

TRACKROD

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OCTOBER 1994

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 283
EDITOR

September 1994

Following my comments last month, there has been an improvement in the response to the request for articles for the magazine. Thanks therefore to all this month's contributors.

Hopefully many of you will find interest and a challenge from a new feature introduced this month called NOT AS MAP CORNER. Thanks to Arthur and Phil for having the initiative to put this feature together, see them to claim a surprise reward. With any luck this feature will serve as a taster for a winter Table Top Rally Challenge keep your eyes and ears open.

There is plenty going on over the next few months and plenty of opportunity for you to get involved in a number of different aspects of the club, see any committee member who will try and point you in the right direction according to your choice.

Another successful Artemis Forest Rally has been and gone. Well done to all concerned. From the comments I heard at the finish, bar one or two small niggles, everyone was "well pleased" especially Chris Mellors and his entourage including Des Winks who was particularly loud throughout the evening. Lets hope next year's event can draw as good an entry as this years. There were as usual one or two Trackrod entries with a mixed bag as far as results are concerned. More details elsewhere in this issue, articles to follow next month (OR ELSE!).

Until next month.....

NICK STEVENS (Editor)

DEADLINE FOR NOVEMBER ISSUE IS
TUESDAY 25th OCTOBER 1994

CHAIRMAN'S CHAT

Hopefully those of you who were involved in the Artemis Forest Stages Rally will now have recovered from your efforts! Many, many thanks to all of you who assisted. I do know a significant effort is put in "behind the scenes", (some of which I never see!) - rest assured your contribution is highly valued.

Pleasingly everyone seems to have enjoyed the event and, whilst I have yet to read the Motoring News report I heard many complimentary remarks from the competitors. Well done everybody.

I thought I would tell you about some of the issues currently being discussed by ANCRO (who run the Mintex National Series) so that if you have any thoughts you can let me know.

What is a suitable penalty for an Emergency Service vehicle being found in an "out of bounds" area and what should be the penalty for actually servicing in such an area?

What limits should there be on vehicle type and size?

When we have our "solution" we will pass it to the RACMSA's Championship Steering Committee for agreement by all championships. Whilst mentioning this committee we have for the first time in 1996 (yes we are planning that far ahead!) agreed a calendar where there are no date clashes with major events on any weekend.

You may think this simple and should have been done before but, such is the complexity of finding venues, hotels, stages, sponsors, officials etc. etc. that it has taken us 2 years to get to this point. Add to this the reluctance of some organisers to move from their "traditional date" and you begin to understand the problems.

Other issues under discussion are:

Increasing the mileage events can use and still benefit from the lower

permit fee.

Standardising the classes for all championships.

will let you know of developments. In the meantime enjoy your motorsport and remember to promote **TRACKROD MOTOR CLUB** wherever you go!

ROD PARKIN (Chairman)

SEC'S BIT

would first of all like to thank Rod and his team for flying the Trackrod flag with the running of last weekends Artemis Forest Stages Rally, another great event, well done.

Don't forget, our next big event is the Lookout Stages Rally at Melbourne Airfield near York on 6th November. We need as much help as possible, contact me or Malcolm Jagger A.S.A.P.

I have recently received correspondence from Tony Mason who is organising the Shell Helix Club Challenge Quiz again this year. Sometime over the next few months we will be having a quiz to find the best members for our team or teams to go to the area finals in York during November.

Whilst I am on the subject of quizzes we are going to try and organise an inter-club challenge with 6 or more local clubs as we did last year. That will be something to look forward to in 1995

If anyone has any other ideas for events, either social or competitive let one of the committee members know and we will see what can be done with your ideas.

Safe motoring

DEREK LEE (Secretary)

SOCIAL CALENDAR

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

NOVEMBER

- 1 Yorkshire Switchgear, Leeds
OPEN FORUM
- 8 **BONFIRE NIGHT, 8PM**
NEW INN, ECCUP
- 15 Crown, Wetherby
- 22 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 29 Admiral Hawke, Boston Spa
FREE SANDWICHES

FORTHCOMING EVENTS:

Quiz night for ALL - 50p Thrash with prize for the winner. This is on 11th October at the Admiral Hawke so, come along for a laugh and free sandwiches compliments of our hosts Ken and Sandra.

BONFIRE NIGHT-Venue: New Inn, Eccup. Date Tuesday 8th November. Time; 8pm. This is purely TMC's Bonfire Night so please come along and bring your sparklers! Firework Display. Raffle Prizes. Food. (No not just chips!) and, of course, a BONFIRE. If you have any odd bits of wood or stuff worth burning, PLEASE bring it along with you on the night, or let me know if you have a truck load but no transport _ I'll sort something. (0924 262938) (No you can't burn enemies, ex's or old tyres!!)

See you all soon, unless I find a Rich, Handsome Turk and decide not to come back, like Shirley Valentine!

ANNE MOFFAT (Social Sec.)

COMPETITION CALENDAR
OCTOBER/NOVEMBER 1994

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

NOVEMBER

- 5/6 Cossack Road Rally Eastwood MC
6 **LOOKOUT STAGES (LARKSPEED ROUND) TRACKROD MC**
13 Turnbull Trophy Stages Tynemouth
20-23 Network Q RAC Rally RACMSA
26 Grizedale Stages Furness DMC
Road Rally Huddersfield MC

PETER RUTTERFORD (Competition Secretary)

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LARKSPEED LEAGUE NEWS

Unfortunately it is bad news, we have slipped from 7th to 9th place. The main reason for this is that we have not had anybody entering Autotests, so clubs like York and Huddersfield have over taken us. The standings are as follows:

- | | |
|-----------------------------|-----------------------|
| 1. Nth Humbs. 1846.0, | 12. Malton 341.2 |
| 2. YSCC 1727.0, | 13. Sheffield 314.8 |
| 3. Ilkley 1723.5, | 14 Leeds 188.0 |
| 4. Keighley 1353.9, | 15. David Brown 172.1 |
| 5. Airedale & Pennine 853.1 | 16. Alwoodley 125.8 |
| 6. Beverley 566.9 | 17. Slaithwaite 111.7 |
| 7. Huddersfield 555.1 | 18. De Lacy 89.2 |
| 8. York 495.4 | 19. Otley 80.0 |
| 9. TRACKROD 473.5 | 20. Ripon 57.9 |
| 10. Wakefield 386.8 | 21. Shipley 5.0 |
| 11. Selby 361.0 | |

We really need to have some people entering Autotests. All those people who know Ronnie Mackinnon, please try to encourage him to rejoin Trackrod. He has already gained 302.9 points for Ilkley, more than half our score.

