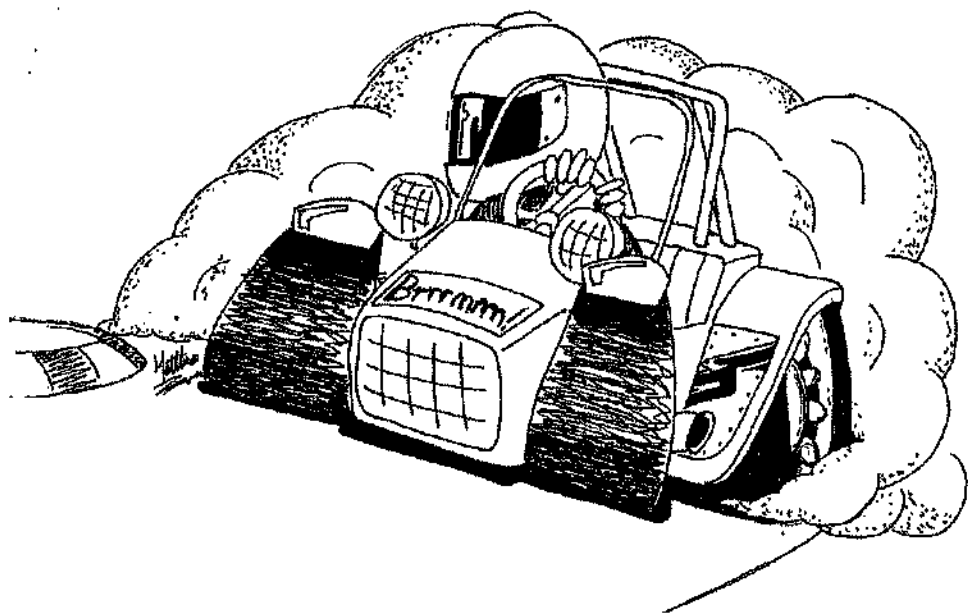




PREPARING FOR THE 21st CENTURY



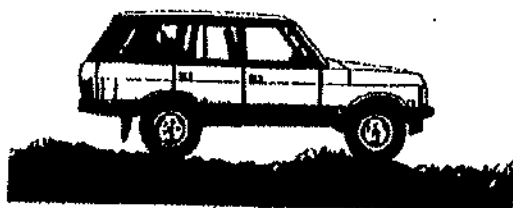
MARCH 1995

MAGAZINE

THE NORTH'S LEADING MOTOR CLUB
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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 289

March 1995

EDITOR

Well its been a quiet(ish!) Month on the competition front but things look to be getting busier soon.

The Ten pin Bowling night was fun and I even managed to get a copy of ALL the results and have printed some of the higher scores elsewhere in the Magazine.

Next up was the Kall Kwik where we had a stage to run at Waterloo. The Saturday saw a number of people out setting up followed by the event proper on the Sunday. Unfortunately a number of Trackrod Crews failed to make it to us but I hope they will send in articles to explain why!

Coming soon is John Richardson's Navigational Training Evening, a two part affair with the theory at Yorkshire Switchgear on 4th April and the practical all-over on the 11th. I'll be there as a novice navigator having only started one event before now in that role, unfortunately we eventually retired but not before I sent us the wrong way and through a no-go area. I suppose things can only get better (I hope!)

Don't forget to let me have articles as soon as possible after events a number of you are still not bothering!

NICK STEVENS (Editor)

Cover picture by Matthew Ineson

DEADLINE FOR APRIL ISSUE IS
TUESDAY 28th MARCH 1995

CHAIRMAN'S CHAT

This months magazine will contain details of our Silver Jubilee Ball to be held on Saturday 2nd September at The Marriott Hotel, Leeds.

Many, many people are now working very hard to make this an event to remember. YOU can help by sending your deposit for tickets as soon as possible. The event will be a sellout!! Book early, as Fred Pontin (who?) used to say.

Also if you know of past Trackrod members please tell them to get in touch otherwise they may miss out.

As well as our 25th celebration you will see we have combined the social and competition calendars so you can see at a glance what's happening. We seem to be attracting more and more members to club nights and hopefully this enthusiasm will extend to our "closed to club" competitive events.

ROD PARKIN (Chairman)

OOOPS!

Missed out from last months article on the cost of running the club was the following important paragraph (Sorry Rod, Ed.)

The above DOES NOT include: any losses from events (Sporting or Social); purchase of new or replacement equipment; funding of club regalia/merechandise; losses not insured; publicity; attendance at shows, exhibitions etc.; hire of films/videos; expenses for any officials (generally not claimed); entertainment of guests/sponsors; charitable donations; etc., etc.

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

Sporting or social events potentially add to this cost.

The article makes even more sense if you read page 9 including the above, page 10 and finally page 18 (Don't ask me what went wrong, the simple answer is "I don't know!" Ed.)

SEC'S BIT

Trackrod Motor Club is co-promoting the Ridings Trophy Rally Championship along with York, Malton and Selby Motor Clubs. The championship is for Two Wheel Drive cars without forced induction (Turbo's) and therefore is aimed at the local clubmen who would like the opportunity to win without competing against "supercars". We have nominated the Lookout as our qualifying round. There are four rounds in total and all scores are to count. All this comes in addition to the Larkspeed League and we still need to try very hard to improve our position in this if we are going to fulfil Alan Larkin's promises at the prize presentation evening back in November.

We are also co-promoting a single venue stage rally at Manby with Otley Motor Club. This is the Colman Tyres which many of you will remember as a road rally during the Motoring News days.

