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**NOVEMBER 1994**  
**MAGAZINE**

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RAC AFFILIATED No. 1230

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

**No. 285**

**November 1994**

**EDITOR**

One omission from last month and an apology too! Firstly, last months photos courtesy of Phil Andrews. Secondly, sorry for the confusion over the Three Rivers dates.

This is to be a busy old month. This weekend sees the running of the Lookout Rally at Melbourne Airfield. **PLEASE, PLEASE** turn up and help in some way.

Then, of course, Bonfire club night at the New Inn, Eccup. Food will be available, see Anne Moffat A.S.A.P. about numbers.

The next night is the Shell helix Challenge in York, your team needs support see Derek Lee for more details. Then on the Friday it is the annual Larkspeed League Night at the Novotel in Bradford, more details elsewhere in this issue.

I Have one change to announce. Adverts will still be accepted from club members but will now run for only three months to save space and costs. This should help reduce the boredom factor.

Plenty of articles this month but don't stop writing. I will feature yours as soon as there is space.

Cover picture this month by Matthew Ineson. Keep your eyes peeled for further such artwork.

**NICK STEVENS (Editor)**

**DEADLINE FOR DECEMBER ISSUE IS**  
**TUESDAY 29th NOVEMBER 1994**

## CHAIRMAN'S CHAT

### **APOLOGIES**

TO YOU ALL FOR THE NON-APPEARANCE OF  
ROD'S SCRIBBLING THIS MONTH.  
UNFORTUNATELY THE PRESSURES OF WORK,  
MOTORSPORT AND PRINT DEADLINES  
CONSPIRED AGAINST US BOTH.  
HAVING SPOKEN TO ROD  
HE ASSURES ME THAT HE WILL CONTRIBUTE  
NEXT MONTH (HE'D BETTER! Ed).  
HOPEFULLY THINGS WILL BE BACK  
TO NORMAL FOR THE OPEN FORUM.

**A  
BIG  
BLANK  
SPACE!**

## SEC'S BIT

Well this month I have delved deep into the past records of Trackrod Motor Club and found the first ever meeting was held at the Wharfedale, Arthington on Thursday 17th September 1970. A brief explanation was given at the meeting as to how the club could be formed. A subscription fee of £1 per annum was first suggested and after discussion, to enable better events to take place the fee was set at £1 5s 0d.(How times change, I don't even remember old money!! Ed.)

It was pointed out that a minimum of 50 members was required before RAC recognition. Then the formation of a caretaker committee was made. The following were subsequently elected. R.Dickinson, H.White, S.Lloyd, J.C.Wilson and P.Gledhill.

On a final note about our early days it was agreed upon a circulation of a monthly newsletter, the forerunner to this magazine! More of this next month.

Any way back to the present, a final reminder this weekend sees the 5th running of the Lookout Stages Rally at Melbourne, let's see you all there.

The committee is still waiting for ideas for events to run over our 25th Anniversary year from you the membership and to have help from some if not all of you to run some of these events.

Further on in this issue are details of a garage clearance in Scotland, Loads of interesting bits (especially for runners of Escorts). If you are interested in stuff that is still available arrangements may well be made to get it down to Leeds. First contact Malcolm Surgenor direct then have a word with me.

Bye for now and happy motoring.

**DEREK LEE (Secretary)**

## SOCIAL CALENDAR

### 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**

### DECEMBER

- 6 **XMAS PARTY - 8PM CROWN, BOSTON SPA.(105/429 457)**
- 13 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**
- 20 Crown, Wetherby
- 27 New Inn, Eccup

Thanks to everyone for your participation in the "Easy Questions for All" Quiz Night at the Admiral Hawke. Arthur Heaton won after a tie break after he and Derek Lee/Malcolm Jagger scored a momentous 29 points; closely followed by Richard Ineson on 27 and Stuart Marsh with 26 1/2. How's that for gripping stuff?!

**BONFIRE NIGHT -(Date/Venue as above) TIME 8PM. PLEASE** come along and join in with your sparklers - bring the kids, invite your friends. If you would like food on the night let me know A.S.A.P., so that I can place your order. (0924 262938). Thanks to everyone who has kindly offered to bring some wood, it looks like we'll have a good bonfire. Can someone please bring a GUY (or two). Prize offered for the most original!!

**WATCH THIS SPACE FOR FORTHCOMING EVENTS.** We now have volunteers for Scalextric Nights/Table Top Rallies etc. If you would like to volunteer to organise an event or training night, PLEASE get in touch with me or any committee member.

