



PREPARING FOR THE 21st CENTURY

*Happy
New
Year!*

JANUARY 1996
MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 299

January 1996

EDITOR

WELCOME TO 1996! How many of you have already made a mistake on a cheque or form?

The festive season was nicely interrupted by the Boxing Day Autotest and I decided to enter. One small problem, an errant lamp-post had decided to get in front of my car and, as a result, I was fine round left handers but there was a bit of difficulty turning right! The easiest solution was to borrow my mother's Fiesta, a damn sight shorter than the Orion and perhaps a bit more nimble although the driver would leave much to be desired regardless of car! In the end I won my class by default! The only other competitors in the class retired so, there goes the novice status!

Hopefully 1996 will see more club members able to participate on events in the local championships and of course the Larkspeed League which, this year features only two events which cannot be done in a standard road car. Perhaps even I will find the time to do some events this year!

Till next time....

NICK STEVENS, (Editor)

DEADLINE FOR FEBRUARY ISSUE IS
TUESDAY 30th JANUARY 1996

CHAIRMAN'S CHAT

HAPPY NEW YEAR TO YOU ALL. 1995 was a busy year for Trackrod in many ways. The Silver Jubilee celebrations played a big part of the year and it was good to see many friends old and new joining in.

Events wise we ran two rallies, a Hillclimb and an Autotest all of which ran well and were well supported. Thanks to all organisers for helping keep Trackrod's name at the forefront of regional and national motorsport. Lets us not forget the RAC Rally which saw Colin McRae crowned as World Rally Champion, that can only serve to heighten the awareness of rallying in the UK.

I was persuaded to take part on the Lookout with Andrew Apperley in his Uno Turbo and we were doing well until the suspension collapsed on my side! We were forced to retire.

Alan Larkin is again putting his support behind the local league and we really do need to try hard to improve our position in the overall standings at the end of the season. Many of the events can even be done in a standard road car so why not have a try?

DON'T FORGET this year's **DINNER DANCE AND AWARDS CEREMONY** at the Hilton in Leeds tickets available now! I look forward to seeing you all there.

Good luck to you all for 1996 in whatsoever you are doing.

ROD PARKIN. (Chairman)

SEC'S BIT

Happy New Year to you all, and I hope that it will be an exciting and enjoyable year.

I would like to thank Simon and Caroline Marston for finishing off the year by organising the Boxing Day Autotest at West St. They did very well for a

first attempt at organising a small event. With a small entry they managed with other officials to keep it compact and after the 12 tests we retired to the local hostelry for refreshments. Again many thanks to them and if you feel you could do or would like to organise an event, either an Autotest or PCT then now is the time to speak up and we will help you along the way. (see Peter rutterford or myself).

Membership renewals are now due so see Caroline Marston NOW because you need a club card to be eligible to compete in events so get yours now.

Trophy points claims should all be in now as Vince is getting the trophies ready for the dinner dance at the Hilton Hotel Leeds on January 27th, get your tickets A.S.A.P.

DeLacy MC are organising the Kall Kwik (Harrogate) stages on 18th February if you would like to marshal contact John Smallwood (Stage Commander) or myself A.S.A.P., once again we are running Waterloo near Helmsley.

Finally, Larkspeed are once again supporting the local league in 1996 and I would like to see as many competitors as possible on all rounds, (Events list elsewhere in this issue)

Till next month, safe motoring

DEREK LEE, (Secretary)

MERCHANDISE

Would you be interested in Trackrod Motor Club "Corporate Wear"? If so I have arranged a display of some sample garments to take place at YORKSHIRE SWITCHGEAR on Tuesday 6th February. Examples of garments being T-Shirts, Polo Shirts, Jumpers etc.

Happy New Year to you all. Now that the festivities are over perhaps you feel like dipping into the coffers and treating yourself!!