Talking of road rallies, don't forget the Rally Navigational Training Evenings in April if you are interested in this particular area of the sport.

Both of the above should help publicise Trackrod as a forward thinking Motor Club involved in the latest areas of the sport we all love.

DeLacy's Kall Kwik saw Trackrod running the Waterloo Stage and, as Deputy Stage Commander, on behalf of John Smallwood (Stage Commander) and the rest of the "team" I would like to thank all those who turned out to help on the day. In particular thanks to the newer and younger members of the club who I hope had an enjoyable introduction to marshalling.

That's it for this month, safe motoring.

DEREK LEE (Secretary)

SOCIAL AND COMPETITION CALENDAR
MARCH/APRIL 1995

This month, for the first time, the Social and Competition Calendars are being amalgamated. For convenience they still remain "separate" but it is hoped that you will find it easier to see what is happening in both areas and when.

MARCH (SOCIAL)

- 14 Admiral Hawke, Boston Spa
FREESANDWICHES
- 21 Crown, Wetherby
(Lodsa) FREESANDWICHES
- 28 New Inn, Eccup

APRIL

- 4 **ROAD RALLY NAVIGATIONAL TRAINING**
YORKSHIRE SWITCHGEAR (Theory)
FREEFOOD
- 11 Admiral Hawke, Boston Spa
ON-ROAD EVENT (NOVICES ONLY)
- 18 Crown, Wetherby
FREESANDWICHES
- 25 New Inn, Eccup
FREESANDWICHES

MAY

- 2 Yorkshire Switchgear
OPENFORUM?

MARCH (COMPETITION)

- | | | | |
|-------|-------------------------|---------------|-------------------|
| 4 | Stage Rally | Manby | Matlock MC |
| 5 | Autotest | | Alwoodley MC |
| | PCT | | Knutsford & DMC |
| | Stage Rally | Three Sisters | High Moor MC |
| | Rallycross | Croft | Darlington & DMC |
| 11 | Lakeland Stages | | KLMSC, M&DMC etc. |
| | A19 Stages | Elvington | York MC |
| 11/12 | Seven Dales Road Rally | | DeLacy |
| 12 | Autotest | | Lancs. & Cheshire |
| | Kart Race | Wombwell | S.Yorks KC |
| 18/19 | Morning Mist Road Rally | | Loughborough |

	Hall Trophy Road Rally	Clitheroe
19	Stage Rally Leconfield	North Humbs MC
25	Stage Rally	Workington MC
26	Hillclimb Harewood	BARC
	Kart Race Three Sisters	Wigan RC Ltd
	Stage Rally Twyford Wood	Mid Derbys' MC

APRIL

1	Crystal MV Stage Rally	North Humbs
	Stage Rally Three Sisters	Glossop & DMC
2	APRIL FOOLS AUTOTEST	TRACKROD MC
9	Tour of Lincs	Lincs Louth MC
	Stage Rally TyCroes	Pendle & DMC
	Stage Rally Barford	Durham AC
15	Hillclimb Harewood	BARC
16	Stage Rally	Wakefield DMC
	Autotest	Bolton Le Moors
	Hillclimb Harewood	BARC
22	Everquip, Manby, L/SPEED ROUND	North Humbs.
22/23	Road Rally	Matlock MC
23	Hillclimb Scammonden	Knowlale CC
	Yorkshire Classic (Hist.R.Rally)	Otley/Airedale Penn.
	Stage Rally Manby	North Humbs
29/30	Three Swans R.Rally (L/SPEED ROUND)	Selby & DMC
30	Stage rally	Bury Auto. Club

SOCIAL NEWS

BOWLING NIGHT was a success, everyone seemed to enjoy it. I was brain dead trying to do my sums at the end of the night (price of fame eh?) Thanks to everyone who came along oin the night.

FORTHCOMING EVENTS-WATCH OUT FOR: Visit to the Yorkshire Car Collection, Quiz For All Night and an Inter-Club Bowling Night, lets show them what we are made of (Volunteers for teams please - first come first served).

Silver Jubilee Ball-2nd September 1995-Get you places booked now - see separate article. A chance to wear your best bib and tucker.

ANNE MOFFAT (Social Secretary)

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CHANTRY RALLY 1995

Wakefield & DSMC's third running of the Chantry Navigation Rally on 28/29th January attracted 40 plus entries in search of ANCC and Larkspeed League points. Trackrod Team Vauxhall - Alan Larkin/Richard Norbury (Astra 16V); Arthur Heaton/Joe Taylor (Cavalier 7.5V) and Peter Rutterford/Mark Midgley (Corsa 16V) turned out on Trackrod's behalf. Formalities were completed with a couple of hitches - Alan Larkin decided that the pub looked more inviting than noise and wrong slotted and Joe's license had not turned up - Thanks to Steve Smith (Secretary of the meeting) for his help in this matter.

Come midnight, a short run out led to the predicted first selective (Whoops, sorry, standard section) on Wooley Edge. Herringbone navigation led us onto the stimulating mixture of snow, ice and standing water which characterised the rest of the first half of the event, in places the road was nothing more than two six inch wide grooves in packed ice, entertaining!

Square black spots (Honest) defined the next section, SW of Gawthorne, where most crews dropped time (Looking for an early P.C. ?)

Then spot heights led around an enlarged Ingbirchworth reservoir on a short 2 miler and then to Lane Head. The next 2 sections were blocked by drifted snow and cancelled so giving crews a chance to make up some time and have a fag. All the Trackrod crews had dropped time by now.