**XMAS PARTY - 6th DECEMBER - 8PM - CROWN BOSTON SPA.**  
Again PLEASE support your motor club by coming to our XMAS PARTY.  
It's going to be fun but, we need as many people as possible to get the right atmosphere - so PLEASE come along, see people you may not have seen for a while! Food, Music, Liquid Refreshments - you name it! Party Poppers, Balloons etc., etc. LET'S PARTY!! By December (I hope) we should have a full programme of events for next year, with all sorts happening building up to TMC's 25th ANNIVERSARY EXTRAVAGANZA in September 1995. So, if you have any suggestions AT ALL please let me know (No rude ones please). Let's make this Anniversary Year a Year to remember.

See you all soon.

**ANNE MOFFAT (Social Secretary)**

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**COMPETITION CALENDAR**  
**NOVEMBER /DECEMBER1994**

**NOVEMBER**

- |       |   |                    |
|-------|---|--------------------|
| 5/6   | Cossack Road Rally                                  | Eastwood MC        |
| 6     | <b>LOOKOUT STAGES (LARKSPEED ROUND) TRACKROD MC</b> |                    |
|       | Premier Stages (Notts.)                             | Mid Derby's/DeLacy |
| 11    | <b>LARKSPEED PRESENTATION AN DISCO</b>              |                    |
|       | <b>NOVOTEL M606 BRADFORD 8PM</b>                    |                    |
| 13    | Turnbull Trophy Stages                              | Tynemouth          |
| 20-23 | Network Q RAC Rally                                 | RACMSA             |
| 26    | Road Rally  | Huddersfield MC    |

**DECEMBER**

- |     |                              |                  |
|-----|------------------------------|------------------|
| 3   | Atkinson's Grizedale Stages  | Furness MC       |
| 3/4 | A16 Cadwell Stages Rally     | South Bank MC    |
| 26  | <b>BOXING DAY AUTOTEST</b>   | <b>TRACKROD</b>  |
| 27  | Christmas Stages (Catterick) | Northallerton MC |

**PETER RUTTERFORD (Competition Secretary)**

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## **IMPORTANT MESSAGE TO ALL MEMBERS**

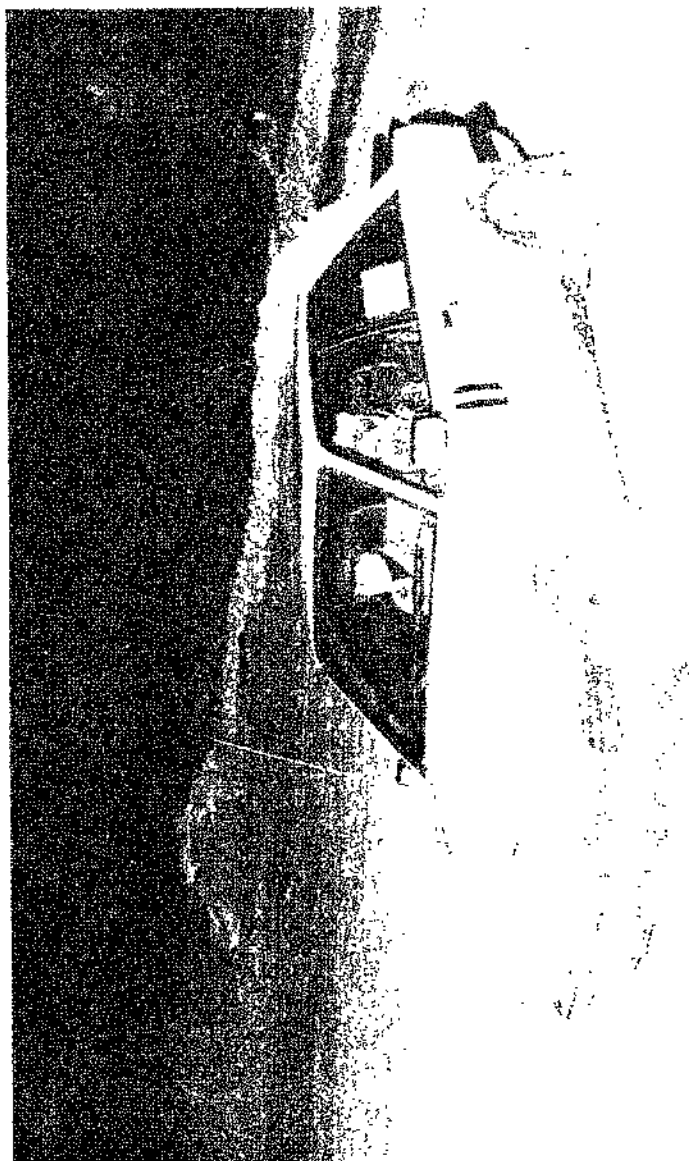
**ARE YOU AN ACTIVE MEMBER?  
THE KIND THAT WOULD BE MISSED;  
OR ARE YOU JUST CONTENTED  
THAT YOUR NAME IS ON THE LIST?**

