

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

138 April, 1982



TRACKROD MOTOR CLUB LIMITED

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APRIL 1982

EDITORIAL

This months magazine should contain something of interest to all; obviously my plea for articles has prompted many members to put pen to paper. Other items of interest is a once in a lifetime competition, free to enter and with a stupendous first prize.. read on!

I have no doubt that many members are eagerly awaiting the reply to John Westmoreland's letter in last months issue. The matter has been debated by the Committee, and a reply appears for all to see in this issue. It was thought proper to reply using the same medium as the originator, although it is only fair to point out that there are other methods of obtaining satisfaction from your elected representatives.. Details are in the reply.

The Motorcraft Mastermind Contest was held on 9th March, and our Club champion, Rod Buchan, was selected to represent our club at the Area Finals. These are to be held at Quicks at Manchester on 19th May 1982, and it is hoped that enough supporters will attend, so that we might arrange a coach. Anyone interested see Keith Bowen on any club night, or tel. 792047 (Home) or 509959/57 (Work).

Finally, the long-awaited TRACKROD fixture list is appended to the back of this issue. For various reasons the list is not in its usual format of a "sticky label", but a duplicated sheet.

John Bean.
Editor.

Cover Picture. This month shows that a Renault 5 Turbo is a bit of a handful in the wet and loose. I'm not sure of the event or driver.

FORTHCOMING EVENTS.

Social Diary.

- | | |
|----------|--------------------------------------------------------------------------------------------------------------------------------|
| 13.4.82 | Open Forum, Crown Hotel, Boston Spa. All Committee members are asked to be present. Starts 8.30pm prompt. |
| 20.4.82. | Noggin, Duke of Wellington, East Keswick. |
| 27.4.82 | Noggin, Shoulder of Mutton, Kirby Overblow. |
| 4.5.82 | Treasure Hunt, Round 1 of the Hunters Trophy. See article further on for details. Finishes at Square & Compass, North Rington. |

I apologise for the lack of detail of further venues, but I can inform you that negotiations are taking place to obtain a new, private venue at Horsforth.

Ed.

Competition Calendar.

10.4.82 Border M/Club Single venue Stages. TRACKROD are an invited club.

11.4.82 South Shore M/Club, Autotest, ANCC.

17/18.4.82 Alwoodly M/Club Ridings Rally. TRACKROD are an invited club. Maps 99, 100, 104, 105.

18.4.82 Wakefield & District M/Club Calderford Single Venue Stages Rally. Melbourne Airfield.

24/25.4.82 Spring Hill C.C. Ribbles Rally, ANCC. Maps 103, 97, 98. Renny vs Waters, Moore vs Bean !!

~~XXXXXX~~
DATE CHANGE!! Ilkley & Dist. M/Club P.C.T. SHELL LEAGUE & ANCC. NOW 6.6.82

25.4.82 Bolton Le Moors C.C. Autotest, ANCC & BTRDA.

1/2.5.82 Otley M/Club Coleman Tyres Rally. ANCC & M/News. Regs delayed, should be out by the time you read this.

2.5.82 Sheffield & Hallamshire M/Club Autotest, ANCC.

2.5.82 TRACKROD Production Car Trial (CJ) Watch notice board for details.

16.5.82 Ilkley D.M.C. Autotest, ANCC.

16.5.82 Sheffield & Hallamshire M/Club P.C.T. ANCC

23.5.82 Uniband Trophy Stages Rally, Poachers M/Club.

29/30.5.82 Delacy M/Club Sandal Motors Rally (CJ) TRACKROD (NB. Date Change) are invited club.

19/20.6.82 Shipley M/Club Road Rally. Shell League.

27.6.82 TRACKROD M/Club June Jesters Autotest, ANCC & Shell League.

4/7.82 TRACKROD Production Car Trial, Wharfedale Trophy.

A cannibal came home one night to find his wife cutting up a boa constrictor and a small native. "Oh no", he said, "Not snake and Pygmy pie again."

PLEASE! PLEASE!!! PLEASE!!!