BRIAN WALTERS, (Merchandise)

SOCIAL AND COMPETITION CALENDAR
JANUARY/FEBRUARY 1996

JANUARY 1996

- 16 Crown, Wetherby
FREE SANDWICHES
- 23 Admiral Hawke
FREE SANDWICHES
- 27 ANNUAL DINNER DANCE/PRIZE PRESENTATION**
- 31 Beehive, Thorner

FEBRUARY

- 6 Yorkshire Switchgear
- 13 Admiral Hawke, Boston Spa
FREE SANDWICHES?
- 20 Crown, Wetherby
- 27 T.B.A., Watch this space

Competition Calendar 1996

January

- | | | |
|-------|---|-------------------------|
| 1 | Autotest | North Humberside MC |
| 7 | Autotest | Alwoodley MC |
| 13/14 | Chantry Road Rally,
Maps 105,110,111,119 | Wakefield & Dist MC |
| 21 | Stage Rally at Flookburgh | Ecurie Royal Oak MC |
| 27/28 | Alnite Road Rally,
Map 131(B1) | RAFMSA & P'borough MC |
| 28 | Riponian Stages Rally,
Maps 99,100 | Ripon Motor Sports Club |

February

- 3/4 Road Rally,
Maps 100,101,106,107,113 Buccaneer MSA

4	CadwellParkStageRally	Eastwood & District MC
	Autotest	North Humberside MC
10/11	Road Rally,	
	Maps 112,113,121,122	Lincoln Motor Cycle & CC
11	WinterProductionCarTrial	Pendle & Dist MC
18	Kall Kwik Stage Rally,	
	Maps 94,99,100,101,105	DeLacy MC
24	Stage Rally at Manby	Matlock MC
25	Production Car Trial	Eastwood & Dist MC

Peter Rutterford, (Competition Secretary)

LARKSPEED LEAGUE 1996
EVENTS LIST

ROUND	DATE	CLUB	EVENT TYPE
1	27/28 April	Selby	Road Rally
2	5 May	Keighley	Autotest
3	1/2 June	Alwoodley	Road Rally
4	29 June	N.Humbs'	Stage Rally (Manby)
5	7 July	Sheff. & Hallam	Sprint
6	28 July	Ilkley	P.C.T.
7	11 August	Y.S.C.C.	Autotest (Grass)
8	8 Sept	Airedale Pennine	Autotest
9	5 October	York	Sprint or Hillclimb
10	10 November	TRACKROD	Stage Rally (Melbourne)

If you would like to compete on any of the above events let me know so that I can get enough regulations for each event and I will be keeping you all up to date after each event as to our progress. If you cannot compete then why not come along to support the rest of the team.

DEREK LEE, Larkspeed Team Leader

TRACKROD MOTOR CLUB

**ANNUAL AWARDS
PRESENTATION**

AND

DINNER DANCE

**SATURDAY 27TH JANUARY
1996**

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LEEDS CITY CENTRE**

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BOXING DAY AUTOTEST 1995

After consuming large quantities of alcohol and with the forecast of frost for the following day, I headed for bed thinking have I done everything? But during the small wee hours of Boxing Day morning it was a wee bit late to worry.

Boxing day arrived and after jump starting a certain 205 we arrived at West Street car park, then realised my first forgotten item of equipment - a brush - broken glass all over, Oh No!. After a quick call, Nigel came to the rescue with a brush.

Car park swept, tests set out, all ready to go. But no, wait, clocks, where were they? After a confession from Derek Lee it transpired that the clocks were in the best place - keeping warm in Derek's lounge!

After rustling up some clocks we started. 5 entries in total, 2 experts and 3 novices all going well until Barry Dove stopped between two cones, I thought he was just admiring his reversing but, alas, no. Clutch problems for the Drayton/Dove motorsport Mexico. At about the same time Ronnie Mac's new green Dutton started to play up too - a quick push and he seems able to continue. Meanwhile back with the Mexico. Barry laid underneath with pipe in mouth and large mouthfuls of Dandelion and Burdock spraying over the offending part to provide a temporary fix (this, I'm told, is a trick of the trade - I'm not convinced!).

But it was all to no avail as the car was towed home by Barry's Range Rover. The remaining competitors finished all the remaining tests, results collated and off to the pub for prizes to be awarded as follows:

FTD	Ronnie Mackinnon
1st Expert	Derek Lee
1st Novice	Nick Stevens

And so that was the end of my first event as Clerk of the Course.