The next event is the David Brown Autotest at Bingley on October 16th, please let's see some Trackrod members out there. Then finally we have our very own found of the league at Melbourne, the Lookout Stages Rally on November 6th. There are some regulations on the notice board but you could ring Margaret Smallwood on 0904 706257 before 9:30pm please. If you haven't got a car but would still like to help then speak to Malcolm Jagger, the chief marshal, on 0924 260060.

OTHER NEWS. If any new members are interested in getting involved in road rallies please come and speak to me at club nights (I'm the one lugging around the big red notice board). I can explain what you need to start and may even be tempted to navigate if you've got a competitive car, there are some good events coming up.

PETER RUTTERFORD.

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

Well done to Rod and the team for another well run rally. Below are the top ten positions in each event along with one or two award winners from Trackrod. TMC members in bold.

ARTEMIS EQUIPMENT NATIONAL A

- | | | | |
|----|---|---------------|--------------|
| 1 | Chris Mellors/Brian Goff | Sierra Cos. | 73.24 |
| 2 | David Gillanders/John Bennie | Escort Cos. | 73.41 |
| 3 | Steve Hill/Stella Boyles | Mitsubishi | 75.10 |
| 4 | David Mann/Ian Wray | Toyota Celica | 75.57 |
| 5 | Jeremy Easson/Alun Cook | Escort Cos. | 77.19 |
| 6 | Tony Davies/Ryland James | MG Metro 6R4 | 77.33 |
| 7 | Tim Ellis-Jones/Huw Lewis | Escort Cos. | 77.45 |
| 8 | Paul Kirtley/Jim Kitson | Sierra Cos. | 77.49 |
| 9 | Kevin Curran/Simon Warner | Escort Cos. | 78.15 |
| 10 | Stephen Hendy/Russell Boulton | Escort Cos. | 78.35 |
| 11 | Richard Moore/LYNN JENKINS | Subaru Leg. | 2nd Class A4 |
| 38 | Terry Cree/GRAHAM WHITAKER | Nova GSi | 1st Class N2 |
| 52 | STEPHEN"STU"SANDERSON/STUART MARSH Astra | | |
| | 1st Class B3and Best Trackrod | | |

BUYWELL CLUBMANS NATIONAL B

- | | | | |
|----|-------------------------------|--------------|-------|
| 1 | Michael Watson/Peter Childs | Escort MK2 | 49.58 |
| 2 | Phil Gallacher/Mick Gallacher | Sierra Cos. | 52.32 |
| 3 | Cliff Spencer/Dave Lambourne | Quick Astra! | 53.30 |
| 4 | Paul Wildbore/Mike Reed | Peugeot 205 | 53.44 |
| 5 | Steve Grundy/Chris Grundy | Escort | 54.16 |
| 6 | Mel Hudson/Roy Bell | Escort | 55.48 |
| 7 | R Wilson/G Heseltine | Escort | 56.14 |
| 8 | Gerard Dalton/Stewart Dale | Chevette | 56.38 |
| 9 | Martin Shaw/Ian Prout | Lada Riva | 56.48 |
| 10 | Chris Wiggins/Paul Ellis | Escort | 56.54 |

Congratulations to the other members who took part on finishing albeit out of the awards.

Commiserations to Mark Midgley/Chris Hudson who failed to complete SS1. Loose Flywheel? (Deja Vu. Ed.)

I'll expect all your articles in time for next month's issue so get writing.

See you all next year.

Invitation Events open to all members of ANCC Clubs

8/9 Oct 94 - Lindholme Motor Sports Club - Danum Trophy Road Rally

Regs from M Lister, 33 High Street, Hatfield, Doncaster, DN7 6RS

9 Oct 94 - Longton & District Motor Club - Sprint Meeting at Three Sisters, Wigan

Regs from P Nelson, Briggs Brow Bungalow, Moss Ln, Thurnham, Lancaster, LA2 0AB

9 Oct 94 - Furness District Motor Club - Multi-Use Stages Rally at Haverigg

Regs from A Smith, 5 Salthouse Gardens, Barrow-in-Furness, Cumbria., LA13 9TU

15/16 Oct 94 - Stockton & District Motor Club - Three Rivers Road Rally

Regs from N Brook, 38 Addison Road, Great Ayton, Middlesborough, TS9 6AW

22/23 Oct 94 - Morecambe Car Club - Illuminations Rally

Regs from Mrs R Sandham, 144 Coastal Road, Bolton-le-Sands, Carnforth, LA5 8JW

23 Oct 94 - Malton Motor Club - Multi-Use Stages at Wombleson

Regs from Mrs J Stephenson, Allotment Farm, Goodmanham, Mkt Wighton, York, YO4 3LT