If you want to help YOUR Club!

Then organise a forthcoming event.... P.C.T. Autotest..... Sportonoggin.

If you can supply a venue, We'll come!!!

Vacant Dates :-

May 2nd (Sunday) PCT (CJ)
July 20th (Tuesday) PCT (Closed)
August 10th (Tuesday) Autotest (CJ)

October 24th (Sunday) PCT (CJ)
 November 7th (Sunday) Autotest (CJ)
 December 26th (Sunday) Autotest (C)

July 6th (Tuesday) Sportonoggin.... Peacock Hotel, Yeadon.
 July 27th (Tuesday) Sportonoggin.... Venue Needed.

I have the forms, see me any clubnight. I'm always there, come rain, hail or snow.

Keith Hunn,
 Events CO-Ordinator.

Please help us to help you!

Your Committee replies:-

The Editor,

Dear Sir,

In response to the rather emotional outburst in last month's magazine, we would make the following comments regarding the award of the J & B Trophy.

Firstly, there can be no doubt that we made a mistake in the allocation of this award. We apologise to all the members and especially to the donors, Jim and Beryl Stoker.

It will come as no surprise to any of you who have been involved in running any complex or diverse organisation, or have served on a committee that, occasionally, an incorrect decision is made. We can, however, assure you that all decisions are made totally in the best interests of the Club and its members.

Ironically perhaps, this particular trophy was the subject of discussion for a disproportionate amount of Committee time, due to the fact that most delegates had been closely involved with the vast majority of events run during the year. Several methods of identifying a suitable recipient were discussed but, exceptionally, this year it was decided to allow a random poll of members to make the decision.

This was duly achieved at the Duke of Wellington, where some seven events were identified by ourselves (three of which would also have been ineligible had we, at that time, spotted the error). The North Riding Stages was the clear winner and the award so presented.

We were disappointed at the tone and emphasis of the correspondence on this topic but are nevertheless appreciative of its identification.

After due consideration, we have decided, with retrospective consultation with the donors, to take no further action in respect of 1981 but will ensure that, as far as possible, the 1982 recipient is fully eligible.

Whilst writing, it may be opportune to remind all members that any item of concern or for discussion may be addressed to the Secretary for subsequent deliberation by the Committee, thereby ensuring a personal reply. If the Secretary is so requested any member may attend a Committee meeting for that purpose.

R. Parkin
(For the Committee)

York National Rally

On 27th March 43 members turned out to help run Trackrod's Stage at Dalby. The rally was running about 3/4 hour late when it reached our Stage. Out of the 97 original starters that morning, only 79 came through our Stage. There was a stoppage of 1/2 an hour on the stage before ours due to an accident halfway through the event. An ambulance had to be called for one of the crew who had injured his arm. We also had a car go off into a tree beyond the stop line of the Stage. The driver's explanation was that he didn't have any brakes - I think he carried on though.

I would just like to thank the members who turned out on this event, and I hope you all enjoyed the rally and the sunshine on the day.

Thank you once again for assisting on this event.

Ronnie Moore
Deputy Commander

My grandmother is incredible, she's 92 and she hasn't a grey hair on her head. She's totally bald.

Indoor Rally Championship 1981/82

March 16th saw the fifth and final round of the Indoor Rally Championship for the 1981/82 season. The round was held at the Beehive Hotel, Thorne, with its usual appalling lights, and was very ably organised by Alan Lilley and assistants (sorry I don't know your name). This was their first attempt at organising a round and they did exceedingly well, in fact it was excellent. The first sections were exactly as would be expected from a "reddie" crew, very straight forward, but they really did catch us old timers at the end. A reverse, upside down, inside out, sideways and god knows what else herringbone, followed by a spot height come grid line spiral. You b.....ds, but very, very well done indeed.

The turn out for the event was very poor indeed, with only the top four crews having a go, out of the ten teams who have contested the series, this was very disappointing indeed.