I would like to take this opportunity to thank everybody who helped and advised me, to the marshals and, last but by no means least, those who turned out to support.

SIMON MARSTON, (C.O.C.)

LOOKOUT STAGES RALLY

Many thanks to all the people who helped to make the event such a resounding success once again. It was extremely encouraging to see so many young members becoming involved - it can only be good for the future of motorsport. We were extremely lucky with the weather, who would have expected dust to be a problem on the 5th November?

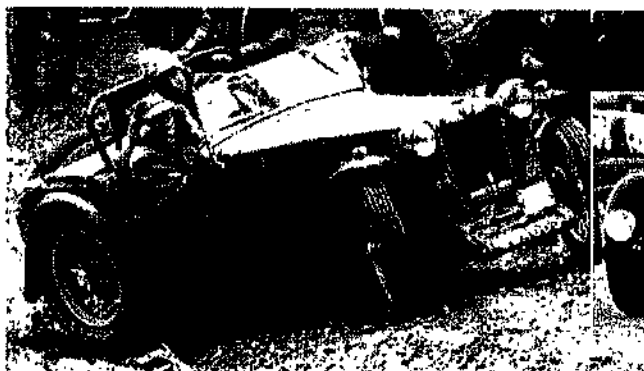
It is intended to run the event a week later on the 10th November in 1996. This will give two weeks separation from the Wombleton event for those competitors who would wish to do both events. It also allows our willing marshals to go to Wombleton as well as lugging tyres at Melbourne on the weekend between!! Please make a note in your new 1996 diaries.

In order to keep competitors happy we need to do some repairs to the venue during the summer, anyone with (or without for that matter!) construction skills will be very welcome. Perhaps we could have a club working weekend, camping at Melbourne or staying locally with a different type of social event on the Saturday night. Ideas welcome.

If anyone knows of any businesses who may be interested in sponsoring what has now become the popular, well supported event we are always on the "Lookout".

Once again many thanks for you help in 1995, we look forward to working with you all again in 1996. Happy New Year to you and your families.

John Smallwood



Left, gaining a 'silver' on the 1995 Land's End Trial; inset, leading the pack round Copse at Silverstone June '63.



VIEW FROM THE BRIDGE

In editing *Wheels* I usually keep MSA news to page 11 but the first issue of '96 seemed an appropriate time to get the views on the sport of the Chief Executive, John Quenby. He started by driving an Austin 7 'Top Hat' round a field at the age of 12 and 'got hooked' (a sad but familiar story). He later competed in various speed events with friends, including the late Bob Anderson for whom he also acted as casual mechanic, and he still takes part in trials (see photographs).

Major shifts he's seen over the years? He feels changes in safety must be the most significant. He used to race in short sleeves and a cork crash helmet and barriers were almost non-existent. There was also very little commercialisation in the sport.

Which brought me to my next question: what about the common criticism that the sport is too expensive? Answer: It was always expensive (interesting that Max Mosley made much the same comment) and he remembers spending every spare pound he had on motorsport. But as a comparison he commented that he'd recently been

talking to some anglers on the Grand Union Canal and found their average cost of equipment was £3,000 with their annual costs running into some hundreds.

OK. But what about the criticism that there is too much bureaucracy in our sport? Well, he feels we've come a long way over the last few years in cutting most of it out and there is a continuous campaign in the MSA to cut it further – not least because it costs money. As John often reminds people, every new or amended rule costs somebody somewhere some money. However, in carrying out its obligations as a responsible governing body, the MSA has to make sure that the regulations allow our sport to be enjoyed in safe, fair and socially acceptable circumstances.

