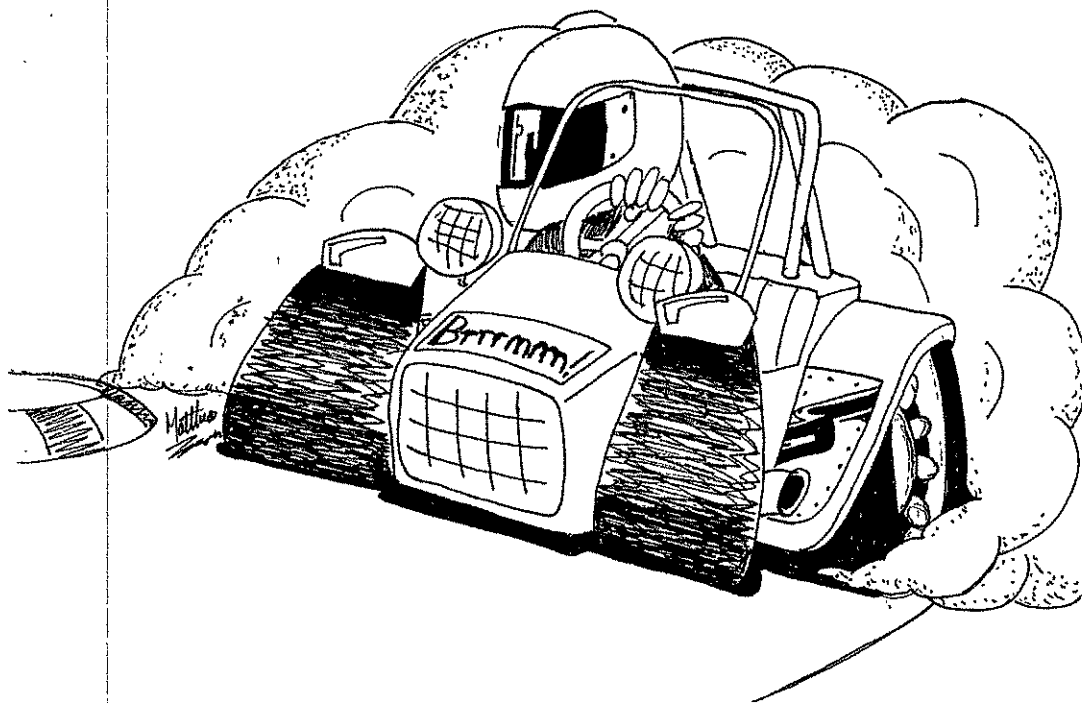


**TRACKROD**

**MOTOR CLUB LIMITED**

*PREPARED FOR THE 90'S*



**DECEMBER 1994**

**MAGAZINE**

**THE NORTH'S LEADING MOTOR CLUB**

RAC AFFILIATED No. 1230

# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 286

December 1994

EDITOR

Well November was a busy month and there was a lot happening with the Crystal, Lookout, Premier, RAC Historic and Network Q as well as our own Bonfire Night all in a short space of time. Trackrod had at least one representative on all of the events and reports are eagerly awaited.

As promised (threatened!) names of non-contributors appear elsewhere in the magazine this month. if you know any of these people give 'em a dig in the ribs, lend them a pen and get them to write.

Rod Parkin makes up for last month's indiscretion by supplying his regular column on time and also submitting a mega article on the Lookout. Congratulations to the organising team of John and Margaret Smallwood, Derek Lee, Stephen Lancaster et al. for another good event that was well received by almost all the competitors.

The Network Q saw, at last, a Briton win although the circumstances of Carlos Sainz's retirement put British spectators in a bad light. Hopefully Colin MacRae's result will do much to promote the sport throughout the country and as a result support the clubman competitors amongst us.

That's it for this month, Merry Crimblemuss to you all and an Appy New Ear!

Nick Stevens (Ed 'itter)

P.S. January Issue available on the SECOND Tuesday due to holidays and print deadlines etc.

**DEADLINE FOR JANUARY 95 ISSUE IS**  
**TUESDAY 9th JANUARY 1995**

## CHAIRMAN'S CHAT

Firstly apologies for the blank page last month. I'd like to say it was deliberate to see if anyone noticed but the reality was simply not being in the right place at the right time.

Strange though, no-one comments on requests for ideas for the 25th celebration, no-one comments on the requirements for chase/management car restrictions, no-one comments on what we should do on club nights.....but you miss one edition..... Ask Barry Dove to tell you the one about Guiseppe the house builder!!

Common sense seems to have prevailed on the international scene and 4 wheel drive cars are going to be permitted for the time being and it may be that FIA are actually listening to their 2customers" at last. It will be interesting to see how the new rules for servicing on World Championship events is controlled - strange isn't it that not long ago the manufacturers were insisting on the freedom to service after every stage, and have lots of tyre vehicles around (including some so called safety cars travelling the stages just before the top crews). Now they have decided it is all too expensive and are wanting to return to nearer what we wanted all the time. Nobody listens at the time of course!

Banning slicks is brilliant and I trust our Rallies Committee take notice. Rallies should be for "proper" cars running road tyres. Those who want all tarmac and slicks should go roundy racing or try a sprint or two. All good forms of motorsport and I'm not knocking either of them but lets keep some individual character in all forms of sport. What do you think?

