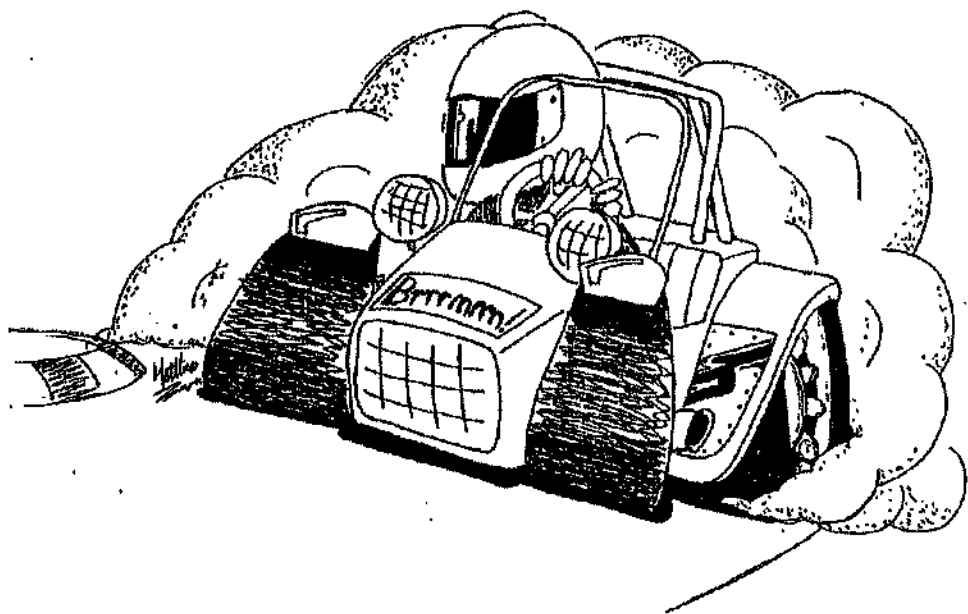


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FEBRUARY 1996

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 300

February 1996

EDITOR

Hopefully many of you are looking forward to a good season in 1996 and many plans will now be just about final. Of course some of you will be taking a less active role and acting as members of the supporting cast. Whatever your chosen forte why not let the rest of the members know what you have been involved in by writing a short article, especially the ladies, let's be hearing from you soon!

I was unable to make this year's Dinner Dance due to other commitments and I know that some people found that the appalling weather a hindrance too! Why is it that, whenever a event runs, the weather always plays a major role too! On the same weekend the Riponion was also cancelled, that put paid to many plans as it was also the first round of the ANCC Stage Rally Championship. Watch out for new dates or replacement events!

Thanks, as usual to the contributors to this issue.

NICK STEVENS, (Editor)

**DEADLINE FOR MARCH ISSUE IS
TUESDAY 26th FEBRUARY 1996**

CHAIRMAN'S CHAT

January always seems to be a quiet month yet it is the time of year to start planning for the Forest Stages Rally, The RAC Historic Rally, enjoy the Dinner Dance and, snow permitting, do a bit of Rallying. Not really so quiet!

Anyway, now is the time to plan your '96 year. There are plenty of events coming up including some potentially good weekend breaks abroad. Ever thought of going to Le Mans, or the 1000 Lakes, or Ypres, or the Manx or the host of events in France, Ireland (Excellent Guinness and Oysters!), Belgium etc. etc.

Whatever you decide, have fun.

ROD PARKIN< (Chairman)

SEC'S BIT

I would first like to thank all those of you who braved the elements to make it to the Hilton National, Leeds for the annual Dinner Dance and Prize Presentation. It was a very good evening with Rod being frivolous over the lack of length in the microphone lead! Vince had polished up the silverware and gave me a few clues as to the recipients of the awards I was to announce. i must say it was nice to see some new names upon the trophies and a few older ones too!