**DO YOU ATTEND THE MEETING  
AND MINGLE WITH THE FLOCKS;  
OR DO YOU STAY AT HOME  
AND CRITICISE AND KNOCK?**

**DO YOU TAKE AN ACTIVE PART  
TO HELP THE WORK ALONG;  
OR ARE YOU SATISFIED TO BE  
THE KIND THAT "JUST BELONG"?**

**DON'T BE JUST A MEMBER,  
BUT TAKE AN ACTIVE PART,  
COME TO THE MEETINGS OFTEN  
AND HELP WITH HAND AND HEART.**

**Courtesy J.H.Richardson/Institution of  
Diagnostic Engineers.**



**The two Johns!** Just to remind you that the lovely winter is almost upon us, here is a typically seasonal shot of John Renny and John Millington (Now of Ford Motorsport!) on the Three Swans. It must be from quite a while back, J.R. looks to have more hair than he has now!

## **COMMITTEE MATTERS.**

Matters arising at the last committee meeting.

The official starting date of Trackrod has now been determined as 17th September 1970, therefore the 25th Anniversary will be 17th September 1995!

There is to be an introduction to a table top rally championship, date/venue to be announced.

There is now a lock on the equipment store. Authorisation must be obtained before any equipment is used.

6 Fire extinguishers still missing and have not been certified!

Concern was shown over general numbers at club nights

The recent quiz raised £9 this has been used to obtain raffle prizes.

Short-listing in progress for 25th Anniversary function venues.

Annual Awards Dinner Dance will take place on 14th January 1994.

We are currently 9th in the Larkspeed League with one round to go.

Shell Helix Quiz, November 9th at York.

EGM to take place on December 5th 1994.

**THE COMMITTEE OF TRACKROD MOTOR CLUB**

## NOT AS MAP CORNER

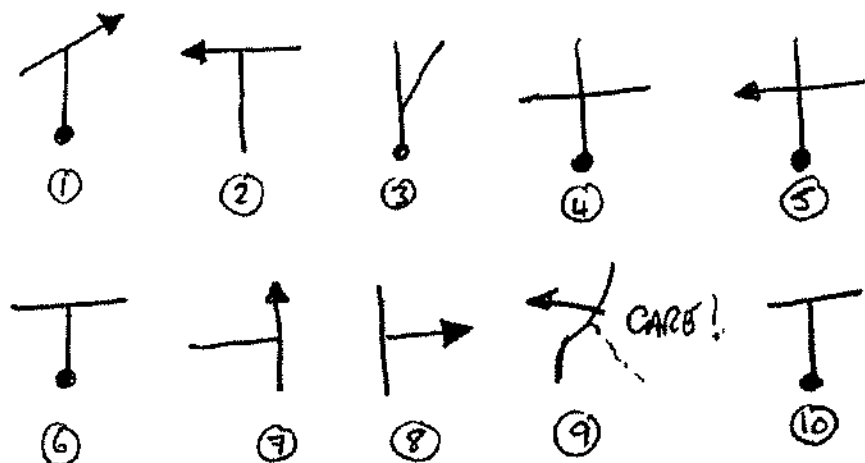
Hello folks, First off news of forthcoming events.

5/6th November, Cossack Rally, a classic with supposedly smooth whites!  
3/4 December, Beaver Rally, 130 miles of route, totally suitable for standard cars plus a clubmans section for the novices comprising easier navigation. If you fancy a go this is the one for you!! Regs available now!

Now navigation time. Last months should have been fairly simple the answer being Goole Bank Farm.

This month, something different but still on Map 105. All stage navigators will know about Tulips but, for the uninitiated the diagram represents a junction which you approach from the dot and leave by the arrow. Occasionally you may find bits missing!!

From 105/722 540 depart NE using Yellow roads only:



Standing Give Way on Junctions 1,2,3,6 and 10, Caution 3 is not as map.

Finish control at 50 contour line after last instruction.

So whats the total of the spot heights on route?

ARTHUR HEATON.



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## Well oiled!

**W**HEN asked which is the best oil some 'experts' will never give an answer; they pretend they didn't hear the question! But not CCC; we will dance around the subject like a politician on poll tax (just a little joke!). In reality there is no such thing as a 'best' oil, it all depends on what you want from your lubricant.

Competition engines have very frequent oil changes compared to road cars. Sure, the oil gets a hard life when it's working, but deposit build-up isn't going to happen without high mileage. Also competition engines generally are in better condition than road engines, because among other things they have fewer cold-starts to contend with.

For a race engine we are interested in minimum friction and optimum film strength. A synthetic oil generally has a film strength six times greater than a mineral oil and sophisticated additive packages reduce friction to a minimum. But the majority of

synthetic oils are designed for road engines running hydraulic tappets. The low viscosity numbers are designed not only for good cold starting, but also so that the oil gets up to the hydraulic tappets very quickly on start-up, in order to pump them up. That is why a 5W50 oil is not necessarily the best thing for a Pinto or Crossflow engine, or a tuned engine designed with hydraulic tappets, but using solid tappets. Not only that, but as informed enthusiasts most of us warm our engines up before giving them some stick, and therefore an oil with more attention paid to the film strength might be of more interest to us than one loaded with dispersant additives intended to give a 20,000 mile service interval. A minor point, but 5W oils also tend to find every loose joint in the engine and leaks can be a problem. For all these reasons, the 'best' oil surely has to be one developed for competition; ideally, synthetic based.