And 'socially acceptable' brings us – inevitably – to the environmental front. While the car is part of our society, John is convinced there will be people who will want to test their skills against each other at the wheel. However, the sport will find itself competing with many other sorts of attractions for people's precious leisure time. So we will need to take

on board new ideas and be creative if our foundation of amateur participants, which are needed to keep motor clubs viable, is to be maintained. And we have to be alert for opponents of our sport – in '95 for instance the MSA had to use its lobbying strength to protect the sport from the possible effects of the Environment Act. The fact that it was able to successfully do this demonstrates, says John, that the sport is taken seriously and that people will accept our right to enjoy it, *provided* we observe sensible codes of conduct. Which seems like a belated but suitable New Year's resolution for us all.

Stuart Turner

COD FILLET QUIZ



1. A Grand Prix winner's father did the 'LIEGE' clean. Who?
2. The first Jaguar XK120 race team appearance. Where, when and who won?
3. What do Questions 1 and 2 have in common?
4. Whose biography is the book 'Amateur Racing Driver'?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

British international champions

By winning their second successive Network Q RAC Rally, Colin McRae and Derek Ringer became the first-ever British winners of the FIA World Rally Championship (not forgetting Louise Aitken-Walker's victory on the inaugural FIA Ladies World Cup in 1990).

Four of the top six places in Chester were filled by British crews, confirming the enormous reservoir of driving talent available in this country.

There was a dominant 1-2-3 performance by British racers in the CIK/FIA Formula E World Kart Championship in Austria: Trevor Roberts won the world title, ahead of Simon Cullen and Stewart Mead.

At the same meeting, Steve Webb won the CIK/FIA Intercontinental E European Kart Championship, finishing ahead of 1995 British Long Circuit Champion Chris Stoney and Richard Boston.

Daniel Wheldon won the CIK/FIA Formula A World Cup during the Ayton Senna Memorial Cup meeting at the Japanese Suzuka circuit.

Cheaper insurance

The 1996 insurance rates for motor sport were published, along with the permit fees, in the Winter issue of *RACMSA News*.

The new RACMSA new brokers, Bradstock, confirm that their motor sport policy will be underwritten by ITT London & Edinburgh, one of the UK's largest insurance companies.

From 1 January 1996, the cover offered with an RACMSA Permit will be £10 million per event, irrespective of status. Premiums have been reduced in real terms by nearly 14% compared with those in 1995.

The new personal accident scheme for competition licence holders provides £40,000 of cover at no cost to the licence holder.

Grand Prix sell-out?

The next British Grand Prix at Silverstone may be sold out as early as Spring. The event will again be all-ticket, with a maximum of 90,000 spectators on each day.

For 1996, timed F1 qualifying is limited to 60 minutes on Saturday afternoon, followed for the first time by one of two rounds of the *Auto Trader* RAC British Touring Car Championship.

Details from 0132-785-7271.

Rally cars logged

A survey of log book data held by the RACMSA shows 10,820 cars currently available for use on special stage rallies (both modern and historic). Ford is the predominant marque, with almost 44%, ahead of GM-badged machines on 13%.

The complete breakdown by make is: Alfa Romeo 51, Austin/Morris/BMC/BL 756, BMW 27, Chrysler 453, Citroen 41, Daihatsu 8, Davrian/Darrian 61, Datsun/Nissan 84, Fiat 123, Ford 4755, GM/Vauxhall/Opel 1382, Hillman/Rootes 174, Honda 28, Jaguar 15, Lada 246, Lancia 89, Mazda 190, MG 73, Mitsubishi 68, Morgan 11, Peugeot 500, Porsche 31, Renault 69, Rover 138, Saab 52, Skoda 174, Subaru 27, Suzuki 42, Talbot 663, Toyota 264, Triumph 124, Volkswagen/Audi 170, Volvo 30, others 51.

Crash helmets go OTL

Competitors and scrutineers are reminded that three crash helmet approval standards were deleted on 31 December 1995: Snell M85, SA85 and M90. Two new approval standards (SFI 31.1 and 31.2) have been accepted for UK motor sport from 1 January 1996.

The full list of approved helmet standards for 1996 is therefore: BS6658-85 Type A or Type AFR; Snell SA90; SFI 31.1 or 31.2. For clarity, it should be understood that only these standards will be acceptable for motor sport after 1 January 1996, even if your helmet has an apparently valid RACMSA sticker.

