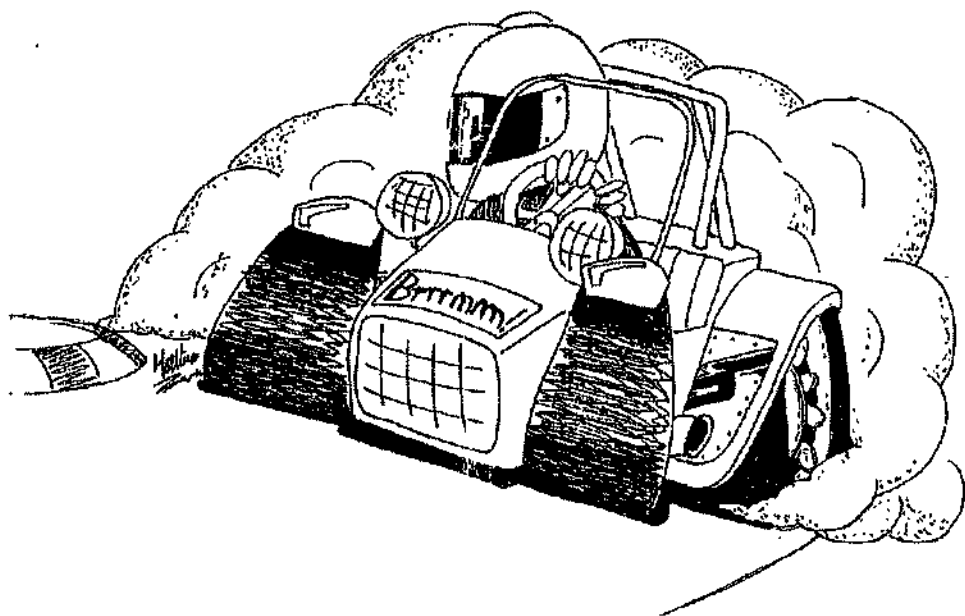


PREPARING FOR THE 21st CENTURY



JUNE 1995

MAGAZINE

THE NORTHS LEADING MOTOR CLUB

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 292

JUNE 1995

EDITOR

After a couple of lean months I have just spent a mammoth 6 hours at the keyboard for this issue and still have not been able to include all the articles I have been sent. Thanks to those people who have bothered to contribute. If your article does not appear this time around it **WILL** appear next month I promise.

My sources report that there is much happening and that Trackrod are involved in many ways, send in your reports soon. Trackrod got a mention in the Yorkshire Post in the report on the Steyr Puch Manx National Rally won in convincing style by long time TMC supporter Richard Moore but we still need more coverage, have you any contacts in the press who could help? Let us know and we will send them details.

Coming up, a membership drive. We would like to increase membership to at least 200 and at present are level with the total at the end of last year. Encourage your friends and rivals to participate, we have a lot to offer.

It has also been good to see one or two older (but sill not past it!) members taking part in events with which they would not normally be associated, running under the guise of "Team Trackrod Flat Caps" have been three persistent points scoring novice autotesters. The washouts are getting fewer and the results better, keep it up chaps!

That's it until next time.

NICK STEVENS (Editor type person)

DEADLINE FOR JULY ISSUE IS
TUESDAY 25th JULY 1995

CHAIRMAN'S CHAT

A tremendous win for Richard Moore on the Manx National was one of the highlights of May. Richard is now doing very well in the Mintex Series so we may see him on a few forest events as well as our own event in September.

Many of your committee and club members are working hard to organise some major events - The Colman Tyres Stages at Manby will nearly be here by the time you read this. Then there is the Hill Climb at Harewood, The Forest Stages Rally (incorporating the Buywell Retail Park Clubmans Rally courtesy of the same Richard Moore) and the Lookout Stages single venue in early November. Add to this the 25th Anniversary Ball on Sept. 2nd (now filling up fast!), and many social events and you've got a lot to chose from> Don't forget - your help is invaluable in making sure that Trackrod stays ahead as the "Leading" Motor Club in the North, so let's see a good turn-out of officials, marshals and competitors.

You will read elsewhere about our membership drive targeted for July 4th - please make every effort to attend and welcome new members.

Also note the date for the Barn Dance at Adel Memorial Hall, JULY 22nd (Saturday). Friends welcome - tickets £5 including food! A super and different evening - see you there!

ROD PARKIN (Chairman)

SEC'S BIT

Due to the pressure of work involved in setting up a new business (making Yorkshire Puddings!) Russell Holdsworth has, reluctantly, resigned his position as Vice Chairman and Chief Marshal. I know that as soon as he has this new venture running well we will see more of Russell but I would like to thank him on behalf of the committee and you the members of Trackrod for the sterling job he has done over the last few years. Thanks Russ!!!

Paul Scruton has taken on the task of Chief Marshal and has an Assistant Equipment Officer, none other than Andrew Varley.

I have now taken over the role of Larkspeed Captain from Peter Rutterford who also has a demanding profession and has found that he has not enough time to devote to the club so, my first task is to get a team together for the York MC Sprint at Elvington airfield on 10th June (this weekend coming!). With the cancellation of the Armstrong Massey Stages at Leconfield the next Larkspeed round is the replacement event, Ilkley MC's PCT on 30th July.