Finally, a word about oil pressure. Oil pressure doesn't mean a lot in

terms of engine protection. Yes, we all like to see high oil pressure, as we are conditioned to believe that this means all is well within the engine. But often higher oil pressure is simply circulating oil from the sump around the pressure release valve and back into the sump. Oil circulation is more important and this isn't dependent entirely on oil pressure. If you want high oil pressure, just run a higher viscosity oil, like a 20W50 instead of a 5W one. But remember - higher pressure means power loss from driving the pump. You never get something for nothing in motor racing.

## QUIZ ANSWERS

1. 1967 (Denny Hulme)
2. Acropolis Rally, 1944 (C. Sainz/L. Moya)
3. Bouley Bay Hill Climb 1947 - driver Mrs E. 'Bill' Wisdom.
4. W.M. 'Mike' Cooper.

## 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 past free our sample 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
- ☐ Dealers 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 on 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, classical)  
(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.



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 Oils, FREEPOST MB1 060, Bramley, Kent. BR2 9BR



## What do you think of it so far?

◀ *Malcolm Wilson gets a grilling from Tony Mason and the Top Gear Camera. Photo: Ralph Hardwick.*

**T**HE BETTER known you are, the easier you are likely to find it to get sponsors so it's worth cooperating with the media. Therefore, if a journalist asks for your comments on an event don't just give monosyllabic answers, be more forth coming. To highlight the pitfalls (and opportunities) of TV, *Wheels* asked Tony Mason, star of Top Gear and a former winner of the RAC Rally, for his advice.

Obviously Tony has to interview winning drivers but he needs to talk to other people too and he says he looks for those who appear to have at least some sense of humour, who don't appear too scruffy, who speak relatively well and aren't too 'pusy'. You perhaps?

According to Tony the most important 'do's and don'ts' when being interviewed are:

- Don't talk in jargon. The general public simply doesn't know or care what OIL, LSD, turbo lag, slick tyres etc. mean. For a 6 to 10 minute piece on Top Gear about 6 hours of tape may

be shot – soot lots of jargon and yours will be one of the interviews left on the cutting room floor.

- Don't refer to other drivers by first names – casual rally viewers would probably only know who you were talking about if you mentioned Carlos or Colin for instance. And don't mention team managers. Drivers may think they're God (a view I've always tried to encourage) but again the great multitude won't have a clue; if a reference is necessary as an integral part of the story then describe him as "our team boss Joe Soap".

- Don't make excuses implying you are brilliant but something let you down, unless this really is the case. Viewers don't like whingers.

- Don't ramble. Do talk in short sentences so that editors can use sections of an interview. And do sound enthusiastic; don't just drone on.

When I asked Tony for his views on drivers trying to plug sponsors during an interview, I clearly touched a nerve. Quote: "There's *nothing* more aggravating than a driver starting to

drop names of tyre companies, engine builders, oil companies or – even more hilariously – insurance companies, local green grocers or massage parlours. TV companies have skips full of unusable tapes because non-too-subtle plugs have been attempted."

You've been warned.. Incidentally with the exception of cigarette badges the BBC seem quite happy for sponsors names to be seen on cars, raps and overalls.

Final advice? Never look at the camera, never look shifty; do stand still. And although she is quite properly very proud of you, you won't wave to your mum will you?

*Stuart Turner*

## COD FILLET QUIZ



1. Son of a WWII VC – drove MG's, and won the Con Am series twice. When did he win the World Championship?
2. Where and when did the Subaru Impreza 555 gain its first WRC win?
3. Where was the last appearance of the 3.5 litre 55100 as a 'works' car?
4. A Brooklands 120 mph badge holder and B.R.D.C. Vice President specialised in winning the Monte Concours d'Elegance. Who?

ANSWERS ON PAGE 14



# NEWS FROM THE RACMSA

## **Autosport International promises action show**

Visitors to next year's Autosport International Show at the NEC will be able to see plenty of live motor sport action, with indoor demonstrations and racing during the three public days (Friday to Sunday, 6-8 January).

On the agenda are events for 'Formula 2' rally cars - with entries from Volkswagen, Nissan, Vauxhall and Peugeot - plus racing bikes and a kart track.

Static displays include what is claimed will be the largest gathering of Formula 1 racing cars ever seen under one roof, to celebrate Goodyear's 30 years and 300 wins in Grand Prix racing. In addition, there will be cars from international rallying, IndyCar racing, touring cars, hillclimbing, one-make racing and a sold-out section on kart racing.

