through all the stage to confirm that everything had been completed, apart from the junction numbering which a course car would do.

All marshals turned up who said they would, and a couple more so the stage was fully manned by 06:45. The course cars arrived on time, what an interesting bunch, the first 000 a high speed Jeep, 00 another 4x4 and car 0 a high speed Diesel 4x4! followed by the first Junior competitor on time at

07:52, the Course Cars might have been better in the opposite order!

No problems with the Juniors apart from two decided to die in stage. We had time to move one that had died in a silly place ready for the 'big boys' to arrive.

First was Malcolm Wilson in his Escort, 5-back fire-4-back fire-3-back fire-2-back fire-1-back fire-GO and he did, what a speed, nearly as good as the old Group B cars. From there on it was down hill, sorry Uncle Phil. There were no incidents with the internationals and all was finished by 11:30, after a short wait for the course closer.

Some statistics about the stage, it was just under 4 miles long and we had a total of 15 junctions including start and finish, there were 68 marshals signed on! (including radio, rescue, recovery, Doctor etc.) 8 CSMC, 7 Alwoodley and 2 Trackrod.

My thanks again to everyone who helped on the stage, especially the 'Yorkshire' team who travelled a long way, thanks Derek for walking all the way from Junction 11 (the best spot on stage) to the finish to help there.

Just one comment, if you are marshalling a junction, after the course closer passes your location please dismantle your part of the stage to save the organisers time, just put all your equipment in one location and move any brush wood to one side, it makes collection a lot easier.

Hope to see you all again next year, and more!

Peter Stanhope
Stage Commander

WANTED!!!

TEXACO STAR TOKENS

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

Contact JOHN RENNY - 0532 582334

COMMITTEE MATTERS.

Welcome to a new feature to the Trackrod magazine. Firstly thanks to the committee members who have stood down for their valuable contributions over the last two years. We have a sound base to work with thanks to your efforts.

In an effort to keep you all better informed it is intended that, from time to time, matters as discussed at committee meetings will be aired in public.

This month gives an outline of the intentions of the committee for the coming year.

- 1.** To work as a team promoting Trackrod Motor Club Ltd. especially as this is our 25th anniversary year.
- 2.** To be more accountable and accessible to the membership, raising our profile on club nights and through more formal open forum evenings.
- 3.** To increase membership numbers and support both new and existing members as required. This could include training sessions, more non-motorsport related activities etc.
- 4.** To safeguard as far as possible our sport by training others and involving more of the membership in events.

There are a number of proposals as to how we will achieve these aims and if anyone has any fresh ideas we are willing to listen.

New and existing committee members names addresses and telephone numbers can be found at the back of the magazine and you will be able to see who has been allocated which post.

THE COMMITTEE TRACKROD MOTOR CLUB LTD.

RICHARD INESON.

We are pleased that Richard is recovering well from his recent heart-by-pass operation. We all wish him well and hope that he will soon be able to join us at meetings. Until then You'll all have to continue to put up with his excellent Retrospective articles.

Good Luck Richard, see you soon.

From all at Trackrod Motor Club.

25TH ANNIVERSARY.

it cannot have escaped your notice that Trackrod Motor Club is entering it's 25th Year. An occasion to celebrate in style. Many big and varied events are planned. I have been asked to organise a Treasure Hunt so thinking caps OFF, devious heads ON. More details nearer the time.

I was thinking that it would be nice to produce a special **Souvenir Issue** of the magazine and am looking for interesting articles, recollections and photos. If anyone has a list of the original members I would like to see it. Alan Larkin has already supplied an interesting article from Motoring News. If you can remember any articles from the past that you would like to see re-run get in touch and I will try to find space for them.

If anyone fancies doing a "Where are they now?" type feature on any of the early stars of the club let me know.

Thanks in anticipation.

NICK STEVENS (Editor)

ARTEMIS FOREST RALLY
BUYWELL RETAIL PARK CLUBMANS CHALLENGE
24th SEPTEMBER 1994

The final round of the Mintex National Championship takes place in the Yorkshire forests this month.

Organised by Rod Parkin and his team of assistants the event finishes in Leeds City Centre this year. If you are able to help out marshalling, etc. Please get in touch with Rod Parkin or Barry Dove A.S.A.P. for a job. The more helpers we have the better the event will run and therefore the better for Trackrod's reputation.

There are four drivers in with a chance of the title following exclusions and retirements on the last round so the entry list should be interesting.

CRYSTAL FOREST RALLY
29th OCTOBER 1994

Once again North Humberside Motor Club are planning to run the Crystal Stages through the Yorkshire forests.