A note of thanks now to Nigel Drayton who asked me to go along with him and Simon Marston to do Race control at the new Croft Racing Circuit over the May Bank holiday weekend. I really enjoyed the experience of a different type of motorsport and seeing the rebirth of one of the most famous North East venues which has hosted motor sport events in one form or another since 1927. In 1963 they constructed the 1.8 mile short road circuit but in 1981 ceased racing later to become a rallycross circuit with the deterioration of the track surface. Now it looks as if both racing and rallycross will be at Croft for many years to come.

Finally please note the date of the Annual General meeting which will be held on Tuesday August 1st at Yorkshire Switchgear.

DEREK LEE (Secretary)

ANNOUNCEMENT

THE ANNUAL GENERAL MEETING OF TRACKROD MOTOR CLUB LTD.

**will be held on
TUESDAY AUGUST 1st 1995**

**At Yorkshire Switchgear, Meanwood Road, Leeds
8:30pm prompt
all welcome**

SOCIAL AND COMPETITION CALENDAR
JUNE/JULY 1995

SOCIAL

JUNE

- 13 Admiral Hawke, Boston Spa
 QUIZ FOR ALL, FREE SANDWICHES
- 20 Crown, Wetherby
 FREE SANDWICHES
- 27 New Inn, Eccup
 VIDEO NIGHT

JULY

- 4 Yorkshire Switchgear, Leeds
 OPEN FORUM, NEW MEMBERS EVENING
 MOTOR SPORT QUIZ & SCALEXTRIC NIGHT
- 11 **YORKSHIRE CAR COLLECTION - 7:30 PROMPT**
 Grange Street, Keighley
- 18 Crown, Wetherby
 FREE SANDWICHES
- SATURDAY 22nd. BARN DANCE**
 Adel Memorial Hall, Adel
- 25 Admiral Hawke, Boston Spa
 FREE SANDWICHES

AUGUST

- 1 Switchgear
 OPEN FORUM/AGM 8.30 PROMPT

COMPETITION

JUNE

- | | | |
|-------|-------------------------------------|-----------------------|
| 3/4 | Pennine Road Rally, 99,100,104,105 | Alwoodley MC |
| 4 | Hillclimb at Baitings Dam | Mid Ches. RC |
| | Sprint at Three Sisters | Longton &DMC |
| 10 | COLMAN TYRES RALLY, MANBY | TRACKROD/OTLEY |
| | Sprint at Elvington (LARKSPEED RND) | York MC |
| 10/11 | Road Rally, Maps 112,113,121,122 | Lincs. Louth MC |
| 11 | Hillclimb at Harewood | BARC |
| 18 | Stage Rally at Tong | DeLacy MC |

	Stage Rally at Salmesbury Map 102	Kirby Lons. MC
	Stage Rally at Twyford Wood	Sheff & Hallam MC
24	Dukeries Stage Rally	Dukeries MC
25	JUNE JESTERS AUTOTEST	TRACKROD MC
	Hillclimb at Baitings Dam	Lancs and Ches. CC
	Dickens Tools Autotest	Hartlepool MC
	Production Car Trial	Ilkley MC
<u>JULY</u>		
8/9	Hillclimb at Harewood	BARC (Yorks.)
	Stage Rally, Ty-Croes	Stockport MC
9	Autotest, Bury (Foundry St.)	Bury AC
	Autotest	Huddersfield Mc
15/16	Road Rally, Maps 97,98,102,103	Garstang & Preston
	Drystone Road Rally, Map 119	Mid Derbyshire MC
16	Sprint at Curborough	Sheff. & Hallam.
	Autotest	Alwoodley MC
	Stage Rally, Three Sisters	High Moor MC
22	Stage Rally, Manby	Slaithwaite MC
22/23	Sprint at Ty-Croes	Lancs & Cheshire CC
23	Hillclimb at Scammonden	Mid Cheshire MRC
	Autocross	Shipley & DMC
	Autotest	Knutsford & DMC
	Autotest	York MC
30	RAC Sprint at Three Sisters	Longton & DMC
	PCT (Larkspeed League Round)	Ilkley & DMC
	PCT	Pendle & DMC

Please note that the Armstrong Massey Stages at Leconfield has been cancelled. The replacement Larkspeed League round is the Ilkley PCT which is running on the 30th of July.

SOCIAL NEWS

The ten-pin bowling night went well with a good turn-out, including five teams from other motor clubs. Thanks to all who turned up. Our highest individual scorer was none other than Vince Fletcher with a score of 213!!

JUNE - QUIZ NIGHT - This is for anyone to play and have a bit of fun. It's at the Admiral Hawke so we get our usual welcome and free sandwiches etc.

JULY - Busy month, starting with a "welcome night" for potential new members who will be invited along to an open evening (Switchgear 4th JULY). (Continued on page 8)

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Please come along and help us to encourage new people. **FREE BUFFET** and we're also having a Scalextric Competition and quiz for you motor sport enthusiasts. Then there's the Yorkshire Car Collection in Keighley, which as many of you will remember is a superb collection spanning 100 years of motoring history. Extensive displays of veteran, vintage and classics, American classics, Star Cars (Mick Jagger, Robert Plant etc.) TV and screen cars also. Then, to round off July, a Barn Dance. This will be a brilliant night so dig out your colt 45's and spurs. Dress is optional of course but for the enthusiasts, let your hair down and wear the attire of that era if you so wish. **PLEASE NOTE - Admiral Hawke meeting in July is not on the usual second week but on the last Tuesday.**

Its rapidly getting nearer to the ball so **PLEASE** give me your deposits and get your tickets booked, places are going fast!