At this point I would like to mention that the committee is looking into the trophy points and awards system and hope to come up with a solution to the type of events that the awards are given for and try to make them more competitive for the claimants to challenge for. Vince is also in the process of updating the claims form and also to make them more readily available to the membership.

RALLY DRIVERS - TAKE NOTE that if you have not already got yourself a **NEW LOG-BOOK (RAC)** for your car then you will **ALL** need

one before you can compete in 1996 so either contact myself to arrange a meeting with an RAC Scrutineer or contact Mr Jim Kilmartin and he will make arrangements with you. On a similar note the facts about fire extinguishers are that those of you with plumbed in systems in your cars that contain Halon or BCF will probably be aware that the manufacture of Halon has now ceased and there is now a replacement on the market known as AFFF and if you are buying a new system then this is the one to go for. You will be pleased to know however that as long as your BCF system is fully charged and working you DO NOT have to change it until your system has been discharged.

Finally a reminder, Caroline Marston has a lot of membership cards she would like to give to anyone interested.

till next month, safe motoring.

DEREK LEE, (Secretary)

WANTED

CO-DRIVER/NAVIGATOR

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AND POSSIBLY

MULTI VENUE RALLIES

1300cc CLASS A FWD

Must be prepared to share costs.

Own car/van with tow bar desirable

Experience with time cards might be helpful!

Ring Stuart Drabble on 0113 2578887

SOCIAL AND COMPETITION CALENDAR
FEBRUARY/MARCH 1996

FEBRUARY

- 6 Yorkshire Switchgear
13 Admiral Hawke, Boston Spa
FREE SANDWICHES
20 Crown, Wetherby
27 Beehive, Thorne

MARCH

- 5 Yorkshire Switchgear
12 Admiral Hawke, Boston Spa
FREE SANDWICHES
19 Crown, Wetherby
26 Dick Hudson's

Competition Calendar

February

- | | | |
|-------|--|---|
| 3/4 | Road Rally,
Maps 100,101,106,107,113 | Buccaneer MSA |
| 4 | Cadwell Park Stage Rally
Autotest | Eastwood & District MC
North Humberside MC |
| 10/11 | Road Rally,
Maps 112,113,121,122 | Lincoln Motor Cycle & CC |
| 11 | Winter Production Car Trial | 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)

SCOTTISH RALLY 1996

31st MAY - 2nd JUNE

MARSHALS REQUIRED

**SS1 Pitmedden
also Knockhill**

**This event is a round of the
Top Gear/Mobil 1
British Championship**

**Contact Derek Lee
or
Peter Stanhope**

More details to follow.

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CHRISTMAS STAGES RALLY 1995

CAR 34 JIM DIXON/NICK DIXON

6:00 am Saturday 30th December, Very, very, very cold, set off North on the A1 to Noise and Scrutineering at WADDINGTONS farm buildings just north of Catterick. Arrived at 7:10 and waited until it opened at 7:30. Barry and Becky arrived spot on time, we exchanged pleasantries and discussed the incredibly frosty weather, passing noise with no problems we went into scrutineering where Nick (and his cold hands) removed the pipe-work from the Turbo compressor housing to allow the scrutineer access to the turbo restrictor to check size and seals.

With signing on over and done with, we headed off to the start at Croft rallycross Circuit. Stages 1 and 2 were two laps around Croft, utilising both the circuit and surrounding access roads, most of the stage was just wet but several chicanes were covered in black ice so we elected to run an ice tolerant forest tyre. Both stages passed without incident except a spin in front of the grandstand which we survived unscathed.

Service and a short road section followed leading us to Marne Barracks (alongside the A1) for stages three and four. Not knowing what to expect we stayed on forest tyres as did many others. To our surprise the stages were almost dry but contained about 1 mile of newly constructed woodland track that in places was quite rough. (Strange for a tarmac rally).