The battle for top place was very keen indeed with only 2 points separating J. Westmoreland/M. Knowles from M. Robson/G. Tumber with the honours initially going to JW/MK and the Championship in the bag. But what's this, a protest, MR/GT challenged one answer in the last section, so they had one more water crossing than the organisers and yours truly. A careful recount found that MR/GT were correct so JW/MK droppped 2 points and MR/GT gained 2 points. The final position was reversed and total honours and the Championship going to Mike and Gerald.

To all who have taken part this year, very well done, there have been some terrific scraps, not only between the top two teams, as Roger and Rosemary Close were pressing hard as were Chris Watson and Graham Steggles. Let's see some new faces at the top next year.

Round 5 Results

1st	Mike Robson/Gerald Tumber	118 pts.
2nd	John Westmoreland/Mike Knowles	116 pts.
3rd	Roger and Rosemary Close	97 pts.
4th	Chris Watson/Graham Steggles	84 pts.

"Willie Wonka Trophy" Final Position

<u>Namo</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Rd 4</u>	<u>Rd 5</u>	<u>Tot</u>	<u>Final Pos</u>
M. Robson/G. Tumber	27	27	0*	12*	27	81	1st
J. Westmoreland/M. Knowles	0*	21*	27	27	21	75	2nd
R. Close/R. Close	21	12*	21	21	16*	63	3rd
C. Watson/G. Steggles	16	16	12*	16	12*	48	5th
C. Baty/Solo	0	0	16	7	0	23	5th
A. Lilley/N. Cuddy	0	9	0	9	0	18	6th
K. Hunn & Col	12	0	0	4	0	16	7th
P. Pease/M. Armitage	0	0	9	5	0	14	8th
J. Bean/Solo	0	7	0	0	0	7	9th
J. McNichol/M. Thornton	0	0	0	6	0	6	10th

N.B. * Denotes dropped scores on best 3 system.

"Willie Wonka Trophy" to Mike Robson and Gerald Tumber.

J. Westmoreland

"Do you think it would be wrong of me to drive in Autotests on the sabbath, vicar?"

"The way you drive it's a sin any day of the week!"

Mother "What do you want to do when you're as big as your father?"

Son "Go on a diet".

"Hunters Trophy" Treasure Hunt Championship 1982

Well, it's Spring again and Summer will soon be here, and time for the outdoor club nights. Once again we are running the Hunters Trophy Treasure Hunt series through the Summer, which will consist of 5 events, qualifying for the trophy to the overall winner. As in the Indoor Rally series, your best 3 scores will count towards the trophy, the scoring system this time will be as for the indoor rally to make the series more fair thus discounting differences of scoring for each individual event. The system will be:-

1st 27 pts - 2nd 21 pts. - 3rd 16 pts - 4th 12 pts - 5th 9pts -
6th 7 pts - 5th and onwards decreasing by 1 pt per place. In the event of a tie, the percentage scores of the relevant events will be taken into account to decide.

There will be 4 rounds on Tuesday evenings on May 4th, June 15th, July 20th and August 10th. One round will be on a Sunday afternoon, but a date for this has not yet been fixed. Three of the rounds (2 Tuesdays and the Sunday) have already got organisers, but I require two more organisers for Tuesday events. Anyone who would like to "have a go", please contact me on any Club night or phone me at home any evening at Tadcast 873064.

Motto for 1982 "Teddy Top Legend will be beaten".

"Hunters Trophy" Treasure Hunt Championship

Round 1 Tuesday May 4th

Organisers:- Teddy Bevilacqua (Outgoing Champions).

Start The Old Station Car Park, Wetherby MR 104/394483
6.30 to 7.30 p.m. the earlier, the better.

Finish Square and Compass, North Ripton NO MAP REQUIRED.