ANNE MOFFAT (Social Secretary)

LARKSPEED LEAGUE NEWS

The next two rounds of the Larkspeed league are:-

June 10th Sprint at Elvington York MC

July 30th Production Car Trial Ilkley & DMC

For any details of these events see the club notice-board. After four rounds points are as follows:-

1, Ilkley 1046.1; 2, Sheff. & Hallam. 849.5; 3, Keighley 719.6;
4, N. Humberside 674.9; 5, YSCC 506.4; 6, Malton 392.4; 7, Alwoodley 356.9; **8, TRACKROD 330.6**; 9, Huddersfield 221.6; 10, Slaithwaite 206.5; 11, Wakefield 184.5; 12, Airedale & Penn 183.1; 13, Beverley 177.5; 14, Selby 128.0; 15, York 91.1; 16, Shipley 55.8; 17, DeLacy 10.0; 18, Ripon 5.0;

As you will see we are currently eighth **BUT** we can improve our position drastically if we can get five cars out on the remaining rounds. Please see me or Derek Lee for further details.

PETER RUTTERFORD

LEARNING THE ART OF RALLY NAVIGATION

Well, something like that! A goodly number of the younger members of Trackrod Motor Club assembled at Switchgear at an early April club-night, armed with map 105, pencils, rubbers (very important!) and various systems of navigation were explored followed by some tests that they themselves carried out.

After some head-scratching, much conferring, help and advice flying in all directions, most seemed to have a good grasp of what it was all about and were quietly confident, if not a little apprehensive about the club-night the following week when they would be doing it all again, this time in a car.

Six crews assembled at Selby Fork Motel in the early evening to make their way by a devious route to the club-night venue at Boston Spa.

Pleasingly, a number of the older (more mature!) members arrived offering their services as marshals and we were most grateful to them all. Without such offers of help, no events can run. Thank you all for making the effort.

Route navigation was made up of systems used the previous week, with code boards and manned controls at various points along the route.

Novices Paul Scruton and Nick Stevens (they assured me that they are novices!!) completed the route on time and collecting all the code boards...., BUT they arrived at Tom Whittaker's control (Control 3) from the wrong direction as did another couple of crews. The moral here is to read all the instructions carefully (I know that....NOW! Ed.) Several other crews did well in parts but then found other bits difficult. Caroline Marston, driven by Dad, Nigel Drayton, did well until the last section where the tulips caused problems. Had they found the code boards on the last section they could have been moral winners, although it wasn't a competition..! Interestingly, Andy Walkers and Andy Varley clearly did well by completing the route, with some timing errors, but completely omitting to record the code boards on their time card. They tried to remember what they were back in the bar, but it's a little bit late by that time.

I trust you all enjoyed yourselves, learnt something and will go on to have a go at other events. My thanks to several people. Anne Moffat who persuaded me in an unguarded moment to do it in the first place, everyone who attended and marshalled, particularly thanks to Paul Scruton who made up a very nice set of coded letter boards for us to use and they are now back in the equipment store, all ready for someone to organise the next event out on the roads....i wonder who that will be?

JOHN RICHARDSON.

With a little luck something that looks a bit like "results" should fill the space below but don't blame me if it doesn't!!!! (Ed.)

	R1	R2	C1	R3	R4	R5	C2	R6	C3	C4	R7	R8	C5	
Nick Stevens	T	E	/	P	F	Z	/	D	WD	/	G	M	/	1 Fail
Paul Scruton														
Chris Hudson		E	-2		F									
Rick Whiteley														
Brian Walters			-20			Z	-10		WD	/			-10	
Louise Goodall														
Simon Marston	T	E	-13	P										
Steve Lancaster														
Caroline Marston	T	E	-24	P	F	Z	-8	D	-7	-1			-9	
Nigel Drayton														
Andy Walters			-19				+3		WD	/		M	/	
Andy Varley														

Morley Waste Traders Barbecue Hill Climb 1995

By now I am sure you will all be aware that this year our annual hill climb will be at Harewood and not at Baitings. Besides being much closer to home, Harewood is twice the length of Baitings and considerably more of a challenge. It is also common practice to have three cars on the hill at once, and because of that it is essential that those of you who will be marshalling on the day attend at least one other meeting at Harewood before our event to learn how the hill works.

The program for the rest of the year is listed below. Please contact Tim Bendelow, or myself, prior to one of these meetings so that we know to expect you. All Trackrod members will be made very welcome at Harewood. Arthur Heaton is already not only a regular competitor, but also a qualified Observer. Keith Davison, well known to many of you, is also a regular and there are many others.

You can contact Tim on 01423 340594 or myself on 01132 667130 (H) or 2315141(B).