RACMSA helmet stickers may only be affixed by national or international grade scrutineers, by the RACMSA itself or by selected manufacturers.

How old?

An analysis of the 29,335 RACMSA competition licence holders in 1995 shows that 5% were too young to drive on the road (including 567 kart drivers aged 8 to 12), while another 789 were kart, race and trials competitors aged between 13 and 16.

The 17-21 age group accounted for 1,702 licences (6%), with most licences issued to people between 22 and 50. The 22-30 group accounted for 28% (8,415 licences), while 31% (9,342 licences) went to 31-40s. The 41-50 group bought 5,906 licences (20%) and the over 50s 2,914 (9%) licences.

Motor Sport Day was best

The best-attended day at the London Motor Show was again Motor Sport Day, whose combination of celebrities and top class machinery from all disciplines attracted a record 57,500 visitors.

Total attendance during the 11-day show was 425,384, the best attendance since 1976.

Motor club workshops

In 1996, the RAC Motor Sports Association will for the first time organise a series of workshops specifically aimed at helping motor clubs plan for the future.

Through the Club Support Programme, all clubs will be invited to send representatives to one of 12 venues around the country. The format will be based on short presentations and we hope lively discussion.

The meetings will be held on mid-week evenings (except Belfast). Provisional dates and venues are: 6 March at Banbury, 7 March at Reigate, 20 March at Dunfermline, 21 March at Carlisle, 24 March at Portadown, 28 March at Harrogate, 10 April at Ilminster, 11 April at Swansea, 17 April at Runcorn, 18 April at Nottingham, 24 April at Telford, 25 April at Cambridge.

MOBIL 1 / TOP GEAR RACMSA BRITISH RALLY CHAMPIONSHIP

- The RAC British Rally Championship began in 1958.
- Four British Champions have subsequently won the World Championship – Ari Vatanen; Hannu Mikkola; Stig Blomqvist and Colin McRae.
- Since 1981 the McRae family have claimed eight British titles: Jimmy, an unequalled five; Colin twice and Alister once, so far. . . .
- 1996 calendar:
Vauxhall Rally of Wales, 22/23 March (Chester);
Pirelli International, 27/28 April (Carlisle);
Perth Scottish, 31 May/1 June (Perth);
Ulster International, 2/3 August (Belfast);
Manx International 12/14 September (Douglas, IOM).
- The Championship is exclusively for drivers, codrivers and manufacturers with two-litre cars conforming to FIA Groups A or N.
- Rounds 1, 2, and 3 offer a combined total of 400 stage miles on Forestry roads, an individual National rally for 1300cc cars and a National event for cars complying with RACMSA Technical Regulations.
- Rounds 4 and 5 offer 400 competitive miles on closed roads.
- Four rounds (Pirelli excepted) qualify for the Demon Tweaks/Classic and Sportscar Historic Rally Car Championship.
- All events qualify for Peugeot's 'Junior' and 'Masters' Championships, backed by a £100,000 prizefund.
- Incentives come from Autosport, Subaru, Ford, Yokohama and Mintex.
- Surveys prove each event generates over £120,000 for the local economy.
- Last year 20 million UK viewers saw BBC Top Gear's coverage on National TV and Sky Sports.
- Championship Regulations are now available from John Horton, PO Box 200, Sutton Coldfield, West Midlands B75 7TR.

AUTOSCENE #AUTOSPORT REVIEWS FROM **CLASSIC**

THE FERRARI LEGEND

PC /Mac CD-ROM, Arboreoscence, \$24.99

Hold tight, as you are taken around the famous Fiorano track in an F40, then tune your ears and identify a V8 from a V12, or a flat-12 from a V6. If that's too exciting for you, calm your nerves and take yourself through the history of the world's most prestigious car firm. All this and you don't have to leave your sitting room.

Every Ferrari model is illustrated in photos, text, video and engine sounds. Only CD-ROM can bring you this much information in one package. *The Porsche Legend* is another title also available from the same stable.

