

PREPARING FOR THE 21st CENTURY



FEBRUARY 1995

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 288

February 1995

EDITOR

The season is now definitely under way and there have been a couple of events with Trackrod Crews in attendance. Articles are eagerly awaited.

Socially things are hotting up too with a number of things planned and in place for the next few weeks, please try to support the club and attend these events where ever possible.

It is good to see one or two new faces making regular appearances at club-nights and I feel sure that we will have a greater number of recruits with the activities we are now able to offer them. If you can think of anything new please let us know so that we can try them out on the membership.

Thanks to all contributors this month and apologies to people for errors last month. Photo was Ken goodall/Mike Tempest thrashing the RS2000 through a ford and the cartoon was courtesy of the Old Stager Magazine.

Till next month, happy reading.

NICK STEVENS (Editor)

**DEADLINE FOR MARCH ISSUE IS
TUESDAY 28th FEBRUARY 1995**

CHAIRMAN'S CHAT

It was very pleasing to see so many people attend the recent Film Show at our "permanent" monthly clubnight venue. I had forgotten how temperamental 35mm projectors could be! Thanks to Richard Ineson and Barry Dove for organising this evening and I am pleased to announce the appointment of Peter Jackson to the post of "Chief Technical Projectionists Assistant" - thanks Peter. I guess it proves that if there is something interesting happening at club nights, members will attend! As you may know, we are aiming to arrange many more activities when we have private facilities, especially the first meeting in every month when we are at Yorkshire Switchgear. We are a Motor Club and we should be providing a broad range of motorsport related functions as well as competitive events. With this in mind we have plans for: training evenings; scalextric competitions; table-top rallies; more "proper" film shows; and maybe a regular quiz. All this will help promote a club atmosphere which will be attractive to members new and old. It is also a good environment in which to introduce and welcome new members.

Joining any club by arriving at the first meeting on your own can be a lonely experience! We must, therefore, be welcoming to all comers and I know that Louise and Barry will be undertaking a promotional drive to attract new members in the very near future. You all have a part to play - if we want to continue to be part of a successful motor club we need "new blood", so when you see a new face at clubnights - go and talk to them and introduce them around. Such introductions will be easier at our private venues such as Yorkshire Switchgear/Merlin Gerin.

Since the decision was taken to retain all major Trackrod trophies (whilst providing replicas to keep), you will no doubt have noticed our display in the cabinet at the above venue. Vince will tell you how to claim points for these trophies - why not get your name engraved on one of them, there are plenty to try for.

If you have any ideas for other activities - especially if you are offering to organise - please talk to any member of the committee - as always, it is your club.

ROD PARKIN (Chairman)

SEC'S BIT

Another chance to relive the early days of Trackrod. I recently read through some of the original committee minutes and found some interesting facts

10th Feb. 1971

It was reported that offers of sponsorship of trophies had been received as follows:-

Rally Driver Arnold G. Wilson

Rally Navigator D.G. Dickinson

Autotests H.E. White

All Rounder H. Fowler

And an offer from Mr. P. Myers but no specific competition.

Mr J.C. Wilson stated that he would prepare some Rally Control boards. They would consist of a square board marked "TMC" (For you older ralliers they were a common site on the Costa-Di-Plenti and then the Lookout Road rallies)

A list of events were agreed on:

Rally organised by H.E. White, a marshals practice session at the Barley Corn, an Autotest at Acaster Malbis again H.E. White and H. Fowler, indoor rally Coach and Horses Rothwell, Rally organised by B. Schofield and P.Gledhill, Navigator Talk at Moortown Rugby Club, PCT D.G. Dickinson and S. Lloyd, Treasure Hunt D.W. Taylor and C. English, sportonoggin D.W. Taylor. This list covered the events to be organised throughout March and April.

It was decided that a fee for entry to competitive events should be made and the cost was to be 15/- per entry. (that is 75p to those of you who are post decimalisation.)

A vote of thanks was sent to Mr. Barry Smith, Tate of Leeds Ltd for arranging demonstration drives in vehicles supplied by them.

Wee it looks like they had a busy competitive life back in the early seventies,

lets hope that we can get somewhere near to that sort of enthusiasm during 1995.

Last weekend saw the first round of the Larkspeed League, Wakefield and District's Chantry Road Rally. We had three crews out, Alan Larkin/Richard Norbury: Arthur Heaton/Joe Taylor and Peter Rutterford/Mark Midgley. We also had two crews of marshals out as well. I was in the Team Reprobate crew of Paul Scruton, Nick Stevens, Louise Goodall, Stephen Lancaster and myself. It brought back memories of standing on the hills waiting for the tell-tale flash of headlamps.

That's all for now, Safe Motoring

DEREK LEE (Secretary)

SOCIAL CALENDAR

FEBRUARY

- 14 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 21 **TEN PIN BOWLING NIGHT**
LA Bowl, Sweet Street, Leeds 8pm **PROMPT**
- 28 New Inn, Eccup
NOW DOING FREE SANDWICHES

MARCH

- 7 Yorkshire Switchgear
FILM SHOW (organised by Graham Whitaker)
- 14 Admiral Hawke
FREE SANDWICHES
- 21 Crown, Wetherby
(LOADSA) FREE SANDWICHES
- 28 New Inn, Eccup
FREE SANDWICHES

APRIL

4 Yorkshire Switchgear

ROAD RALLY NAVIGATION TRAINING (See below)

The film show organised by John Renny with Richard Ineson as Chief Projectionist doing a marvellous job working with some old films (even Dickie Davies wore flares!) Thanks to you both for your effort.