Another road section took us to Waitwith Bank which, as ever, proved to be tricky in places. The stage started at the southern end and ran in an anti-clockwise loop, half the stage was wet and the other half was sheet ice. all was going well until the uphill bridges where the car in front had spun on the blind hairpin and was left partially blocking the road. Much arm waving

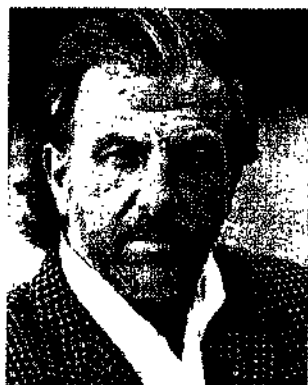
TIPS FROM THE TOP

MANY will have been fired by Colin McKee's performances and would like to follow in his wheeltracks. Who better for *Wheels* to seek advice from than David Richards a former World Championship winning co-driver himself and now boss of the Prodrive operation? So here goes:

1. What is the single most important quality you look for in a driver? A modern day rally driver is a mixture of many talents and, whilst a natural ability stands out as a prerequisite, so does their commitment to succeed demonstrated by their overall fitness and professionalism. But, more and more important in this commercial age, is their ability to present themselves properly.

2. How does a driver grab your attention? Do you, for instance, sit up at night browsing through results of club rallies? As Prodrive is only operating at World Championship level these days, the standard and experience of drivers we are recruiting will come from the top national categories rather than club events. This usually means that they are well known to us over a period of years although I have to admit to taking more than a casual interest in the results of various junior championships where you see the performance of drivers on equal terms using similar equipment.

3. How important is technical knowledge in a driver? Technical knowledge will always stand a driver in good stead and allow him to communicate effectively with the engineers. As the cars become more



David Richards - Prodrive.

technically demanding and performance differentials reduce so this knowledge will become increasingly important.

4. Does a would-be World Champion need to become a fitness freak? Physical fitness never goes amiss in any activity and often provides the differentiation between the very best and second place. We place a strong emphasis on it within the team and employ a doctor full-time to supervise the training programmes for our drivers.

5. Should a young driver stay on the British scene or get continental experience? Historically, Britain has provided a very good training ground for young, aspiring drivers but varied experience of foreign events and, more especially, the use of pace notes is a very big asset. There are many events on the Continent, particularly Belgium, where private competitors

will get substantial assistance to participate and broaden their experience.

6. Do you need a driver to be able to speak in public etc, or just be quick? Speaking in public and being able to present yourself in a professional manner is one of the most important qualities when differentiating yourself from every other young, aspiring driver. The good news is, that unlike competing, it doesn't cost money, just practice.

7. A young lad has been told he's quick in his mum's shopping car and he'd like to make a career of rallying. What should he do next? British motor clubs still form the bedrock and basis for all young rally drivers. Starting in club events and ideally moving on to a single make championship where talent stands out rather than money buying results.

(One final point I'd like to make -- I sent the questions to David two days after the RAC Rally win when he must have had a million other things on his mind. The answers arrived within 48 hours. 'Nuff said. *Stuart Turner*)

COD FILLET QUIZ



1. What Bristol engine 2 litre car gained its reputation and its name at Sarth in 1949?
2. Who is the only driver to win a gravel-based International Rally in a Lancia STRATOS?
3. When did a Gulf GT 40 win Le Mans for the second time ... the same car!
4. Under what name was the Alfa Romeo 1900 CS2 described?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Ilkley & DMC judged 1995 Castrol Motor Club of the Year

Ilkley & District Motor Club has won the 1995 Castrol RACMSA Motor Club of the Year Award. The club will be presented with a cheque for £1,000 and the Castrol RACMSA Motor Club of the Year Trophy at the RACMSA 'Night of Champions' awards evening on Friday 19 January.

Stuart Turner, who again chaired the RACMSA selection committee, said: "The standard of entries was tremendously high. Less than 1% separated the marks for first and second places. The top three clubs are all thriving, with excellent literature and a high national or local profile."