11th June	MG Car Club Speed Championship CCC Speed Championship Club Alpine Renault Championship
8th/9th July	1995 RACMSA British Hillclimb Championship 1995 Leaders Hillclimb Championship MG Car Club Drivers Championship
6th August	TR Register Hillclimb Championship

The championships noted above form only part of any competitive day at Harewood when you will always find a large variety of cars. There is always a sprinkling of rally cars, Paul Nutter being one of the best known, and usually a good selection of Lotus Sevens or similar, which are always very entertaining.

So why not try something different, I can guarantee a good day out whichever day you come. It is important for our own event, but at the same time you will be supporting the only permanent motor sports venue close to Leeds, and you might just enjoy it!!

Nigel Drayton

MOTOR CLUB MANUAL

Have you ever wondered what, if any, guidelines we have to follow as a motor club? What about suggestions on organising events or the general running of the club? Well wonder no more! Help is at hand in the shape of the **Motor Club Manual produced by the RAC MSA as part of the Club Support Programme**, the same structure that provides the monthly news letter "Wheels".

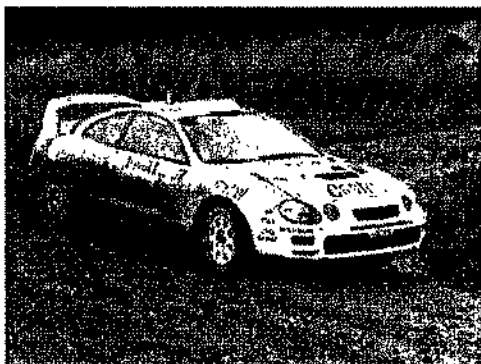
Briefly this manual contains a wealth of data and information intended to help in the organisation of the motor club. This is broken down into sections and The Committee have suggested that, on a monthly basis, a short synopsis of each section be offered through the magazine to members.

The sections are:-

- Basic Organisation
- Responsibilities of Club Officials
- Finance
- Membership Record
- Legal
- Taxation and VAT
- Insurance
- Using Computers
- Club magazines
- Social functions
- Dinner Dances
- Quizzes
- Forums and Celebrity Interviews
- Film/Video Shows
- Table Top Rallies
- Running Competitions - General
- Karting
- Autocross
- Autotests

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

THE SPONSORSHIP TRAIL



*The trees stay the same but the sponsors' decals increase.
 1969, Andrew Cowan/Brian Coyle (left);
 1994, Juha Kankkunen/Nicki Grist (above).*

MOTORSPORT must be one of the most expensive sports to take part in (other than ocean racing which I find difficult to take seriously as a sport anyway) so it's not surprising that searching for sponsorship occupies a disproportionate amount of time for many competitors.

If you hope to find sponsorship, you need to accept that it won't be easy and that luck may play as important a role as application in your search; I've been involved in sponsorship links ranging from two hundred to two million pounds and, if anything, the latter was actually easier to land.

To add to your burden, you may occasionally hit two snags which probably don't affect other sportsmen: some companies, blinded by the world of F1, may regard motorsport as rich enough without needing their cash, while others may consider our sport too dangerous - I know of three or four deals which have foundered over this even though there's no evidence that having a logo on a car which is upside down in a ditch is damaging to

a sponsor's image (it may damage the marketing manager's image for sponsoring such a prat of a driver but that's another matter).

You stand the best chance of landing sponsorship if you have the right attitude. And that means recognising that sponsorship **MUST** be a two way business deal with you giving something in return for payment; the only exception is if Daddy is using his company's money to support you but that strays closer to charity than sponsorship.

Look in the mirror and ask yourself why should anyone sponsor you? I've never tried synchronised swimming (partly because I can't swim) but if I did I wouldn't expect to be sponsored other than for Comic Relief. Similarly, be realistic about your chances then consider what you can do to improve them. Would offering a free link to a local newspaper or radio station enhance your appeal to sponsors? Should you consider re-jigging your programme to make it more attractive to, say, purely local sponsors?

If you've a hard-nosed business

friend ask him or her to play devil's advocate and appraise your project as a potential sponsor would. This process may be a bit demoralising but don't despair because people repeatedly do manage to find sponsors so there's no reason why you shouldn't. How you present your case can help, so that's something we'll look at in the next *Wheels*.

Stuart Turner

COD FILLET QUIZ



1. Name the first two models of HEALEY made from 1946-50.
2. Who ran the ISO-Marlborough F.1 Team in the 1973 season?
3. Who was the lady heroine of the USA National drag racing scene?
4. Who were the Three 'F's' who raced alongside Reg Parnell in 1951?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Action campaign to thwart possible detrimental effects of Environment Bill

Pressures are being applied by the RACMSA to bring changes to two controversial sections of the Environment Bill which was recently given an unopposed second reading in the House of Commons.

Fears are high that the current wording of the clauses – 58(1)b and 59(2) – could be detrimental to motor sport in the National Parks.

Currently the bill is at Committee stage, during which it is carefully considered clause by clause.

It is here that the RACMSA hopes to bring about changes to the present wording which defines both the purposes of the National Parks and the powers of local planning authorities in these respects.

The purpose is described as: "promoting opportunities for the quiet enjoyment and understanding of the special qualities of those areas by the public."