That's all for now, have super Christmas whatever, wherever and with whomever you're doing it.

**Rod Parkin (Chairman)**

## SEC'S BIT

Again I have been looking back through the committee minutes covering the first few months of Trackrod's conception. It seems the idea of a new motor club had taken off and the minimum of 50 members, for RAC affiliation, was reached in November 1970 and an application for recognition was duly submitted.

The early events list looked something like this:

27th October Indoor Rally at Moortown RUFC  
12th November Film Show at Moortown RUFC  
8th December Noggin 'n Natter  
12th January Marshals Practice Session

The marshals practice session was to be run on a short road circuit for a limited number of crews, together with a number of simulated controls. The object of the exercise was to give experience in the field to inexperienced marshals.

The secretary, Mr S.Lloyd, had proposed communication with Ford Motor Co. with a view to arranging a works visit, Bromfield (Sports) Ltd. for a catalogue of trophies and Tetley Brewery requesting a list of suitable licensed premises for meetings (things don't seem to have changed much!)

Mr H.White had made enquiries regarding badges and letterheaded paper. The badges were to cost £6.10.0 per gross for black or white windscreen stickers.

Back to the present and to remind you that the accounts were made final few weeks ago and therefore in order that the treasurer, John Renny, can present them to the club we will be holding an E.G.M. on January 3rd 1995 at 9.00pm at Yorkshire Switchgear, Meanwood. This will be followed by a Scalextric Evening organised by Richard Ineson.

Thanks from John Renny to those, few, who helped out with running the time control at the New Inn, Eccup for the RAC Rally last weekend. With many of the crews having to wait 5 or 10 minutes for their due time, it gave us an

opportunity to see the cars from close quarters and a few active autograph hunters made a bit of a killing.

The Larkspeed League Presentation evening was on the 11th November at the Novotel, Bradford and was fairly well supported. The League Champions were once again North Humberside, with Ilkley, YSCC and Keighley all very close behind. Trackrod finished 7th. I would like to take this opportunity to say that the committee recently discussed organising a strong team for next year to make an all out effort to win the league in our 25th year. If you feel you would like to be part of that winning team see Peter Rutterford or any other committee member.

I would also like to thank, on behalf of the Lookout organising team, those people who did manage to avail themselves to help out on the event. Another successful year and well enjoyed by the competitors.

Finally, on behalf of the committee and myself I would like to wish you all a **MERRY CHRISTMAS** and hope that we all have a prosperous and competitive year in 1995.

Safe Motoring

**Derek Lee (Secretary)**

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## SOCIAL CALENDAR

### DECEMBER

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

### JANUARY 1995

- 3 Yorkshire Switchgear  
**EGM followed by Scalextric Night**

- 10 Admiral Hawke  
**FREE SANDWICHES**
- 14 **ANNUAL DINNER DANCE AND AWARDS**  
**Lawnswood Arms, Otley Road, Leeds**  
**TICKETS ON SALE NOW!**
- 17 Crown, Wetherby
- 24 Yorkshire Switchgear  
**FORD MOTORSPORT FILM SHOW**
- 31 New Inn, Eccup

Bonfire night went with a bang! Thanks very much to Barry and Tom who organised the building of the bonfire and the firework display and thanks to everyone else who turned up on the night. We had plenty of wood brought by many members so thanks a lot. The turn-out was excellent considering the dreadful weather. We also had ten Alwoodley members - nice to see them too.

**FORTHCOMING EVENTS** Scalextric Night - 3rd January thanks to Richard Ineson who's going to organise this for us. Richard needs marshals and timekeepers (must be fair and just!!)

**ANNUAL AWARDS DINNER** - 14th January - tickets are available now so please see any committee member and get your name on the list. Anyone with any special dietary requirements (e.g. vegetarian etc.) please contact me A.S.A.P.

**FILM SHOW (This is novel!) - 24th January**

1995 is going to be a busy year. If you'd like to organise something or suggest what we could organise for you, please let us know. The Social Committee, Margaret, Don, Christine and myself have (provisionally) planned some social events for 1995 - namely; Ten Pin Bowling Night, London Trip, Mad Hatters Tea Party (you may ask!), Great Yorkshire Day (to be organised by Rod), Boat Trip, 25th Anniversary Ball, Ghost Tour then round again to Bonfire Night and Xmas Party. Other interesting things being organised will be various training evenings, quizzes, table-top rallies etc. so please attend as many club nights as you can, (or offer to organise a special clubnight yourself!!)

See you all soon

**ANNE MOFFAT (Social Secretary)**

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**COMPETITION CALENDAR**  
**DECEMBER 1994/JANUARY 1995**

**DECEMBER**

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

**PETER RUTTERFORD (Competition Secretary)**

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## COMMITTEE MATTERS

An EGM has been called to allow ratification of the club accounts

A change you will, no doubt, notice at Open Forums is that the committee can now be easily identified thanks to sparkling new name badges. This is so we know who we are!

Don't forget the ANNUAL AWARDS DINNER in January. Menu to follow next month or ring Anne with special dietary requirements.

We are looking at the costs of producing magazines and the postage involved. A better breakdown of where your membership money goes will be given soon, but we really need to reduce costs. If anyone knows of places willing to quote for magazine printing let Nick know A.S.A.P.