J. Westmoreland

South Shore Motor Club Roskirk Rally

The Macgregor Garages Roskirk Rally took place on 6/7th March. The start was at the sponsor's garage at Poulton la fylde near Blackpool. This is a championship round for the AMCC & SD34 championships. There were 75 starters with 1 Trackrod crews, these being Ian Gurnett/Jack Coulthard at no. 7 in the Magnum (Alias Viva), Gez Waters/John Bean at no. 9 in the R3 2000, John Ronny/Ronnie Moore at no. 10 in the Escort 1300 and down in the novices were Philip Jordan/Peter Grompton at 69 in the Ford 1000. There was a long run out to the North East of Lancaster to the first of 14 selectives on the event.

The first selective was the end of the Rally for Ian and Jack, when they rolled the Magnum about 2 miles into the selective. Selective 2 saw another crew in trouble - Gez and John, who started to have trouble with the exhaust falling off. Also on this selective, John and Ron

/7...

had a spin on the hairpin right junction at 538729, but didn't lose too much time. Selective 4 caught a few crews out with a tricky route check on a triangle junction at 589892. This selective had Gez and John under the car again refitting the exhaust. Selective 5 was over Firbank Fell with a long run after this to selective 6, which ran off map 97 onto 98 over Barbon high Fell to finish just before Gowthorpe. Selective 7 started on high Fell white and ran to the north of the River Don, which had flooded the road in parts. Selective 8 ran over Blackside Pastures to finish to the north of Ingleton on Kingsdale. Car 3 was at the end of the selective with an off-side rear tyre punctured and a lot of damage to the off-side rear wing after they had gone off at the 90's at 711797. 13 crews cleaned the selective including John and Ron with 1300 power.

Next came the patrol and half-way halt at Ingleton. Another Trackrod crew retired here - this was Phil and Peter in the 100E (reason not known). Gez and John had to cut the route to keep in time to the half-way after the trouble they had with the exhaust. So the only Trackrod crew left in the Rally was John and Ron. Gez and John did start the second half but had to retire to the finish after 2 or 3 selectives as the exhaust fell off again.

Selective 9 started on map 97 to the south of Wennington in the thick fog and very muddy roads, but after about 2 miles the mud and the fog disappeared. Selective 10 started on map 98 and ran onto 97 over Goodbar Common and then back onto 98 over Lythe Fell to finish on map 103, finishing to the north of Slaidburn. Selective 11 ran over the Trough of Bowland and finished to the west of Catshaw Fell. Selective 12 started to the north of Oakenclough taking in the hard to find slot right at 511467½ to finish west of the M6 at Cleorby Bank. Selective 13 and 14 were both covered with thick fog. These selectives ran round the yellows to the north of the A586. John and Ron nearly went off on the 90 left at 425450½ as it loomed up at the last minute in the thick fog. The finish was at South Shore Motor Club club house just off the sea front at Blackpool, where the results and breakfast and the bar was open, much to John Bean's delight. A very good event but the timing was very tight between selectives.

7 Ian Gurnett/Jack Coulthard	Retired (hurt)
9 Gez Waters/John Bean	Retired (exhaust)
10 John Renny/Ronnie Moore	11 o/a 6th in class
69 Philip Jordan/Peter Compton	Retired (?)

P.S. Guess who blew the engine up on the way home.

Ronnie Moore

Dunfab Danum Rally

20/21st March 1982

A dray Saturday night saw 74 crews assembled at Ringways, Doncaster. Trackrod had only one starter, car 48, Phill Brennan/Craig Thorley.

/8...

D. Harrison (car 69) was unable to start after "doing" his engine at Hemswell the previous week-end. This Rally was Phill's first event, using a bog standard 1300 Popular Plus, just with some stiffer springs and Spax adjustables fitted for the event.

On receiving the roadbook we found a large number of amendments were made due to the Selby Coalfield and related railway diversions. Being Phill's first event, the reading of the roadbook became a map-reading lesson, but we managed it within the hour. Unfortunately, this rushed plotting did lead to one error, which many other late-runners also succumbed to.

A run-out of 20 minutes north up the A1 found the first competitive control near Campsall, which ran to near Little Smeeton. We then ran up to Darrington and east to Eggborough, dropping a minute on the long straights with fast open bends. Phill was not settling down too well; being a bit wary, and still calling competitive sections "Stages"!!