Things are hotting up now, so watch out for events and training evenings particularly on the first Tuesday of the month. Help Trackrod save postage and collect your magazine at the same time as enjoying the evenings entertainment.

COMING SOON! A Navigational Road Rally Training Evening, organised by John Richardson on 4th April. This is a two part exercise open to all prospective and entry level beginners in rallying. Part two will be an on-the-road event on 11th April. Experienced marshals are required contact Anne Moffat on 01924 262958. More details to follow.

Next social event is the **TEN PIN BOWLING** on 21st February **NAMES REQUIRED SOON PLEASE**, see me or any social committee member.

ANNE MOFFAT (Social Secretary)

MEMBERSHIP

Dont forget to renew your membership NOW before you stop recieving the magazine. Forms have been sent out and I can be contacted at most club-nights or via the telephone number listed in the back of the magazine.

More news next month.

LOUISE GOODALI (Membership Secretary)

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LOCAL CHAMPIONSHIPS

Two of the seasons' championships have supplied us with details of their qualifying rounds details of which can be found below. Both Championships are promoted by the ANCC one being a stage rally championship the other being a road rally championship.

T.I. Motors Rallyspares Northern Stage Rally Championship

Feb 5th	Riponian	Ripon MSC
Mar 11th	Malcolm Wilson Stages	Kirby Lonsdale CC Morecambe CC Workington M
Apr 1st	Castrol Crystal Forest Rally	North Humbs MC
Apr 9th	Loveday and Bennett Tour of	Lincs Lincs Louth MC
May 28th	Bloodhound Stages	Grimsby mc Lincoln MC&CC
Jun 18th	Wadham Kenning Stages	Sheff & Hallam MC
Jul 9th	Armstrong Massey Stages	Beverley & DMC
Jul 22	Opposite Lock Rally	Slaitwaite MC
Aug 12	Alsecure Silva Stages	Clitheroe & DMC Springhill MSC

ANCC 1995 Road Rally Championship

Mar 18/19	Hall Trophy	Clitheroe & DMC
Apr 22/23	Autowindcreens	Matlock & DMC
Apr 29/30	Three Swans	Selby & DMC
June 3/4	Pennine	Alwoodley MC
Jul 15/16	Gordon Musgrove	Garstang & DMC
Aug 5/6	St. Wilfreds	Ripon MC
Sept 9/10	Rally Of The Dams	Sheff & Hallam MC
Oct 7/8	Danfab Danum	Lindholme MSC
Oct 14/15	Three Rivers	Stockton MC
Nov 4/5	Cossack	Eastwood & DMC
Dec 2/3	Beaver	Beverley & DMC

Regulations for both championships are available on the club notice board and can also be obtained from Peter Rutterford.

HOW MUCH DOES IT COST TO RUN YOUR CLUB?

The committee have recently undertaken a review of the income and expenditure accounts over the last few years and the following information may be of interest.

Necessarily the figures quoted are approximations but nevertheless serve to illustrate where money is spent and what are the sources of income.

From this review a number of recommendations have been made and will be discussed in depth at subsequent committee meetings.

EXPENDITURE

The following costs apply irrespective of what events we run:

Registration Fees (Company, RACMSA, ANCC, ANEMMC)	£125
Accountant Fee	£375
Audit Fee	£150
Magazine and Postage	£1450
Equipment Store	£200
Maintenance (Fire exts, Radios, Equip.)	£175
Printing and General Costs	£150
Insurance	£150
Radio Licences	£50
Trophies	£250
TOTAL	£3100

The above DOES NOT include

In other words, to “stand still and do nothing” we need over £3000

Sporting or social events potentially add to this cost.

INCOME

The following are our sources of income:

MEMBERSHIP FEES (1994 was 95 @ £10 plus 19 @ £15 = £1235) Clearly if membership were the only income, we would have to treble our membership fees or recruit 180 new members!

ADVERTISERS (Approx. £300)

ADMINISTRATION FEES collected from major events with their own accounts. In reality only the Forest Rally has achieved this during the past few years.

OTHER EVENTS (Hillclimb, Autotests etc.)

RAFFLES and DONATIONS etc.

LARKSPEED LEAGUE "WINNINGS"

RECOMMENDATIONS

In order to balance the books for 1995 and beyond the committee have decided to undertake the following:

1. Review the membership fee structure and make recommendations in time for the next AGM
2. Increase membership numbers
3. Fix budget contributions from major events before they take place - Already Done
4. Review the production costs of the magazine by the end of February 1995
5. Rationalise the advertising revenue rates and advert sizing in time for 1995 agreements/invoices.
6. Target specific fund raising events for major items of expenditure or capital/revenue purchase
7. Ensure that, at minimum, all events recover their costs including equipment and trophy costs which would otherwise be borne centrally.
8. Win the Larkspeed League

None of the above is intended to curtail any activity. Any event, if it is considered of value to the club and its members, may run at a loss and therefore be subsidised. This should be by prior arrangement and subject to reviews.