Socially there is plenty going on, get involved or even organise something yourself. Speak to Anne in the first instance.

Note the changes to telephone numbers in the back of the magazine. New codes work now.

**THE COMMITTEE OF TRACKROD MOTOR CLUB LTD.**

### **OFFICIAL NOTICE OF TRACKROD MOTOR CLUB LTD.**

**EXTRAORDINARY GENERAL MEETING  
TO TAKE PLACE ON JANUARY 3RD 1995.**

**9:00 PM START  
AT YORKSHIRE SWITCHGEAR,  
MEANWOOD ROAD, LEEDS**

## LOOKOUT STAGES RALLY

The Lookout has been and gone for another year. Thanks are due to John Smallwood and his efficient, enthusiastic team for another superb effort that, this year, encompassed repairs to some of the worst areas of the venue and saw the event not only as the final round of the Larkspeed League but also the final round of the ANCC stage rally championship too.

**A very mixed bag as far as Trackrod results are concerned with names and excuses printed below.** Apologies for those I missed and expectations of articles from those I didn't!

Stuart Drabble/Rodger Cunningham...Retired SS2 lost water pump pulley!  
Matthew Thomas/Anthony Dodd...26th Overall, 5th in class  
Andrew Apperley/Rod Parkin...19th Overall, 6th in class and best Trackrod crew.

Stephen Sanderson/Stuart Marsh...41st Overall, 12th in class  
David Marshall/David Turnbull...Retired SS2 reason unrevealed!  
Mark Midgley/Chris Hudson...Retired SS5, Blown engine  
Tom Whittaker/Barry Dove...Retired SS1, took concrete post for a ride!!  
Alan Powell/Ronnie Mackinnon...Retired Service 2, Duff Halfshaft  
Barry Renwick/Stuart Errington...Retired, Broken oil pump!  
Alan Larkin/Graham Whitaker...Did not start!

At the end of the event we had done enough to move up to 7th in the Larkspeed League, next year Alan Larkin will be there and says Trackrod WILL win the League!!!

Although I was unable to take part I did help one or two other crews. My fire extinguisher system finished 26th with Matt and Anthony whilst my helmet finished 27th with another competitor. Both results were considerably better than if bolted to my car or sitting atop my head respectively!

**Nick Stevens (Editor)**

**LOOKOUT STAGES RALLY**  
**MELBOURNE AIRFIELD**  
**6th NOVEMBER**

**“I don’t do mornings”** is a saying with which I have much sympathy. At 0530, there was a complete lack of warmth, it was damp, miserable and unfriendly - the weather wasn’t much better either! Thick fog was evident on low ground and, since airfields are rarely built on hill tops, I knew Melbourne would add this extra dimension to the existing attractions of deep standing water and mud. And that was only in scrutineering the day before!

Nevertheless we arrived in good time if not in humour and proceeded to set up in the service area comfortably close to the refuelling zone (only advisory but still lunatic in concept) and adjacent to the toilets (definitely not advisory and displaying a degree of sophistication which makes you wonder how we ever got a man on the moon). Andrew bravely decided to take a look at the stage layout, on his bike, whilst I discovered that my racing overalls, barely a year old, were exhibiting the same characteristics of other clothes in the wardrobe, and had shrunk considerably (mine too! Ed.). Must be something in the washing powder!

Our car today was one chosen from the range of guaranteed used rally cars (yes they are all guaranteed to have been used) from the Aaran Apperley stables. The Ascona was in very standard form except for stronger springs (on my side) and twin 45 carbs. This car was selected in preference to the rather more pristine and elegant looking Fiat Uno Turbo now in its final stages of preparation since the Ascona would definitely accommodate my size and ride the bumps better! Even so, I reckon I did nothing for the power to weight ratio! Nicely painted in brilliant yellow with sponsorship from Impact Signs and Yokohama Tyres the car nevertheless had a certain inbuilt inverse beauty (the further away you were the better it looked!). Andrew had obviously spent many hours making the car safe, reliable and very presentable and those of you who prepare rally cars will know how long that takes. Still, the proof would be in the driving.

I prepared for our first stage, as every good co-driver should, by following the handbook rules:

1. Ensure that nature fluids have been expelled (several times)
2. Repeat the phrase "It's his car and he wont want to kill us" at least three times, aloud, in increasingly convincing tones.
3. Tighten the seat belts until you cannot move.

A 22 minute delay after MTC1 waiting for fog to lift saw steps 1 & 2 repeated until, at the lowly seed of 54 (must talk to you about seeding John!), we set off into the unknown. As the fog cleared the red mist rose in Andrew's eyes as we caught our first victim who was to enjoy a symphony of musical horns with accompanying light extravaganza until they joined in the show by, themselves, catching another contestant (sorry, competitor).

Group dancing to the music was now a possibility and a fine and accomplished pirouette from one of the cast enabled us to overtake. Fortunately, rallying being a non contact and gentlemanly sport, we were able to do this with good grace and set off at increased pace to seek out new performers for the next show. We didn't have to wait long. As a rather solid barn approached, our next player indicated to the left, realised the barn was there in competition with ourselves and immediately "shut the door" (on us, not the barn!). Melbourne now played it's joker and quickly planted a solid telegraph post to our right leaving the ditch as the most attractive option. Andrew's full and detailed collection of non-repeatable expletives acme in handy and the ditch decided not to be a welcoming host and quickly let us leave. The back wheels may have also had something to do with this but I doubt it.