29 Oct 94 - North Humberside Motor Club - Crystal Stages Rally

Regs from R Newlove, Nans Cottage, Orchard Lane, Hutton, Driffield, YO25 9PZ

30 Oct 94 - Ilkley & District Motor Club - Ilkley Classic Trial

Regs from P Colman, PO Box 46, Wheatley Works, Ilkley, LS29 8PY

30 Oct 94 - High Moor Motor Club Oldham - Multi-Use Stages Rally at Three Sisters

Regs from G Morris 22 Peel Street, Littleborough, Lancashire, OL15 8AQ



The Association of Northern Car Clubs

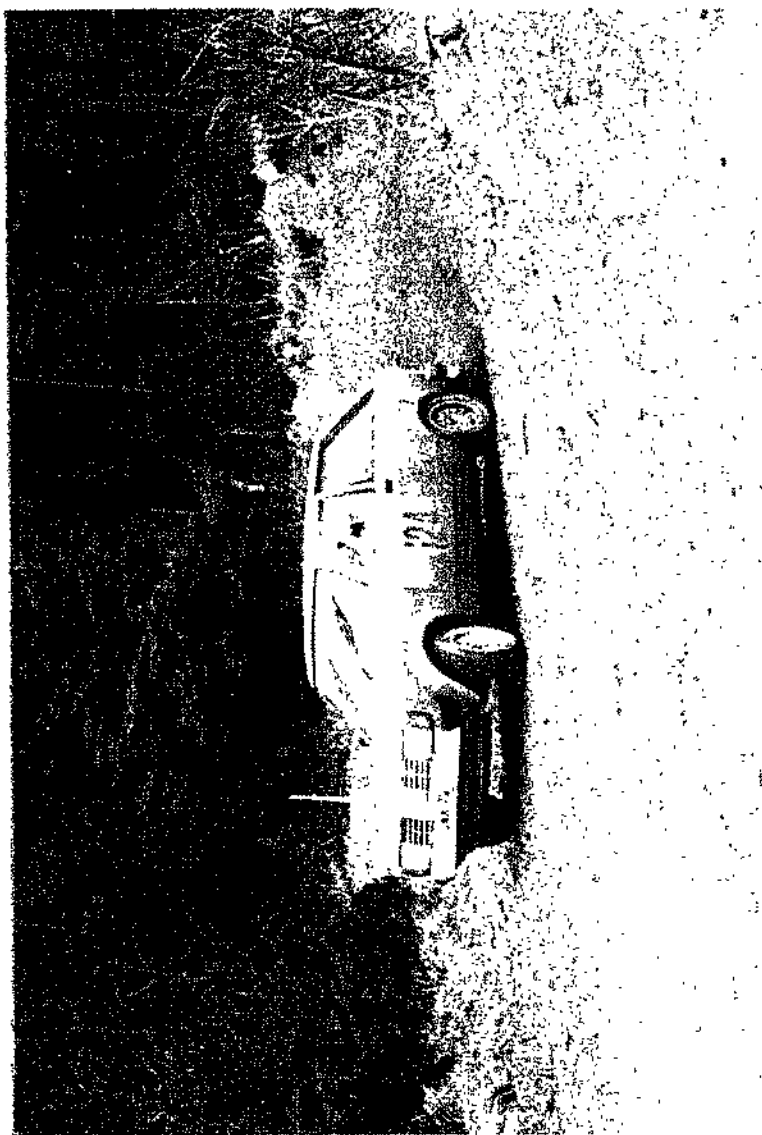
01947-820-682 Steve Smith or 0113-253-3722 Mike Wilson

Next Meeting - 8.00pm Thursday 29th. September 1994

Autumn General Meeting - with John Quenby

Whitcliffe Mount Sports Complex Cleckheaton West Yorks

(6)



Couldn't resist this one, it's a Sunbeam of course
but can you name the driver and navigator?

ILKLEY HISTORIC RALLY

10th SEPTEMBER 1994

They say a change is as good as a rest, but on Saturday night my change didn't produce a great deal of rest.....

Nigel Drayton started the whole thing off by asking me to navigate his Lotus & on Ilkley's Historic Rally and, never one to let people down, I agreed. And so it was that Saturday morning saw the pair of us at Harry Ramsdens.

In the dim and distant past I navigated on a few road rallies but using nothing more complicated than pre-plotted six figure map references and timing nothing more complicated than good old fashioned targa-timing. The prospect of plotting on the move, deciphering complex things (like Herring-bones)(Are you sure Harry Ramsdens was only the start venue Stuart?! Ed.), and coping with regularity sections was beginning to fill me with dread. Thankfully there were plenty of things to get on with before the off to prevent the butterflies. When the minute came to collect the first set of route instructions I left Nigel to attempt the first autotest while I made a start on the plotting.

The few minutes I gained while Nigel did the test helped in getting a good section of the route down on paper and, despite a momentary wrong-slot on the first junction, my nerves had all but disappeared when we completed the first regularity section on time (more of a tribute to Nigel's judgement than my organisation!). The next few sections went well until a gap in the route brought us to a tulip section. I had been expecting some devious tricks from the organisers and decided that the tulips must be out of order. After some running around we decided to cut out a control, a decision which we later discovered had cost us dearly. Still it's all part of the learning process!

Halfway gave us barely more than a few minutes rest, just enough for a sandwich and petrol before we began the search for the next test. Our instructions were to follow the arrows but the Indians must have been on strike! We eventually found a rough old road with a few cones and some exhaust rattling rocks to commence the second half.

Both Nigel and I were now beginning to get into the swing of things although problems in the morning had slowed us down. A farmer reversed his Mercedes into our rear wing and a Mondeo was pretending to be on a one way road despite it still carrying two way traffic. If only the roads could have been closed.... We did manage to get our own back on the "Cocked Hat" road (it really does show an open left kink Nigel and the Triumph 2.5PI behind us thought so too!)

With our combined brain power (What?! Ed.) the navigation proved to be relatively straight forward and most of the second half was trouble free although we did collect a WD at a triangle near the finish which, fifteen years ago, I would have known about (and my eyesight would have probably been keener.)