Some 70 motor clubs submitted detailed entries. The top three places were as follows: 1, Ilkley & District Motor Club (£1,000); 2, British Motor Racing Marshals Club (£500); 3, Port Talbot Motor Club (£250).

Rollage certificates

It should be noted that a rollage certificate is only valid for a cage which totally conforms with the design declared on the official certificate. Copies of the master certificate are available from the RACMSA at £3 each including postage (£5 overseas). It should also be noted that any unauthorised modification to a certified rollage invalidates that certificate.

AFFF fire extinguishers

The manufacture of Halons, commonly known as BCF, has ceased following international environmental agreement for all ozone depleting products to be discontinued. While existing Halon systems remain acceptable in the UK in the short

ensure that new systems are charged with alternative acceptable extinguishants, such as AFFF.

When undischarged Halon systems are removed for disposal, they must not be vented to atmosphere. Bottles containing Halon should be returned to a local fire extinguisher service point (details from Yellow Pages) or to the manufacturer. Disposal advice may also be sought from local Environmental Health Offices.

To date, the RACMSA and the FIA have approved the following UK manufactured AFFF plumbed-in systems for use in competition cars: Lifeline Zero 2000, SPA Designs Lite, FEV AFFF, Hi-Tech AFFF, Safety Devices AFFF.

In addition, the following systems are approved by the FIA and are therefore acceptable for use in the UK: Chubb Fire Spray Lance, Total Walther Microdrop Arc 3x6, Werner GmbH Wema AFFF, Sparco Eco-Sir, AP Sport Extaco, Taifun Safetydrive III, BRBAQUELL 3M Light Water.

Copies of the full list of FIA-approved AFFF extinguisher systems and the table of minimum quantities per individual product are available on request from the RACMSA Technical Department.

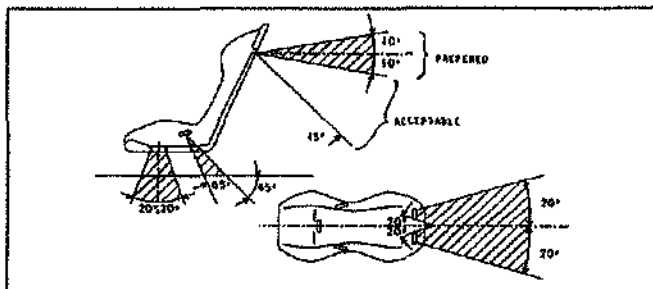
Seat belt safety

British manufacturers of safety harnesses recently met with officials of the RAC Motor Sports Association to discuss their products. They stressed the need for all users of safety harnesses to read, understand and comply with the written instructions supplied with the product.

It became very clear during the meeting that many "problems"

from lack of care or thought. The relevant instructions, by way of a reminder, are:

- ALWAYS discard any harness which has been used in an accident. Even if it looks OK, it has done its job and may be damaged.
- NEVER buy a secondhand harness: its history is unknown to you.
- Check straps regularly for signs of chafing and replace any harness so damaged.
- Keep harnesses clean but DO NOT use cleaning agents - some are harmful to harness strap materials.
- Battery acid and fumes damage harness strap materials, as can petrol.
- Where eye bolt anchorages are used, the eye must be orientated along the line of the strap attached to it and NOT at 90°.
- If straps pass through apertures in seats, ensure that adjusters are well clear and that there is no possibility of the adjuster pulling up against the aperture, so that the strap becomes tensioned against the adjuster rather than the anchorage.
- NEVER attempt to disassemble release boxes, re-stitch straps or otherwise modify or repair safety harnesses.
- Never mix harness components to make up a harness from 'bits and pieces'. Only use complete harness sets as supplied by the manufacturer.
- If using anchorage points other than those provided by the vehicle manufacturer, adequate reinforcement plates should be used.
- Locate anchorage points within the limits of the diagram reproduced here.
- If you have ANY doubt about the integrity of your safety harness, return it to the manufacturer or replace it. Your own safety may depend on your harness!