After SS1 we were lying 26th overall, a position I was personally delighted with. We did agree however that if I could actually see through the windscreen I would have a better chance of calling the corners and seeing the accidents - the answer was to provide me with a washer switch on my side of the car. This worked fine until i realised that Andrew's switch was now disconnected and I had total control - power at last!

SS2, 3 and 4 passed uneventfully and we climbed to 18th position gradually overtaking the competition. Morning was nearly over and bodily functions were returning to normal. Andrew was now driving very well apart from a

desire to move the occasional tyre on exiting corners. "You wouldn't hit them if they were trees " I remembers saying once or twenty times!

SS5 was different! Somehow the engine decided that one (or two?) of its cylinders could take some time off for previous good behaviour. A move clearly resented by those remaining who refused to work harder. The result was a disappointing stage time which was partly compensated for by finding new pools of water to play in. Depending on which books you read, 'water sports' have different meanings. I have yet to see it featured in rally books but I may one day write a chapter to describe omnidirectional jets which joyfully performed inside the car whenever water was present. To be fair the cause was identified as rubber bungs having been dislodged by stones hitting the under-side of the car. Also we managed to hit a chicane due in part to my enthusiastic use of the washers, I forgot to turn them off and Andrew couldn't see where he was going (he said1)

Service after SS5 now took on a new meaning, not just check the nuts and a quick wash, this time the car needed attention too. The engine sorted thanks to the help of many people, we were now able to tackle SS6 with renewed enthusiasm. Andrew decided to not risk cleaning the windscreen again and did all his driving through my window.

SS7 was in darkness, thank goodness for fluorescent arrows. They were just about all we saw because the alternator had now taken it's annual leave without permission and gone missing. Remarkably, power was restored after a repeat of the smooth talking which got us out of the ditch - I'm sure they know what you say!

The final stage was undoubtedly our best, full power, lights, a clean screen, no muddy jets and running with car 39 who didn't get in our way. Final results showed us at 19th overall and first Trackrod crew. hopefully the Trackrod team will also have added some valuable points to the Larkspeed tally.

**Brilliant event** - Thanks to John Smallwood and his team for putting in so much work! Hope to be there next year!

**Rod Parkin**



## If winter comes ...

**T**HE approach of the Monte seems a good time for *Wheels* to be asking John Wheeler, the key engineer behind the Escort Cosworth which won the '94 event, for his tips on coping with winter conditions.

First, says John, make sure the car is in good general nick with the right oil and with the recommended mix of antifreeze in the water system as well as in the washer bottle. If you really want to economise, putting 20% methylated spirits and a dash of washing up liquid in the latter will keep grime away. It may keep passengers away too because it smells strongly.

Tyres are crucially important in winter – they certainly are on the Monte where a works team will have up to 1000 available (per car!). If you live in an area prone to poor winter conditions and you can afford it, it may be worth getting a spare set of wheels and some of the super thermal compound winter-tread tyres; only buy four – use a summer tyre as the spare.

Next, John advises, carry a few basics in the car – torch, de-icing fluid, clean soft duster for the inside

of windows, screen scraper, tow rope, boots, jacket and gloves. Warning triangles and first aid kits (compulsory in many countries) make sense too. For rallying in UK winter conditions the Scandinavian habit of taking rubber overshoes to wear when out of the car makes sense – stops your feet slipping on the pedals when you next get behind the wheel.

One other point about preparing for winter – have you read the section in the owner's manual on the heating system? Probably not, yet it's worth knowing just how to get the right hot air where.

All blindingly obvious stuff? Of course – so why does general paralysis tend to descend whenever we get a cold spell?

When the iceman cometh, John Wheeler stresses the importance of practice especially for rally drivers. When you have the privilege of sitting next to a star on snow and ice the one thing you notice (once you've stopped whimpering) is how confident they are. Confidence comes from practice so find a piece of non-public road – perhaps a deserted industrial estate or

▲ *Francois Delacour on his way to winning the '94 Monte.*

car park – and experiment with your car's reaction to brakes and steering, and different driving techniques.

Finally, if you've done your Hero Driver bit on an icy stage, take care when you get out of the car. Cheers may change to jeers if you pass the crowd skating along on your backside.

Have a Merry Christmas and a Happy New Year.

*Stuart Turner*

## COD FILLET QUIZ



1. Which 60s GP car won the first race of the 3 litre Formula?
2. Which well known racing driver won the Welsh rally in 1964?
3. When did "Casque" of the Autocar win in No. 77?
4. Who said "Gentlemen start your engines"?

ANSWERS ON PAGE iv

# FROM THE RACMSA

## 1995 RACMSA Fees

The RAC Motor Sports Association has announced its fees for 1995. The *cheapest competition licence remains* the Non-Race Clubman, at only £10.30, which allows participation in the vast majority of entry-level motor sport events around the country.

National A licences cost \$50.50 for car racing, £39 for speed events, rallies and rallycross, and £26.70 for karting.