The planning criteria: "any relevant authority shall have regard to the purposes specified ... if it appears that there is a conflict between those purposes shall attach greater weight to the purpose of conserving and enhancing natural beauty, wildlife and cultural heritage of the area."

The alarm bells rang when in the House of Lords an amendment to include the word "irreconcilable" immediately prior to the word "conflict" in clause 59(2) was withdrawn.

This appears to give a stronger meaning with less room for argument or interpretation and could provide additional pressures on motor sport activities.

It is these issues that the RACMSA are tackling positively and strongly

with Chief Executive John Quenby leading the action. He is seeking qualification to the clause: "promoting opportunities for quiet enjoyment" to safeguard motor sport activities.

"The RACMSA does not seek to expand its limited use of the National Parks, rather we are keen to ensure that the status quo is maintained and a century of tradition is respected. The current proposal is already seen by some as a mandate to curtail motor sport within the National Parks where, in real terms, we have excellent local relationships and there is little evidence of conflict", explained Mr Quenby.

"Clause 59(2) as worded is not consistent with the National Parks guidelines which include the words 'irreconcilable' conflict, thus we believe leaving scope for a very narrow interpretation of these clauses to the detriment of motor sport."

Subsequent to writing to the various interested parties, Mr Quenby and Executive Chairman of the RACMSA Sir John Rogers have discussed the matter with the Minister for the Environment and Countryside, Robert Atkins, and noted that the RACMSA correspondence was referred to in debate as MPs from both sides of the House have raised the motor sporting interests.

Now the issue has switched from the debating chamber to the committee rooms where the Bill is discussed line by line and it is here that hopefully the pressures brought to bear and the prominence given to the issue will result in protection to motor sports in their use of the National Parks.

Network Q RAC Rally Updates

• Gallagher to be Clerk of the Course

Fred Gallagher has been appointed Clerk of the Course taking over from Malcolm Neill, who has filled the rôle since 1986. Expanding on his duties as Rally Manager, Malcolm will have increased responsibility for all commercial aspects of the event.

Born in Belfast, but living in Edinburgh, Fred Gallagher (age 43) started rallying in 1969 and is now

one of the world's top co-drivers, having won international rallies in Europe, Africa and the Middle East with Tony Pond, Henri Toivonen, Juha Kankkunen, Björn Waldegard and Tomo Salonen.

He first became involved with the organisation of RAC Rally in 1990, since when he has made the official 'route notes' with Waldegard.

• Scrutineering behind closed doors

Scrutineering will be held during the morning of Saturday 18 November at a location near Chester – but it will NOT be open to the public!

Instead, a completely new event – based on the 'pit road walkabout' concept – will be held on Saturday afternoon at Chester Racecourse. Spectators will get a chance to meet all the top drivers and see factory rally cars at close quarters.

Explained Rally Manager Malcolm Neill: "Details of this exciting new event are still being finalised, but I can promise that it will be a great improvement on anything we have laid on in the past."

• Route details revealed

The route will be broadly similar to that of the successful 1994 event, apart from the new overnight halt in Leeds and some different forest stages in Wales.

The rally covers a total of 1437 miles (2314 kms), including 323 miles (520 kms) on 27 special stages. The average stage length will be almost 12 miles (19 kms). As usual, all except the Sunday stages will take place on gravel Forestry Commission roads.

Entries open with the publication of regulations in August. The basic entry fee will be £1035 (including one service pack) for an amateur driver. Spectator charges will be £7 per person (£1 for children under 16) for the Sunday stages and £5 per car for all other stages.

• Provisional Timetable

Sunday 19 November – 27 miles on 6 special stages.
Monday 20 November – 118 miles on 7 special stages.
Tuesday 21 November – 110 miles on 7 special stages.
Wednesday 22 November – 68 miles on 7 special stages.

Facts about... **AUTOCROSS**

- Autocross is motor racing on grass for two-wheel drive saloon cars, sports cars, and purpose built Specials. In the U.K. cars race in groups of two, three or four for approximately three laps of smooth grass circuits. Four wheel-drive cars are permitted but carry a 5% time penalty.
- The sport began in the 1960's and the British Trials and Rally Drivers Association ran the first nationwide Championship. This was followed by the 'Players No. 6' National Championship which discovered Barry Lee (World Hot Rod Champion), John Taylor (European Rallycross Champion), Keith Ripp (British Rallycross Champion) and many a top rally driver.
- The slippery and varying surfaces provide invaluable car control experience with plenty of room to explore the limits of car and driver. As with Autotesters, Autocross drivers learn car control without the risk of costs incurred in rallying. The speeds can reach 70 mph or more on a dry track, so it is a good training ground for special stage rallying etc.
- Each race is against the clock to determine the winners. Two drivers can share a car and each competitor usually has five races in a day, including practice. With entry fees around \$30, and cost sharing a possibility, it is a very affordable form of motorsport.
- Classes cater for all types of cars. An economy class caters for unmodified cars without limited slip differentials. Modified cars are split at 1300cc and 1650cc and specials are usually hand built spaceframe machines or cut down saloons. Too much power can be a disadvantage on slippery surfaces so 'knobbly pattern' tyres are the most important modification.
- Costs range from \$500 for an economy car to \$4,000 for a fully prepared winning Escort, Mini etc. A good used competitive car can be purchased for around \$2,000. Always consider traction an important factor when choosing a car.
- Events take place from April till October throughout the U.K. Most area associations run championships

AUTOSCENE

GRAND PRIX DATA BOOK

By David Hayhoe and David Holland, Published by David Hayhoe, Paperback, 584pp, \$20
Without doubt the most comprehensive collection of data on the Formula 1 World Championship ever published. Also probably the most accurate - our experts had to look long and hard before they found a mistake of any kind. If there's a fact you need to know, it's in here. Unfortunately, while a data book should be intriguing and entertaining, this is daunting. No designer seems to have been involved and the pages are grey and heavy. Also, the hand-drawn circuit diagrams are crude and misleadingly inaccurate.