The next standard bit, defined by 43 tulips for 7 miles of road seemed to cause havoc. The maze of not as map junctions and snow banks on Hade Edge had everyone wrong slotting, yours truly eventually short-cutting to the finish.

A short grid-line section above Penistone led to the best part of the event. A 25 mile competitive looping around Bradfield had everything - easy navigation, square right into lake, river running down road, catching Mazda Turbo's and OH CANTONA finishing OTL!

Luckily a long transit section to Maltby allowed some time recovery, but most was lost persuading half a gallon of water into the Cav. with the help of a milk bottle and a tap half a mile away.

The valiant crew then decided to cut to NTC 24 but, on route, spawny b*****s, we found NTC 20, correct direction, buckets of time - great, back in the rally.

Map tracings led us regularly (one minute dropped) from Sprotborough to near Pickburn. Still competitive, triangular black-spots led under the A1M and on to a short white where, to quote Joe "Some silly buggers been off!" The autographed snow circles were courtesy of Alan Larkin and Car 1 who had stopped to pull them out! (The white was dead straight at this point).

A Herringbone including the A1 Barnsdale Bar Interchange (tricky!) led from Hooton Pagnell, up Barnsdale (tip) white - very smelly (I could smell it with Joe's feet in the car) through Kirk Smeaton to Wentbridge.

A series of 10m Black Spots took us to a good breakfast and debrief (story telling) at Kinsley. Provisional results revealed Steve and Richard Pashley as winners, Alan Larkin 10th and yours truly 20th out of only 24 finishers. Sadly Peter and Mark did not finish. A good event, thanks to the C.O.C. Dave Hemingway.

ARTHUR HEATON/JOE TAYLOR

VERY NEW MEMBER DEPT!

CONGRATULATIONS To Lindsay and Matthew Thomas on the arrival of a daughter.

Rachel Jane, 16th January, 12:55 pm, 7lb. 7oz.

Nice to see the three of you looking so well at a club-night just three weeks later!

ROAD RALLY NAVIGATIONAL TRAINING EXERCISE

By popular demand...! I have been ambushed into organising a training exercise for road rally navigation. This will come in **two parts**, the first of which will be at the clubnight at Yorkshire Switchgear on **Tuesday, April 4th**.

This session will commence at 8.00pm PROMPT and you will require an Ordnance Survey Map, Landranger Series, The 1 1/4" to 1 mile scale which have a deep pink cover, of York. This is map no. 105. You also ought to have a notepad. You will also require pencils, a rubber..! and a romer. This is a piece of flat plastic with markings of all sorts on it and can, I am sure, be obtained from Larkspeed, or any motorsport accessory shop.

We will endeavour to guide you round a map and hopefully open up some of the delights contained therein.

The second part will consist of an exercise in cars on the following Tuesday, April 11th. This will commence at the Selby Fork Hotel, with the first car leaving at 7.00pm. Selby Fork is at the junction of the A1 and the A63 and the map reference is 105/468303. So the first part of that evening is finding the start....!

The exercise will finish within striking distance of the clubnight venue at the Admiral Hawke at Boston Spa, where we can discuss the finer points of the thing over a glass in the bar.

We look forward to seeing as many of the younger and newer members of the club as possible on these evenings and hopefully they will be of benefit to you.

Please do not be put off, it will not be mind-bending and difficult. Just the basics of road navigation to get you into the system of what it is all about.

Come and give it a try.

JOHN H RICHARDSON.

LARKSPEED LEAGUE NEWS

Rounds Remaining:

April 22	Manby Stage Rally	North Humbs.
April 29/30	Three Swans Road Rally	Selby & DMC
May 7	Autotest	Keighley & DMC
May 21	Autotest	Airedale & Pennine
July 9	Armstrong Massey Stages	Beverley & DMC
September 9	Sprint at Elvington	York MC
October 29	Des Winks (Wombledon)	Malton MC
November 5	Lookout Stages (Melbourne)	TRACKROD

We are currently 5th in the Larkspeed league with 108.3 points. Sheffield lead with 266 points, Ilkley 2nd, keighley 3rd and North humberside 4th.

We only had three crews on the Chantry Rally which was a bit disappointing. Many thanks to Alan larkin/Richard Norbury and Arthur Heaton/Joe Yaylor. Unfortunately I had a navigator who had been at work from early Saturday morning so, when it came to directions he had dozed off. Next Mark, please try to have some sleep.

PETER RUTTERFORD.

BETTER LATE THAN NEVER!

BOXING DAY AUTOTEST RESULTS (found under some papers on my desk!) were as follows:

FTD

Steve Morton 286.40 secs

NOVICES

Roger Appleby 336.70 secs

Mark Midgley 350.00 secs

Paul Scruton 353.90 secs

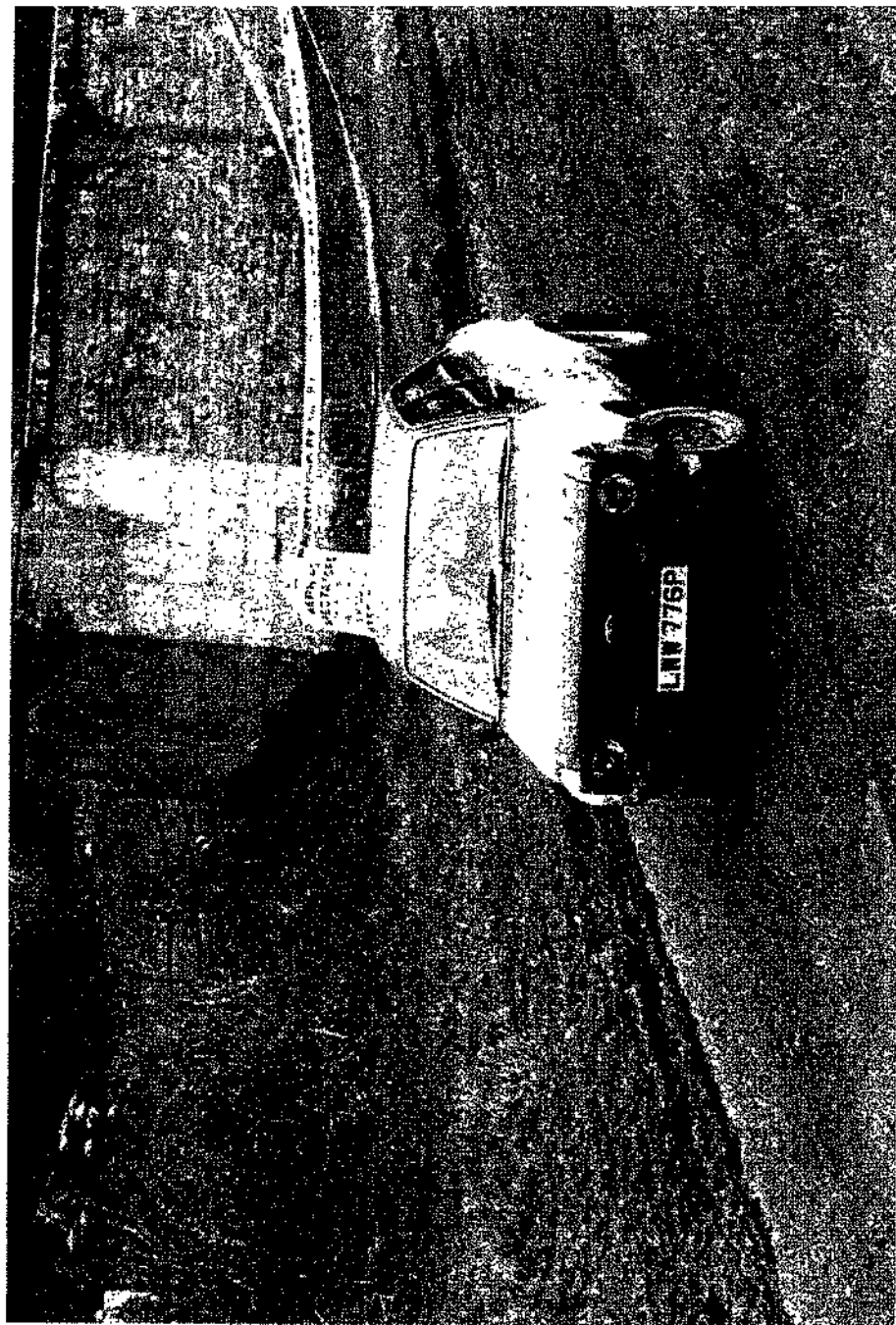
EXPERTS

Peter Cohen 329.80 secs

Andrew Cohen 335.80 secs

Andrew Apperley 349.10 secs

Apologies to John Renny for not including this information earlier.

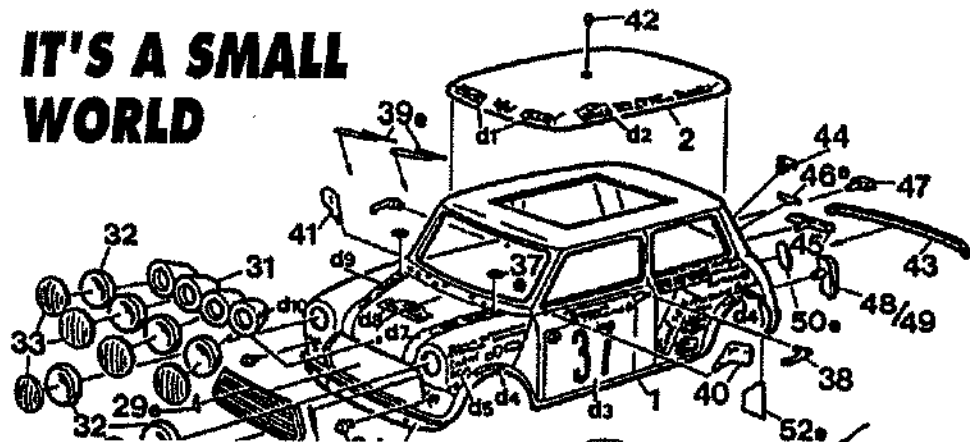


It's an Escort MKII but can you say who, when, what event and which stage?



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

IT'S A SMALL WORLD



OWNING a full blooded competition car is beyond the reach of many enthusiasts so it's not surprising that collecting model cars is an exploding hobby. As well as mass produced die cast models, the size of the explosion in more detailed products is illustrated by the fact that when I called on Brian Harvey at Grand Prix Models recently I found he had no less than 5254 models on his stock list. Around 1000 new ones are hitting the market each year which would cost you around fifty thousand pounds to buy retail.

Good reasons for giving some thought to what scale and what cars to collect before getting too involved. Scale is easy because the majority of models are O gauge (well known to railway modellers) which is a scale of 1:43, big enough for accuracy but small enough to handle and display.