Per capita insurance fees for events rise by more than the rate of inflation, mainly because they are liable to the new 2.5% Insurance Premium Tax. In the case of trials, autotests and road rallies, however, the RACMSA's insurers, Bowring, will absorb IPT on your behalf.

Moreover, a generous sponsorship initiative from Bowring has enabled us to offer free per capita insurance cover to competitors in our newest 'entry-level' disciplines, standard car trials and production car autotests.

## Green light for experimental race meetings

Cheaper race meetings, with less practice and more on-track action for the spectators, will be tried in 1995.

The RAC British Motor Sports Council has agreed that four motor clubs – BRDC, BRSCC, BARC and 250 Motor Club – will be allowed to adopt major changes on an experimental basis.

Among ideas which might be seen next year: much shorter practice periods, less time-consuming start procedures, and grid positions determined by championship positions or even by ballot.

The idea is to give competitors more actual racing and the public a better spectacle.

## from the Government!

A ten-point plan to raise money with matching Government funding has been produced for motor sport by Sportsmatch, the business incentive scheme for sports sponsorship.

More than 50 per cent of Sportsmatch's £3.3 million annual budget currently goes to the top six sports of football, tennis, rugby union, cricket, basketball and athletics. Motor sport attracts only £17,000, or 0.4%.

Sportsmatch works by matching a commercial sponsor's investment in sport, provided the project meets the scheme's criteria. To qualify, a sponsorship must be a 'grass roots' activity designed to encourage participation in sport and provide an extension of facilities and playing to the widest possible number of people.

Priority is given to provision of sport, coaching and facilities for young or disabled people, ethnic minorities or in areas of urban or rural deprivation.

Sportsmatch grants are for a minimum of £1,000 and a maximum of £75,000. When combined with the sponsor's money, this means that sporting projects from £2,000 to £150,000 are within the scope of the scheme. Of course, there is nothing to stop a sponsor putting in more than £75,000.

Sportsmatch is keen to support all forms of sport and has already made awards to 50 of the 89 sports recognised by the Sports Council. The following ten-point guide has been published to help you get Sportsmatched:

1. Create an event or programme which increases participation and/or improves standards.
2. Target the scheme at young people, disabled sports people or areas of special deprivation in rural or urban communities.
3. Define costs of the scheme.
4. Identify potential support from the Sports Council, the Foundation for Sports and the Arts and local authorities.
5. Identify a commercial sponsor in supporting your idea.
6. Ensure that the sponsorship money is new, or represents an

7. Develop a joint proposal with the sponsor, showing the benefits to sport and the sponsor and how you intend to promote your scheme.

8. Apply for a Sportsmatch Award. There are scheme managers to help you frame your application: talk to them on 071-233 7747, or fax 071-828 7099.

9. Wait about two months from application to hear your result.

10. If successful, spend time and energy ensuring that the sponsor gets a good publicity return, that Sportsmatch receives the credit and so does the Department of National Heritage which provides the funds.

## Historic Recognition Forms

The RACMSA has obtained some original forms of recognition published by the CSI (predecessor of the FIA) for several pre-1960 cars. Most of the forms date from 1954, with a few from 1958 and 1959.

Makes include AC, Alvis, Armstrong Siddeley, Aston Martin, Austin, Healey, Bristol, Daimler, Hillman, Humber, Jaguar, Jowett, MG, Morris, Renault, Riley, Rover, Singer, Standard, Sunbeam Talbot, Swallow, Vauxhall and Wolseley.

Copies of the forms can be obtained from Motor Sports House at a cost of \$5.00 each (including postage).

## In brief...

New regulations from the RAC British Motor Sports Council, applying from 1 January 1995:

- ◆ Anyone appealing to a tribunal or to the Stewards of the RAC must submit a skeleton argument no later than seven days before the hearing (the new procedure will not apply to Eligibility Appeals Panels, which continue as before).
- ◆ The ban on Group B cars in British rallycross has been rescinded. The Rallycross Sub-Committee decided that the exclusion of Group B cars – approved by the Motor Sports Council in May – "would have undesirable repercussions on entries within Division 1 during 1995".

## CLASSIC RELIABILITY TRIALS

- Most commentators agree that this branch of the sport all started in 1900 with the Thousand Mile Trial, a tour organised by the forerunner of the RAC, for the industry to demonstrate that the car could do all the things its sponsors claimed.
- Simply getting from place to place was then challenging enough, but as cars became more reliable, additional tests were added in the form of steep ascents – 'Observed Sections' – which had to be climbed 'non-stop'.
- The period leading up to the Second World War, and immediately after, is often referred to as the 'Golden Age' of trials, with nimble open Austins and works MGs taking on the mighty V8 Allards and specials.
- Fifty years further on the sport is alive and well, having spawned Sporting Trials and Production Car Trials as separate 'mud-plugging' events along the way. Whilst cars of the Golden Age are still to be seen on the hills, and indeed are encouraged, most machinery is more modern, with 8 classes catering for every car from road legal specials to front wheel drive saloons, excluding 4x4s.
- Today's events are still about the reliability of man, woman and machine to follow a route of between 50 and 350 miles on the public road, and climb between 10 and 20 steep, slippery, muddy and rocky hills 'non-stop'. Speed is irrelevant; getting to the top is what counts, and of course, finish! Many of the current Sections are old roads and byways first used in events 60 or so years ago.
- Topography and the need for a challenge dictates that events are mainly in the western half of the country, and in the wetter part of the year from September to April.
- The RACMSA calendar contains about 40 events, 15 being rounds of a championship run by the Association of Classic Trials Clubs (ACTC) with a further 6 open to member clubs. Entry fees range from £15 to £30, with between 40 and 220 competitors per event.

