

TRACKROD

**No.92
June
1978**

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

**RAC. REGISTERED
NO. 1230**



**ARI VATANEN + TATTY OPEL, MAKING HIS NAME ON THE
SCOTTISH RALLY**

TRACKROD MOTOR CLUB LIMITED.

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1978.

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| Club tie | 1.80ea. | Trackrod T-Shirts | |
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| Club stickers: | | | |
| internal | 0.30ea. | Trackrod Rally Jackets | 9.50ea. |
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| (external) | 0.40ea. | | |
| | 0.75pr. | Trackrod holdalls | 2.50ea. |

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FRANK STUART - BROWN

TRACKROD.

June 1978.

No.92.

Social Calendar.

- 13th. June Open Forum, at the Royal, Boston Spa: map ref: I05/402 396. Come along and tell the committee what you want us to do.
- 20th. June Noggin at the Queen's Arms, Harrogate Rd. Leeds. Map ref: I04/304 376-about.
- 27th. June Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 30th. June Second round of the Humberside Motor Sport Quiz. Our Team is performing at De Lacy Clubhouse on this night, and we need lots of support to terrify the opposition! So come along; more info. further on.
- 4th. July Noggin at the Square and Compass, North Ripton.
- 7th. July All-happening Trackrod Disco-if we can find a venue!
- 11th. July Clubnight P.C.T. followed by Noggin at the Lawnswood Arms, where we have the Hastings Room to ourselves.

Competition Calendar.

- 18th. June Shell League Autotest, organised by De Lacy M.C.
- 24/25th. June Reckitts MC. Cossack Rally on maps I00, I01, I06, I07. Sheffield & Hallamshire MC also have a CJ rally.
- 25th. June Autotest, organised by Trackrod-or more accurately by Competitions Sec. John Renny. Regs should be out now.
- 2nd. July Autotest, organised by Shipley & D.M.C.
- 6/9th. July C.D.Bramall Trophy Rally, which is a restricted rally run by Shipley D.M.C. on maps 98, 99, I03, I04. Regs. are out now; and John Renny still has some left.
- 22/23rd. July Calderford Trophy Rally, run by Wakefield DMSC on maps 94, 99, I00, I05. Round of MN, ANCC and High Moor championships, so entry list may be full by now.
- 23 July Ilkley & D.M.C. have a closed Joint P.C.T.
- 6 August Shell League P.C.T.-and we're organising it.
- 12/13th. August Devils' Own. ANCC round by Kirkby Lonsdale MC on maps 90, 91, 97. Regs. are out already out. Also St. Wilfred's Rally, run by Ripon MC. This is a restricted rally, but is a Novice event this year.
- 13th. August Shell League Autotest, organised by York M.C.

Chairman's Chat.

Once again, it is my pleasure to be able to mention a well-organised, very enjoyable rally with our name behind it. ~~I refer of~~ course to the "Lookout" Rally, jointly organised by ourselves and the POAC lads. Two groups of very keen, but somewhat inexperienced people from both clubs had an idea of running a Novice Rally. When they applied to ANCC for the same maps on consecutive weekends, the obvious thing to do was a joint event. With generous sponsorship from our friendly local motel, the Leeds Crest, and a lot of hard work from the organising team, a first class event was produced.

Michael Watkins and David Hallas from Slaithwaite (and Trackrod) won the event, by a very small margin, from Gordon Young and Nigel Latimer. The Trackrod Mexicos of Silberberg/Holdsworth, Lee/Moore and Dove/Bownass won the Team award. Our new members the Howells won the Mixed Crew award, and John Bean/Charlie Palmer were the best Trackrod crew: (Wrong Slot triumphs at last!)

The organisation was extremely good, in keeping with the names of the two clubs concerned. I congratulate all concerned with the event for producing such a successful "First Timer". Of course, no event would run without marshals, and they deserve our thanks too. It was a fine night but it may not have been: nevertheless, nearly everything was marshalled, and several crews were complimentary about the standards. Well done all!