To become a serious collector you really need a *theme* if you are to stay sane, just as you do with music (remind me to show you my collection of raunchy Doris Day records sometime). Possible themes? Cars you've driven or simply like; versions of one particular model; cars driven by

one star driver; Le Mans or World Championship winners; Land Speed Record holders ... whatever the theme, you'll be able to find the models. Best advice according to Brian is to *collect what you enjoy* because there is really no great investment potential in the models. With die cast toys you're advised to keep the boxes; the same applies to small scale kits but mainly because it will often be the only way of identifying the manufacturers.

Kit or ready built? More rewarding to build if you've got the spare evenings you'll need, although there are several people who will assemble kits for you. It's easy to get the bug — visit top motor industry executives and you'll invariably find a model or two in their offices. If the bug strikes you, the magazine "4 Small Wheels", published 10 times a year by Grand Prix Models (01727 845645) reviews all the kits and goes into fascinating detail.

Good models deserve displaying properly. Increasingly people are creating dioramas of workshops, racing grids, rally corners and so on and companies are now producing the ancillaries you'll need for these (I reckon there's still some way to go

before models of people look totally lifelike) and of course railway modeling material can be incorporated. Display your models behind glass because dust doesn't improve them; remove dust with a soft paintbrush by the way. Photograph and list your collection and notify your insurers.

Then all you've got to do is follow our Nige in getting a black belt in judo. That should stop people referring to your treasures as "toys".

Stuart Turner

COD FILLET QUIZ



1. Who last scored maximum World Championship points at Indianapolis?
2. When and where was the rally debut of the Lancia Integralo?
3. What was different about the VANWALL VWV (1957)?
4. 'You undo a few buttons and it all comes unpzft' to which car does this classic slogan refer?

ANSWERS ON PAGE IV

NEWS FROM THE RACMSA

Network Q Extends RAC Rally Backing

Network Q has extended its sponsorship of the RAC Rally for a further two years, to include the 1996 and 1997 events.

The partnership between the UK's foremost name in used-car retailing and Britain's largest annual sporting event began in 1993, since when the Network Q dealer chain has grown from 245 to almost 400.

The announcement was welcomed on behalf of the organisers by John Quenby, Chief Executive of the RAC Motor Sports Association: "This is great news for British rallying and a vote of confidence in the high standards of our most important event. This announcement allows us to continue development of the Network Q RAC Rally with renewed confidence."

Speaking for Network Q, Sponsorship Manager Mike Nicholson said: "Our involvement with this highly successful event, with its many spectators and huge TV audience, has already helped establish the Network Q name throughout Britain."

"The years 1996 and 1997 will see major changes in World Championship rallying, as the sport moves towards normally-aspirated two-litre cars. Network Q is delighted to extend our sponsorship into that new era."

The 1995 Network Q RAC Rally takes place on 19-22 November. Rally Headquarters will again be in Chester.

In brief...

- The RACMSA has launched a series of logos for use by licensed officials, motor clubs, regional associations and British motor sport championships. Some examples are shown below.



RECOGNISED CLUB



TIMEKEEPER



COMPETITOR



SCRUTINEER



The annual 'Night of Champions' was held at the Royal Automobile Club in London, where Derek Warwick presented RAC trophies to the winners of last year's British motor sport championships. The successful competitors are shown from left to right.

Back row: Duncan and Michael Stephens (*Direct Wool Group British Production Car Trial champions*), Ian Bell (*British Sporting Trial champion*), Peter Jackson (*British Autotest champion*), Barry Sheavills (*Torco Oil British Drag Racing champion*), Richard Hutton (*Division 1 FIA European Rallycross champion*), Dermot Carnegie (*British Rallycross champion*), Robert Sygne (*representing Luis de Palma, British Formula 2 champion*), Brian Thomas (*winning co-driver, Mobil 1/Top Gear British Rally Championship*), James Blades (*Managing Director of Alfa Romeo GB, collecting the manufacturer trophy for the Auto Trader British Touring Car Championship and representing champion driver Gabriele Tarquini*), Ian Boyles (*collecting the Castrol Motor Club of the Year Award for Aberdeen & DMC*), Charles Golding (*British Autocross champion*), and Dick Mayo (*representing Gulf Oil British Hillclimb champion David Grace*).

Front row: Paul Stewart (*representing British Formula 3 champion Jan Magnussen*), Patrick Wood (*British Sprint champion*), Derek Warwick, Malcolm Wilson (*winning driver, Mobil 1/Top Gear British Rally Championship*), Nick Palmer (*representing Paul Radtsich, holder of the RAC Tourist Trophy for winning the FIA Touring Car World Cup*), Anthony Davidson (*British Junior Kart champion*), Matthew Davies (*British Formula A Kart champion*), Colin Pook (*representing British 250E Kart champion Chris Stoney*), and Bruce Tigwell (*British Cross Country champion*).

PIRELLI WORLD RALLYING 17

By Martin Holmes, published by MH Rallying, £19.95

Martin Holmes has been covering the sport for — probably — more years than he cares to recall, but his depth of knowledge is unchallenged. Once again, his rally annual is the definitive statistical record of the 1994 season, backed with feature material covering the career of Ari Vatanen, the engineers' views of their drivers, the importance of Formula 2, and the emergence of the Asia-Pacific Rally Championship. Maurice Selden's pictures enhance the book, but a more aggressive design could be employed to bring it more visually up to date.