THE NATIONAL MOTOR MUSEUM

• Situated at Beaulieu in the New Forest, Hampshire, between Southampton and Bournemouth, the Museum tells the story of motoring on the roads of Great Britain and is based on the Montagu Motor Museum founded by Lord Montagu of Beaulieu in memory his father in 1952.

• Holds a collection of over 300 vehicles ranging from 1895 to the present day. Not just cars but motorcycles, commercial vehicles, racing cars and some oddities as well, plus period accessories and automobilia.

• In order to help visitors understand the background history of motoring on the roads of Great Britain, the 'Wheels' display (no connection with this publication!) – a dark ride through motoring history – tells the 100 years story of the motor car.

• There is a full education service for children (and adults) of all ages.

• The Motoring Reference Library with 12,000 books plus magazines and sales catalogues, opens 354 days a year and is available for research by all.

• The Photographic Library contains over 700,000 photographs and is used by enthusiasts and commercial users.

• Has one of Britain's largest archives for motoring film and video. It contains full Rank Cintel transfer facility from 16mm to 35mm film to any video format. Available for use by any outside organisations.

• The flourishing Friends organisation gives free entry to the Museum to all members, has a quarterly magazine and holds up to eight specialist evenings a year.

• Full facilities available for car clubs either for rallies or special visits.

• Open every day of the year except Christmas Day. 10am until 5pm during the Winter and 10am until 6pm in the Summer.

• For more details on the motor Museum or the use of the Library or other Museum services contact the National Motor Museum Trust, John Montagu Building, Beaulieu, Hampshire, SO42 7ZN. Telephone 01590 612345, Fax 01590 612655.

AUTOSCIENCE

AUTOSPORT REVIEWS FROM CLASSIC

DIDIER AURIOL – RALLY SUPERSTAR

From Duke Video, 75 min, £12.99

France's only world rallying champion gets the superstar treatment in this new fast-moving video. This is the latest in Duke's Champions series and Didier Auriol's name joins a list that includes Jim Clark, Graham Hill, Mike Hawthorn, Peter Collins, James Hunt, Juha Kankkunen, Fangio and Stirling Moss. The film charts Didier Auriol's career from sad-looking national club events and his rise through the ranks of works Ford, Lancia and Toyota teams, to his first world championship title in 1994.

The action is, as expected, fast and furious. But the sheer pace is let down by clips of a rather bland interview with Auriol. It's a shame, there's nothing quite like a Renault 5 Turbo or a Lancia Delta Integrale in full cry. You just have to fast forward through the boring bits.

VAUXHALL 30-98 – THE FINEST OF SPORTING CARS

By Nic Portway, ISBN 0 9526907 0 5, New Wensum Publishing (01449 612022), £118.00

Extensively and meticulously researched, beautifully written, attractively designed and handsomely illustrated, Nic Portway's self-published eight-year project is, without doubt, set to become the reference on the finest of sporting cars – Vauxhall's 30-98.

Widely acknowledged by vintage enthusiasts the world over as an understated, respected and very capable motor car, the 30-98 introduced outstanding performance to an enthusiastic public in 1913, and in this fine tome Portway graphically brings to life not only the story of the cars' beginnings and development both pre- and post WWI, but keeps the reader enthralled with tales of touring, coachwork design,

Australian exports, specials and VSCC members' exploits both past and present – the merry band of enthusiasts who to this day keep these great cars alive.

The 252-page large format work makes extensive use of purely contemporary, superbly evocative, photos, period advertising, technical drawings and catalogue illustrations and amply quantifies the building of the 30-98's deserved reputation.

Priced, but this outstanding book is quite simply a must for any motoring fan. A strong book of the year contender.