## **Aberdeen & DMC is Castrol Motor Club of the Year**

Aberdeen & District Motor Club has won the 1994 Castrol RACMSA Motor Club of the Year Award. The club will be presented with its £1,000 cheque and trophy at the RACMSA 'Night of Champions' awards evening in January.

Aberdeen & District Motor Club will also be nominated for the Central Council of Physical Recreation's national Sports Club of the Year Award.

Over 70 motor clubs submitted detailed entries, with Ilkley & District Motor Club emerging in second place (winning \$500) and last year's winners Knutsford & District Motor Club finishing third (winning \$250).

entries were both significantly higher than last year," said Stuart Turner, who chaired the RACMSA's selection committee.

"In the end, only one per cent separated first and second places. The top three clubs all have thriving and well-produced magazines, excellent recruitment literature and a high local profile. They are also active in their local communities and try to help disabled competitors and spectators, which give them a chance of doing well in the national competition."

Stuart Turner will now work with officials from Aberdeen & District Motor Club to prepare its submission to the Central Council of Physical Recreation, which runs the Sports Club of the Year Award. The first three clubs in that competition will win £10,000, £5,000 and £1,000 respectively.

## **New Technology**

Research continues into the effects of new technology on the cars involved in motor sport.

The specialist committees of the RAC British Motor Sports Council are currently being asked for their views (for example, whether a new car with traction control fitted as standard should be permitted to run in the same class as 'normal' cars on a special stage rally).

If any readers have any comments or useful suggestions, please write to the chairman of the relevant specialist committee care of Motor Sports House.

## **Rally Costs Surveyed**

The most expensive aspects of special stage rallying are perceived as tyres and entry fees, according to a survey conducted by the Rallies Committee of the RAC British Motor Sports Council.

After deciding that costs had escalated during the last two years, the committee asked Dilly Rogers (who is also chairman of the International Rally Drivers Club) to

carry out comparisons on the costs of Top Gear British, Minix National, EARS/Motoring News Tarmac and BTRDA Gold Star championships.

Overall, drivers estimated that tyres accounted for 35.5% of their total costs, entry fees 34.5% and hotels 8.25%. Car preparation was reckoned to cost less than 6% and travel less than 4%.

Some of the more popular suggestions for saving money could be achieved by Motor Sports Council legislation. Among them: mandatory control tyres, limiting the permitted number of tyres, banning tyre warmers, banning slicks, lower road mileage and limits on servicing.

There was also plenty of demand for items not under the control of the Motor Sports Council, like cheaper Forestry Commission roads, more generous event sponsors, lower insurance premiums and cheaper hotel rates.

If you want your views to be considered by the Rallies Committee, please write to the chairman c/o Motor Sports House.

## **In brief ...**

New regulations passed by the RAC British Motor Sports Council:

- Where freedom of choice of tyres is left to the competitor, the responsibility rests with each competitor to ensure that the tyres used are of an adequate rating for the speed of the vehicle and the nature of the event.
- In any area to which the public has access, no engine shall be run with the vehicle in gear, while the vehicle has driven wheels not in contact with the ground, unless all moving parts are adequately guarded and (except a kart) a competent person is in the driving seat.
- The logo of the RAC Motor Sports Association may not be used for any purpose whatsoever without the written consent of the RACMSA. Motor clubs recognised by the RACMSA may use a special logo supplied to indicate that fact, but that may not be used to imply any RACMSA approval, endorsement or backing.

• You may well ask 'How does Off Road Racing differ from Rallying or Rallycross?' The answer is best given by explaining that in a rally car the chance of getting further than 100 meters from the start would be rare. Typically military vehicle test sites, rough quarries and marginal hill farm land are used. The sites often include deep mud, water, steep hills, very rough tracks and generally difficult terrain as well as some fast smooth tracks.

• Courses are normally between four and ten miles long, with event stage distance about fifty miles.

• The majority of vehicles currently used are loosely based on production off road vehicles, most being heavily modified in all departments. The most successful vehicles are purpose built specials, normally with independent suspension and of spare frame construction. Such machines are not technically restricted other than by safety regulations; basically, anything goes. Normally designer built, the vehicles have engineered out all the production off roader's comfort and

utility compromises and are designed and built purely for the job in hand, to get the vehicle from A to B, over very rough terrain, as quickly as possible.

• Besides having overall placings, there are class structures geared to engine sizes and drive train types, to enable budget racers to be competitive within their classes. Most of our classes are for four wheel drive vehicles with engine capacity breaks, however we do run two classes for two wheel drive vehicles, normally American style buggies with rear engines.

• Having a vehicle that will do the job is one thing, but driving it is very much another. Unlike many other forms of motor sport, the winners tend to be 'mature' drivers. Experience, and knowing where to go quickly and where to back off, counts more than youthful stamina. To serve as an example, the winner of the 1989 season, Pat Willes, was over 60 years old and even though he is now collecting his bus passes he is currently building a new and top secret racer for the '95 season!