Restricting the book's coverage to the neat confines of the World Championship is very convenient for the authors but ultimately limits its value. The world title has not always enjoyed its current prestige and, by confining themselves to the series, they have ignored many important races that help make up the international racing story. Some of its awesome depth on the championship could have been sacrificed for more breadth and interest overall.

Murray Walker's foreword sums it up best - 'dauntingly comprehensive'. Telephone 0180 777 4835 for details.

24 HEURES FRANCCORCHAMPS

By Denis Asselberghs, Published by IHM, Hardback, 194pp, \$35.00
If you've never been to the Spa 24 Hours, you don't know what you're

and the National final two-day meeting is usually held in August or September. All other events are run on Sundays, or Bank Holidays, and there are meetings virtually every week.

• British Championship Co-ordinator is Mrs Diane Bevan, Whaddon Garage, Brookthorpe, Gloucester - Tel: 01452 813384. She will pass any enquiries to the Area Championship Co-ordinators who co-ordinate events and run area championships throughout the U.K.

Charles Golding

missing, as it offers excellent racing at the world's best circuit. For the full story of last year's race, there are two things you have to do. One is to buy this book. The other is to learn to read French or Flemish. Oh well...

However, this book offers photographs aplenty, an hour-by-hour analysis, plus features on Spa ace Jean-Michel Martin, the Procar series and the history of the race, plus statistics aplenty. It's worth a look. For details call 010 32 2675 3113.

CHEVRON B16

From Midland Racing Models, 1/43 Scale, \$26.50 kit, \$26 Hand Built
The late Derek Bennett's classic coupe of 1969-70 has never been modelled properly in 1/43 scale, so this is a long overdue treat for marque enthusiasts.

The first in a series of great Chevrons by former racer Mike Coombe's MRM company, the B16 is available in eight versions. Notoriously difficult to capture in small scale the B16's voluptuous lines have been pretty well mastered by Dave Wade for this resin release.

The models are available exclusively from MRM on 01788 552133 (phone/fax).

ERA GOLD PORTFOLIO 1934-94

Published by Brooklands Books, 172pp, Softback, \$12.95
Brooklands Books has been producing these compilation of press article books for many years now and this one on ERAs follows the standard format. Comprising features from 1934 to 1991, it relates the progress of the cars from great British hope to evergreen historic racers.

The information is all there and makes interesting reading but sadly the pictures suffer from clearly being lifted from the original printed page. With only 18 ERAs originally built, it is one for the armchair enthusiasts. Telephone: 01932 865951.

FEATURE **AUTOSPORT**
BY

Hill Climbs
Sprints
Races
Rallies
Rallycross
Trials
Use of Radios
Recruiting and Training Officials
Sponsorship
Promoting a Club
Liaising with the MSA
Club Archives
First Aid
Historic Rallies
Teaching Basic Rally Navigation

If you require any information on the above see Derek Lee or any Committee Member. Next month the serialization begins! I wonder how long that will take me to type.....!!

NICK STEVENS

*** * * COMING NEXT MONTH * * ***

ALL THE STUFF I COULDN'T FIT IN THIS MONTH!!

**EVERQUIP STAGES RALLY
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MORE TROPHY STUFF!!!
EVEN MORE MOTOR CLUB MANUAL**

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Compression Ratios

HAVE you ever wondered how high a compression ratio you can run in a particular engine. There is no easy answer unless you know the engine, and the engine spec, inside out. The first requirement is a fuel with a good anti-knock value. If additives and octane boosters are out, then the next question is: what sort of engine spec are you running? Low lift and low overlap cams tend to play hell with high compressions because you get such good cylinder filling at low revs. At higher rpm the combustion chamber is working better and flame propagation is more controlled.

The problems usually come about at peak torque when cylinder filling can be as high as 110% of the swept volume. A mapped ignition system helps because you can retard the timing here and bring it back on when the breathing is less efficient at

higher rpm. What you have to remember is that compression ratio constantly changes with cylinder filling, and the limit is going to be a point where the fuel and air detonates rather than burns. Quoting a number like 12:1 doesn't mean anything, because one engine spec may be happy at that, while another cam and carb combination might detonate like there was no tomorrow. No easy answers then.

HT Leads

Ever wondered why some HT leads cost a lot more than others? Do they produce more power?

Well no, HT leads can't generate power as such; all they can do is carry the current for the spark and not leak to earth before that spark has occurred. In order to do that they need very good insulation. Racing ignition systems often produce very high voltages for the leads to carry and

there is more chance of a leak if the insulation isn't up to it.