SPEED MERCHANTS

Duke Videos, 95 min, £14.99

A wonderful video for anybody who laments the passing of prototype sportscar racing. This feature-length documentary tells the complete story of the 1972 Manufacturers' Championship Series and the characters who raced in it. Names such as Mario Andretti, Vic Elford, Brian Redman and Helmut Marko all feature as well as the great Ferrari 312Ps and Alfa Romeo 33Ts. Watch out for the fantastic Targa Florio sequence.

THE VINTAGE ALVIS

By Peter Hull and Norman Johnson, ISBN 0 95253340 5, from Meneshire Ltd (0181 566 7344), £39.95

This, the second edition of *The Vintage Alvis* by Peter Hull and Norman Johnson tells you all you could ever want to know about pre-war Alvises. It's been brought bang up to date with stories and shots of surviving cars and owners, is liberally loaded with photographs (both ancient and modern) is entertainingly written, and has been successfully published by the Alvis Register, brave folk.

Rolling Radius

We are often asked questions about wheel diameters and their effect on top speed and acceleration. Now you may think this is a pretty basic question, but it is interesting and since we are so often asked, it's obviously not completely understood.

Starting with the basics, compare the circumference (distance around the outside) of a large wheel with that of a small wheel. Since it's larger, anything attached to the wheel will travel further, every revolution. A larger wheel gives a higher top speed, provided that engine has the power to overcome all rolling and wind resistances at that speed. It follows that in reaching the high top speed acceleration will be slower.

However, it is the circumference of the tyre that concerns us, not the diameter of the wheel. For example,

a 17in wheel with a very low-profile tyre might have a smaller circumference than a 15in wheel fitted with a high profile tyre. Stand the two side-by-side and the 17in wheel will sit lower than the 15in one with the fatter tyre fitted. I hope this answers your questions.

Spring into action

Looking into the world of cylinder heads, we have recently been asked what are the advantages of running higher valve spring pressures? Well, to be honest, there aren't any. What you need is the lowest spring pressure you can get away with; in other words, that which will control the valve at your highest rpm without float or bounce. Mini Miglia racers, so the story goes, are currently looking for increasingly softer springs

in order to bring down the parasitic losses and gain a fraction more power.

The real danger here, though, is in an over-rev situation. It's all very well saying that you never rev above 8000rpm, but what about a buzz on the downshift, mechanically over-revving the engine? Is that fractional gain in bhp worth a complete engine rebuild? As usual, it depends on how bad you want to win, or perhaps even more important, how much money you have to do it!

QUIZ ANSWERS

1. Frazer Nash High Speed model changed to Le Mans Replica's.
2. Andy Dawson, 1976 Mintex International (Chequered Flag Stratos).
3. 1969 Jock/Oliver and in 1968 Rodriguez/Bianchi (Chassis 1075).
4. Disco Volante.



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

from the spectators managed to warn us to go wide and proceed through the stage. Stage 6 was a repeat of stage 5 and was uneventful. Back to Croft for service and another two stages around Croft (7 & 8) still frozen in the shade and under the trees.

Stages 9 and 10 back at Marne Barracks for a slightly different route yet most enjoyable. Stage 11 saw a return to Waithwith and the weather had turned cold again with the daylight fading fast. We had contemplated fitting the lampod after stage 12, halfway through stage 11 disaster struck. Approaching a K left and K right onto gravel combination the back end of the car got very wide on the left-hander and onto a patch of ice causing the car to slide sideways into a 3 foot square rock on the outside of the bend. The collision pulled the steering rack in half!!! The Offside front TCA was bent double and the driveshaft was broken, this caused the anti-roll-bar to go straight through our brand new works Magnesium OZ wheel. GUTTED!. Both offside doors and sill were looking like they'd had a rough ride too.

Apparently the same rock had claimed a dozen other cars throughout the day, including Charlie Payne, Jenny Davis and Steve Petch (and still was not cautioned) so at least we were in good company. Thanks to mobile phones we contacted the service crew and awaited the trailer. Anyway enough rambling from us, now it's back to the workshop as there's plenty to keep us busy, hope to see you all on the Kall Kwik in February.