More good news is that the date for our Forest Rally is now confirmed as Saturday, September 23rd: (Yes, that's right, just one week after the Costa!! so don't arrange anything for September!) Basically, the Crest team will be organising; BUT, a lot of work needs to be done, and volunteers are required. Have a word with Rod Parkin, Nigel Drayton, Ron MacKinnon or myself at the earliest opportunity.

Our Shell League contenders are continuing to produce the goods with another sound display on the Horsfall Trophy, ably led by Howard White, who won his class. No doubt RFI will produce a blow by blow account for the magazine.

Finally, may I remind you of our Open Forum on June 13th. at the Royal, Boston Spa. It's some little time since the last one, so perhaps you will have a lot to say to the committee?

See you there.

J.H.R.

Editorial.

Not much to tell you all this month, avid readers. Just one small point. Producing a newsletter is not only an exercise in typing, printing and stapling, it's also a test of co-ordination: which means getting all equipment and myself in the right place with enough spare time to do the job. But, of course, I can't do the job if I don't get given the articles in time! J.H.R. mentioned this in his Chat last month, and this month his contribution was handed to me, nicely typed, well in advance. Extracting articles from anyone else was like getting money out of the Club's Treasurer. Please, if you have any articles for the newsletter, give them to me on or before the last Tuesday of each month. (i.e. clubnight at the Shoulder of Mutton.) Thanks very much.

The Editor.

The Lookout Rally.

The Leeds Crest Motel at Culton was the start venue for the first TMC/POAC Lookout Rally, which attracted a full entry of 75 crews. There were nearly thirty TMC entries all told, with those in the top twenty being Pete Silberberg/Carl Holdsworth at 2 in their Mexico, with the Mexico of Barry Dove/John Bownass at 8. At 9 were Martin Midgley/Steve Campbell, followed by Bob Fox/David Lomax (BMW 2002), Gordon Young and Nigel Latimer in their Mini, and then the Mini of Trevor Ward/David Johnson. The Mexico of Derek Lee and Ronnie Moore was at 17, and Brian Wainwright/Neil Masterman (Mexico) at 19 were followed by the fearsome Jaguar XJ6 of Ian Mackay/Steve Hazeldine.

The 120 mile route was on maps 104, 105 and 111, with a runout along the M.62 to the start on the white south of Knottingley. This included the not-as-map junction at 500 $\frac{1}{2}$ 213 which caught out some crews, even though it was cautioned by the organisers. An early retirement was the Trackrod crew of Mike Arnold/Bob Chapman, running at 41 in the Mk.2 1300 Escort, which fell into a deep dyke at the 90R 90L bends in square 5718. The first selective, starting NW of Carlton, proved to be very competitive, with Silberberg/Holdsworth taking fastest by 2 seconds from Mackay/Hazeldine.

After petrol at Thorpe Willoughby, the route went south of Cawood to the start of the second selective, which ended on Marsh Lane. Fastest time was again set by an Escort, that of eventual winners Watkins/Hallas.

The route then headed west on the popular yellows of that area. Towards the end, there was a short white west of South Milford, where a large rock dislodged onto the track caused some mechanical damage and numerous punctures. About $\frac{3}{4}$ mile further on, a slot 90R just after a brow saw the BMW of Fox/Lomax colliding with the rear of the Escort in front of it.

The finish was back at the Crest Motel. Watkins and Hallas were declared the winners from Young/Latimer by just 3 seconds, which proves how competitive the route was. Pete Silberberg/Carl Holdsworth were 4th. o/a and 2nd. Novice, and they also took the team award with Trackrod team members Dove/Bownass and Lee/Moore; who lost a very high finish due to the exhaust falling off. John Bean and Charlie Palmer were 9th. o/a and the best Trackrod crew not winning any other award, while the Howells took the Mixed Crew award in their Mini GT. All in all a very good rally, enjoyed by everybody.

Nigel Latimer.

Lookout Views.

Mike Arnold and Bob Chapman dropped their Escort so far into a dyke that it was invisible from the road. It took more than twenty people and a Land Rover to pull the Escort out, and Mike and Bob would like to thank all those who went and helped.