Many of the roads were familiar from the "good old days" of road rallying but navigating an open top Lotus 7 in daylight does provide a contrast to a conventional car. The wind and the rain are obvious but the sheer lack of space coupled with the changing light from overhanging trees, the reclining seat position and several other oddities proved quite a challenge.

The finish proved to be our first chance to relax since we had barely stopped since before the start. For a pair of complete novices to finish even a long way down the order was a pleasing end to the day. Nigel pedalled the 7 along in great style and I avoided a total disaster in the hot seat. With hindsight we would have tackled the event differently but at least we had a go.

Now, let me get to single venue rallies, a roof, no fresh air, no silly tulips....

STUART MARSH

Stuart has also submitted a couple of other articles which I will endeavour to publish next month. Just a taster for now though, Astra's, Portakabins, Battle-scars and Rivalry all combined in a low budget production, coming soon to a magazine near you!

TROPHY POINTS

Firstly, apologies to Stuart Marsh for missing his Trophy Points for Stage Rally Navigator, these being 156.4 from 3 events.

Secondly, SPY 44 Trophy requires claims in three different disciplines. Driving and Navigating are different disciplines. So far no-one has qualified but several members have claims in two disciplines. If you want to win this one you know what to do.

Thirdly, Trackrod has just run two events, the BBQ Hillclimb and The Artemis Forest Rally. Both these events count towards the Trackrod Trophy and the Newman Ladies Cup (LADIES ONLY!!!) so get your claims in now.

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NEWS FROM THE RACMSA

Festival of Motor Sport

Over 40 motor clubs, and over 100 vehicles will be on display at the British Motor Racing Marshals Club Festival of Motor Sport at Donington on Sunday 2 October.

Based around the BMRMC race meeting on the same day, the RAC Motor Sports Association show will include kart racing, autotests, sparring trials, rallying, racing and four-wheel drive vehicles.

The show is intended to introduce the visiting public to as many aspects of motor sport as possible, with a view to converting spectators into participants.

Visitors will be able to experience the different types of motor sport themselves: experienced competitors will drive them around an autotest, up a trials hill or through an off-road course, while karts can be driven around a short circuit on the Grand Prix loop.

The centre of the circuit will be open to the public, to watch the eight races or to visit the motor club stands. Both the BMRMC and the RACMSA will have stands.

Admission on the day will be £8, but children under 15 get in free.

Peugeot factory drive for British Junior Rally Champion

The winner of next year's British Junior Rally Championship will drive a factory-supported 'Formula 2' Peugeot in the 1996 Mobil 1/Top Gear British Rally Championship.

The 1995 British Junior Championship will be a single-make series, using Group A Peugeot 306 S16s prepared to a fixed specification.

There will be six events: all five rounds of the Mobil 1/Top Gear British Rally Championship, plus the Rallye du Touquet in France.

Peugeot will pay substantial start money and prizes at each event, plus discounts, bonus awards, technical support and access to the Peugeot Sport Professional Training Programme. The prize fund totals over £30,000.

The series is open to drivers of any nationality who are aged 25 years or under on 1 January 1996. Although the cars will be prepared to a specification aimed at making them affordable for private drivers, all the 'Junior' Peugeots will also be eligible to score overall points in the Mobil 1/Top Gear British Rally Championship.

British Team for FIA Touring Car World Cup

The RAC Motor Sports Association is pleased to announce the five drivers who will represent Great Britain in the FIA Touring Car World Cup, which takes place at Donington on 16 October 1994.

As previously announced, the top three British drivers in the *Auto Trader* RAC British Touring Car Championship, following the races at Brands Hatch on 30 August, were automatically selected:

John Cleland, Vauxhall
Steve Soper, BMW
Patrick Watts, Peugeot

In addition, the following two 'wild-card' entries were selected by the RACMSA:

Anthony Reid, Vauxhall
Robb Gravett, Ford

The British team will be managed by Alan Gow, Managing Director of TOCA.

Brands Hatch Forums

The Brands Hatch Leisure Group are holding an open evening at each of their four race circuits during October. The events will provide an update on planned calendar changes

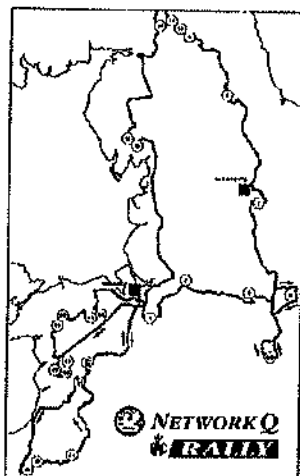
for 1995 and allow questions "on any issue relating to the Group and its venues".

Competitors, marshals, officials and club members are invited. There is no charge and light refreshments will be provided.

The dates are as follows (each evening starts at 19.00):
24 October: Brands Hatch
25 October: Snetterton
26 October: Cadwell Park
27 October: Oulton Park

Network Q RAC Rally

Following revisions to the route through Wales, the RACMSA has issued a new route map for the 1994 Network Q RAC Rally.



If you want to marshal on the event, please telephone the following staffing officers after 18.00:

Chester: Alan Walton, 0606 76296.
NW England: Trevor Farmer, 6384 230979.

Yorkshire: Geoff Askwith, 0532 682816.

Kielder: Dave Alexander, 0670 861178.

Scotland: Richard Davenport, 0324 637348.

Lake District: Chris Huddleston, 0539 443085.

Mid Wales: Chris Fieldhouse, 0543 684331.

North Wales: Ian and Colette Winterburn, 051-348 1146.

Facts about... SPRINTS

• What is a Sprint? A Sprint is an individual test of outright speed on a good quality tarmac course, laid out on an airfield, private road or race circuit. Cars run individually against the clock, timed to one hundredth of a second. The idea is to traverse the course in a quicker time than the opposition.