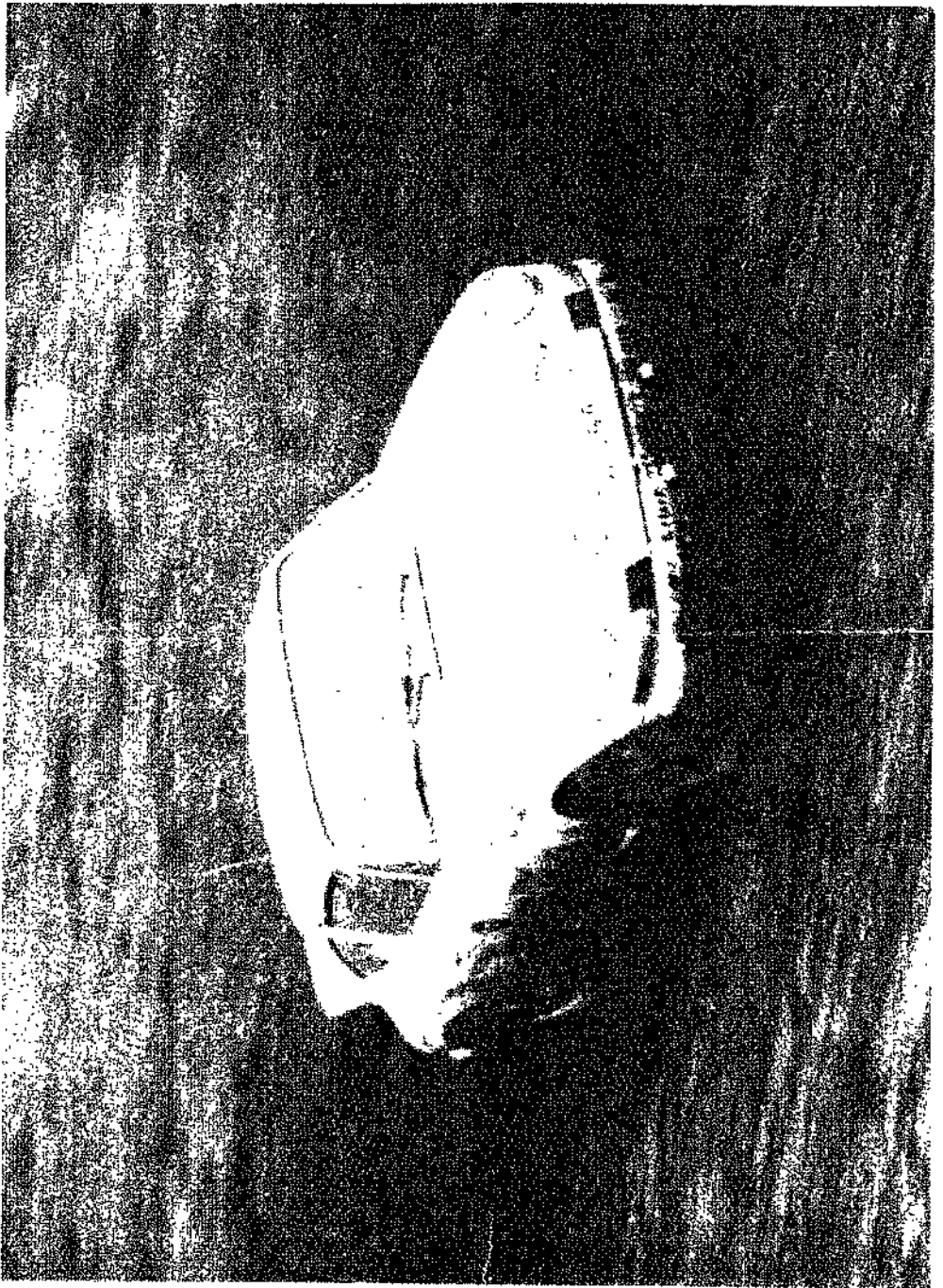
We have been asked to run a stage although, at this stage, we have not been told which one it will be.

If you are interested in marshalling please see me as soon as possible with your names and I will get back to you.

Hopefully there will be a bumper entry and plenty of action. This year I hope that the marshals can manage to avoid crashing their road cars into the log piles (Please Paul!)

JOHN SMALLWOOD 0904 706257

*Photo (Opposite) Richard Jackson
and Steve Lloyd? Unknown event
a long time ago. Porsche 911
(SPY 44). Photo courtesy K.Goodall.*



NETWORK Q RAC RALLY

20 - 23 NOVEMBER 1994

This year's Network Q gives the Yorkshire stages a miss and there are two loops of Wales (Sheep - Nigel. Ed.). We have received a request for marshals to help run the Hafren stage on Tuesday November 22nd. The cars will visit Hafren twice with different stage layouts. The first car is due at 0800hrs (early!) and the first run of the second stage should start at 1500hrs (that's more civilised!). If you can help please let Russell or Peter know so that they will have some ideas of numbers. Route map on Page 19.

1994 RAC INTERNATIONAL HISTORIC

RALLY OF GREAT BRITAIN

19 - 20 NOVEMBER 1994

The same weekend as the WRC round mentioned above there is a possibility for you to see Historic Rallying closer to home. The Saturday has 5 different stage venues in Lincolnshire. Sunday sees the field running in front of the Network Q and using 2 other venues along with competitors in The Classic Rally Britannia. See Healeys, Porsches, Datsun 240's and other such dinosaurs (Derek Lee included! Ed). Once again contact Russell or Peter if you can help.

READ THIS!

Political Correctness

Britain today is becoming overrun with "Jobsworths", "NIMBYs", "Greens" and "Friends" who have come together, mainly, to stop other people innocently enjoying themselves. In particular there are some groups who's vocal power far outweighs their actual size and importance and who spend most of their time endeavouring to curb all kinds of non pedestrian activity in recreational areas.

One such body is the "Friends of the National Parks" where the membership is dominated by ramblers and other vociferous factions to whom the mere mention of motor sport is sufficient to cause near apoplexy and sanctimonious fury.

ANCC is joining "The Friends" on the basis that, whilst we may be only a small and unwelcome voice in their deliberations, it is much better for our cause to be put to them in a calm and authoritative manner. Also past experience has shown, that such gatherings frequently throw up allies for our sport from surprising and unexpected quarters. Finally if any member clubs come across cases where the "Friends" are acting to the detriment of organised motor sport please let us know



The Association of Northern Car Clubs

0947-820682 Steve Smith or 0532-533722 Mike Wilson

Next Meeting - 8.00pm Thursday 29th, September 1994

Autumn General Meeting

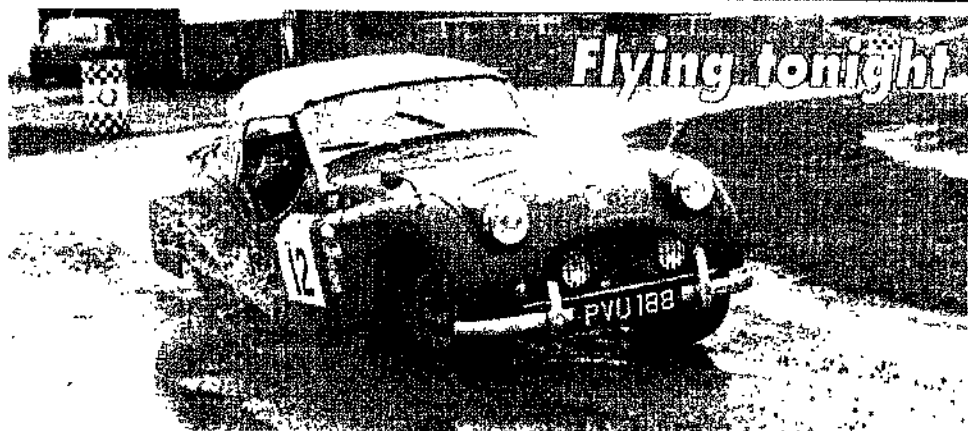
Whitcliffe Mount Sports Complex Cleckheaton West Yorks

(6)



Wheels

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



WHHEELS gets regular calls from readers who enjoy the Cod Fillet Quiz but clearly don't know what on earth Cod Fillet is and, with the diffidence of patients with embarrassing ailments visiting doctors, aren't sure how to raise the subject.