THE RACING LINE

One of seven atmospheric prints by Jeremy Mallard, priced £45 each. Jeremy Mallard has been painting professionally for 27 years. *The Racing Line* is one print out of a superb collection of seven, all of which are painted to the same format — the driver in the car with his head portrayed above it.

This particular print is a slight

variation on the theme, depicting Graham Hill above son Damon's Williams. The other pictures portray Jim Clark, Mike Hawthorn, Michael Schumacher, Ayrton Senna, James Hunt and Gilles Villeneuve.

All prints are available for £45 from Jeremy Mallard through the Pen & Think Publishing Company, 5 Station Road, Stotterdson, Nr Kidderminster, Wores, DY14 8TT. Tel: 01746 718 697.

ANDRETTI — Mario's

Autobiography, priced at £19.99. Written by the great man, this book provides an informative insight into his long and distinguished racing career. However, it is sadly let down by some slack subbing, giving rise to a large number of spelling mistakes.

The foreword is written by Paul Newman, his boss at Newman Haas, who sums the man up perfectly with the words: 'He's moral, he's ethical and he's quick. You can't do better than that.'

The strongest element of the book is the excellent range of pictures. Ranging from his days of dirt racing to his final year of competition, they pro-

vide a colourful and evocative insight into the man both on and off the track.

For anyone who considers themselves a committed armchair enthusiast, the book is an essential addition to any motoring library.

GRAND PRIX — A CENTURY OF RACING

By Patrick O'Brien, published by AA Racing, hardback, £27

Statistics are what this book is about, with Patrick O'Brien having dissected a century of motor racing in more ways than you'd believe possible. There's a table analysing flag-to-flag wins — did you know there was only one in 1993, when Damon broke his duck at the Hungarian Grand Prix?

Other tables analyse such matters as one-two finishes across the years, and an imagined championship awarded according to which team led the most races.

Unusually, there's not a single photograph. But it's not text heavy. And it's not the kind of book you'll read from cover to cover, but rather dip into and discover interesting facts and figures.

Facts about... **LOTTERY FUNDING**

- Funds allocated to sport from the National Lottery will be distributed by the Sports Council.
- Completed applications should be made direct to the Sports Council, who will in turn seek the views of local authorities and governing bodies (ie the RACMSA for motor sport) as well as Regional Associations and Regional Sports Councils.
- Discussions with Sports Council officials indicate that membership of a Regional Association which has a forward plan for motorsport in its area may help an application.
- The Sports Council operates under a Royal Charter and recognises more than 100 sports; these are the only ones eligible for funding. Motor sport is included among a select number for whom, for safety reasons, applicants must be a member of the National

Governing Body.

- Lottery money is aimed at increasing participation in sport so schemes for funding spectator or social accommodation (eg club houses) are not eligible unless they are a necessary part of a larger scheme which is about the development of sporting opportunity.
- One of the key words for the Sports Council is 'partnership' so the involvement of other sports in a project could be an advantage.
- Funding is almost exclusively for capital projects.
- Applicants must represent an organisation. Applications from individuals are ruled out — sorry but funds won't be given to run a race or rally car! Organisations must have written constitutions etc. Beyond that the main condition is that Lottery

Funding must be for the public good and community benefit, not for projects intended primarily for private gain.

- A Regional Association and/or an ad hoc group of clubs could apply for funds.
- All applicants will normally be expected to find a contribution to the cost of a project of at least 35%, with a target of 50%. An organisation's contribution need not all be in cash eg donations of materials could count.
- The Lottery Sports Fund will not normally consider projects of less than £5000. There is no upper limit. It is believed that at least half the successful applications will be for district projects of less than £10,000.
- More details are included in Guideline 36 of the Motor Club Manual which has recently been sent to all Club Secretaries. Detailed information and application packs can be obtained from the Lottery Line on 01345 649649

Pumping for Power

We often receive questions on fuel pumps and running pressures, as in: "what fuel pressure should I be running for x amount of power?". Now as CCC has said in the past, it isn't the fuel pressure that matters, it's the fuel *flow* into the carbs which dictates your ultimate power output. If you haven't got the fuel you can't burn it.

To check fuel delivery the best method is to remove the carb tops and hold them over a container. Start your pump and collect the fuel for 30 seconds. Measure the amount of fuel that you have collected. Now double this for a fuel delivery in minutes and then multiply by 60 to give you an

hourly delivery rate. To some extent you have to guess at the mixture ratio. Some engines like to run richer than others, but theoretically you need one half pint of petrol to generate one bhp for one hour. If you calculate that you would have collected 50 pints of fuel in an hour, that would give you enough supply for around 100bhp. If you are running an engine that is supposed to give 200 bhp you have got big problems!

On a rolling road a shortage in fuel supply does not normally show up on the relatively slow reading CO meter. All you see is a tail off in power, as if the engine has run past peak power. Some years ago we ran up a Pinto which gave a reasonable 120bhp at the wheels with a flywheel figure of 142bhp. When this same engine was put on the dyno it gave 143bhp, but when we switched the carb needle seats for larger ones we then measured 155bhp at the same engine

revs. Not a bad increase for the price of a couple of jets.

The moral is to measure fuel flow and forget about line pressure. When we ran the above engine in a car with the restricted fuel supply of a standard pump, it simply slowed, almost to a standstill, after a rapid blast in any low gear. It was literally running out of fuel even though there was plenty of juice in the fuel tank.

QUIZ ANSWERS

1. Jim Rahnemann (USA) 8 points for winning the 1960 Indy 500. Since 1961 the Indy race does NOT count for the Championship.
2. 1988. Portugal (Port Wine rally).
3. It was the 'streamliner' version built for Reims GP.
4. Citroen 2CV (Traction Avant).