• Sprinting is one of the earliest forms of motorsport. Brighton Speed Trials for instance date from the early part of the century. Plain speed for its own sake has always featured high in motorsport's priorities.

• There are over 130 Sprint events in the year, at venues covering the country from the north of Scotland to Cornwall to Northern Ireland to Kent. Sprint courses vary in length from 500 metres to over 3 miles. The majority though tend to be between 2500 yards (1.5 miles) and 4000 yards (2.25 miles). The really short ones are usually found on seafront roads such as Brighton and Blackpool; the longer ones on airfields or race circuits.

• Sprints are open to all types of car, from standard saloons right up to very specially prepared ex-Formula 1 cars and other single-seater racing cars powered by F1 engines. There are championships catering for this range of cars organised by clubs for their own members, through Regional Associations to the RAC MSA British Championship.

• Sprints are fast and often very spectacular too. They demand a high level of skill, concentration, car control and lots of 'bottle' from the drivers. Safety precautions are very necessary, especially when spectators are admitted, so unfortunately they are not a particularly cheap form of sport.

• Road going cars are very popular in sprints, for there is little chance of coming to harm. As a way of 'seeing what your car will do', in terms of outright speed in safety, sprinting takes a lot of beating.

• There is no age bar in sprinting, competitors ages range from under 20 to over 60 or even older. Indeed the driver currently holding 2nd place in the RAC Sprint Championships is a qualified pensioner! *Dick Mayo*

AUTOSCENE

BENETTON FORMULA 1

By Chris Bennett with Maurice Hamilton, published by Osprey, Paperback, £10.99

Chris Bennett is a photographer and this book is a photograph album of Benetton during the 1993 season. His excellent pictures give a revealing insight behind the scenes of the team, both at the races and back at base. The text is mainly confined to long captions, but Maurice Hamilton's main text is informative as far as it goes. The overall effect is, perhaps, rather like a big promotional brochure, but at this price it is certainly worth buying it for a Benetton enthusiast.

SILVERSTONE BOARD GAME & JIGSAW

£7.50 inc. p&p, for Springfield Boys' Club
Springfield Boys' Club is selling the official Silverstone board game and a jigsaw puzzle of the old Grand Prix circuit at knock-down prices. Donated by the British Racing Drivers' Club, the game and jigsaw, which normally retail at £16 and £5 respectively, are available at £7.50 for the pair.

The club, which is based in East London, was set up for underprivileged children in 1961 with the help of the late Graham Hill and Grand Prix commentator Anthony Marsh. It still owes a great deal to the fund-raising efforts of motorsport celebrities. Three-time world champion Jackie Stewart is president, while many motorsport companies and figures, including Nigel Mansell, are benefactors.

The club survives totally on donations and the efforts of volunteers. It needs funds for a new minibus, while the clubhouse needs to be rewired.

Sutton car veteran David Brodie, who is the club's vice-president, is dealing with distribution of the games from Brodie Britain Racing Ltd, Oxford Road, Brackley, Northamptonshire NN13 5DY. Tel: 0280 702389.

Anyone wishing to make donations to the club should contact the chairman, Anthony Marsh, Tel: 071-852 8032.

ALL ARMS AND ELBOWS

By Innes Ireland, published by Transport Bookman, 160pp, Hardback, £19.95

Innes Ireland had a reputation as a Grand Prix hellraiser, so his autobiography has got to be worth reading.

Written in 1967, this reprint was added to by Innes before his death last year from cancer. In it he takes us through his career as a Grand Prix driver and, explaining the background to his results, recounts anecdotes and tells the true story behind the 'bad press' he attracted on occasions.

The combination makes for fascinating and hilarious reading and, although quite short, it must rank as an all-time classic. As for Innes, was he a hellraiser? Probably, but I bet he was good company.

MINI COOPER: THE REAL THING

By John Tipler, Foreword by John Cooper, Veloce Publishing, 160pp, £25.00

This is the book for all fans of John Cooper's conversion of Sir Alec Issigonis's wonderful Mini Minor. It tells the story from the original concept to the 1993 Mini Cooper Cabriolet, and misses little out in between.

One of the 13 chapters is a profile of Paddy Hopkirk, and naturally the rallying chapter is the biggest. But the on-track tyre-smoking antics of John Rhodes and company are well documented too – as are details of the many special models and specialists that have appeared over the years.

This book is easy reading for both the Mini Cooper devotee and the motor-racing fan.

For further information call Veloce Publishing on 0300 341602.

FEATURE **AUTOSPORT**
BY

NATIONAL & INTERNATIONAL EVENTS

OCTOBER 1994

- 2 FIA Formula 3000 Championship, Magny Cours, France
- 2 British Formula 3 Championship, Silverstone
- 9/12 FIA World Rally Championship, Rallye Sanremo, Italy
- 16 FIA World Touring Car Cup, Donington
- 16 FIA Formula 1 Championship, European GP, Jerez
- 16 Indycar World Series, Laguna Seca, California
- 28/29 Motor Sports Days at the Motor Show, NEC, Birmingham

NOVEMBER

- 1-4 FIA 2-Litre World Cup, Rally of Spain
- 6 RAC Veteran Car Run, London to Brighton
- 6 FIA Formula 1 Championship, Japanese GP, Suzuka
- 13 FIA Formula 1 Championship, Australian GP, Adelaide
- 19-20 Millers Oil RAC Historic Rally, Nottingham
- 20-23 Network Q RAC Rally, Chester

ASSOCIATION OF NORTH EAST MIDLAND MOTOR CLUBS

PHOENIX AWARDS STAGE CHAMPIONSHIPS: CURRENT POSITIONS

MULTI VENUE No further rounds held. NEXT EVENT:
29th Oct. Castrol Crystal-Ford Forest
Rally. Regs from A.Carvell, 15 Derwent
Close, Cottingham. HU16 4QF

<u>SINGLE VENUE</u>	DRIVERS.	1st M.Robinson	344
		2nd S.Wood	236
After 8 Rounds		3rd R.Ghaw	189
	CO-DRIVERS	1st D.Robinson	344
		2nd M.Oglesby	179
		3rd C.Stevenson	161

NEXT EVENT: 3/4th Dec. A16 Stages. Cadwell Park.