Many were the stories centered around Ina Mackay's XJ6. The car may not be ideal for rallying, but it was actually leading at halfway! However, Steve Hazeldine is an expert navigator of considerable experience, and the crew sportingly refused to accept any award.

Here is probably the best place to express the Organisers thanks to all those club members who helped in any way. All the effort put in by marshals, competitors and helpers produced a really fine event,

Wrongslot on the Lookout.

Did you hear about the Lookout? Well it started at the Crest, With nearly 30 Trackrod crews who were out to do their best. Silberberg and Holdsworth were highest seeded Trackrod crew, And with their rather potent Escort started number two.

Barry Dove and "Big" John Bownass came to start at number eight, In their ex-John Renny Escort, sponsored by Morley Waste, not Tate. The Mini of Midgley and Campbell was one behind at nine, And though they didn't know it they were in for quite a time.

At the bottom of the twenties was Wrongslot with John Bean, In for a fairly good rally, the best Wrongslot has seen. To mention all the Trackrod crews I certainly won't persist, But if any of you are interested, I'll lend out my entry list.

So on now to the proper stuff, and by that I mean the rally, The ninety lefts and hairpin rights and the roads which do not tally. In to the dark we sped away, to compete in this good event; For some the roads were not so good; for others they were heaven-sent.

On the twisty roads and nasty slots the danger was well spelt; There was so much rubber on the road it could have been a conveyorbelt! A man who had much to do with this was "Jag" man Ian Mackay, With a certain expert navigator, known as T.B.A.

The whites were not to be sneezed at, they proved to be quite tough. The course opener was a JCB; in other words they were rough! Gordon Young and Nigel Latimer were going fast and strong, Their Mini was beating Escorts, surely something must be wrong!

But no, there was nothing at all amiss and the timing was just right, And in their under-powered Mini they put up quite a fight. Wrongslot ended up a rightslot and John Bean went raving mad, And the final result of all this was, they didn't do too bad;

Midgley and Steve Campbell, now they really were the triers, Went blazing down a white to pick up not one but two flat tyres. For the crew from Morley Waste Traders, things weren't going quite rite And Lady Luck and her attendant Fates seemed to miss them out that nite

Derek Lee's exhaust expired with a groan and quite a crack, And if anyone finds it on a Selby white, he'd be pleased to have it back. A short run back through the south of Leeds to the finish at the Crest, A fine conclusion to a rally which put car and crew to test!

One final piece of news from the Lookout. After finishing 4th o/a, Pete Silberberg announced that he will probably be giving up driving for a bit. This of course leaves Carl Holdsworth looking for a ride. Pete is also thinking of navigating, and is looking for a "quiet and reliable" driver! Does one exist anywhere?

New Members.

Due to lack of space, and various other excuses that I can't think of now, the newsletter for the past two months has failed to carry the usual list of new members. So here are all the new members that have joined the club over the last few weeks. As you will see, there are quite a few! Total membership is now nearly 250-that's a lot of newsletters to send out, ugh! Welcome to all new faces, come along to the Open Forum on 13th. June at the Royal, Boston Spa, and find out what your committee looks like!