Well, way back before many of you were born – before most people were born for that matter – John Sprinzel and I were trying to launch "Squadra Cinquanta" which was intended to be an elite club for the 50 top rally drivers of the day; it reflected the then vogue on the Continent for Scuderia this and Squadra that.

It was all a bit pretentious and deserved its come-uppance. It got it in 1956 when the bulletin editor of Stockport Motor Club coined the term Ecurie Cod Fillet to describe the motor sport antics of Roy Fidler (fishmonger) and John Hopwood (glove manufacturer) (seen above strutting their stuff on an historic rally) who competed in a 10 hp Buckler-Ford special, a fast machine which hopped about all over the place and collected an undeserved number of trophies because it was very difficult to pass.

Team entries were encouraged in BTRDA Silver Star events in the 50's and 60's and the above duo entered along with other now well known drivers in the name of Ecurie Cod Fillet and found themselves winning. All winners were presented with laboriously hand painted car badges which incorporated the now famous filleted fish logo.

Over the years many of these club rally drivers graduated to the various works teams and the funny fish badge on a car became something of an unofficial emblem of a top rally crew.

There are now more than 300 members world wide and this total includes some 130 works drivers. Once every three years Cod Fillet has a reunion banquet where every rally of the "Golden Age" is re-run over again; results are often temporarily adjusted according to wine, whist and humour.

How do you join? You can't. Even though membership is free and for life it is strictly by invitation only to rally drivers, co-drivers and organisers who have made their mark and have a proven pedigree. Even Stirling Moss had difficulty joining until he reminded members that he had an

Alpine Gold cup on his sideboard.

So that's Cod Fillet. A bit like the Ovaltines really but without their sophistication. As the spurl increasingly takes itself so absurdly seriously, it needs organisations like Cod Fillet to prick the pomposity occasionally. Under its President for Life and Official Custodian of the Mushy Pea, the legendary Edgar Jessop, ECF seems set to continue such deflation for many more years. For which much thanks.

Stuart Turner

COD FILLET QUIZ



1. Which was the first F1 GP car fitted with a transversely mounted 8 cyl engine?
2. In which branch of the sport is 'Big Daddy' Carlis best known?
3. Who drove the Ford Escort to its EIGHTH successive RAC Rally victory?
4. What was unusual about the TARG record breaking cars?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Network Q RAC Rally regulations published

This is a landmark year for the Network Q RAC Rally: 1994 will be the 50th running of Britain's biggest annual sporting event. This is also the second year of the RACMSA's partnership with Network Q, the country's premier national brand name in used car retailing.

This year's rally is based for the sixth time in Chester, where both the authorities and the people of this historic city have always offered a particularly warm welcome. Only one night will be spent away from Chester, in the Yorkshire spa town of Harrogate on Sunday night.

Once again, the organisers offer competitors some of the best value for money in British forest rallying, with over 300 miles of fine gravel stages at a very competitive entry fee, especially for amateur drivers. The lowest entry fee, for amateur drivers signing up before 26 September is \$950 (plus \$60 for a service plate); by contrast, a manufacturer must pay up to \$5,800 per car!

The Network Q RAC Rally continues to offer all the features which make it one of the most popular motor sport events in the world. There are 29 superb special stages in England, Wales and Scotland, and competitors will be delighted to know that only the very smoothest stages will be used more than once.

The route travels further south in Wales than for many years, to take in stages in Brechfa and Trawscoed Forests.

Scrutineering takes place in Chester (Northgate Arena) on Saturday 19 November; the rally starts at 08.00 on Sunday 20 November and finishes at 15.00 on Wednesday 23 November.

Standard car trials

Following the popular introduction of Production Car Autotests, an equivalent 'entry-level' formula has been created for production car trials.

Draft regulations were approved by the RAC Motor Sports Council in May and will be valid from 1 January 1995 if they are ratified at the Council's September meeting.

A Standard Car Trial can only be run at Clubmans status. Each trial section must be no less than 5m wide with a minimum 14m turning circle.

The event regulations may make the carrying of a passenger optional; any passenger must wear a properly fastened seat belt.

A standard car is defined as a model having been produced in quantities of not fewer than 5,000 per annum, regardless of engine capacity.

The car must be in current production or have been in production during the preceding ten calendar years.

The car must have been available through a dealer network and must be to standard UK specification, as detailed in the handbook.

Classes will be for cars with an overall length of 12ft or less; cars with an overall length of more than 12ft up to and including 14ft; and cars with an overall length exceeding 14ft. Lengths will be as specified in the handbook for the model.

An official handbook issued by the manufacturer, showing the specification normally sold on the UK market, must be produced on demand. Optional or alternative equipment as listed in the manufacturer's handbook may be fitted, with the exception of gear and final drive ratios.

A valid tax disc must be displayed and a current MoT Certificate (where appropriate) must be produced at events.

Cars must comply with Construction & Use Regulations. Fire extinguishers are recommended.

The weight distribution of the vehicle may not be altered by the addition of any form of ballast.

The fitting of sump, chassis and exhaust underbody guards is not permitted.

The engine must be as originally

specified by the manufacturer, with no modifications except that cylinders may be rebored to a maximum of +0.060 in.

The car must use only gear and final drive ratios as stated in the official manufacturer's handbook for the model and year of manufacture.

The car must not have separate braking of individual wheels (fiddle brakes), but it is permitted to increase the braking power.

Springs and dampers may not be changed. Anti-roll and anti-tramp bars must remain if fitted as standard.

Only the standard size of wheel for the model is permitted; any size of tyre suitable for the standard wheel is permissible.

The minimum tyre pressures on the driven wheels will be: front-wheel drive cars, 18 psi; front engine rear-wheel drive, 18 psi; rear engine rear-wheel drive, 22 psi. Any car with a torque biasing differential or any other form of traction control must add 5 psi to the above figures.

In brief:

- Subject to final approval by the RAC British Motor Sports Council in September, Group B cars will not be permitted to compete in UK rallycross events after 31 December 1995.
- The RACMSA and the International Karting Commission (CIK) have joined forces to sponsor a British driver at this year's World Karting Championship. Michael Simpson, the reigning British Formula A Champion, will race in the Formula Super-A World Championship at Cordoba, Argentina.
- The following received awards in the Queen's Birthday Honours: Roger Hay, Director of Engineering at Forest Enterprise, was awarded a CBE (Mr Hay is responsible for rallying's use of Forestry Commission roads); Peter Morley, an RACMSA Steward for many years, mainly at race meetings, received a CBE; Michael Limb, Vice Chairman of the RAC British Motor Sports Council and a board member of the RACMSA was awarded an OBE.