The resistance in the lead also has to be taken into account. Most ignition systems are designed to account for the lead resistance to arrive at the correct spark firing voltage and duration. Copper wire leads with suppression caps are an exception here, but generally, fitting a different set of leads can change the value of the resistance and hence the spark firing voltage and duration.

QUIZ ANSWERS

1. Elliot and Silverstone.
2. Frank Williams.
3. Shirley Muldowney.
4. Fangio, Fangio, Farina — all driving Type 159 Alfa Romeo.



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

COMMITTEE MATTERS

Following the resignation of Russell Holdsworth due to work pressures Andrew Varley has been appointed as Assistant Equipment Officer. Paul Scruton retains his role as Equipment Officer whilst taking on the responsibility of Chief Marshal. we would all like to thank Russell for his service over the period he has been on the committee and wish him success with his ventures.

Membership structure has been discussed and is clarified as follows: Joint Membership covers Husband/Wife (or vice versa) or Partners whilst Family Membership is intended to additionally include children under the age of 18.

The 25th Anniversary Events are progressing well and there is much on offer throughout the remainder of the year.

Concern has been shown into the lack of interest shown in forming a strong team to contest the Larkspeed League and if you want to help please speak to Peter Rutterford or Derek Lee A.S.A.P.

Any comments would be gratefully received.

THE COMMITTEE, TRACKROD MOTOR CLUB

* * * * *

ATTENTION

* * * * *

URGENTLY REQUIRED

photos of past and present club members, past events both competitive and social. For use at the 25th Anniversary Ball and in the Silver Jubilee magazine. All photos will be handled carefully and returned.

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

Thanks, **RICHARD INESON** and **NICK STEVENS**

TROPHY POINTS SYSTEM 1995

PART ONE!!!!

To gain a Trophy follow the basic rules below:-

STAGE RALLIES

1st	Stage Rally Driver	-	Arnold G. Wilson Trophy
2nd		-	Mark and Steve Lloyd Trophy
3rd		-	Leeds Crest Motels Trophy
1st	Stage Rally Navigator	-	Ray Dickinson Rose Bowl
2nd		-	Gordon Jefferson Trophy
3rd		-	TMC Third Overall trophy

Best eight scores to count, maximum of three National A events or two International's.

RALLY & SPEED SHOP (Autotests only)

Trophy for the winner and runner-up. Best eight scores. All event types count (ANCC, RAC, TRACKROD etc.)

DICKINSON TROPHY (PCT's only)

Trophy for winning driver only. All events to count. Best eight scores.

OUTSIDE EVENTS TROPHY (off road events only)

All events to count (Rally cross, Autocross, Races, Hill Climbs, Sprints etc.). Best eight scores.

FRANK STUART-BROWN AWARDS

FSB Road Rally Driver - 1st Overall

FSB Road Rally Navigator - 1st Overall

LARKSPEED LEAGUE AWARDS

All Larkspeed rounds count.

1st Driver, Annual award and replica
1st Navigator, replica only

LADIES AWARD (Best Lady Competitor)

The Mr & Mrs D.W.Taylor Trophy

Best eight scores from all event types.

THE SUSAN & RICHARD JACKSON "SPY44" TROPHY

Events to count are (Driver only) Autotest, Rallycross, Sprints, PCT's, Hill Climbs and (Driver and Navigator) Road and Stage Rallies. Best five events to count but these must include three different types. Driving and navigating are different types.

All the aforementioned trophies use the ANCC scoring system which is not totally biased towards the expert finishing higher up but, also helps the novice as the greater portion of points awarded are for class positions.

E.G. 3rd in a class of 60 = 60.0 points, 6th in a class of 13 = 63.8 points

There are also bonus points as follows:-

National A = 15 start 715 finish, International = 25 start and 25 finish, and further bonus points for road and stage rallies as follows:-

1st O/A = 20 points; 2nd O/A = 18 points; 3rd O/A = 16 points etc. until 10th O/A = 2 points.

Other trophy scoring details follow next month

VINCE FLETCHER (Trophy Points)

SILVER JUBILEE BALL
Saturday 2nd September 1995
Marriott Hotel, Leeds

TICKETS GOING FAST!!
BOOK YOUR PLACES NOW!

£26.25 FOR AN EVENING
YOU WILL NEVER FORGET!

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.

Please book tickets for the ball through me, a deposit of £10 per person will suffice, alternatively, pay in full.

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Accommodation is also available for the Saturday night at special rates of £50 double/twin and £45 single. Includes breakfast, you could make a weekend of it if you choose. Leisure facilities available including pool. Let me know if you would like a booking form (being distributed soon).

FOR SALE

**Due to work commitments abroad
Ian Richardson offers for sale his
MKII RS 2000.**

Car features a 2028cc dry sumped, all steel, bottom end. TRW forged pistons, floating gudgeon pins and Cosworth rods in a 4X4 Cosworth Block.

Big valve and ported head with cross drilled cam, twin 45 Dellorto's and a Tony Law exhaust manifold.

Drives through a 5 speed, Tran-X close ratio, straight cut gearbox and a single piece prop-shaft to a limited slip diff, disc braked Baby Atlas axle.