ON A VERY SERIOUS NOTE....

Last month I learnt that a member of North Humberside Motor Club had died following an accident whilst setting up a stage for the RAC Historic Rally in November. The cause...Falling Off A Trailer.

I must first say how shocked I was to hear this and I would like to send my sincere condolences to his family and friends.

I too have fallen off a trailer, two years ago. I have been left with a permanent loss of hearing in one ear as a daily reminder of the incident.

I would like to say to you all that, if you are working with trailers, whether setting up a venue or as a competitor, please please be careful. EVEN BETTER AND SAFER, do not stand up on a moving trailer - use alternative transport - it's just NOT WORTH IT. We all know this practice goes on within most clubs so this message goes out to everybody involved in the sport. Motorsport is dangerous enough without incidents of this nature.

I understand that the RACMSA may stop compensation for any future accidents involving trailers. PLEASE BE CAREFUL.

Stephen Lancaster.

As a witness to Stephen's accident I should point out that at no time was Stephen "messing around" in a manner which was thought likely to place himself or others in danger. Nor was the trailer stacked high with tyres etc. The person driving was going VERY SLOWLY. I do know that the driver places some of the blame on himself for what was in reality a slip on a wet surface. THINK FIRST and TAKE CARE. Ed.

NOT AS MAP CORNER

Happy new season folks. First of all apologies for no article last month. Nothing happening and a surfeit of Malt Whisky caused lethargy.

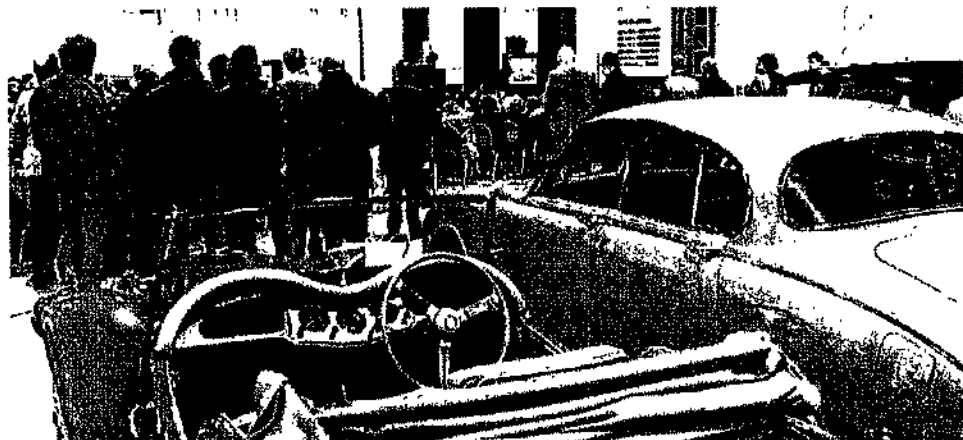
On the road rally front the ANCC championship petered out on a dull note with the Beaver Rally not running due to lack of entries but, as you read this, the first round of the 1995 Championship and the Larkspeed League will have taken place (Report next month Ed.) and the Trackrod entries will have scored some valuable points.

Recent conversations with older and younger members of the club has revealed a hankering for "The Good Old Days" of the Motoring news Championship and some veterans have threatened to come out of retirement. In fact an unattributed rumour (Gossip?) circulating suggests that the RACMSA has approached some of the M.N. competitors who are no longer competing for reactions on a return to Pre-Plot and Targa Timing.

My first reaction to this is whoopee! Bring ma an RS2000, but more sober reflection reveal three major snags.

1. The RACMSA has, for years, been trying and finally succeeded in abolishing pre-plot navigation.
2. Targa timing would require a major revision of the rallying rules, particularly that all clocks must show CORRECT B.B.C. time.
3. If the 30MPH maximum average speed is adhered to most selectives in our area are cleanable. Just remember the RACMSA takes a very dim view of breaches of this rule. Recently a midlands club was suspended from organising events on the public highway and club members disciplined.

So, in my opinion, it won't work BUT I'd love to be proved wrong. Keep the debate going and keep involved in the sport - remember rallies - any rallies, won't run without marshals and competitors.



GOING ... GOING ...

I sat next to Robert Brooks at last year's "Autosport" awards dinner and as he is one of the leading auctioneers of interesting cars, I quizzed him on the subject on behalf of *Wheels* readers. So, if I can decipher my scribbles off the back of the menu, here goes.

First, I asked him about the state of the market for classic or competition cars. We read of Astons which once fetched millions now going for pence but what is the real situation? Answer: "Prices have recovered in most areas – not to what they were but to between 30 and 50 per cent and there were many big deals done in '94 whereas there had been few if any in the previous three years." His forecast for the next few years is that the market should, touch wood, remain fairly stable.

Next, buying at auction. And first let's clear up the fear about scratching an itch and ending up buying a car –

it simply won't happen. A good auctioneer will always know whether someone is making a discreet bid.