• Events tend to be spread far and

Wales, and the South West as well as Central and Southern England. Events have also been run in Scotland.

• The RACAWDC British Off Road Racing Championship consists of ten events with a competitors' best eight results counting.

• Off Road Racing is still one of the least expensive motor sports available. Typically, you could start in the sport with an old cut down Range Rover which could be bought and made race fit for around £2,000. Such a vehicle would be unlikely to be an overall event contender, but could give endless fun and good experience, before progressing on to more exotic machinery.

• There are no 'cliques' or competitors with superiority complexes. The All Wheel Drive Club actively welcomes new members who want to get dirty and have fun. The competition is fierce but sporting in the true sense of the word. If you are interested in finding out more then write to AWDC, P.O. Box 6, Fleet, Hants. GU13 9VL, enclosing an S.A.E., and you will receive a membership application and brochure.

Bruce Tigwell

## AUTOSCENE

### FEATURE BY AUTOSPORT

**VIRTUAL RACING** From Sega, for Sega Mega Drive, £69.95

The latest and best motor racing game from Sega offers the most complex 3D graphics yet. It creates circuits running through complex scenery with impressive depth and scale. Also, the action is faster than any other game we have seen. But the overall effect is still more like an arcade game rather than a simulation. The images are fairly crude and the whole screen has a computer generated look about it. As a game, though, it is very playable with different views of the car, a replay facility and a choice of three imaginary circuits.

**LIMITED EDITION PRINTS FROM GOGGLES HISTORIC RACING PICTURES, \$95.00**

Nicholas Walts has released three new limited-edition prints of Gigi

Villorosi and Luigi Chinetti which have been signed by the drivers themselves. The Chinetti print shows the Italian in an Alfa Romeo winning his second Le Mans in 1934. This is the only print edition to bear Chinetti's signature.

The prints cost £95 each plus £5 post and packing. Contact Goggles Historic Racing Pictures, Archive 2000 Gallery, 2 Crestor Drive, Werrington, Peterborough, PE4 6AD (tel: 0733 324100) for further information.

#### BRM VOLUME 1 1945-1960

By Doug Nye with Tony Rudd, published by MRP, 432pp, Hardback, £59.95

Years of research have gone into this tome and it shows, with an impressive wealth of facts, photos and information. Also the involvement of ex BRM engineer Tony Rudd is

evident in the anecdotes and personal asides that pepper the text.

The result is, perhaps, a little unwieldy as a 'good read', but it's fascinating to browse through. The extensive use of panels in the text encourage this and every time it is opened the book seems to throw up something new. So, for an enjoyable read, Tony Rudd's book *It Was Fun* is a better bet but, for the full story and a browser's delight, this is the one.

#### SALUTE TO FERRARI

By Jesse Alexander and Louis Klemantaski, \$125

*Salute to Ferrari* is a photographic tribute to Ferrari during the golden age of motor racing and it is printed using the expensive and unusual four-colour black process, with each image varnished.

Contact Jesse Alexander, PO Box 5400, Santa Barbara, CA 93150 USA. Telephone: (805) 684 8273.

## **KARTING AT BRADFORD**

**SUNDAY 11th SEPT. WEATHER:** Wet, Cold.

**VENUE:** Bradford Outdoor Karting Centre

**PROGNOSIS:** Whose bright idea was this on a Sunday Russell?!!

Luckily by lunch time the rain had gone leaving a reasonably dry track by the time we arrived. Practice commenced with surprisingly few spins and after a very thorough briefing from Harry of Bradford Karting (no punching allowed!!) battle commenced in earnest. Old hands and new recruits soon got the swing of things with a little bit of wheel banging, lots of arm waving and a hell of a lot of "if only" in the pit after each race. Everybody got 4 races with points awarded for races. With the number of people we had everybody got a run in one of the three semi-finals with positions being decided on the points basis.

Only major events of note in the semis - Jez Draper, our reigning champion was in view of the assembled "Rent a crowd" sorry spectators and was black-flagged for assaulting another competitor and the other was when Jill Woolin was brutally taken out of the race when third in the 2nd semi. She was extremely vocal in the pits, more so in the commentary box, but didn't get a run in the final.

The grid for the final was as follows:

**POLE** Brian Slingsy

Paul Glover

Scott Whittaker

John Renny

Peter Rutterford

Matthew Ineson

Ian Richardson

John Vennell

Tom Whittaker

Battle commenced with some tight racing throughout the field. Ian Richardson becoming adept at using his elbows, nudge bars and 95% of the road in his

climb up to 2nd position and a fine victory was eventually taken by Brian Slingsby.