BRITANNIA HISTORIC RALLY. 19th Nov. This event being run in conjunction with the Network Q RAC Rally will be using stages in Lincolnshire at Swinderby, Ludford, Binbrook and Cadwell (the only spectator stage). Help in manning these stages will be welcome, watch for further details.

(5)



Wheels

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

Directors and competition rules (in holders) which will be packed in each car. The navigation notes will be marked with appropriate change points and recorded that it is more dangerous to run on altitude settings at low levels than it is to run on sea level settings at altitude. This means that while calibration adjustments may be delayed when climbing they must, on no account, be delayed when descending.

DAY TIME VISION Begins to take effect at heights above 10,000 ft. Visual field becomes restricted and the ability to focus closely diminishes. The ability to change focus from distant objects to near objects (e.g. from road to instrument panel) becomes slower and less efficient.

You are, therefore, to expect that at a high altitude...

Do you have a record?

SUCCESS in motorsport needs an awareness of what is happening to a car, which basically means gathering, analysing and storing information. John Griffiths who handles homologation (an area where precision is vital) for Ford, makes the point that you should start accumulating information from the moment you get a car. Have a file for vehicle documents, homologation forms and so on and then, when you compete, keep detailed preparation records – not least to tell you when parts need replacing. Add information on the events you do: stage miles or laps, surface and weather conditions, how the driver performed (be honest), where you finished and so on (all useful later when you become world champion and Alan Henry writes your biography).

Above all, record as much as possible about the car – note things like spring and damper settings, gearbox ratios, brake details and engine spec.

You can keep such facts in a simple notebook but increasingly drivers need to be computer literate (young drivers hoping to progress in the sport should certainly be) because with

sensors able to take readings in excess of 10 times per second you can have access to – and should therefore be able to interpret – endless information about water and oil temperatures, speed of individual wheels, gears used, even tyre temperatures during an event with a gauge or warning light in front of you if this is a particular frailty. Sadly, no one has yet developed the most needed and sensitive sensor of all, one to tell a navigator when a rally driver is about to have brain fade, but give them time.

If you want to garner information on a car, an 8 channel data logging system would probably cost around £1000, high perhaps compared to a tennis bat or whatever those people at Wimbledon use but cheap if it saves you an expensive blow up.

Final advice from John Griffiths: don't clog a notebook or computer system with facts you never use. If you're not using the information why bother collecting it?

Mind, quite apart from helping to improve performance, there's one other joy in having information. Half the fun of motorsport is talking about it; think how much more you'll have to

▲ Although it's not usually necessary to keep information for 25 years, these extracts from team instructions for the 1970 London to Mexico Rally may be just as relevant for the 1995 event. (The notes warned that altitude could lead to irrational behaviour by rally drivers. So what else is new?)

talk about if you have loads of technical facts. Wave a few computer printouts around after every event and in time you'll be able to empty a saloon bar in seconds. *Stuart Turner*

COD FILLET QUIZ



1. What was the nickname of the 3 door Sports racing Ferrari Type 250?
2. Which model of Bristol finished 7th, 8th and 9th at Le Mans in '54?
3. Gatsionides won the Monte for Ford in 1953 – who was the next Ford driver to win?
4. How many different models of Flying Standard were exhibited at the 1938 Epsom Court Motor Show?

ANSWERS ON PAGE iv

Wheels 10/94 i

Tanked up

WHAT'S the best petrol to run in a car modified for fast road use? Basically there are three main types of petrol available at the pumps. For anything with a compression ratio that we would call sensible, forget the lowest grade of unleaded, or three-star as it used to be called.

You now have a choice of four-star leaded, or super unleaded. If your cylinder head has been fitted with hardened valve inserts you can run super-unleaded all the time. If not you need to use a tank full of leaded petrol in a ratio of four-to-one, i.e. one tank of leaded for every three of super-unleaded.

The reason for this is easily explained when you understand what is happening inside the combustion chamber. As petrol burns (any type of petrol) some pretty nasty oxides form which have sharp edges. Under the heat of the exhaust gas these become

attached to the exhaust valve seat and, as the valve rotates against the seat, they act like grinding paste, gradually wearing away the valve and the valve seat.

With leaded petrol, oxides of lead form and attach to the valve seat, along with the nasty sharp oxides. The lead can be likened to large beach balls compared to the smaller, sharper, oxides. The lead oxides keep Mr Nasty Oxide out of contact by acting as a large cushion. To avoid seat wear you either need lead in the petrol, or very hard inserts that will not wear away.

The reason you can get away with a tank-full of leaded every fourth fill-up is that the oxides of lead (the beach balls) take a long time to get washed off the seats. As long as you top up the lead protection on a regular basis no wear takes place.

For our part we have done some tests on the rolling road with all types of petrol, to see how much ignition advance the engine would stand at peak torque. Sadly it was a bit of a cock-up, because at the time we didn't

know it would take something like 7000 miles to wash all the lead out of the engine. What we did discover is that super-unleaded and leaded petrol mixed together appear to work better than the straight version of either.

Now you want to know which brand of petrol is the best to use? The answer is we don't know, and neither does anyone else. Petrol companies tend to draw their different brands of petrol from a common pool at a refinery. Some put in additional additives, some don't. The quality of the petrol also varies throughout the year, with certain additives going in for winter use.