I then asked Robert for specific tips for those buying at auction. They are:

- Look at the car well in advance and satisfy yourself as to condition and originality, and if in doubt ever either, take independent advice from the appropriate one-make club or a specialist restorer.
- Read and understand the conditions of sale – they differ from company to company.

As for selling at auction, the advantages are that you can reach a wide international market and so become part of a much larger publicity campaign than you could afford for an individual car, and an auction is an effective and efficient way of concluding a sale. (Having bought and sold at auctions myself I reckon the only disadvantage is that when the hammer falls it's all very final and the haggling, dithering and dreaming has to stop. Mind, many would argue that that is in fact yet another advantage).

Robert's tips for selling at auction?

- Use reputable companies and read the conditions of sale carefully.

● Ask them if they deal and would therefore have an interest in buying your car themselves ... and if they do, ask yourself if this doesn't present a fairly major conflict of interest.

● Set a sensible reserve price based on the sum you're prepared to accept (not forgetting the seller's premium).

So, that's the auction scene. Now what am I bid for this beaten up old rally Escort? Only seven not very careful Scandinavian owners ...

Stuart Turner

COD FILLET QUIZ



1. Who sponsored the Arrows F1 team in 1980?
2. In the 1963 Monte Carlo a Ford was fastest on all special stages. What model and who drove it?
3. Who won the Pikes Peak Hillclimb in 1988?
4. Who drove the VANWALL in its first and last race appearances?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

British Motor Sport Skills to be Marketed around the World

A new consultancy company was launched by the RAC Motor Sports Association during the 1995 Autosport International Show at Birmingham.

The company – International Motor Sports Ltd (IMS) – has been formed to market British motor sport expertise around the world. IMS will offer consultancy services covering every motor sport discipline, together with advice on event organisation, venue design, training of officials, licensing, rescue and medical services, communications and safety.

IMS will be led by Keith Douglas, who takes on the role of Managing Director and whose own company (KDA Ltd) will handle the administration of the new business. Projects managed by IMS will draw on a team of world-respected experts recruited from within the British motor sport industry.

Explained Mr Douglas: "Potential customers include entrepreneurs wishing to build and operate new circuits, event organisers, motor sport governing bodies from other countries and even national governments. We offer a 'one-stop shop' for all these people. We can supply anything from simple advice to a complete consultancy package, where we would see a project through from its conception until it was up and running."

Welcoming the new initiative, RACMSA Chief Executive John Quenby added: "This is an important venture for the RACMSA, designed to generate revenue to be used for the continuing development of motor sport in Britain.

"The UK is recognised as a world leader in motor sport expertise and the RACMSA is rightly respected for its skill in organising events,

championships and motor sport activities of every kind. The new venture will have the credibility, the expertise and the good name of the RACMSA behind it to ensure its success."

Racing Ahead for Better Spectating

A whole range of experimental rule changes will be tried at 30 race meetings this year, aimed at increasing the amount of time spent actually racing.

Racing Ahead, as the new-look meeting will be called, has been created by four motor clubs – BRDC, BRSCC, BARC and 750 Motor Club – with the agreement of the RACMSA (for cars) and the ACU (for motorcycles).

Among the new ideas: much shorter practice periods (as few as six laps are allowed); less time-consuming start procedures (cars on treaded tyres will not get a formation lap, for example); grid positions determined by championship positions, finishing order in a previous race or even by ballot; and revised rules for stopped races (only cars still racing when a red flag is shown will be classified).

The whole Racing Ahead initiative is intended to produce cheaper race meetings for competitors, and more on-track action for spectators.

The first three Racing Ahead meetings are scheduled for 19 March at Brands Hatch (BRSCC), 25/26 March at Silverstone (BRDC) and 26 March at Mallory Park (750MC).

Kart Training Scheme Launched

The Association of Racing Kart Schools (ARKS) has now been formally established.

Similar in concept to the successful ARDS driver-training scheme for car racing, ARKS offer a Starting in Karting course which includes a video, lectures and on-track training by qualified instructors.

ARKS founder members are the Aintree Racing Driver School at Three Sisters, Buckmore Park Karting, Castle Combe Karting, the Jim Russell Racing Driver School, Knockhill Racing Circuit,

Silverstone Driving Centre and the Tom Brown Racing Driver School.

"Starting in Karting" packs are available for £29.45 each (including post & packing) from the RACMSA. Each pack includes a video, a leaflet about driving techniques and complete details of getting started in kart racing. A Starting in Karting course lasts over two hours and will cost about £50 per person.

Aberdeen & DMC Win National Commendation

The 1994 Castrol RACMSA Motor Club of the Year, Aberdeen & DMC has been highly commended for its entry in the national Sports Club of the Year Awards.

At the presentation ceremony of the Sports Club of the Year Awards, Mr Gratian Endicott, speaking for the Trustees of the Foundation for Sport and the Arts, said: "Aberdeen and District Motor Club offers excellent programmes of activity to the local community. The commitment and drive of the volunteers who administer and assist in the activities of the club were a highlight amongst all the applications considered."

"The work by members of the club to maintain regular top class events was impressive. The club is geographically remote and members have had to resort to some 'creative thinking' to encourage competitors to travel north."