Facts about... FEDERATION INTERNATIONALE DE L'AUTOMOBILE

- The Federation Internationale de L'Automobile (FIA) is the federation of motoring authorities throughout the World and in addition governs motor sport.
- It was founded in 1904 by 13 countries, including Great Britain, France, Germany, Italy, Russia and the USA.
- The FIA now represents the interests of 127 National Motor Clubs and has consultative status at both the United Nations and the European Parliament. This consultative status relates to all issues associated with the automobile such as tourism, traffic, safety and the environment.

- FIA headquarters are in Paris, where a General Assembly elects the President and the two World Councils: the World Council for Touring and the Automobile, and the World Motorsport Council. The General Assembly, made up of representatives from the member countries, also elects the FIA Senate. Its eight members advise both World Councils on current and long term strategy.

- The decision making process of the FIA relies upon the work of individual commissions which consider the various aspects of policy in their given areas (e.g. Tourism, Traffic, Formula One, Rally, Safety, etc.) and then submit decisions for ratification by the relevant World Council. The World Councils sit a minimum of three times a year.

- The FIA delegates control of motor sport in individual countries to National Clubs e.g. the RAC.

- Operational funding for the FIA, a non-profit making organisation, is derived from the subscriptions of member countries, the registration of events on the international sporting calendar, homologation of competition cars and other revenue producing sources.

- Looking towards the future of the FIA, President Max Mosley says: "For the roaduser safety is a key issue and the FIA is currently studying its many aspects. The organisation has also

AUTOSCENE

ACCELERATION

Monthly rally video by Sports-Seen Ltd, 60 mins, \$8.00
Sports-Seen, the motorsport video company, has launched a monthly rally 'magazine' - *Acceleration* - which offers an hour's coverage of the latest and best rally action, from the FIA World Championship to club events.

The videos also feature driver profiles, archive footage plus competitions, and are available by mail order on a monthly basis. The enthusiast can take advantage of a generous annual subscription offer.

For details call Sports-Seen on 0829 71222 (24-hour).

WHEN NUVOLARI RACED...

By Valerio Moretti, Veloce Publishing, 272pp, \$75.00

Take a look at the evocative cover of this chunky hardback and you know you have to have it. Few looked moodier than Tazio Nuvolari when he was about to race. Take a glance at the price tag, though, and you will suddenly feel that it is your local library that should buy it.

If you want Tazio's family tree, endless documentation, early photographs and his life story, then this is the book for you. However, Moretti's prose runs only for the first 70 pages, the rest of the book being filled with lists of each and every one of his races from his motorcycle days

been involved in the recent creation of the European Parliament Automobile Users Intergroup, the aims of which are to analyse and develop the leading role Europe plays in the development of the automobile. In *sport*, we are trying to preserve the role of the driver whose skill must not be overcome by electronic chips and, at the same time, to insure that the research effort produces useful results for the automobile industry. We are also anxious to encourage the 'grass roots' of motorsport because we recognise that World Championship events cannot exist except at the top of a structured pyramid of other events.

Martin Whitaker

in 1920 through to his final outing in 1950 on the Palermo-Monte Pellegrino road race, with a short section covering each of the cars he drove. It's comprehensive, sure, backed up with some cracking photographs of the little man. But it is not the ripping yarn many would want.

4 SMALL WHEELS

Published 10 times a year by Grand Prix Models, \$2.50 per issue, UK Subs \$20.00

If you like your racing cars small, then you will probably like this magazine. Published by acknowledged experts in rarer models, Grand Prix Models, it features all the latest specialist models. The most common products featured are limited production 1/43rd scale die-cast models or resin kits of racing and rally cars and the quality of some is simply stunning. Also, many of the cars have never been modelled before. The latest issue features the Alford J2X that ran at Laguna Seca last year, the Voisin Laboratoire streamliner and the 1964 FI transporter among others. If you are interested, contact Grand Prix Models at 3 Noke Lane, Business Centre, St. Albans, Hertfordshire AL2 3NY. Telephone 0727 845645 or fax 0727 845858.

THE BRM COLLECTION, VOLUME 3, 1957 & 1959, VICTORY AT LAST! From Terrific Stuff Videos, VHS, 50 mins, \$17.99

This is the third collection of films produced by Rivers Fletcher for the Owen organisation, and it's every bit as good as the first two. With plummy narration and excellent colour footage, this is a period piece to savour. Admittedly there is a strong bias, but it is easy to read between the lines. And much of this film cannot be found anywhere else. This is one to watch again and again.

Available from specialist shops or ring Terrific Stuff Video's credit card hotline on 0962 856546.

FEATURE **AUTOSPORT**
BY

Ratio vs pressure

IT'S very easy to get a bit confused about the difference between compression ratio and compression pressure, and bmeep (brake mean effective pressure). Let's take compression ratio first. This is a number, like 10 to 1, which tells you that the combustion chamber is one tenth the capacity of the total volume of the cylinder. Compression pressure, such as 180 psi, is the actual pressure in pounds per square inch, measured by cranking the engine on the starter with a compression gauge fitted into one plug hole. The two are not related in real terms. In theory a higher compression ratio should give you a high compression reading. But, you may have fitted a camshaft with big lift on overlap which gives poor cylinder filling at cranking speed. This will give a lower reading than you might otherwise have got.

Compression readings on cranking are useful for checking for variations and possible faults, not as a guide to engine spec.

Next we have bmeep. This is sometimes confused with compression readings because both are measured in psi and both can have similar values. The bmeep pressure is measured on an engine brake, or dyno. It is the calculated *average pressure on the piston during one combustion/power stroke of the engine*. An engine may well give 200 psi on cranking but the peak bmeep would have to be exceptionally good to see 200 psi bmeep.

While we are talking about cylinders and pressure testing we might as well throw in the leakage test. A cylinder leakage test means pumping compressed air into the cylinder via a plug adapter, then measuring the amount of pressure that leaks out. You connect the leakage tester to the compressor

and set the gauge to zero. Then connect it to the engine. Leakage is measured in percentage. A cylinder with less than 5% leakage is very good, with 10% being considered good for a road car. As with a compression test, variation is a better guide than quantity. However, with a leak test you can often diagnose the area of the leak by listening for the escaping air. If the dip-stick blows out of the tube it's a fair bet that the rings are leaking!