Alan Foster

## AUTOSPORT

### RACE WITHOUT END

By Maurice Hamilton, Patrick Stephens Limited, Hardback, £15.99

A superb description and analysis of a year in the life of the Jordan Grand Prix team. *Observer* journalist Hamilton was given unparalleled access to the team in 1993 and made absolutely the most of it.

Hamilton is not afraid to probe a finger into where the blame lies, but all is dealt with in a scrupulously honest and incisive manner.

His precise and simple style is a pleasure and builds up a picture of the frustrations so well, that the delight and release for the team when Eddie Irvine does so well on his debut in Japan is almost tangible.

*Race Without End* is a triumph and a must for all those who want to find out what really goes on behind the scenes day-by-day in a Formula 1 team.

### 100 YEARS OF MOTORSPORT

A Wallchart by Doug Nye, Original Wallchart Ltd, £5

The renowned author Doug Nye has compiled a substantial wallchart which celebrates the 100th anniversary of motorsport. All areas of motorsport development are detailed with sections outlining the Pioneers, the Great Drivers, the Constructors and the Powers that Be. There are 121 emotive pictures dating from as early as 1894, bringing alive all the excitement of motorsport.

Contact: Original Wallcharts, Wyke Lodge, London Road, Ryarsh, Kent ME19. Telephone: 0732 872626.

### ASTON MARTIN PROJECT CARS,

1/43 scale, by Scale Model Technical Services, Hand-built £62, Kit-form £27

Scale Model Technical Services has released a series of 1/43 scale models of the Aston Martin Project cars that raced at Le Mans in the early 1960s.

The story of the cars began when Aston Martin dealers urged the factory to re-enter racing to try to emulate the

Le Mans victory of 1959.

A decision was taken in January 1962, in time for Aston Martin DP212 to start that year's 24 Hours with Graham Hill and Ritchie Ginther. The duo held second place until a holed piston caused their retirement after six hours.

For 1963, DP214 and DP215 were fitted with a chopped tail and spoiler for improved stability. Both 214 cars retired with holed pistons, and the 215, driven by Phil Hill and Lucien Bianchi, led the first lap but retired after two hours.

The car models are available from SMTS for £62 each hand-built, or in kit-form for £27. Tel 0424 853353.

### AYRTON SENNA: A PERSONAL TRIBUTE

By Keith Sutton, Osprey Publishing, £16.99

As Ayrton Senna's press officer and confidante, *Autosport* photographer Keith Sutton had the chance to follow Senna throughout his career. He is regarded now as the best in the business and is the only person to have a complete record of the Brazilian, on and off track, from his early days in karting to Imola, 1994. This book, with a foreword by Martin Brundle, uses Sutton's work to pay a personal tribute.

### JIM CLARK PORTRAIT

By Chris Pascoe, A1 (100 only) £25, A2 (300 only) £15

New artist Chris Pascoe has launched a series of pencil pictures in black and white, entitled 'Famous Fives'. The series will illustrate famous cars and/or drivers who have used the number 5 over the last 30 years.

A print of Jim Clark is currently available in two sizes. The second of the series will be of Nelson Piquet in the Brabham. All prints are available from the Broadway Motor Car Company, who can be reached at 0386 853904

FEATURE **AUTOSPORT**  
BY



## Distributor Performance

**H**AVE you ever wondered why you don't have a vacuum advance on a modified performance distributor? Let's first consider why the manufacturer put it there in the first place.

With a lightly loaded engine the cylinder filling is much lower than on full throttle, and, in addition to this, with a weaker mixture you need more ignition advance than with a rich mixture. The manufacturers want a good fuel economy on light cruise condition, so they weaken the mixture at this point. As there is a high manifold vacuum present at this time, they link the distributor advance to the manifold vacuum and pull the timing forward

to suit the light throttle/weak mixture condition.

This means having a sliding base plate in the dizzy, which can wobble about at high revs and spoil the timing accuracy. Therefore a modified distributor for a performance engine has the base plate welded up and no vacuum advance is then possible. The argument also runs: since you have a race engine you are not going to be running at light throttle and therefore will not need the advance unit.

In reality the advance unit would be nice to retain, but a timing wander problem will destroy your engine quicker than most things so we live without it. At least we did until the advent of electronic ignition control, or engine management as it is now called. With full electronic control you can put the timing exactly where you want it, at any speed and under any

load condition.

This is what manufacturers now do, but the numbers are fixed and we can't change them – pass the bob-weights please! Some people can get into the map and change things and this is called chip-tuning. I have been in trouble before talking about chip tuning, so that's where we'll leave this one – for now.

## QUIZ ANSWERS

1. Cooper Maserati T 81 (S. Africa 1967 P. Rodriguez).
2. Barrie (Wizzo) Williams – Mini Cooper.
3. 1927 Le Mans 24 hours, S.C.H. Davies in Bentley "Old No. 7".
4. Tony Hulman (Indianapolis 500).