See Ya, Jim and Nick.

P.S. The whole (hole?) thing was recorded by MAD Videos so buy it ...

KALL KWIK (HARROGATE) FOREST STAGES

Sunday 18th February 1996

WATERLOO STAGE

This 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.

JOHN SMALLWOOD, Stage Commander.

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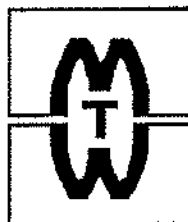
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RETROSPECTIVE

From the pages of the Trackrod Magazine of February 1977

On the cover Elvin Garnett and Steve Mills in the 1275 GT on the 1975 Costa Di-Plenti

Dinner Dance on 4th February at the Bramhope Post House

Looking forward to the Mintex International no 25-27th, our stage to be Dalby which was to open at 05:30 hours - maybe running it twice - Friday night as well - stage commanders Kemp and Parkin arguing that there would be plenty of time to spectate afterwards - providing you could keep awake!

Darts and Doms match with Ilkley on 30th March, sharpen your arras! (And don't throw them at your favourite Ilkley members!)

Comprehensive report from Team Captain Ineson on our 1976 Shell League performance - looking to better it in 1977 and win the damned thing outright!!

Pictures inside of Dave Lawton practising "somewhere inside the Leeds boundary", Steve Lloyd in the Mexico at the Tockwith Autotest and Mary Lloyd doing a similar thing, but at the Pudsey Civic Hall Car-park.

Report on the recent Boxing day autotest - 25 entries (!) on Woodhouse Moor. Alan Powell won it in his Mexico followed by Ron Mackinnon in Brother in laws Datsun 240Z the Ineson/Marshall (Tony now had a share in it!) Mini broke its diff and went home in disgrace!

The Janus Autotest at Tockwith made amends with Ineson taking FTD and Tony Marshall winning his class. Ken Goodall was very quick in his RS1600 but paid the price by getting stuck in a pile of manure - a feat joyfully reported in the following weeks Motoring News!!

Indoor rally Championship being led by Jack Coulthard after 4 rounds with Geoff Moorehouse, Rob Buchan, Pauline Phillips and Sue Broadbelt less than 10 points behind.

Annual awards winners for the Dinner Dance presentation included Ken Goodall, Sue Broadbelt, Mary Lloyd, Frank Stuart-Brown, Dave Lawton, David Taylor, Bob Chapman, Steve Mills, Ian Waddington, Steve Holden, Alan Powell, Tony Longstaff, Richard Spurdens, Steve waddington, Chris Dobson, Steve Lloyd, Richard Jackson and Graham Kellett. 28 trophies between them!

Trackrod.....Ends

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LS167EF01132671918

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Derek Lee

26 Spencer Road, Guiseley

LS209LG01943875231

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Scotland Villa, Scotland Lane

LS185SE01132582334

COMMITTEE MEMBERS

Editor

Nick Stevens

14 Heathfield Walk, Adel

LS167QQ01132674326

Trophy Points

Vince Fletcher

49 Forest Bank, Gildersome

LS277AD01132536631

Membership Secretary

Caroline Marston

20 Berkeley Ave, Harehills

Leeds, 01132481323

Equipment Officer

Andrew Varley

91 Moseley Wood Gdns,

LS167JD01132672619

Assistant: Brian Walters

Competition Secretary

Peter Rutterford

138 Nab Wood Drive, Shipley

BD144EW01274594056

Chief Marshal

Simon Marston

20 Berkeley Ave, Harehills

Leeds, 01132481323

Social Committee Chair

Anne Moffat

2 Salisbury St, Skipton, N. Yorks

BD231NQ01756701348

Press & Publicity Officer

Dawn Fernyhough

12 Valley Drive, Halton

LS157ES01132604849

Merchandising

Brian Walters

24 Aspen Mount, Cookridge

LS166RT, 01132611035

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