### Final Positions

1 Brian Slingsby; 2 Ian Richardson; 3 John Renny; 4 Scott Whittaker; 5 Paul Glover; 6 Matthew Ineson; 7 John Vennell; 8 Tom Whittaker; 9 Peter Rutterford

So congratulations to Brian for a fine victory, Ian for 2nd and John for 3rd. Jill Woolin emerged as the best Lady driver on the day.

To those who came and had a good days sport thanks, especially those who came from Lancashire for the day; to those who didn't, you missed a good day out. Just a small grumble. 28 people turned up but only 19 were Trackrod members!! Where were the rest of you?? The motorclub had to make up a financial shortfall of nearly £100. This cannot be allowed to continue. Please support the events organised for you by the club.

### RUSSELL HOLDSWORTH (Vice Chairman)



Could this be the next winner of the Shell Scholarship? Who, Where, When, What Car?

## **RETROSPECTIVE**

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

The recently planned restricted status autotest foundered on the rocks of too few entries and didn't, alas, take place. Chairman Richardson expressed concern that this shouldn't happen again!

Cover picture - Ron Mackinnon/Chris Perkins at Olivers Mount on the 1974 Scarborough Stages.

Bob Chapman reported on the formation of the Humberside Motorsport Group of which Trackrod and other "local" clubs were members. Really it was to be a "mini group" within the ANCC operating along similar lines.

Merchandiser, Steve Rathbone, was advertising new car stickers and seeking orders for the new ties.

Only new members this month were Andrew Gibbs and David Simpson though David and Jennifer Taylor produced a son, Nicholas, and Richard and Susan Jackson did likewise with their son Peter - now Peter, himself, is a relatively new member in November 1994!!!

Frank Stuart-Brown won the recent Gymkhana, other partaking in this gentle (apparently the competition was more than a little keen!!) event were Ken goodall, Richard Spurdens, Nigel Drayton, David Taylor and Tony Marshall.

Trackrod had several crews out on the York MC Marina Holidays Forest Rally with Clive Holker/Jack Coulthard, Dave/ Lawton/Steve Hazeldine, Vince Girardier/Ian Gurnett and Martin Kemp/Steve Holden. The stages were the familiar mix of Wykeham, Satindale, Langdale and Dalby etc. but familiar they may have been, Martin Kemp managed to roll the Mini into a ball in Cropton, (thankfully without injuries) and Vince Girardier took a wing off his Escort against a tree. However, Dave Lawton eventually secured a deserved class victory after a string of unlucky results.

Bob Chapman provided us with a Mull diary and reporting the antics of Ian, Rick, Dick, Anne, Bob, Joyce, Elvin, Steve and John - don't ask me their surnames! However it was the, what is now, usual Mull performance, lots of ale and food and somewhere in amongst it all - a rally.

Steve Hazeldine was seeking help to man our Boltby stage on the RAC rally - stage opening time 07:15 on 26th November.

Ken Goodall, the flying butcher (he was then)(he's still quite fast as his performance at the April Fools Autotest verified. Ed.) had been turning up the wick recently to win the Highwayman and Pennine Rallies - he was hoping for a hat-trick on the forthcoming Moonraker event - all in the same car he used to deliver his meat - sometimes he even remembered to unhitch the trailer!!

**TRACKROD.....ENDS**

**RICHARD INESON**

---

### **GARAGE CLEAROUT**

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**THE FURTHER ADVENTURES OF**  
**PORTAKABIN PETE**  
**AND**  
**LOGPILE LARRY**

**THE STORY SO FAR....**In a momentary (alcohol induced) lack of concentration Logpile Larry (alias Stuart Marsh) undertakes to co-drive Portakabin Pete (a.k.a. Steve Sanderson). The Everquip saw a new rival in the (round) shape of Messers Larkin and Whitaker. Both crews finished but not without problems...would that change?....watch this space.

**Stu Sez:** A few weeks after the Everquip and we were back at Manby for Otley MC's co-promoted **COLMAN TYRES STAGES RALLY**, but this time there was some decent weather as several very pink people found out at the end of the day.

A quick glance at the first few cars proved that the chicanes had been opened up but dust on the loose surfaced sections may cause a few problems. In actual fact the dust clouds wouldn't have looked out of place in the Kalahari Desert during the dry season storms and they caused the eventual amendment of the organisers intended stage layouts.

The rivalry with Alan and Graham continued and eventually resulted in a spin on stage 5, right in front of our fellow club members manning the stage finish. Paul Scruton in particular taking great pleasure in extracting the Michael. I blame the rear tyres going off in the hot conditions - when you're a few microns away from the canvas on throwaway road tyres its a real problem! We decided then to reduce the temperature on the tyre warmer (i.e. open the windows on the Range Rover!!)

Changing the tyres before heading home we discovered that both rears were down to the canvas - funny when Steve had joked during service about checking that the fronts had some tread on them. Still we'd begun to take time off Alan on a few stages - perhaps we should have tried bald fronts too!