QUIZ ANSWERS

1. Bugatti Type 251 (Raced once and retired)
2. Drag racing (USA style)
3. Hannu Mikkola RS 2.0 (with Arnie Hertz) in 1979
4. Twin Boom (fuselage) construction

FORTE
HOTELS

Great value hotel accommodation for
motor sport enthusiasts ~ countrywide



INCLUDING
DINNER & BREAKFAST



An exclusive offer to RAC Competition
Licence holders and members of
RAC-affiliated motor clubs.

To celebrate Forte Hotels' sponsorship of Paul Stewart Racing, winners of the British Formula 3 and Vauxhall Lotus championships in 1993, Forte Hotels and the RAC MSA have come together to offer an exclusive money-saving voucher scheme to those who are frequently travelling around the country on motor sport business.

Each voucher entitles a holder to one night's dinner, bed and breakfast at the outstanding value of £36 per person per night from a choice of over 175 hotels ranging from traditional inns and country houses to more modern city hotels. (A £10 supplement is payable on departure at 15 of the hotels). Up to two children under 16 stay free when sharing a room with their parent(s). In their own room, up to two children under 16 pay 75% of the full adult rate.

To request a leaflet, order vouchers (minimum of 5) or make hotel bookings, call our RESERVATIONS CENTRE on:

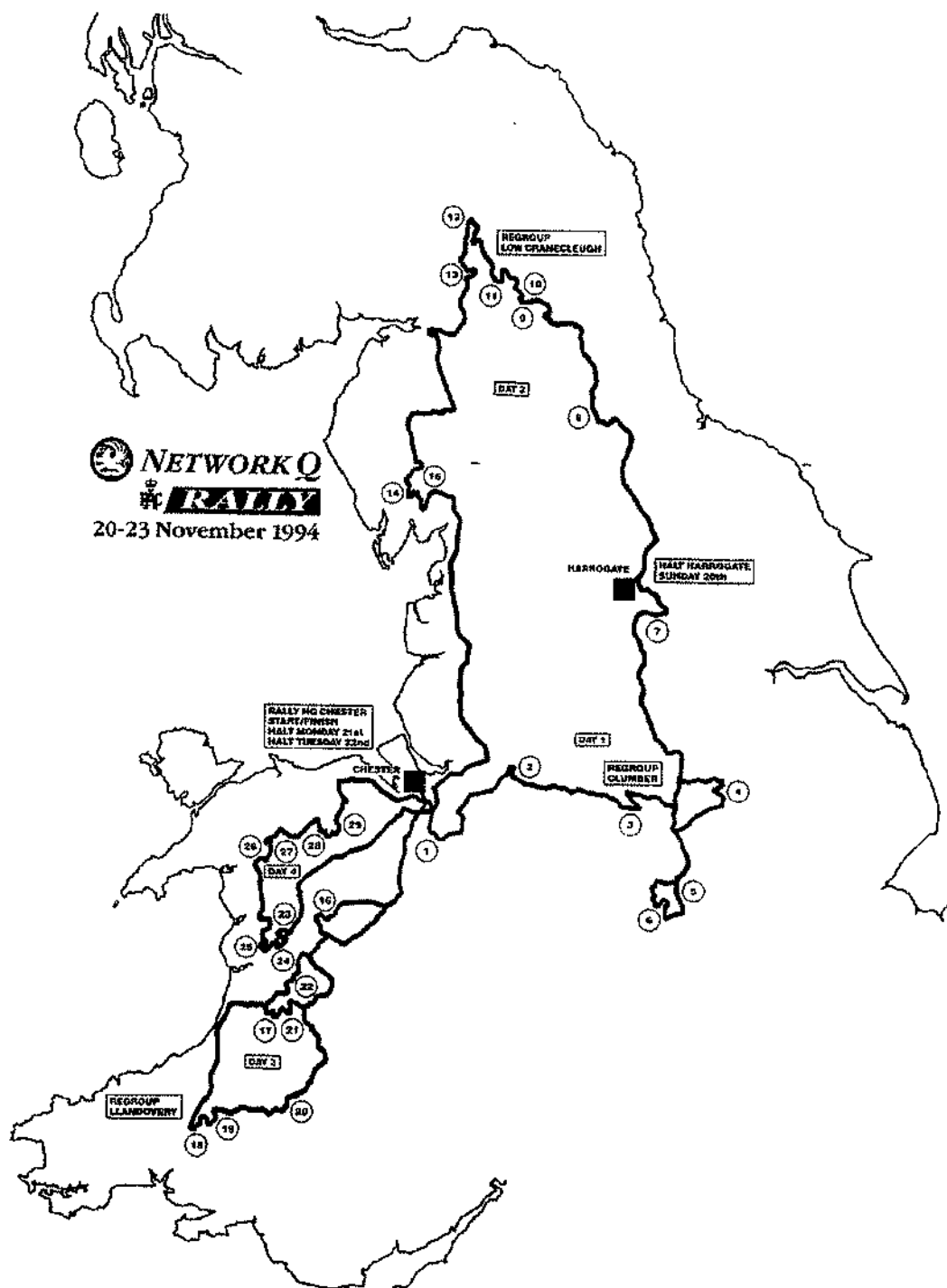
0345 543 555

for the cost of a local call from anywhere in the UK.

Correspondence to Stuart Turner, RAC/MSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG



NETWORK Q
RALLY
20-23 November 1994



RETROSPECTIVE

From the pages of Trackrod's magazine of September 1975.

Cover picture of Aaltonen/Ambrose in their Cooper'S' on the 1965 RAC. Inside-and the other extreme-Andy McKay/Ian Buchanan in the Escort on the 1975 "Demdyke".

Editor Ineson gives up his pen much to the relief of the membership - Jack Coulthard takes over from next month.

New members include Martyn Collins, Raymond Sutcliffe and John England.

Annual explanation of Trophy Points system and current standings: try these: John Richardson leading navigator (both trophies!) Steve Hazeldine, Steve Mills, Richard Spurdens, Marcel Girardier all in close attendance (both trophies!) Howard White leading Autotest and Off Road events driver with Rod Parkin leading the all rounders (He still is-all round anyway!). Roger Blamey and Ken Goodall were each leading scorers in the 2 rally driver trophies with Steve Rathbone, John Birch, Vince Girardier and Rod Parkin not far behind.