In brief...

- On-circuit betting will be available at many motor sport events in 1995: Ladbrokes will be at every round of the Auto Trader RAC British Touring Car Championship, the British Grand Prix, the British Motorcycle Grand Prix and various other car and bike meetings.
- British drivers have again won the Bernie Ecclestone Trophy for their successes in Formula 1 during 1994. The trophy is awarded annually to the country whose drivers collectively score the most points in the World Championship. Our scorers were, Damon Hill, Martin Brundle, David Coulthard, Nigel Mansell, Mark Blundell and Eddy Irvine.

Facts about... THE RACMSA

- The RAC controls motor sport in Great Britain dates back to 1897.
- The RAC British Motor Sports Council was created by the Royal Automobile Club in January 1975 to govern motor sport in Great Britain.
- The RAC Motor Sports Association by agreement with the RAC and the RAC MSC assumed day to day responsibility for the control of motor sport in the UK in January 1978.
- There is an RACMSA Board of fifteen Directors. Council has twenty seven members who are approved by the Administration Committee following nominations from Clubs and Regional Associations.
- Council has eleven Standing Committees covering all branches of motor sport, from trials and autotest to race and rallies.
- Special Advisory Panels of experts also look after Technical, Medical and Timekeeping matters.
- The RACMSA issues approximately 30,000 licences each year, of which 17,000 are for racing (including karts) and 19,000 for rally, speed and other disciplines.
- Based in Coinbrook near Slough there are forty one employees under the direction of the Chief Executive John Queanby.
- Funding for the RACMSA comes almost equally from regulatory fees, track and competition licences, permits and organising major events.
- A major role for the RACMSA and Royal Automobile Club is to lobby Government to the benefit of motor sport.
- The RACMSA liaise with many bodies including the FIA, the Sports Council, Central Council for Physical Recreation, National Coaching Foundation, Forest Enterprise.
- Over 760 clubs are recognised by the RACMSA with sixteen Regional Associations. Specialist Associations also exist for karting and drag racing.
- Main challenges the RACMSA faces in the future are:
 - Declining membership of motor clubs
 - Entry barriers to the sport.
 - Access to land including the forests.
 - Impact of new technology.

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'LAWRIE' BOND

By Nick Wotherspoon, published by Bookmarque, hardback, 176 pp, £18.95. From tent-trailers to glass-fibre three-wheelers, 'Lawrie' Bond applied his fertile mind to many problems but few will be aware of his contribution to motor racing. Yet he was building aluminium monocoque single-seaters long before Colin Chapman claimed credit for the idea. Bond's efforts were restricted to smaller class Formula cars, including 500s and Juniors, but the results were impressively engineered and always very light. 'Lawrie' was responsible for the much-raced Berkeley sportscar too. The book does justice to the inventiveness of this original thinker.

1975 HESKETH 308

By John Shinton Models, 1/43-scale white metal kit, £27.50, or fully built, \$95.00. James Hunt took his first Grand Prix victory, at the Dutch GP in 1975, with this car. The model can be bought either as a white metal kit for £27.50 or fully built for \$95.00.

It is available from Midland Racing Models, Studio 2, Churchside Arcade, 20 Little Church Street, Rugby, Warwickshire CV21 3AW. Tel 0788 552133.

DAMON HILL: LEGACY OF SPEED

By David Tremayne, published by Weidenfeld & Nicholson, 96pp, Hardback, £12.99. The first impression of this book is of

just another glossy picture tome. But if a picture is worth a thousand words, then this is the Encyclopedia Britannica.

The book includes a superb line-up of photographs stretching back to Damon's childhood. Choice examples include him looking very bored in the company of his father at a Grand Prix, and as a 19-year-old hairy biker.

These photographs are complimented by the well informed copy by David Tremayne who, as editor of *Motoring News*, has seen Hill's career develop at close quarters.

At £12.99 the book is excellent value, and its brevity should not be mistaken for a lack of depth.

THE BRITISH LIONS

Portraits of F1 World Champions, £32.50 each or £120 for set of four. The first set of prints from new artist James Warburton, called 'The British Lions', comprises portraits of British F1 World Champions Graham Hill, Jackie Stewart, James Hunt and Nigel Mansell. The original works are in pencil and the prints will be limited to 500 copies, each individually signed by the artist.

A second series of 'British Lions' is in the pipeline, with similar portraits of Jim Clark, Stirling Moss, John Surtees and Mike Hawthorn.

The prints are available from The Old Hall Gallery, The Coach House, Waddington Old Hall, Waddington, Nr Clitheroe, Lancashire, BB7 3HP.

RALLY AND TOURING CARS

Beautifully detailed and stunningly proportioned, the Minichamps saloons are some of the better die-cast 1/43 models available. Represented are the works Ford Escort Cosworth rally car driven by Francois Delecour, the Belgian Procar's Audi V8, the Mercedes AMG C Class of Kurt Thim and Nicola Larini's Alfa Romeo 155 V6 Ti. Prices for these models range from £19.99 for the Audi to £23.99 for the Alfa and the Mercedes Benz.