Graham Lovis, 4 Hollin Drive, Far Headingley, Leeds 16.
 Roger Green, 7 Gipton View, Leeds 8.
 David Bainbridge, 10 St.Chad's Rise, Headingley.
 Robert Pearson, 16 Tyersal Court, Tyersal, Bradford..
 Derek Hopkinson, Worksop.
 David Harrison, 9 St.James Approach, Seacroft Leeds 14.
 James O'Flynn, 29 Talbot Road, Leeds 8.
 D.Turner, Prospect Hill Post Office, Worksop.
 Michael S.Jennings, 80 Waterloo Lane, Leeds 13.
 P.Howell & Mrs. B.Howell, 11 Roman Grove, Leeds 8.
 Keith Hunn, 51 Strawberry Avenue, Garforth, Leeds 25.
 Ronald Hauff, 8 Sturton Avenue, Garforth.
 R.Thompson, 597 King Lane, Leeds 17.
 Clive & Rosemary Greenwood, 73 Willeams St, Losk Lane, Castleford.
 M.Stockdale, 43 Dunston Crescent, Worksop.
 Terry Clough, 123 Devonshire Road, North Anston, Worksop.
 Pete Lynch, 25 Airedale Avenue, Chiswick, London W.4.
 Pete Twite, 46 Penrith Road, New Malden, Surrey.
 Paul Francis, 48 Delph Lane Leeds 6.
 Danny Wright, 26 Cross Heath Grove, Elland Road, Leeds 11
 Ian Wright, 74 The Green, Town Street, Gildersome, Morley.
 Gordon Standeven, 27 Heathfield, Adel, Leeds 16.
 Kevin Murphy, 17 Stainbeck Road, Meanwood, Leeds 7.
 Steven Ibbotson, 32 Harwell Avenue, Morley, Leeds.
 Alan Baylis, 9 Hartley Avenue, Woodhouse, Leeds 6.
 D.W.Church, 9 Hartley Avenue, Woodhouse, Leeds 6.
 Christopher Booth, 70 Willowgarth Avenue, Whinmoor, Leeds 14.
 Bob Fox, 6 St.John's Road, Yeadon.
 David Lomax, 3 Canada Terrace, Rawdon.
 P.Schofield, 9 Briarwood Avenue, Wibsey, Bradford 6.
 Tim Hall, 91 Harbour Road, Wibsey, Bradford.
 James F.Wilson, 20 Broadgate Drive, Horsforth.
 Tony Wilson, 60 Park Edge Close, Leeds 8.
 Ian D.Robson, 167 Westfield Place, Acomb, York.
 Martyn Carter, 2 St.John's Road, Yeadon.
 Ian Sharp, 92 The Drive, Leeds 8.
 John McNichol, 16 Janesway, Kippax, Leeds.
 Michael Thornton, 12 Janesway, Kippax, Leeds.
 Gerard Buckley, 19 Fellbridge Close, West Houghton, Lancs.
 Graham Gaunt, 18 Enfield Parade, Bradford 6.
 Michael Murrell, 202 Town Street, Middleton, Leeds 10.
 Stuart Wilkinson, 9 Little Park, Apperley Bridge, Bradford.
Finally, a new address for Committee member F.S-B.
 Frank Stuart-Brown, 75 Woodpark Drive, Knaresboro'. Tel:863776.

Shell Sport League 1978.

Round four, the Moonraker Rally organised by North Humberside M.C., provided us with a good chance of recovering some lost ground in the League; however 'twas not to be! Our team of Ian Gurnett/Frank Stuart-Brown, Alan Powell/Jack Coulthard, Martin Kemp/Steve Mills and Pete Silberberg/Carl Holdsworth held much promise; but for a variety of reasons we only managed to finish 7th. on the day. Martin Kemp it seems had the most trouble-free run to a worthy 10th. o/a, closely followed by Alan Powell, who overcame several niggling problems with his car to finish 12th. Pete Silberberg blew a piston, but limped to the finish and was eventually classified 36th. in class. As we all know, Ian Gurnett, going all-out on the final selective, went into orbit over a brow. He decided to abort his mission, the Vauxhall took charge, and almost self-destructed in the ensuing impact. Mercifully neither Ian or Frank suffered anything worse than a good shaking-up.

Round five was an Autotest run by Y.S.C.C. in the general area surrounding Cleckheaton; which seems to take in the whole of West Yorkshire! Really a 'Mini Stage Rally', which started in some of the heaviest rain imaginable, making signing-on etc. a bit of a chore; but it did gradually improve as the day went on.