World Cup cross-member, quick rack, 4 pot AP calipers on vented discs with adjustable bias pedal box.

24 volt starting, twin Facet fuel pumps, 12 gallon shaped alloy fuel tank.

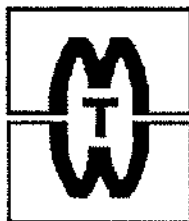
Over 20 alloy wheels with forest, tarmac and loose surface tyres and many other spares.

This is a proven and successful class winning car and is ready to rally.

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**Contact Ian on 0585 629016 or at
home on 01757 702048**

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NOT AS MAP CORNER

Well, there goes another month, in like a lion and out like a lamb. The 3 Swans rally attracted a decent 47 car entry with plenty of novices. Cars varied from fully prepared Astra GTE's and Pug 205's to an Astra van! Our own Alan Larkin had a navigator failure on the first half causing a sizeable time loss. However, yet again, where were the rest of the club? Surely we can get more than 3 bodies out on an event based in York. The Pennine Rally has been postponed/cancelled so the next ANCC event is the Gordon Musgrove in July. Last months posser was a superbly typical piece of nav complete with mistake. Sorry I missed a junction out early on, but it should still have plotted via 2 whites back into Tadcaster.

Now of course the hill climb season is upon us and those who weren't at harewood on 13/14 July missed a real treat, Ferraris, Morgans, Classic Lotuses and a Quattro S1. Seriously I have been asked to help provide marshals for the barbecue hill climb on August 27th. As many of you will appreciate, Harewood is very different to Baitings, much longer, much faster and needing more marshals. It is important that people have a look at the hill before the event so contact myself (01937 588287) or Nigel Drayton if you can help.

This months posser uses map 99, familiar territory to all road rally crews and the scene of many a shunt. The navigation uses a mixture of spot-heights, grid lines, features printed on the map and grid references typical of some organisers thinking so:-

Start at 261830 APP SSE and go via (in order) 26 84 53 25 84 83 24 83 23 84 22 85 102 21 86 20 19 87 88 88 88 g nt 19 144 20 88 22-1 ig 88 > 22 87 23 63 24 89 52 25 88 53 87 25 88 66 APP SW (it's easier than it looks! Honest, Arf!)

ARTHUR HEATON

P.S. If anybody has any 3.0L Capri Bits especially a 7X13 rim, I'd be interested to know.

RETROSPECTIVE

From the pages of the Trackrod Magazine of June 1975 (Issue No.56)

Cover picture:- Ron white/John Birch in the Mini on the 1974 Elcar Trophy Rally. Other photographic content included Ken Goodall/Mike Tempest in the RS1600 on an unspecified event; Ronnie Mackinnon/Chris Perkins on the 1974 Armstrong Forest Rally and Eric Islewood/Jack Coulthard in the Cooper S on the 1973 Devil's Own Rally.

New members this month were B.N.Marsden and D.E.McAnulty.

A plea went out for all club equipment to be returned to base (some of it is STILL missing!)

Still unsure about the need for a President - no views forthcoming.

Chris Foster-Brown and Ross Gaynor provided us with a report on their antics on the April Fools Rally - our own 12 car event. The results look like this:-

- 1st Steve Rathbone/Frank Stuart-Brown
- 2nd Eddie Baker/Marcel Girardier
- 3rd Rod Parkin/Richard Spurdens
- 4th Brian Whitfield/?
- 5th Ross Gaynor/Chris Foster-Brown
- 6th Jim Pick/?
- 7th Sue Broadbelt/Pauline Phillips
- John Fairweather/Pete Wormersley - D.N.F.
- Peter Germaine/Ronnie Moore - O.T.L. excluded

Ken Goodall/Richard Ineson reported on their P.C.T. at Stump Cross caverns which attracted 21 entries though a shortage of marshals was evident with plenty of doubling up and running up and down hills being the order of the day. John Spencer won the thing overall with Ken Waddington, Steve Hazeldine, Stan Peel, Steve Lloyd and Ian Gurnett each winning awards. our club-night treasure hunt had 14 crews out and the Hazeldine crew just beat the Lloyd team- Marsh Newman, David Taylor and N.Chapman were the

strong crews supporting everyone else - they were the last three crews - good event though.

A note about our advertiser - Autoglass - they had the whole back page for a full year - wonder what that cost?

Trackrod.....Ends

RICHARD INESON

RALLY MARSHALS TRAINING

Later this year there are a couple of marshals training events that would certainly be useful to many of us in brushing up old skills and refreshing memories. Also welcome would be the support of new and less experienced members who would like to learn more

The first of these events is to be our own club-night training session at **YORKSHIRE SWITCHGEAR, MEANWOOD ROAD, LEEDS** on Tuesday August 1st, this event will start at 8:30 PM prompt.

The second event take place just under a fortnight later in **DALBY FOREST** and has been organised by Malton Motor Club. Contact **ROD PARKIN** for more details on this one.

BARN DANCE AND COUNTRY EVENING

**ADEL MEMORIAL HALL
CHURCH LANE, ADEL**

SATURDAY JULY 22nd 8PM

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(£7:50 on the door, so book now!)

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