FEATURE **AUTOSPORT**
BY

Injection

We are often asked about fuel injection and its limitations in a tuned engine. Now, that's a pretty wide-ranging subject, but basically the problem is getting enough fuel into the engine, at the right part of the rev range. You can physically add more fuel to the engine by uprating the fuel line pressure. However, this alters the fuelling right across the rev range of the engine. With a tuned engine we tend to only want more fuel at higher rpm, where we have perhaps improved the breathing efficiency.

With something like the K-Jetronic injection you are dealing with a mechanical device and uprating the fuel line pressure is about all you can do to enrich the mixture, or you can tweak the fuel cold start/warm up regulator for smaller gains in fuelling.

With electronic fuel injection systems, short of changing the values in the injection map (not something most of us can do) you are stuck with an increase in fuel line pressure for larger changes, or tweaking the coolant temperature sensor for smaller ones. By putting a resistor in the temperature sender line you can fool the ECU into adding more fuel for a colder running engine. One clever device for this was the AJ6 fuel enrichment module.

Basically this device interrupted the water temperature sensor and allowed you to dial in the enrichment required via a variable resistor. The clever part was the second speed dial which allowed you to adjust exactly where in the rev range the extra fuel was added. The nice thing about this module was that it allowed you to have your cake and eat it. Extra fuel under full power at high rpm, but with the standard weaker mixture for cruising and good fuel economy.

If you really want to know about fuel injection you might consider investing in a book called: *Understanding Electronic Ignition, Fuel Injection and Engine Management* by Roger Bywater who has published the book himself. Priced at \$85 it is available from Roger on: 0625 573556. Yes, it's quite an investment and yes it is worth the money if you really want to know how these systems really work.

QUIZ ANSWERS

1. Wostelner.
2. Ford (USA) V8 Ford Futura Sprint, driver Bo Ljungfeldt.
3. Ari Vatanen (Pugeot 405 T16).
4. Mike Hawthorn (1955) and John Surtees (1961).

Cold comfort

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

This months poser:-

SE484550588275

What is it? Where is it?

Two tips from Joe (the one with the brains)

1. Always read the instructions carefully - we didn't on the St Wilfreds and neither did Richard Norbury
2. Having plotted the hand-out in 30 secs flat, while the driver has driven to the next junction, the PC's were easy to find and write down, the driver has had the boot in, you are coming into the control - don't relax - check your due time, you could be early!

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Our key objectives in ensuring the continuing success of Trackrod Motor Club, must be to maintain and improve our programme of events and increase our membership (whilst keeping the members we already have!).

Comments and Ideas as always are welcome.

FOR SALE

I have available works type mudflap material in a variety of colours and thicknesses (Except White).

Custom made Escort Cosworth Flaps available to follow body contours at approx. £70 per pair.

Also

1 pair Lancia Delta HF front springs (Fast Road) £40

**1 Vauxhall Astra Quick Rack (Atkinsons Motorsport) £60
ONO**

**Vauxhall Astra Suspension (D reg. onwards) Various Springs,
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Mountney Flat Steering Wheel 12" Dia. £15

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RETROSPECTIVE

From the pages of the Trackrod Magazine of February 1976.

Photographs this month included Andy Mackay/Mike Stones emptying the Wyke ford on the 1974 Pennine Rally - the cover showed Hans Stuck in the BMW 3.0 CSL at the Nurburgring.

Venues for clubnights included the Wharfedale at Arthington, Duke of Wellington, East Keswick, Shoulder of Mutton, Kirby Overblow and the Square and Compass, North Ripton.

Ron Mackinnon/Chris Perkins reported a little belatedly on the 1975 Scarborough Stages.

ATS/Dunlop put on a film night for us at the Wharfedale at Arthington and one John Horton was on hand to talk tyres with those interested.

Our stage on the Mintex International was to be Cropton - Rod Parkin Chief Marshal.

Steve Mills organised the Janus Autotest at Wooley Edge Services on 11th January. David Sunderland scooped FTD from David Taylor by just 3.5 seconds. Ron "Makinnen" won his class from Dave Slaney of A&P but Steve Lloyd had a fumbling day, only managing 3rd in class - not up to his usual standards. Messers Richardson J. and Spurdens R. were singled out for praise to marshals as they braved the cold blustery weather all day without batting an eyelid (they were frozen open probably!)

The 3rd round of the indoor rally championship was won by John and Anne Richardson from 11 other crews - and overall scores tally was promised for the March Issue.

Trackrod.....Ends

RICHARD INESON



GOOD NEWS ! OUR CRAZY SALE CONTINUES INTO FEBRUARY

EXCLUSIVE GRAND PRIX

RACE MEETINGS

Due to popular demand our January offer will continue into February, Race for as little as £18 per head and don't forget there's a free lunch/supper to all drivers.