Had an extremely well supported (17) clubnight PCT at Stubbings Farm. It rained for the first time in 6 weeks especially for the event. Alas the winners proved to be the Ilkley specialists of Ian Waddington, Stan Peel and Norman Milligan. John Englands VW was Trackrod's best performer with Pete Germaine, Bob Chapman, Andrew Roddy, Vince Girardier, Sue Broadbelt and the Lloyds all showing well. Rick Stevens provided the excellent organisation. He also reported on the recent AGM when John Richardson became chairman and Rod Parkin secretary. Bob Chapman took up the treasury reins. Others were Steve Holden, Steve Mills, Jack Coulthard, Ron Mackinnon, Martin Kemp, Richard Spurdens and Steve Rathbone.

Trackrod.....Ends

Richard Ineson.

TROPHY POINTS (1994)

September is now upon us and the year is already 2/3rd's over. Below you will find the Trophy Points Scores I have received up to 30th August. After a mini flood of claims in the second quarter of the year things seem to have dried up. Have people stopped competing or are you just forgetting to claim? There is still plenty up for grabs, it could be you receiving the silverware at the Dinner Dance, remember points make prizes so get claiming.

TRACKROD TROPHY

R.Kemp	15
L.Goodall	5
N.Stevens	5
P.Scruton	5
A.Moffat	5
P.Rutterford	5

LADIES AWARD

L.Goodall	10.00
-----------	-------

NEWMAN CUP (All round

Lady)

R.Kemp	15
A.Moffat	5
L.Goodall	5

N.B. Is there a better description for this trophy without making the

Ladies OUTSIDE EVENTS

A.Heaton	80.00
----------	-------

SPY 44 TROPHY

No Claims

RALLY AND SPEED AU-

TOTEST

N.Stevens	60.3
P.Scruton	48.3
L.Goodall	10.0

STAGE RALLIES

Drivers

I.Richardson	248.3 (3 events)
D.Moon	237.9 (3)
A.Larkin	170.7 (3)
S.Sanderson	156.4 (3)
M.Midgley	139.3 (3)
M.Thomas	71.8 (1)

Navigators

L.Walker	248.3 (3)
P.Rutterford	237.9 (3)
G.Whitaker	170.7 (3)
C.Hudson	139.3 (3)
A.Dodd	71.8 (1)

SERVICE CREW

M.Midgley	15
C.Hudson	15
B.Fernyhough	15
D.Fernyhough	15
J.Davidson	15
C.Sanderson	5
N.Sanderson	5
M.Thomas	5
A.Dodd	5

DICKINSON PCT TROPHY

No claims

ROAD RALLIES

Drivers

A.Larkin	219.0 (2)
A.Heaton	77.8 (2)
P.Scruton	5 (1)

Navigators

M.Midgley	56.4 (1)
J.Taylor	46.8 (1)
N.Stevens	5 (1)

MARSHAL'S TROPHY

A.Heaton	15
P.Andrews	10
P.Rutterford	10
S.Sanderson	5
S.Drabble	5
A.Moffat	5
J.Davidson	5

LARKSPEED DRIVER

A.Larkin	170.7
S.Sanderson	156.4

LARKSPEED NAVIGATOR

G.Whitaker	170.7
S.Marsh	156.4

Happy Autumn **VINCE FLETCHER** (Trophy Points)

EQUIPMENT.

FIRE EXTINGUISHERS.

The club has just had the fire extinguishers re-certified in preparation for the hillclimb and for use on other events. It has come to light that there are SIX extinguishers MISSING. These therefore have not been tested and should be returned. The missing extinguishers are:

4 5.5 kilo BCF (Green)
1 7lb Dry Powder (Blue)
1 5lb CO2 (Black)

If anyone knows of any other defective or missing equipment could they please let me know so that repairs or replacements can be organised.

PAUL SCRUTON (Equipment Officer)

ANOTHER SATURDAY NIGHT
ST WILFREDS ROAD RALLY 6th/7th AUGUST 1994

It was time to dust off the Reprmobile again and go Road-Rallying, this time on Ripon MC's St Wilfreds Rally. The event promised a "Classic" route including some 20 miles of whites, some unused since Motoring News days. Car prep. was done to the usual high standards - kick the tyres, adjust the handbrake and empty the ashtray.

Come the night, the formalities of noise and scrutineering went by without a hitch. Rejoin points were plotted, two of which turned out to be in the middle of roads and COC Kevin Wilson was seen being accosted by a pack of navigators led, as usual, by Richard Norbury. This sorted out - three amendments to the hand-out were needed - we toddled through Ripon to MTC1, NE of Wath. The first hand-out should have been simple, 9 Grid References out of order taking a loop around the whites N of Tanfield but, both of Trackrod's navigators decided on an alternative route down a white not on the map avoiding STC2 and finishing at STC3, blast! fails already!

The second section led from Sleningford to Kirby Malezard, defined by herring-bones - no problems.

A loop defined by black-spots ran south and west of Kirby Malezard and contained the Bedford white. Here the trouble started. Rough, grass covered, not as map - 2Ft. of water in the first ford - hitting a hole which launched the car onto the NS floorpan and remodelled the under-side - phew! first mile over! Then disaster! After waiting 10 minutes for a sick car to be moved it was our turn - PCT tactics nearly got us through but we finished up stuck in the same place as Alan Larkin - beached on the floorpan with all 4 wheels off the ground. Thanks to everybody for pushing us out.

By now things were getting a little tense inside the Cav. and a trip down the disgustingly rough Grewelthorpe white succeeded in deranging the brakes and Joe's equilibrium as a sudden halt to evict a "Mal de Navi" victim from the panic seat proved. I succeeded in plotting the next section but common-sense and looming OTL prevailed and we retired. Well, actually we went to watch on the big yumps at Brimham Rocks (Wimps these modern drivers!) then to

polish off an excellent breakfast at the Watermill in Pateley Bridge (Joe felt better then did he? Ed.)

The post mortem revealed that we got slightly further than Alan but Dave Hemingway's (Wakefield) Escort was sporting 45 deg. neg. camber after the inner wing collapsed. A frontless Fiesta and assorted body and transmission problems and generally the feeling that the whites were too rough.