A long neutral led to a competitive section from Birkin to Hambleton. Just before the end we landed on a muddy triangle at the Not As Map junction at 105/53800½. A short neutral to the north of Thorpe Willoughby led onto Selby Common, where we picked up our fail at P.C.A., for a wrong departure. We weren't on our own, many other crews also gaining a fail at this location.

We now caught (?) car 45, a Mini 1275 and chased him through Bishops Wood. Living nearby paid off here, knowing that the 45 right on the map at Scalm Park Farm looks to be straight on (at the farm entrance) but actually goes 90 right. Needless to say the Mini went up the banking, but managed to regain the road. We tried to sneak past, but neither of us had the power, and I spent the rest of the long straight that followed pulling faces at the driver of the Mini, alongside!

From there we followed the Lookout's route from Cawood on the B1222 through Stillingfleet. Here SS1 started, towards Naburn, turning off towards the A19. The 90's through the trees at Moreby Hall saw car 25 parked on his roof on the inside of a bend. The route then ran through Oserick and Wheldrake towards Elvington. There are two vicious hairpins at 6846 where I nearly put my own car off a month or so ago. I cautioned Phill about them, which was a good job, as there were black marks everywhere, and two cars off, one up the grass banking on the left, and one extracting itself from the wall on the outside of the apex.

The route then wound towards Allerthorpe Common, and over the Pocklington Canal. The narrow bridge here is not for the faint-hearted, on the map it looks to go 90 right immediately afterwards, but in fact there is 100 yards to that bend. Over the last few miles to the half-way we were chasing car 34, a nice looking Mexico, who would leave us dead at controls but we would eventually catch up on the straights.

There was plenty of time at petrol, before the second half where I knew we would lose time due to the long straights, starting near Londesborough Park. The first of these straights led over Nunburnholme Wald, and was broken by two controls. Towards the end of this straight

Phill had the valves bouncing. At the woods I shouted "200 yards, 90 left", and repeated it 100 yards later. A footpath makes it seem straight on. I shouted again at 15 yards, and sat back- no way would we make it. He started to turn, but realized there was no chance, and straightened again, going for the footpath. We hit the grass banking, which threw my side (as usual) towards a friendly gate post, which imbedded itself in the door and down to the gate post. We bounced off and regained the road, only to run into fog! We overshot the next slot right (still worried about his newly-acquired car, I think) but gained a tow through the Coleman-Type fog behind another car. I warned Phill about an impending slot 90 left, so we dropped back a bit. The car in front kindly pointed the slot out to us, by running into the wall! The fog became patchy, you could speed up, then run into a black hole.

Selective 2 started at Cherry Burton Wold, running south towards Newbold. Just after Newbold lodge is a brow which can be taken flat, but just after it car 3 (A. James/C. Walker, RS2000 had been leading at $\frac{1}{2}$ way) demolished some 200 yards of Hawthorne Hedge, and ended up 100 yards into a muddy field. Here the RS2000 of the Gallagher brothers from Alwoodly caught us down one of the long straights, then we had an elderly Datsun 1300, car 39, follow us. We overshot the slot 90 right in square 7534, but the Datsun spun behind us, so we stayed in front. The route now passed along the M62 through Soole, to the flat marshlands with its unforgiving drainage ditches and long straights. Phill was now starting to get the hang of it, and with the Datsun taking the same minute, he was pushing us into trying harder. At the entrance to the white at 768 $\frac{1}{2}$ 172 there were "No Entry" signs up, but we went down at the same (correctly). My spine suffered for days afterwards, the lads in the Datsun behind saying it was great to watch us with all four wheels in the air, warning of the bad yumps! The T junction at the end was pointed out by the tail lights of car 49 showing from the ditch he had just dived into. The final section ran along the Hatfield waste drain, with a 15ft. wide drain at each side of the road and 7,500 in top. The finish was at the Tyrham Hall Motel, Hatfield Woodhouse, where there were some delays due to the results team not being aware that two clocks were 45 minutes out, and another one had been altered to bring us back on time.