£ 925 FOR UP TO 50 DRIVERS

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RACE MEETINGS

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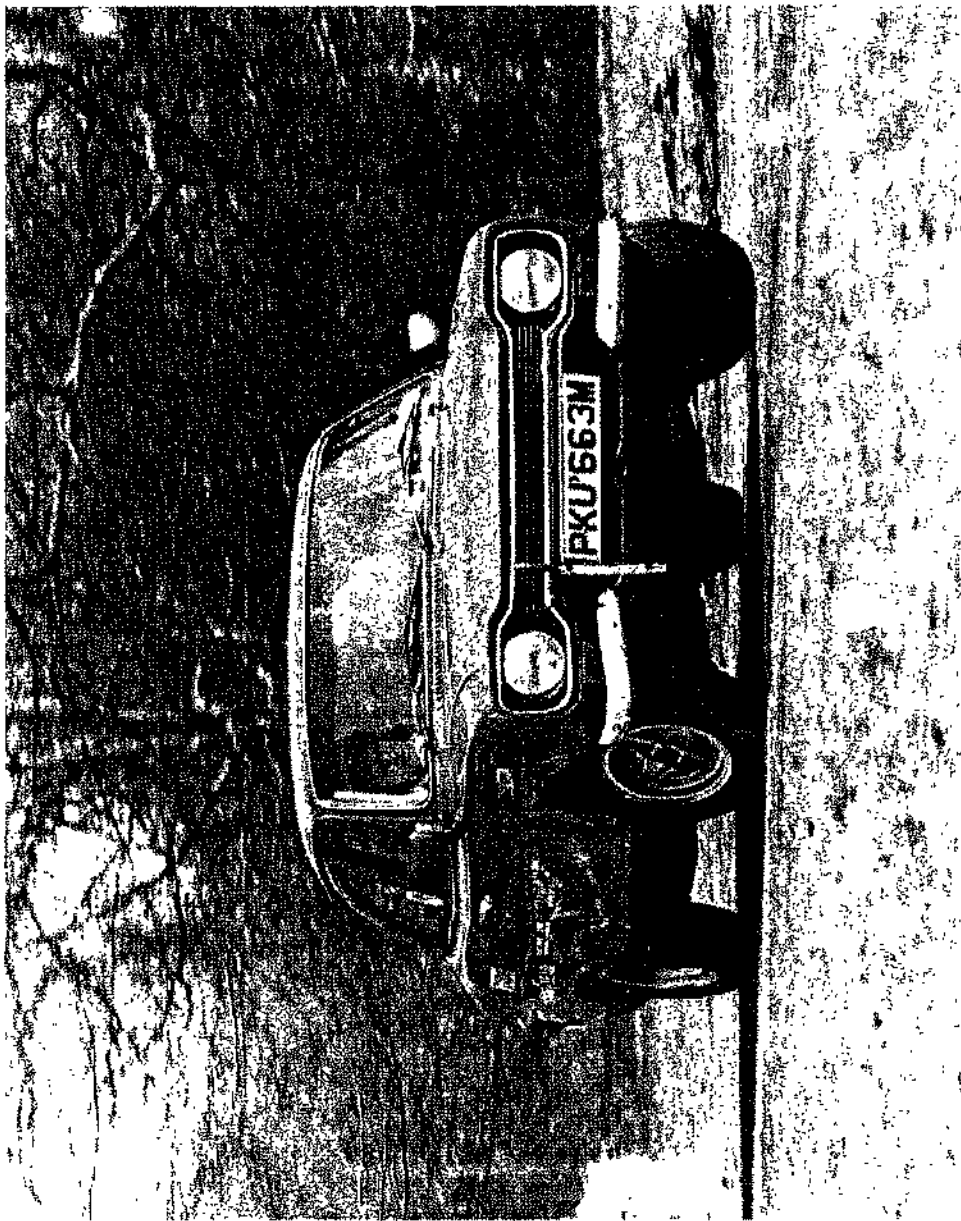
OK, GIVE THE BAD NEWS FIRST

DOCTOR TO PATIENT

YOU'VE GOT AIDS

AND WHAT'S THE GOOD NEWS

PATIENT TO DOCTOR



John Renny trying hard in the Mk1 Escort, looks like a Hillclimb, either that or he's lost his navigator somewhere.

SNIPPETS

Chairman Rod on petrol station forecourt, showing off in his Scooby Do, executes a neat reverse flick into a stout steel post. Rod's eyes are obviously not what they used to be the post was painted bright yellow!

Following the Awards Dinner it is rumoured that the "Blue Book" Road Rally lighting regs are to change. In future the driver will be allowed to use four forward facing beams and one bright tie. Andy Walters feels that this may be a bit over the top and will get by on the tie alone!

Heard at the film show, in the absence of a screen we could stand Nick and Rod Next to each other and have a rival to Bradfords IMAX Screen, Thanks a bunch!

NUFFS ED.

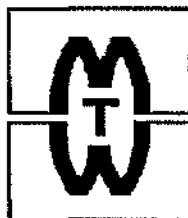
SPHERICAL OBJECTS!

Ever wondered why there is so little Motor Sport coverage on terrestrial TV (posh speak for the Beeb and ITV!)? Why are sports such as Snooker, Rugby, Football, Tennis and Cricket so popular?

The answer is they've all got balls!

Frequently we hear of Rally and Racing drivers trying hard for that elusive or important result and this is usually referred to as "Balls Out". If we are to get more coverage for our favourite sports then may I suggest that, in future, we all adopt the policy of driving "Balls In"? That ought to do it!