The problem is, of course, how do you run a road-rally to the modern rules and keep it competitive? Obviously on "our" fast tarmac roads, a 30mph average is very easy to reach, so how do you take time out of crews? Screwed Clocks? Fine if you fancy a trip to the RACMSA at Colnbrook. Hard (to impossible) Navigation? Discourages novices and no fun for drivers. Lots of PC's or codeboards? Possible but this can make events Mickey Mouse. Rough whites? Fine, but not for standard cars.

Road rallying seems to have prospered in the north - particularly the ANCC championship. These events should encourage the use of standard cars and be novice friendly. In Wales however, things haven't changed, simple, frequently pre-plot, navigation, rough whites and tight lanes make for superb style events BUT a standard car has little or no chance.

So where does this lead us? As a competitor you have a choice. My preference is for non-damaging ANCC type events but, when an event runs, such as the St Wilfreds, with ANCC navigation AND rough whites it does not endear itself to competitors - novices get lost, stuck and OTL (and some experts too!) and everybody finishes up with bent motor cars. Road rallying IS alive and kicking in the north but entries are low (e.g. Briedden 90 cars + reserves, St Wilfreds 26 cars)

It is up to organising clubs, including Trackrod, to put on events which, while being challenging, encourage the clubman to compete. This is, after all, grass roots motorsport.

Costa '95 is in the planning stage, and all and any suggestions will be welcome. However why oh why are there only 2 Trackrod crews competing regularly. Everybody has a car and most can read a map so come and have some fun.

Remember Nicky Grist was still road-rallying 10 years ago.

Car 5 ARTHUR HEATON/JOE TAYLOR Vauxhall Cavalier.

PS If rough whites are included - wanted Paris-Dakar prepared Escort.i

B-B-Q HILLCLIMB

On behalf of Stuart, Graham and myself can I say a big thank you to all of you who came out on Sunday to make the event work so well, and to enjoy the usual sub-tropical weather. (Well the monsoon part was nearly right.)

Although we had a disappointingly low entry it did mean that six timed runs were possible, giving competitors excellent value for money.

Commiserations to David Marshall who carelessly managed to lose a wheel approaching the finish, and congrats to both the remaining Trackrod entries, all rounder Arthur Heaton (well he's not quite as round as our new editor)(Thanks Nigel, Ed.), and our event sponsor Tom Whitaker who claimed second in class.

Finally thanks to Paul Scruton and Stephen Lancaster for their invaluable help in setting up on Saturday. They both found it most educational - now they know why you need wellies for chasing sheep!! (So I've heard Nigel they both thank you for the demo!!Ed.).

Thanks again to everyone involved, it was a great team effort.

NIGEL DRAYTON.

Unfortunately Nigel has omitted one or two details like why he needed medical attention in the morning and how he succeeded in reversing Stuart's Range Rover into Calder Rescues van but I'll keep those quiet Nigel!

KARTING

Firstly apologies to all those who went to the Harvester and found nobody there. Due to circumstances beyond our control (the pub was closed for refurbishment and nobody had told us!!) we had to change to the Admiral Hawke. Many thanks to Ken and Sandra for putting us up at such short notice and providing the sandwiches. A lot of effort greatly appreciated.

LAST CALL FOR KARTING. Where are all those names. We have places left for 15 people. Please see myself or Nick Stevens with your names. £28 for a hell of a good afternoons sport.

RUSSELL HOLDSWORTH (Vice Chairman)

MEMBERSHIP MATTERS.

Membership currently stands at 106 comprising of 20 Joint/Family memberships, 3 Honorary memberships and 83 Single memberships.

New members this month are:

J.Peter Jackson from Ferrensby (Richard Jackson's son)

Oliver Mountain of Beckwithshaw

Michael Binns of Glasshouses

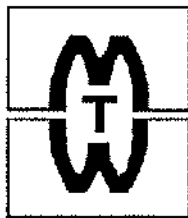
Conrad Rafique of East Bierley

Avtar Choda of Roundhay

WELCOME to Trackrod Motor Club.

LOUISE GOODALL (Membership Secretary)

**MORLEY
WASTE
TRADERS
LTD.**



CASH FOR SCRAP.

**Iron and Steel Processors
Non-Ferrous Metal Merchants**

Depots at:-	Morley	0532 534007
	Gildersome	0532 526699
	Dewsbury	0924 466536
	Castleford	0977 552373

BLASTING FOR VEHICLE PARTS

CAR WHEEL REFINISHING

GLASS BEAD BLASTING

**WE ARE THE EXPERTS
WHY WAIT.**

Now at



**CITY MILLS, PEEL STREET
MORLEY LS27 8QL
LEEDS 524868**

FOR SALE

AUTOTEST MINI SPECIAL

**READY TO GO. ALLOY WHEELS, S-DISCS COMPETITIVE CAR
IN RIGHT HANDS**

£575 ONO

SPARES AND TRAILER AVAILABLE BY NEGOTIATION

TEL 0532 679329

ROVER 820SI HATCHBACK

**WHITE 55,000 EXCELLENT CONDITION E.S.R. E.W. P.A.S.
CENTRAL LOCKING**

£4000 ONO

TEL 0532 582334

MG MONTEGO 2.0 EFI

65,000 MILES ONE PRIVATE OWNER FROM NEW (MARCH 1989)

**TARGA RED EXCELLENT CONDITION F.S.R. ELECTRIC F.
WINDOWS AND MIRRORS CENTRAL LOCKING ALARM AND
IMMOBILISER ALLOY WHEELS**

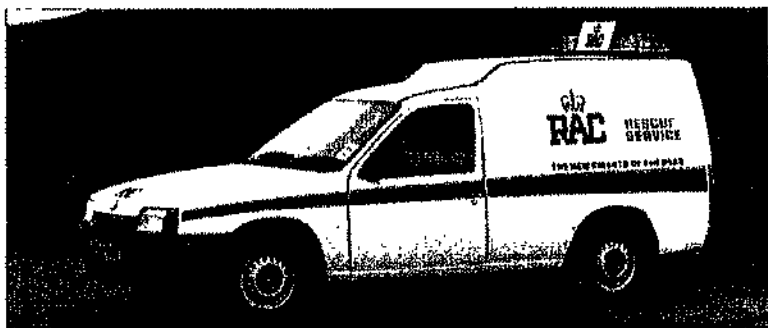
£2450 ONO

TEL 0532 679329

Ten of RS Alloys - £20 each

2 pairs Cibie Oscar +4's - £25

Contact Ian Richardson on 0757 702048



FOR THE MOTORSPORT ENTHUSIAST



WE'VE ADDED SOME EXTRAS

Extras, privileges, bonuses, call them what you will. Just one call to Britain's premier motoring organisation and they'll be yours, from off-road recovery to a free grille badge.