  
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## ECONOMY RUN, 8th JANUARY 1995

In order to make it possible to present the trophy at the awards dinner the **1994 Economy Run will run confusingly on 8th January 1995**. Using the familiar start and finish venue of the Texaco Adel Service Station (Next to the Lawnswood Arms) the event will consist of a route of approximately 30 miles on a variety of roads. Prescriptive route directions will be issued and a number of "treasure hunt clues" will need to be solved. A nominal charge will be made to cover the cost of prizes which will be presented at the New Inn as soon as possible after the last competitor finishes.

A booking has been made to ensure that the roads do not turn white again this year. **Come and have some FUN** early in the New Year for very little money.

**See me at any club night or ring 0532 673491 if you are interested in taking part.**

**Louise Goodall.**

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### MEMBERSHIP MATTERS

Three new members to introduce this month:

**Andrew Varley of Cookridge  
David Hammond of Normanton  
Christopher Rowson of Crofton**

*The Lookout Rally also brought in 10 additional members.*

**Hopefully elsewhere in the magazine you will find a loose membership form for your delectation. Please complete this in full** so that next year's cards can be issued promptly. Thanks in anticipation etc.

**Louise Goodall (Membership Secretary)**

## FOR SALE

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### **Unity is Strength (2)**

Last month we looked at the possibilities of getting RACMSA clubs who run more specialised branches of motor sport to join the Association and asked if anyone could help. Thanks to the good offices of the Yorkshire Rover Owners Club the ANCC has been introduced to the other four-wheel drive clubs in our area who have all shown interest in knowing more about our activities. Indeed one has already said they will join and we are talking to the others.

We are now following up with the drag racers, kartists plus one-make and other specialists to try to achieve 100% membership of clubs in our territory so that we can speak with one voice for RACMSA recognised motor sport.

Our aim must be to be part of an umbrella organisation for cars, motor cycles, karts and hovercraft plus model flying and racing and other "noisy" sports. But to be totally effective we need to look at partnerships with "quiet" sports who could share facilities purchased or improved with national lottery money.

### **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

## SNIPPETS!

### **Heard in passing.....**

Julie Davison let it slip that she and Peter Rutterford are to marry next year and in the next breath announced that she was attending ante-natal classes, wearing trousers so that she could put her legs up in the air! Any connection was vehemently denied!

Louise Goodall makes a break for stardom and appears in a YTV Maths programme typecast as a taxi-driver!! A speaking part all the same.

Going Dutch!....Secretary Derek "Van Bender" Lee proves that he has forgotten all the rules of auto-testing and reverses into the gate post of one of my neighbours! Thankfully no damage other than to Dereks ego!

Mark Midgley invests in shares of a head gasket manufacturer whilst Yorkshire Water fit his car with a meter to measure consumption in R.P.M. (Reservoirs Per Mile!!) but he still takes home a trophy for his dogged determination.

From a long time ago....Stephen Lancaster reports to a garage that his engine was down on power and was *missing only to find it still there* when he opened the bonnet.

Team Reprobate head for Morecambe for the Illuminations only to find some nutters in fast cars spoiling the view of the lights!Oh well!

Phil Andrews gets a job as a stripper! It turns out that the only thing to get stripped is pine!

Alan Larkin has filled the Astra with petrol!

Editor Stevens wheel the old Talbot Bumseam out of retirement and gets 4 punctures and that's before the trailer is loaded!

**NUFFS ED**

## NOT AS MAP CORNER

Well I've had a busy month with an outbreak of stage events, 3 out of 4 were won by "old 2WD Escorts, there's life in the old dog yet (and the cars are good for a few more miles too!). Of course, the other event was the Network Q RAC Rally and congrats to Colin MacRae and his "brains" Derek Ringer on a long overdue win. Funny though, the stages I visited were in classic roads rally country with access to the stages on some old favourite routes.

I have had some feedback on the navigational teasers saying that they were a touch difficult so I am hoping to organise an evening when I can tell you about some of the more devious and simple systems used. This month's teaser is a simple set of grid references from the recent St. Wilfreds Rally on map 99.

Using all roads from NTC7 at 235 1/2 734 proceed to STC9 via P.C.\*, P.C.9, STC8 and P.C.10 avoiding the following 50 m map references.

250.5 716.25	235 732.5
231 736.75	207.5 717.5
256 723.75	242.75 712
251 722.25	236 716.25
212.75 733.25	197.75 742.75
226 737.75	204.5 722.25

also avoiding spot height 155 in square 20 73

P.C.8 and P.C.9 are in Sq. 2472

STC 9 is in Sq. 2173

P.C.10 is in Sq. 2073

STC8 is in Sq. 2172

The question is where did Alan Larkin and myself get stuck? Last month's answer was 75. Instructions for plotting map refs. are on the bottom of the map!!

Merry Christmas Everybody (so I don't have to send any cards!)

Arthur Heaton.

## RETROSPECTIVE

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

On the cover the Escort of Pete Germaine/Ronnie Moore on the 1975 Scarboro Stages - inside were pictures of Martin Kemp/Steve Holden (Mini) on the 1975 Tour of Lincs. and a photo of Steve Lloyd, Tony Holden of Shell and Paul Hargreaves - then of YSCC (now well known(?) video producer) taken at the Shell League final Autotest at Hartshead Moor.