QUIZ ANSWERS

1. The Broadway
2. Type 450
3. Francois Delacour, Escort RS Cosworth, 1994
4. Six (Flying Eight, Nine, Ten, Twelve, Fourteen and Twenty)

DUCKHAMS T-SHIRTS TO BE WON

JUST ANSWER OUR QUESTIONNAIRE FOR A CHANCE TO WIN ONE OF 50 SHIRTS

As *Wheels* readers include many of Britain's most enthusiastic motorists, we'd value your input to our ongoing market research programme. Spare a few minutes to complete and return post-free our simple questionnaire, and we'll put your name into a special, free draw to win a colourful Duckhams T-shirt.

Which oil(s) do you buy?

- ☐ Always buy the same one
☐ Any one from my own 'shortlist'
☐ Regularly buy different oils
☐ Other (please specify):

From where do you get the information to select the right grade of oil? (tick more than one if required)

- ☐ Vehicle handbook
☐ Details on oil pack
☐ Leaflets etc in store
☐ Garage /retailer recommendation
☐ Other (please specify):

How much car/van engine oil do you buy a year (not including any used by a garage during servicing)?

- ☐ Very little/none
☐ Several small packs or one 5-litre pack
☐ Two to four 5-litre packs (or equivalent)
☐ Five or more 5-litre packs

Where do you buy oil? (tick more than one if required)

- ☐ High street motor accessory shop
☐ Out-of-town motor superstore
☐ Petrol station
☐ Supermarket
☐ Other (please specify):

Do you do your own vehicle servicing?

- ☐ Never/very rarely
☐ Always/almost always
☐ Sometimes
 (Please specify eg competition car only)

☐ Please tick if you'd be prepared to take part in a longer Duckhams oil questionnaire.

Cars/vans in your household:
 Everyday vehicle(s)
 (make / model / year)

Other vehicle(s) (eg competition, classics)
 (make / model / year)

Name

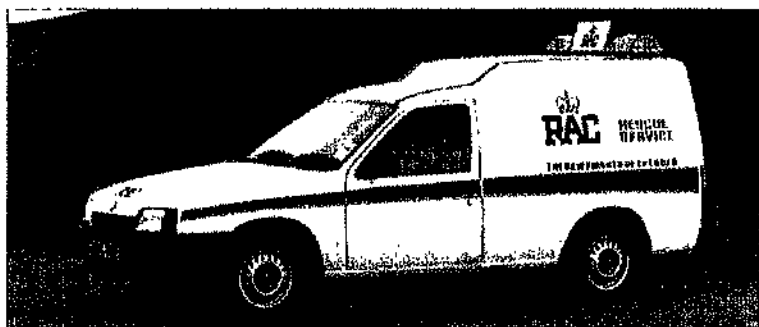
Address

All responses received before November 30, 1994, will be entered in the free Duckhams T-shirt draw. Winners will be notified by December 31, 1994.

DUCKHAMS

Thank you for your help. Please continue on a separate sheet if you need more space, and return your answers (no stamp required) to:
 UK Market Analyst, Duckhams Oil, FREEPOST MB1 060, Bromley, Kent. BR2 0BR

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



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THE NEW KNIGHTS OF THE ROAD

PAKE 20

Thank You

Thank you all very much
for your lovely present, it's
been a pleasure knowing
you all and thanks for
coming to our party

Love Jan & Nelson

GOODBYE!

For a number of years we have been using the New Inn at Eccup as a venue for club nights, sportonoggins, treasure hunts etc. We have been made to feel welcome by our hosts Jan and Nelson Doggitt.

Monday 5th September saw a number of Trackrod members at the New Inn who were there to say a fond farewell to both Jan and Nelson who have decided to move to Spain where the weather will, no doubt, be much better. Derek Lee presented them both with a small present as some thanks for their hospitality. This took the form of a Crystal Loving Cup.

We have taken the liberty of asking Nelson to keep his eyes open for a suitable location where we could organise a Single Venue or Autotest!

I have received a thank you note from the Doggitts and this is reproduced opposite.

*** * * WANTED * * ***

Wood

or anything long-burning and safe for Bonfire Night.

**Please let me know if you're able to get some
perhaps you have a good contact in the
wood or furniture trade?**

Thanks

CONTACT ANNE MOFFAT (0924) 262938

*** * * * ***

COMMITTEE MATTERS.

This month there are a variety of things to inform you of.

Much discussion was initially given to finding out EXACTLY when the 25th Anniversary is.

Confirmation of the forming of a social sub-committee to assist Ann Moffat during the coming year. A lot of thought was given to the matter of how to celebrate the 25th Anniversary and where. Would we be inviting any speakers? If so Who?

Peter Rutterford is our representative at the ANCC and will report back to the committee after each meeting. If you have anything to pass to the ANCC let any committee member know.

The equipment store will soon be fitted with a lock, if you require equipment you MUST get approval from a committee member if possible Paul Scruton should always be contacted.

A Trackrod Banner is STILL missing.

5 new members were proposed and accepted.

Family/Joint membership will cover two partners and any minors under the age of 18. After this age members will be required to join in their own right.

Certain Trophies may be reallocated and renamed soon, stay tuned for proposals.

Accounts will be available soon, EGM to be announced in order that they can be ratified.

If you have any comments please see one of us A.S.A.P. and we will air the matter on your behalf.

THE COMMITTEE, TRACKROD MOTOR CLUB.

MEMBERSHIP MATTERS

Membership now stands at 115. If the Joint/Family memberships are counted as a minimum of two members then this figure increases to 135, a figure I feel sure you will agree is quite healthy, bearing in mind the current economic climate.

Only one newly elected member too introduce this month:

Eric Schofield of Scarborough

The Artemis Forest Rally drew in an additional 9 members and this figure is included in the above total.

Hopefully next year we will be in a good position to undertake a membership drive, tell your friends and rivals how good Trackrod is and help us be even more successful.