Our team of five comprised Pete Silberberg (Mini), Andy Newbound (Midget), and Ken Goodall, Alan Powell and Howard White in Escorts. In all, a fairly strong team; but the opposition from York and Ilkley again proved too great. Pete Silberberg had a fairly good run to secure 6th. in class. His would-be brother-in-law, an "illegal" class winner at the Round 1 Autotest, met more than his match on this occasion and finished fourth out of 9 - not bad considering his experience at this level of competition is very limited. Our three Escorts were going hammer and tongs against each other for the class lead; which is all very well, but that sort of situation can get out of hand! However, Fate reared her head when Ken Goodall's daughter Deborah, whilst "spectating", failed to see a parked juggernaut at one of the test venues and ran into the back of it! Exit Ken and Deborah to the hospital to get the wound sewn up! Rumour has it that the lorry owner is submitting a claim for damage to his trailer! All these happenings left Howard free to win his class from Alan, who was the narrowest of margins ahead of George Blades' Alfa GTV. The resultant score of 325.8 netted us third on the day, and the overall positions are now:

Ilkley	1919.4
York	1710.9
Trackrod	1619.4
N.Humberside	1392.0
Slaithwaite	1348.3
Ripon	1079.6

Clearly we are still in sight of the leaders. Round 6, another Autotest courtesy of De Lacy M.C., is on 18th. June, and will again be a perambulating event round the local airfields, etc. Regs. should be available by the time you read this.

Richard Ineson, Team Captain.

Humberside Motor Sport Group-Inter Club Quiz.

Rumours about an inter-club quiz between the 16 clubs of the Humberside M.S.G. have been flying about since the end of last year. It was meant to be a winter-time quiz, but certain problems meant that the first round was not held until Friday 14th April. This was held at De Lacy M.C.'s superb Clubhouse just north of Pontefract, with the teams involved being us v. Leeds M.C., and De Lacy v. David Brown M.C. Neither Leeds nor David Brown turned up on the night, so both Trackrod and De Lacy got byes into the next round. Anyway, it was decided to try out the quiz format of 30 minutes General Knowledge then 20 minutes Motor Sport in a Trackrod v. De Lacy "Friendly". De Lacy tried to claim that they were missing their resident genius, but the Trackrod team of Jack Coulthard, Richard Ineson, and Nick Leuchars showed no mercy, and won by 107 points to 42! A quick ten minutes more on Motor Sport saw us in the lead by 26 points to 7!

The reason for all this spiel is to inform you that the next round of the quiz will be at De Lacy's Clubhouse on 30th. June. Trackrod will play 62 Car Club, and POAC will be playing Selby. Come along and support us, because it's a nice place for a drink, and because it's great fun. The more that gets taken over the Bar, the greater the winnings; and a large band of supporters may help terrify the opposition into submission! So come along on June 30th. and support your favourite Motor Club!

Open Letter from our Events Co-ordinator.

As Events Co-ordinator for the club, I am responsible for finding venues and organisers for our P.C.T.s and Autotests. Judging by the response I get when I approach Club members to suggest that they might like to try organising, it seems apparent to me that very few people are bothered about running this type of event. This means that I, or other members of the Committee, end up organising events for the people that are interested in these forms of motorsport.

I am sure that most of you can remember that this subject was raised and discussed at our last A.G.M. The general opinion that emerged was that the majority of members wanted these events to run, and people said there and then that they would run or help to organise these events.

This has not happened, despite the fact that organisation is not at all difficult. I fill in the RAC Application Form and find a venue for an event, so most of the paperwork has been done for you.

So let me put it to you again: are we primarily a rally club? Or do we want to keep on running P.C.T.s and Autotests. If anyone gives me their name and address, I shall be only too glad to point you in the right direction for organising.

Eddie Baker, Events Co-ordinator.

An old problem, but it's an important subject. Come along to the Open Forum, and make your views known one way or another. Ed.

This 'n That.

Vauxhall have at last come up against homologation problems with the Chevette. Up to now they have used a Lotus cylinder head and a triple plate clutch, but they will now have to resort to a Vauxhall head and single plate clutch. They were, in fact, not allowed to start the Portugal Rally because these changes had not been made. It is still to be seen whether or not the loss of power is going to completely stop their chances of success. The Welsh was not a good start, with both DTV cars dropping out; McRae's with a blown cylinder head and Airikkala's with ignition and heating problems.