TRIUMPH BY NAME, TRIUMPH BY NATURE – THE SIDESCREEN TR COMPENDIUM

By Bill Piggott, Dalton Watson
Fine Books, ISBN 1 85443 107 2, \$29.95

Few people are better placed to write such an excellent work as Bill Piggott: for the serious early TR fan *Triumph by Name, Triumph by Nature* is simply unmissable. It is a treasure chest of highly readable, often amusing, mostly previously unpublished material, with a wealth of 'new' photographs and illustrations.

Fresh research includes a probing interview with Ken Richardson, particularly with regard to the 207S, and dozens of miscellaneous facts and figures – like the time the BARC was challenged to a £50 wager by the British Aero Club; could a car carry two people from Land's End to John O'Groats and on to London using less petrol than a light aircraft carrying two people over the same route?

With such a successful competition pedigree, the sporting side of TR ownership is amply covered, as is

development, production methods, sales and publicity material, accessories, and conversion and tuning specialists. Nearly 300 pages and more than 400 photos and illustrations provide hours of great browsing. Highly recommended.

FANGIO – A PIRELLI TRIBUTE From Duke Video, 75 mins, \$14.99

When Juan Manuel Fangio died the final chapter closed on one of motorsport's most famous legends. The Argentinian five-time World Champion, who won almost half of the Grands Prix he contested, is considered by many as the greatest driver of all time.

This video provides a record not only of Fangio's extensive achievements, but also some insight into the man himself as well as the impact his personality had on those around him.

Stirling Moss was one of Fangio's greatest friends, and through his career was also his pupil, team mate and fierce rival. The many memories that Moss conveys plus the wonderful racing footage from the Pirelli and Mercedes-Benz archives make this video a must.

GP MANAGER Microprose, \$50.00

Microprose is probably the best software house currently producing accurate racing simulations, and GP Manager is the definitive strategy motorsport game. It is nothing short of incredible, and includes every detail. You control your own Formula 1 team and guide it all the way to the very top. Chase sponsors, sign contracts, set up cars, design next season's chassis, chase drivers and then watch how they perform. There is so much to this game there simply is not enough room to list it all.

Too Hot Competition?

HAVE you ever wondered whether it is worth using a wetting agent in the radiator of a competition engine? If you have, then maybe you should think again, or at least realise that question needs to be answered with another question: for instance, is your engine overheating? The whole idea of a wetting agent is supposedly to improve the transfer of heat from the cylinder jacket to the water. There is a great deal of argument as to whether it works or not, but it is accepted that anti-freeze in the form of ethylene glycol cools better than neat water so, if you need more cooling, it makes a great deal of sense to run this and get benefit from corrosion inhibitors at the same time.

In the real world, however, would it make the difference between having a problem and not having a problem? That's doubtful. So many of the 'essential tuning mods' are often curing a fault that doesn't exist or, as someone else once put it, 'They answer a question that nobody asked'. How true.

Shocking Stuff

We've recently received a long and detailed enquiry in the office about gas shock absorbers and it would take several features to answer all the questions raised. To try and be very brief and explain one often misunderstood technical fact, a gas shock absorber does not pass gas through the damping valves.

These actually operate in the normal way hydraulic dampers do, by passing an oil through a fixed orifice (that's a hole, to you and I). The gas allows the damper to be

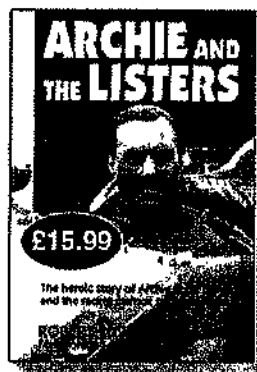
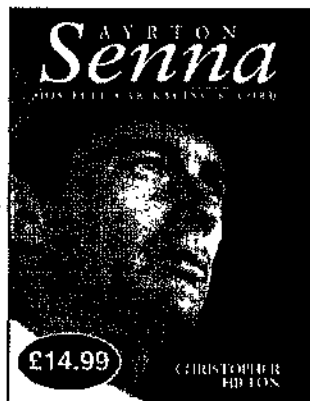
designed so that the damping fluid can be in contact with the outside of the tube, rather than in a second tube inside the first, which gives more fluid reserve for a given diameter and also allows for better cooling.