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SCALEXTRIC EVENING RESULTS

Richard Ineson put on a well supported evening at Yorkshire Switchgear with over sixty timed runs taking place. It was impossible to split the eventual winners such was the degree of skill and competitiveness shown.

FTD John Renny & Richard Ineson	16.6 Seconds
2nd Andy Walters	16.8 Seconds
3rd? Andy Walters	17.0 Seconds
Next A whole host of people	17.2 Seconds

Thanks are due to Richard for organising this evening and supplying the track and cars.

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If you can answer yes to the above then here are my favourite ten events worth attending to see some "top action"

- 1 Riponion (Ripon area)
- 2 Kall Kwik (Yorks. Forests)
- 3 Dukeries (Notts)
- 4 Armstong Massey (Leconfield)
- 5 Elvington Stages (Elvington)
- 6 Crystal Stages (Yorks. Forests)
- 7 Des Winks (Wombledon)
- 8 Artemis (Yorks Forests)
- 9 Lookout Stages (Melbourne)
- 10 Christmas Stages (North Yorks)

In all cases the organisers make you more than welcome. You will be able to have a laugh and watch many varied entries compete against one another. Cars range from the latest technology right the way back down the time scale to Imps, Escorts and even Sunbeams (Hooray!Ed.!

You might even decide to join Team Reprobate for the day that ought to ensure that all your sandwiches, biscuits, cake etc. gets eaten.

Further details are available from event organisers or check the regs on the club notice board.

PHIL ANDREWS

ECONOMY RUN 1994 (Jan 8th 1995)

The Economy Run was delayed and squeezed in just in time for the Dinner Dance and Awards Presentation.

Thanks to the eight crews who turned out.

Results in position order:

1	P.Rutterford/Julie Davison	149%
2	P.Scruton/D.Lee	144%
3	S.Lancaster/Nobody!	137%
4	J.Woolin/R.Kemp	131%
5	R.Parkin/C.Sharpe	126%
6	T.Whittaker/B.Dove	123%
7	A.Walters/A.Varley	115%
8	S.Hitchcock/S.Marsh	112%

Thanks to you all, good luck for the next one Peter and Julie.

LOUISE GOODALL

ASSOCIATION OF NORTH EAST MIDLAND MOTOR CLUBS					
1994 CHAMPIONSHIP RESULTS					
PHOENIX AWARDS			MILTY VENUE STAGE CHAMPIONSHIP		
DRIVERS			CO-DRIVERS		
1st O/A.	Mark Nicholson	185	Phil Brown	-	141
2nd O/A.	Chris Shaw	139	Richard Shaw	-	138
3rd O/A.	Graham Philpott	103	Pam Sheerwood	-	100
1st C1.1.	Simon Lawin	39	Paul Cook	-	39
1st C1.2.	John Davison	45	Elizabeth Parr	-	45
1st C1.4.	John Nadin	33	Paul Nadin	-	33
PHOENIX AWARDS			SINGLE VENUE STAGE CHAMPIONSHIP		
1st O/A.	D.Robinson	344	M.Robinson	-	344
2nd O/A.	M.Oglesby	179	S.Wood	-	278
3rd O/A.	C.Stevenson	161	B.Ghan	-	189
1st C1.1.	D.Pyke	141	D.Till	-	141
1st C1.2.	C.Shaw	143	T.Bilton	-	122
1st C1.3.	N.Chambers	132	G.Bryant	-	162
1st C1.4.	P.Nadin	36	P.Langfield	-	161
ROAD RALLY CHAMPIONSHIP					
1st.	Guy Robinson	77	Charles Wheelton	-	76
2nd.	Richard Lumb	69	Kevin Wilson	-	75
3rd.	Danián Conway	63	John Pickavance	-	69
4th.	Roger Ashmead	44	David Campbell	-	57
5th.	Michael Soyfritz	36	Simon Tobbitt	-	41
LADIES AWARD					
No Driver.			Navigator.	Kath Woodman	36
AWARDS PRESENTATION. Sat. 11th Feb. Halfway House. 121/250321					
between Lincoln and Newark on the A46. 8.00pm. Tickets £3.50					
including Buffet. Available from G.Blythe 0507 506981.					

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26 Spencer Road, Guiseley

LS20 9LG (0943) 875231

Treasurer

John Renny

Scotland Villa, Scotland Lane

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COMMITTEE MEMBERS

Editor

Nick Stevens

14 Heathfield Walk, Adel

LS16 7QQ 0113 267 4326

Trophy Points

Vince Fletcher

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LS27 7AD 0113 253 6631

Membership Secretary

Louise Goodall

8 The Crescent, Alwoodley

LS17 7LX 0113 267 3491

Equipment Officer

Paul Scruton

34 Springfield Rise, Horsforth

LS18 5DS 0113 258 5364

Mobile 0836 707234

Competition Secretary

Peter Rutterford

138 Nab Wood Drive, Shipley

BD18 4EW (01274) 594056

Social Secretary/Merchandise

Anne Moffat

43 Healey Road, Ossett

WF5 8LS (01924) 262938

Chief Marshal

Russell Holdsworth

114 Whalley Road, Wilpshire

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