The membership form has been re-vamped once again and covers experience in greater detail than before. This will allow the committee and event organisers a better picture regarding experience of members. it is important that you take the time to fill in your form correctly PLEASE.

LOUISE GOODALL (Membership Secretary)

FOR SALE

Ten of RS Alloys - £20 each
2 pairs Cibie Oscar +4's - £25

Contact Ian Richardson on 0757 702048

RETROSPECTIVE

From the pages of the Trackrod Magazine of October 1975.

On the cover one R.Ineson autotesting at Hartshead Moor.

Editor Coulthard introduced himself with a very well produced edition. One anonymous member rejoiced in rhyme at the passing of Ed.Ineson claiming him to be over enthusiastic with the pen both in chopping submitted stories and writing his own! -OUCH- can't please everybody! Several other members were rather kinder with their words.

New members were Andrew Tessyman and John/Jean Lock.

Navicomp (who was that??) reported on the Bolton Midnight Rally and the antics of Girardier/Coulthard and Blamey/Richardson who both gained a first in class award (and a plastic breakfast!) Also, first in class at the recent Airedale and Pennine Autotest was one R.Ineson. David Taylor and Howard White not far behind.

Ken Goodall/Richard Ineson organised the PCT at Stump Cross Caverns with a reasonable 14 entries which produced some close competition. Andrew Roddy took a class win from Alison Barrett (now Hazeldine), Steve Hazeldine and Tony Marshall. The other class was won by the Vauxhall Viva of Richard Spurdens from the Escort of Pete Germaine. Steve Lloyd and Ron Mackinnon were just out of the awards.

Other photographs depicted a mystified Steve Hazeldine and Dave Lawton examining a wayward strut on their retired Escort at Melbourne!

Details were published of the forthcoming RAC Rally and our stage was to be Boltby -open at 7:15- arrival to be announced later.

Glanfield Lawrence -Vauxhall dealers of some note- failed to bring any films to our Vauxhall film show - in fact they didn't show at all! - Naff!

Sue Broadbelts recent disco netted a £67 profit - congrats all round.

Trackrod.....Ends

Richard Ineson

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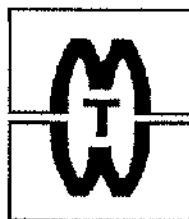
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THE ADVENTURES OF PORTAKABIN PETE. LOGPILE LARRY AND THE WACKY RALLYISTS!

Like so many things it all began after a few pints on a clubnight....

Steve Sanderson was looking for a co-driver after Rob Buchan had decided to retire (something about spending more time with his family!), and since we had done a couple of events together in the past I was offered the hot seat. After a suitable period of consideration (a slurp of beer and a couple of um-ahs) I accepted the offer and team shoe-string was on the road again.

It is important to remember that the major motivation for our rallying is to have some Fun, as you can see with a CAPITAL "F". Of course we are serious about being competitive, the poor old Astra bearing various battle-scars as testament to this but enjoying ourselves is the main aim. Forget tyre-warmers, service vans full of spares, multiple tyre choice (I agree Stuart Round and Black is the only choice I have too! Ed.) and all the other paraphenalia - just get out there and enjoy yourselves!

Having fun was the last thing on my mind on the morning of our first event, North Humberside's Everquip Stages at Manby in April. Five o'clock alarms and the long drag down to Manby on soaking wet roads didn't form the best of starts but, once set up in the over crowded service area (and having had the obligatory litre of coffee), the prospects improved somewhat. The lasting impression of the event was the over tight chicanes, Steve had to un-plait his arms for the first ten minutes of each service period. We collected a puncture on SS2 and on SS4 a persistent misfire worsened which cost us dearly. Whilst Steve untangled himself from the steering wheel I had a little play under the bonnet and miraculously cured the misfire, chance or what?

A few minor scrapes, all on my side, completed the day and set the scene for our season long challenge with fellow TMC members Alan Larkin (series sponsor) and Graham Whitaker who suffered an exhaust breakage on this event.

STEVE SANDERSON and STUART MARSH. Team Shoe-string.

Thanks to Arthur Heaton this is the first of a regular feature aimed at those of you who wish to increase your map reading skills or hone those you already possess. The aim is to provide a simple competition and all you will require is a map. If you do not already have the correct one try borrowing from the local library. Hopefully this will lead to a Table Top Mini-Championship over the winter months.

Also to be included are details of forthcoming road rallies. If anyone needs help or advice on competing see Arthur Heaton or Peter Rutterford.

NOT AS MAP CORNER

On the competition front there is little to report this month, apart from another blown head-gasket that is! The recent Rally Of The Dams failed to lure out either of Trackrod's regular road rally crews. Alan Larkin, however, remains \$th in the ANCC Championship despite only having finished three events.

Anyway here is a little teaser for you. This is from an actual hand-out from the Chantry Rally for a standard section. You'll need map 105. (I remember this one Arthur, I even got it right! Ed.)

From NTC4 (at 601 1/2 330 1/2)

Crossing the following grid lines:

60 X 5, 59 X 2, 35 X 7, 58 X 11, 33 X 2, 34 X 1, 61, X 3, 36, 37

STC5 lies after the last instruction. So, what's the name of the farm by the control?

Answer next month.

ARTHUR HEATON.

P.S. 3 Rivers Road Rally, North Yorkshire, 15th/16th October. Marshals required, contact Ian Jackson on 0642 583445 before 9.30pm.

WANTED!!!

TEXACO STAR TOKENS

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

Contact JOHN RENNY - 0532 582334

COMING NEXT MONTH

Further details of the success or otherwise of club members on the Artemis Forest Rally.

The next thrilling instalment of the adventures of Potakabin Pete and Logpile Larry.

More road rally stuff from NOT AS MAP CORNER.

PLUS all the regular columns from the committee.

Sec's and Scandal? Photos etc.

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