The Armstrong Massey Stages at Leconfield was our next outing, probably the only Larkspeed League round where the marshals wear khaki and carry

sub machine guns. Imagine arguing about a rogue minute wielding a 5.62mm self loading carbine.

SS1 used some of the loose surface roads and having caught two cars we suffered in their dust but set out on SS2 determined to give Alan and Graham a run for their money. And then it happened..... we crashed. Not an off, they only happen on my side and result in nothing worse than a crease in the wing or another lost mirror. This was a proper crash. We had hit a Portakabin with enough force to move it 4 inches!!(and you annoyed the marshals in the process judging by the radio commentary! Ed.) A quick recovery by Steve and in service we surveyed the damage, a mangled door, creased roof and floor and a smashed screen.

Steve took the brave decision to continue and we set about making the car driveable. A few kilometres of tank tape and a jury-rigged window net saw us able to continue. Following a gentle run at the next stage we began to attack our arch-rivals and beat them on most of the remaining stages.

At the end of the day we were only 7 secs. behind Alan's 2 litre 16 valve jobby in our older 8 valver.(and Steve still drove all the way back to Skipton despite the damage. Ed.) Next the Artemis, road timing, service crew, navigation....but that will have to be the subject of another article.

**Steve Sanderson and Stuart Marsh.**

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## NATIONAL & INTERNATIONAL EVENTS

### NOVEMBER 1994

- |       |   |
|-------|---|
| 1-4   | FIA 2-Litre World Cup, Rally of Spain                     |
| 6     | Tindle Newspapers 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                              |

### DECEMBER

- |           |  |
|-----------|--|
| 3-4       | British Rallycross Grand Prix, Brands Hatch    |
| 26-Jan 15 | Paris-Granada-Dakar Rally, France/Spain/Africa |





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## **MEMBERSHIP MATTERS.**

Only one new member to report this month:

**Nicholas Hood of Cookridge**

New membership forms are available now and will be in next month's magazine. Don't forget to fill yours in and renew your membership.

**LOUISE GOODALL (Membership Secretary)**

---

## **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**

## Unity is Strength

Motor Sport is living in difficult times with conservationists, greens, "friends", PCs and bureaucrats (to name but a few) all doing their best to obstruct our sport. But the future also holds opportunities of which the most positive at present would seem to be that we take our rightful place in the queue when monies from the National lottery come to be distributed. To do this we have been seen to speak for all the RACMSA recognised clubs in our geographical area.

Looking through the Association's membership roll we list almost 100% of clubs who run conventional motor sport, but where are the four-wheel drive clubs, the kart clubs, drag racers and other more individual interests? Indeed why have many of these disciplines seen the need to form individual groups to act as their own liaison bodies?

At our September meeting it was decided to contact all these other recognised clubs to see how we can adjust our outlook and their perception of us and our activities to bring them into the fold. Only if we can say that we truly represent all RACMSA club activities in our area can we expect to be taken seriously in putting the case for our sport. Can you help?

### Championship Prize Giving and Disco

Please note the date - Friday 29th. January - Whitcliffe Mount Sports Complex



### The Association of Northern Car Clubs

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

Next Meeting - 8.00pm Thursday 14th. January 1995

#### Winter General Meeting

Whitcliffe Mount Sports Complex Cleckheaton West Yorks

## ASSOCIATION OF NORTH EAST MIDLAND MOTOR CLUBS

### QUALIFYING EVENTS FOR THE 1995 CHAMPIONSHIPS

#### MULTI-VENUE STAGES

- 11 Feb. Eastern Counties MC. Breckland Rally.
- 26 Feb. DeLacy MC. Forest Rally.
- 1 Apr. N.Humberside MC. Crystal Ford.
- 9 Apr. Lincs Louth MC. Tour of Lincs.
- 24 Jun. Dukeries MC. Dukeries Rally.
- 17 Sep. Kings Lynn MC. Tour of Norfolk.
- 30 Sep. Trackrod MC. Artemis Rally.
- 5 Nov. Dukeries MC. Premier Rally.

#### SINGLE-VENUE STAGES

- 4/5 Feb. Eastwood OMC. Phoenix Stages Cadwell.
- 25 Feb. Hatlock MC. Manby.
- 30 Apr. Coalville MC. Twyford.
- 28 May. Grimsby/Lincoln. Bloodhound.
- 25 Jun. SCC of Norfolk. Midsummer.
- 9 Jul. Beverley OMC. Armstrong Hessay.
- 15 Jul. Kings Lynn MC. Watton Stages.
- 22 Jul. Slaithwaite MC. Opposite Lock. Manby
- 10 Sep. Lincs Louth MC. MAD Video Stages.
- 2/3 Dec. South Bank MC. Cadwell.

ROAD RALLY EVENTS WILL BE PUBLISHED LATER

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