Nigel Drayton offered belated (Ed's fault) thanks to all who assisted on the recent Scarboro Stages Broxa Stage. Bob Chapman presented a Christmas Crossword and Vince Girardier was offering his ex-Paul Faulkner rs1700 for sale - the full monty for £1850 - contact Vince at Station Garage Guiseley - he's probably still got it!! The Shell League final - the autotest at Hartshead Moor with that venerable performer of stage screen and pen - Steve Lloyd - who won his class in the equally venerable MGBGT. The rest of our team, Richard Ineson, David Taylor, Andrew Roddy and Ken Goodall turned in a performance that added £7 (wow!) to our winnings for the year which now totalled £21 (double wow!1).

Rod Parkin reported on matters RACMSA - license fee increases - an International Drivers License would cost £10 in 1976!

The first round of the indoor rally championship was won by F.S.Brown/Ian Gurnett from Mary Lloyd (on her own), Steve Holden/Martin Kemp, Derek Lee/Andy Roddy, Bob and Joyce Chapman and Pete Germaine/Ronnie Moore.

Editor asked if VW owners club outings were called Beetle Drives??

Trophy Points were reported with things shaping up for final scores with only one or two events to go - lots of, by now, familiar retrospective names appeared: ANCC Rally Championship Driver/Navigator; Roger Blamey/John Richardson - Club Rally Driver; Vince Girardier - Navigator; John Richardson (though not with V.G.) - Off Road Events; Richard Ineson -

Service Crew; Marcel Girardier - All Rounder; Richard Spurdens - Marshals Trophy; Nigel Drayton - Autotest Trophy; Steve Lloyd and Howard White on equal points - PCT Trophy; Steve Lloyd - Ladies Trophy; Sue Broadbelt - Mrs Newman Trophy; Pauline Phillips.

Trackrod.....Ends

Richard Ineson

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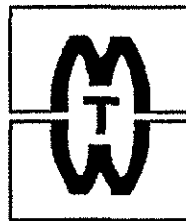
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then See DEREK LEE for arrangements to get bits to Leeds (A very  
nice man!!).**

## TRADEX DISCOUNT CARD

Trackrod Motor Club members can now avail themselves of the opportunity to shop at trade prices. That's right, financial savings as a result of using a plastic card.

Those of you who collected their magazine in person should have collected their card from the pile strategically placed near the magazine distribution point (box!). Those of you who have received their magazine through the post should have received their card in the same stylish brown envelope at no extra cost!

Tradex cash and carry warehouses are located at:

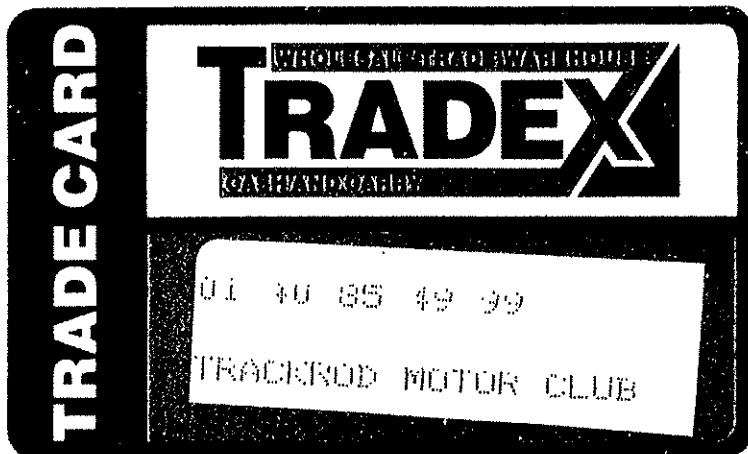
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Ringway  
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Bradford Road  
Pudsey  
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Monks Road  
Lincoln

All apart from the Lincoln branch have coffee shops and all have free car parking facilities.



## OTL!!

Articles due in now include.....

### **ARTEMIS EQUIPMENT FOREST RALLY.**

Where are your articles, see October issue for names.

### **CRYSTAL FOREST STAGES RALLY**

There were definitely a few members on this one. I know I was at the stop line of the final stage signing your time cards.

Where are your articles Mark Ryan/Peter Rutterford, Peter Walster, Richard and Peter Jackson, Mark Midgley/Chris Hudson and anyone else.

### **LOOKOUT STAGES RALLY.**

Loads of you out there but only one article at present. (Thanks Rod!)

**NICK STEVENS (Editor type person)**

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## EQUIPMENT NEWS.

The hunt is on to find six fire extinguishers which must be getting more than a little home sick. If you know where they are could you show them the way home or even give me a ring and I'll organise a lift for them. THANK YOU.

ALSO MISSING is a DRUM OF 110v yellow cable. If anyone knows where this is could you let me have it at any club night or again try ringing me.

If you require equipment for your event could you please let me know and I will sort it out for you as THE EQUIPMENT STORE IS NOW KEPT LOCKED so that we can keep a check on what is going out.

Many thanks, Merry Christmas and a Happy New Year.

**Paul Scruton (Equipment Officer)**

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