Tony Pond in the TR7 V8 also did not finish the Welsh. According to the GPO recorded information service, he had been seen apparently checking his chassis with a piece of string! This must have been quite a disappointment for Leyland after coming 2nd. on the Texaco Rally Sprint and winning the Granite City. Apparently, one of the main problems with the V8 engine is that they cannot rev. it above 6500 RPM, as the tappets, which are hydraulic, pump up so that you get all the valves open at the same time! Not really the ultimate for performance!

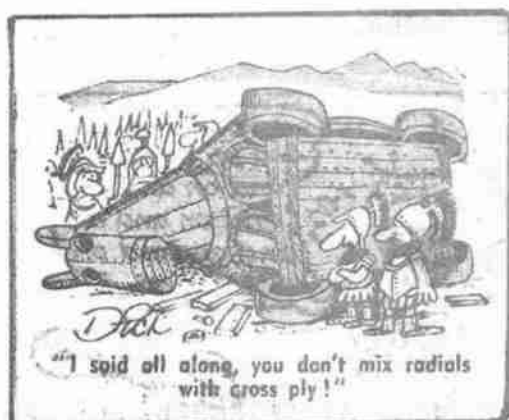
I was spectating on the Welsh with Keith Hunn and his wife Andrea. Keith asked me not to mention his first exploits on forest tracks, so of course I won't. But if anyone sees him driving towards them, then don't stand in the ditch!

I have just read about a new I6 valve twin cam head which will give something over 200 BHP. So what you might ask? Well it is for a I480cc Mini to be used by Trevor Reeves. The ideal shopping car!!

OS Maps IO5(York) and II8(Potteries) have now been published in the second Series. Second Series maps have been redrawn, whereas the First Series Metric maps were only enlargements of the old I" maps. Hopefully this should mean greater accuracy and more consistency. On the subject of maps, I have sent away for a bulletin issued by Rally Navigation Services, which should tell which sheets are to be revised. If anyone wants to check this bulletin before buying any new maps, please contact me; although as yet it has not arrived.

In finishing, I would just like to comment on the superb route laid on for the Barratt Oak Trophy Rally at the end of May. The event was fast, but with plenty of twists, turns ups and downs to keep everyone on their toes. Everybody I have spoken to has agreed that it was an excellent event, and although Nick and I did not end up with a particularly good result, we both really enjoyed the event. (Despite the fact that I lost my voice trying to impress on Ian that he should not lift off for brows which I know are flat! Ed)

Ian Brown.



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In Praise of the Dagenham Dustbin.

All praise to you, sweet BDA, or DFV, or CHC;
 With steel so strong;
 Your glorious song
 Sounds far and wide
 And causes pride
 To rise, and everyone will say, 'tis you supplies the BHP.

With LSD and turret kits, Atlas axle, Bilstein shocks.,
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 With better ride
 Take in your stride
 The rough and smooth and muddy bits; deep fords and quarries full
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The Escort is a wondrous car, beloved of men for ten years long.
 When one goes past
 With raucous blast,
 The crew, all smiles,
 Ahead by miles,
 Don't be suprised youv'e not got far, investing brass in Abingdon!

Carl Holdsworth.

Indoor Rally Results.

The last round of the Indoor Rally Championship was some months ago, but the full championship results have only recently been re-discovered after being, er, misplaced. (Not by me.) Anyway, after the last round, which was presented by Jack Coulthard and was highly devious, the full results are as follows: Score is best of 4, max. 80)

- | | |
|---|----|
| 1. Nick Leuchars (Helped by FS-B on last round) | 79 |
| 2. (Pete Silberberg/Carl Holdsworth | 75 |
| (Rob Buchan/Steve Sanderson | 75 |
| 4. Ronnie Moore/Derek Lee | 73 |
| 5. Neil Masterman/Brian Wainwright | 70 |

Jim and Janet Thirsk were 7th. overall with 61 points, and took the Mixed Crew award. About 25 crews scored points, and I have the full results list if anyone wants to see how they did.

FOR SALE.

4 610 by 13 Goodyear M&S (Rallycross Tyres) As new £50
 Alloy Bellhousing for RS 1600/Mexico £25
 Pair CD8 Rear Springs £20

Contact Bob Mansfield at any clubnight, or on Menston 77602.

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