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1994 TRACKROD AWARD WINNERS

Below are listed all the award winners for the 1994 season.

1st Stage Rally Driver - Steve Sanderson

2nd Stage Rally Driver - Ian Richardson

3rd Stage Rally Driver - Darren Moon

1st Stage Rally Navigator - Stuart Marsh

2nd Stage Rally Navigator - Peter Rutterford

3rd Stage Rally Navigator - Graham Whitaker

Trackrod Trophy - Rebecca Kemp

Road Rally Navigator - Mark Midgley

Larkspeed League Driver - Steve Sanderson

Larkspeed League Navigator - Stuart Marsh

SPY44 Trophy - Mark Midgley

Outside Events Trophy - Arthur Heaton

Marshals Trophy - Phil Andrews

Service Crew Trophy - Julie Davison

Autotest Trophy 1st O/A - Nick Stevens

Autotest Trophy 2nd O/A - Paul Scruton

Hunters Trophy - P.Rutterford & J.Davison

Best Lady Competitor - Louise Goodall

Newman Ladies Cup - Rebecca Kemp

Economy Run - P.Rutterford & J.Davison

Years Best Trier - Mark Midgley

**Best Organised Event - N.Drayton & S.Marsh
(Bank Holiday Hillclimb)**

Congratulations to all winners who have been presented with their trophies, with the exception of Darren Moon who will receive his as soon as possible.

Don't forget, a new year has already started. That could be your name on a trophy next year so get claiming now. Good Luck.

VINCE FLETCHER (Trophy Points)

TEN PIN BOWLING NIGHT

27 people turned up at LA Bowl in Leeds for the Ten Pin Bowling Night on 21st February.

Highest Five Scores as follows:-

John McNichol	157 points
Vince Fletcher	148 points
Nick Stevens	146 points
Steven McNichol	131 points
Vince Fletcher	129 points

With spot prizes on offer for disastrous playing tactics, excellent playing tactics and mediocre playing tactics, everyone had a reasonable chance of winning something during the evening.

Thanks to Anne (and the Social Committee) for their efforts in organising this event once again.

SILVER JUBILEE BALL

**Saturday 2nd September 1995
Marriott Hotel, Leeds**

I know it seems a long way off but it's not really and plans are well underway to make the ball a spectacular evening to be long remembered by all.

Because it's going to be such a memorable occasion, places will be getting booked well in advance. Obviously there is a limit to the amount of tickets we can sell so i wanted to ensure that Trackrod members get the opportunity to get their names down fast.

Tickets will cost 25 Guineas each which will include a 5 course meal, excellent entertainment and lots of surprises throughout the night. **YOU WILL NOT BE DISAPPOINTED!** I'm taking bookings **NOW** so please give/send your **£10 deposit** (I will not be collecting money on the night. Tickets have to be paid in full at least a month prior to the function.)

I will be taking instalments from anyone who wishes to pay that way to ease the burden. I'll keep a book with names and amounts and you will be issued with a receipt for each instalment.

booking slips are enclosed with this magazine. Please send your deposits to me, cheques made payable to Trackrod and I will reserve your place(s).

**ANNE MOFFAT,
43 HEALEY ROAD,
OSSETT,
WEST YORKS.
WF5 8LS**

(01924 262938)

Alternatively pay at any club night.

RETROSPECTIVE

From the pages of the Trackrod Magazine of March 1976

On the cover an Aston Martin DBR1 300 driven by Stirling Moss. Other photos included Chris Amon driving his Amon F1 car and Brian Melia in a Lotus Cortina on the Circuit of Ireland.

There was a stop press to advise members of the Clubnight for the 23rd at the Scotts Arms, Sicklinghall - missed out of the forthcoming events. Other similar venues included the Barleycorn at Collingham, the Square and Compass and the Shoulder of Mutton. Martin Kemp and Steve Holden were advertising their forthcoming Special Stage practice day for 11th April - more later.

Steve Holden also reported on the first outing of the SPY44 Porsche 911 of Richard Jackson, recently acquired from Ronnie McCartney. The event was the Severn Valley Stages. He and Richard left the finish early for the long trip home but, at that time, they were 20th overall.

New Team Captain, Richard Ineson (what him again?) reported on the Shell League calendar for 1976 with the usual request for entries and encouraging a mediocre finish rather than a spectacular retirement - scores more points!

Paul Davies and Roger Illingworth reported on their outing on the 1976 Gwynedd Rally in their 1098 Mini Traveller to gain a 55th Overall.

New members this month totalled four: Anne Richardson; Peter Mackay; Carol A.Jones; and Ann Fairweather.

The 4th round of the indoor rally championship was won by Mary Lloyd and the top 5 of the overall standings were: 1st equal- Mary Lloyd and Ian Gurnett (74 points); 3rd Frank Stuart-Brown (58); 4th equal Ronnie Moore and Peter Germaine (52). 27 entries in all with names like Holden, Kemp, Chapman, Thirsk, Brabiner, Latimer, Roddy, Lee (yes still with us!), Richardson, Wood, Collinson, Tessyman, Noon, Simpson, Swan, Fairweather and Sutcliffe.

Congratulations were due to Richard Jackson and Steve Lloyd who won their class on the Mintex. Dave Lawton/Steve Holden were leading their class when they retired with gearbox failure.

Trackrod.....Ends

RICHARD INESON

*** * * ***

ATTENTION!