The design is tied up with the fact that, as a damper compresses, the rod moving into the chamber below will displace fluid. In the case of a gas damper, though, it will move the bottom sealed section downwards, against gas pressure. Damn clever really, aren't they?

QUIZ ANSWERS

1. Jacques (father of Jacky) ICKX in a Jag XK120 in 1951 (with Johnny Cloos).
2. Silverstone (1 Hour Production car race), 1949, Leslie Johnson.
3. The same car — HKV 500.
4. D. Cholmondley Tapper.

WINNING MOTORSPORT BOOKS



FROM PSL

For a full listing, please contact Karen Lay at the following address:

Patrick Stephens Ltd • Haynes Publishing, Sparkford, Nr Yeovil, Somerset BA22 7JJ Telephone 01963 440635



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

RETROSPECTIVE

From the pages of the Trackrod Magazine of January 1977 (Issue No. 75.

On the cover; Frank Stuart-Brown and Steve Rathbone in the latter's Vauxhall Firenza at Burton's Field on the 1976 Calderford Trophy Rally.

Clubnight venues coming up were the Fox and Grapes; Square and Compass and Shoulder of Mutton.

Articles of the company (Trackrod!) now in the hands of our solicitor as the 1st stage of becoming a limited company.

Finally finished 2nd O/A in the Shell League (Ah - such heady days!) after an ultra successful team outing on the Moonraker Rally. We also "won" the Shell League caravan for club use - Sue Broadbelt drawing our name out of the hat - all we had to do was pay the agreed price!

A brief article of thanks to marshals on our RAC stage, Boltby. Fastest times were Arikkala 4.45; Pond 4.47; Alen 4.48; Blomquist 4.49 and Drummond (!) 4.52. Event winner Albert Clark not mentioned. Steve Lloyd reported comprehensively on the RAC clubmans event from the hotseat of Richard Jackson's Porsche 911. After a troublesome event the pair eventually retired out-of-time in Wales with a sick motor.

New members this month Alan Larkin; Richard Brown; Mike Webdale; Paul Taylor; Martyn Maynard; Sharon Mason; Steve Grant; Alex Jackson; Peter Bagley; Alan Cowling; Philip Mann; Stanley Palmer and Keith Winn. (When will we next get such an influx of new members in one month?) Total membership as at 31/12/76 was 270.

Trackrod.....Ends

RICHARD INESON

KALL KWIK HARROGATE FOREST STAGES

Sunday 18th February 1996

We have once again been asked to run a stage on the Kall Kwik. We were fortunate enough to win the Stage Of The Day Award in 1995 so lets show them again how professional a bunch of people Trackrod are in all aspects of motorsport.

Volunteers are needed to marshal, keep time and operate radios. If anyone would like to do something different why not volunteer quickly and get more involved from an early stage. If you would like to help with setting up we will be out on the day before, everyone welcome.

The event this year consists really of two events, the Historic and the Main Event. The stage we have been asked to run is again Waterloo. An interesting little stage 3+ miles long just west of Helmsley near Rievaulx Abbey. The stage will be run twice, first car due 10-34 and again at 14-50. This will mean signing on no later than 09-00 and finish by approximately 17-00, a full, but hopefully interesting and exciting, days motorsport.

Please give your names either to myself or Derek Lee the Deputy Stage Commander.

DIARY DATE

North Humberside Forest Stages - 30th March 1996.

We have been asked to run a stage on this event, no details available yet but make a note of the date please. Once again volunteers welcome for all jobs.

John Smallwood

CONGRATULATIONS

TO

AMANDA AND STEVE SMITH

**ON THE BIRTH
OF A DAUGHTER**

ISABELLA ANNA

**11th December 1995
19 - 20 - 21 (7.20 pm!)
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15 days OTL but not excluded!

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TROPHIES - PRIZES COMMEMORATIONS

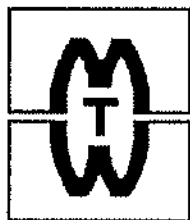
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