As the governing body of all motorsports, we've customised our breakdown service to suit your demanding requirements. As you can see, you'll have a competitive edge over your rivals on the track, and your fellow motorists on the road.

15% off your membership. On and off-road rescue service. No joining fee if you switch from another motoring

organisation. Protection for your trailer, camping and caravanning equipment. No surcharges if your trailer breaks down. 1,200 patrols. 24-hour service. No surcharges on older vehicles. Free enamelled grille badge for new Members.

If you'd like to know more about privileged RAC membership through the MSA, simply call 0315 41 41 51 during normal working hours and ask for Lisa Rogers.

RAC membership for motorsport enthusiasts, it all adds up to a higher performance package.

Join now with 15% discount on

0345 41 41 51

MSA is a registered charity and a company limited by guarantee. RAC is a registered charity. RAC MSA is a company limited by guarantee. RAC MSA is a company limited by guarantee.



THE NEW KNIGHTS OF THE ROAD

ANSWERS TO LAST MONTHS CROSSWORD.

Across: 1,Accost 5,Fiesta 10,Subtle 11,Nodded 12,Span 15,Flat 16,Dukes 17,Awed 19,Trio 20,Biologist 23,Ewes 24,Inn 25,Keel 26,Cask 28,Son 30,Ashy 32,Technique 33,Clan 35,Tern 37,Adult 38,Loot 39,Onus 42,Tripes 44,Wobble 45,Genie 46,Dahlia 47,Triers

Down: 1,Assistance 2,Cabbage 3,Sale 4,Tie 5,Fen 6,Idol 7,Saddler 8,Additional 13,Muesli 14,Benign 18,Dais 19,Task 20,Beast 21,Onion 22,Terse 26,Calculated 27,Keen 28,Shandy 29,Nimble 30,Aunt 31,Youngster 34,Abolish 36,Ennoble 40,Yogi 41,Boer 43,Sea 44,Wit

There have been one or two suggestions regarding future competitions and hopefully I will be able to include some of them in future.Ed.

LOOKOUT STAGES RALLY, 5/6 NOVEMBER 1994

Once again we are running the final round of the Larkspeed League and this year we have been invited to be one of the rounds of the ANCC stage rally championship.

As ever assistance would be gratefully appreciated from any club members who are able to spare the time. In particular the weekend before the event setting up the stages.

As usual the venue is Melbourne Airfield and a team of members have already been out to organise some repairs to the surface to reduce punctures, damage etc. (Tom).

See any committee member or get in touch with John Smallwood or Stephen Lancaster.

THE ORGANISERS, LOOKOUT STAGES RALLY.

DISTRIBUTORS TO THE ENGINEERING INDUSTRY FOR OVER 50 YEARS

MACHINE TOOLS & EQUIPMENT

MEASURING INSTRUMENTS

SPECIALISTS IN STATISTICAL PROCESS CONTROL

MITCHELL FOX

**CUTTING & THREADING TOOLS
IN HSS AND CARBIDE**

ABRASIVES + HAND TOOLS + PORTABLE POWER TOOLS

WORKHOLDING EQUIPMENT



WHITEHOUSE STREET
LEEDS LS10 1AD
TELEX 557101 MITFOX G
FACSIMILE (0532) 446205

LEEDS (0532) 439371

COMMITTEE OFFICERS

Chairman

Rod Parkin

15 Holly Drive, Tinsill Lane

LS16 7EF Leeds 671918

Vice Chairman - Russell Holdsworth Tel: 0374 938863

Secretary

Derek Lee

26 Spencer Road, Guiseley

LS20 9LG (0943) 875231

Treasurer

John Renny

Scotland Villa, Scotland Lane

LS18 5SE Leeds 582334

COMMITTEE MEMBERS

Editor

Nick Stevens

14 Heathfield Walk, Adel

LS16 7QQ Leeds 674326

Trophy Points

Vince Fletcher

49 Forest Bank, Gildersome

LS27 7AD Leeds 536631

Membership Secretary

Louise Goodall

8 The Crescent, Alwoodley

LS17 7LX Leeds 673491

Equipment Officer

Paul Scruton

34 Springfield Rise, Horsforth

LS15 8ED Leeds 585364

Competition Secretary

Peter Rutterford

12 Chestnut Rise, Wortley

LS12 4LW Leeds 633527

Social Secretary/Merchandise

Anne Moffat

43 Healey Road, Ossett

WF5 8LS (0924) 262938

Chief Marshal

Russell Holdsworth

114 Whalley Road, Wilpshire

Blackburn BB1 9LJ

0374 938863

Publicity Officer

Barry Dove

5 Kenilworth Gdns, Gildersome

LS27 7EW Leeds 536985

LAZERGRAPHICS* ■ COPYING ■ PRINTING ■ BINDING

alphagraphics®

Printshops Of The Future (UK) Ltd.

Quality Printing ● Colour Copying ● High-speed Copying ● Desk Top Publishing ● LazerGraphics® Binding ● Fax Bureau ● Laminating

We will meet your deadlines when nobody else can!

10 Infirmary Street, Leeds LS1 2TP

Telephone 0532 445063



FOR PLANNING APPLICATIONS, STRUCTURAL SURVEYS
AND ALL OTHER ASPECTS OF RESIDENTIAL, COMMERCIAL
OR INDUSTRIAL BUILDING DESIGN.

CONTACT: PETER WHITE

Building + Engineering + Planning
CONSULTANTS

SUITE 2
50 MAIN STREET
GARFORTH, LEEDS

Tel: (0532) 860738

PERFORMANCE
Parkspeed
CENTRE



THE NORTH'S
NUMBER ONE
PERFORMANCE
PARTS CENTRE

MASSIVE STOCKS OF ALL PERFORMANCE PARTS

LEEDS

TEL: 0532 643231 FAX: 0532 602495

HULL

TEL: 0482 581035 FAX: 0482 581002

ROTHERHAM

TEL: 0709 361105 FAX: 0709 830308

BRADFORD

TEL: 0274 877787 FAX: 0274 873853

PERFORMANCE
Parkspeed
CENTRE

JAN SPEED

K&N

PECO

KONI

FAST MAIL ORDER SERVICE