*** * * ***

Have you any **photographs of club activities or club members** in competition from the last 25 years? If so I would like to hear from you and take a look at what you've got. The intention is to present a photographic history of the club at the **Celebratory Dinner in September** so obviously I would like to retain the selected photographs until then - I promise you, you **will get them back!** - so please, get searching, anything relevant to Trackrod will be considered but please try to provide details of the subject matter e.g. year, venue, event, who etc. etc.!

See me with your findings at any clubnight or contact a committee member.

Thanks, RICHARD INESON

*** * * ***

ATTENTION 2!

*** * * ***

Like Richard, I too am searching for photos to include in the 25th Anniversary Edition of the **TRACKROD MAGAZINE.**

Photos are required of competitors on the following types of events: PCT, Autotest, Hillclimb, Sprints and not forgetting the Social Events over the years. Names, Dates and Event Titles would be useful.

NICK STEVENS (Editor)

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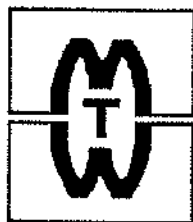
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TRACKROD ON THE KALL-KWIK.

DeLacy Motor Club's Kall-Kwik (Harrogate) Forest Stages Rally has been and gone for another year.

Trackrod were asked to marshal the final stage of the day at Waterloo (Deer Park) and that passed reasonably smoothly apart from one off where a Nova fell over the edge narrowly avoiding an 80 foot drop into an abyss!

Trackrod crews however were not as lucky in many cases!

Andrew Apperley crashed the Ascona into a tree on SS1

Mark Midgley/Chris Hudson struggled at scrutineering and the had to retire after the clutch exploded on SS4

Alan Powell/Barry Dove retired following an accident on a road section which left them with no brakes.

However Nicholas and James Dixon made it as far as the finish to save face for us all.

A.N.C.C. Championships

Regulations are now available for all our 1995 championships. To get your copy, or any other information, please apply to the appropriate championship coordinator listed below

A.N.C.C. Highland Pine Autotest Championship

Andy Cohen, The Grove, Marsh Lane, Beal, Goole, W Yorks, DN14 0SL
Tel: 01977-673-646 (Home)

A.N.C.C. Production Car Trial Championship

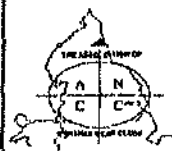
Peter Colman, PO Box 46, Ilkley, West Yorks, LS29 8PY
Tel: 01943-609-896 (Home) 0943-871-211 (Fax)

A.N.C.C. Road Rally Championship

Steve Smith, 91a Sheepwalk Lane, Pontefract, West Yorks, WF10 3QQ
Tel: 01977-550-497 (H) 01977-513-067 (Day)

T.i. Motors Rallyspares Northern Stage Rally Championship

Collin Jebson, 12a Mulberry Close, Keelby, Grimsby, Lincs, DN37 8EX
Tel: 01469-560-574 (Home) 0860-320-800 (Mobile)



The Association of Northern Car Clubs

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

Next Meeting - 8.00pm Thursday 6th. April 1995

Spring General Meeting

Whitcliffe Mount Sports Complex, Cleckheaton West Yorks

NOT AS MAP CORNER

Hello folks! Well, there's not much news this month but, there is an ANCC Championship event on 18/19 March, the Hall Trophy run by Clitheroe and DMC (regs from Tracey on 0254 399984) which promises straight forward navigation and no rough whites. Marshals will, no doubt, be welcome. Also coming up is a Marshals Training Day at Harewood which is certainly educational and a useful refresher. This takes place on Sunday 26th March (contact Tim Bendelow on 0423 340594).

John Richardson is organising navigation training evenings for the club on 4th and 11th April and, judging from some chit-chat on "86" on the Kall Kwik Rally certain course car navigators could do with brushing up on their map-reading skills.

A recent trip to the opticians also revealed a potential cause for the dreaded "Mal De Navi" reading glasses! Apparently the change in image cause disorientation when the Navi can't focus on objects outside the car. This could be Joe's problem on two recent events.

Last month's teaser was the full grid reference for the Fox and Rabbit Inn and this months shouldn't even require a map to solve:

If TC1 is at 985207 and TC2 is 9.7 km West and 10.8 km South of TC1 what is the grid-ref. for TC2?

Finally Larkspeed League Stuff, we do need to get 5 crews out on the Three Swans Rally on April 29/30 so, whether you fancy driving or navigating get organised, see Me, Alan Larkin or Peter Rutterford if you want to help. I do need a navigator for this event as Joe will be working or I could be persuaded to navigate again!

JOE'S TIPS

1. On plot and bah events don't lose the hand-outs, you may need them again, and check that you have taken ALL the information from them, rejoin points are often included.

2. If for some reason you are cutting part of the route, either through being OTL or lost! Have a quick look and see where the route might go - you could drop lucky and rejoin earlier.

ARTHUR HEATON.

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I have for sale works type mudflap material> Any colour except white, thicknesses from 2mm to 6mm and any size required.

Also available ESCORT COSWORTH custom made flaps. These follow the body contours perfectly. They are approx. £70 per pair and are 6mm thick.

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1 Vauxhall Astra Quick Rack (Atkinsons) £60 O.N.O.

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1 Mountney Flat Steering Wheel, Approx. 12" Dia., Black Leather, Polished Centre £15

**Please Call DAVE HAMMOND
for more information.**

**Evenings after 7:00pm on 01924 220816
or see me at club-nights.**

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