After the "fails" had been sorted out (we all got 4 due to the errant clocks) we finished.-

28th O/A, 13 in class, on 1F 47.41.

1st O/A	car 36	Jones/Larkworth	1300 Chevette	32.58
2nd O/A	car 16	Smithson/Halligard	RS2000	33.41
3rd O/A	car 7,	Rennison/Rennison	RS 2000	33.44

Anyone requiring a Semi-Expert navigator for anything (including keeping girlfriends/wives/mistresses happy), see me at any club night or tel:604717. (Especially Coleman's).

Craig Thorley.

Gaurdian Series Trophy Rally

The half-awoken team arrived at Hemswell at 8.15 a.m., little knowing what the day had in store, the usual formalities, noise check etc. were completed, whilst the crew parked in the service area. Returning from documentation and scrutineering (which was completed with 3 minutes to go before exclusion) we were horrified by the choice of parking space ---- right next to Rod Parkin, Dave Marshall and crew !! Well, that ended any expectations of a quiet Sunday.

The first of 8 eventfull stages started and at once it was evident that this wasn't going to be an easy run. (As anybody who will have witnessed the bombshelters and concrete boulders will know.) Having caught up about 20 seconds on number 9, the car went sideways round the last corner, hitting the kerb sharply which dislodged the distributor cap and losing the rotor arm. We were pushed the last 150 yards to the finish where we radioed for a new rotor arm to the service crew. After stage 1 we were lying 69th (A bad position for a rally car but otherwise ...?!).

In service a new distributor cap was securely fastened and the car checked for any signs of wear and tear. At this point Dave and the amazing sideboards arrived in a car sounding anything but perfect. Upon inspection, the service crew found that a plug lead had come adrift.

Stage 2 was a repeat of stage 1, and although 2 corners were overcooked due to too much application of Tony's right wellie, we managed to pick up 10 places. The Marshall-Parkin team however seemed out of luck for when they stopped at the end of stage 2 their engine was found to be resting on the X-member and sumpguard. This was soon rectified after Rod had gone scrounging for some new engine mount bolts.

The next stage proved to be damaging when we "stuffed" a concrete boulder with the rear offside corner, bending it in some 8 inches. Luckily the battery and fuel pumps were undamaged, the handling was unaffected and we finished stage 3 with no further mishaps.

Our service crews considered their tasks small when we saw an Escort tying their strut down with a piece of rope.

The afternoon's stages were greeted with an outburst of English summer - RAIN. A depression almost set in when we realised our new Yokohama TR03 tyres were virtually sticks due to a mixture of the morning's dry Tarmac and right foot. We ran the next 2 soggy stages on these tyres and decided to change to M & S due to our spinning more than a spin dryer on the greasy surfaces.

As stage 6 was finished we returned to service ready to have our usual chat with the "other" crew only to find them with the car on the trailer. A wet, tired, and thoroughly cheesed off Dave Marshall told us that due to the panic of repairs, no petrol had been put in the tank!

The final 2 stages were run the same as the previous two but a dirt track was added and due to monsoon conditions was more of a mud track. It was found the M & S were far more superior for the rain soaked airfield. The 7th stage passed uneventfully and no work was required in service. With us lying one place from a trophy at this time, Tony's brain was left with the service crew for stage 8. As a result we overtook number 9 resulting in a rather rapid fastest overall on this stage! This went down with our crew as everyone present found out by the way the cheers and screams rose from inside the transit.

We loaded the car onto the trailer and left for the Chestnuts restaurant for a nosh. There we were immediately recognised as "that mad Yak Opel Team". We were feeling a bit down in the dumps because we thought we were 6th in class and out of the trophies. However, due to 2 people in our class receiving 1st and 2nd overall we received 4th in class trophy. This was greeted with more cheers and copious quantities of alcohol (for non-drivers, of course).

We left the Chestnuts a lot happier than we arrived and began our journey home.

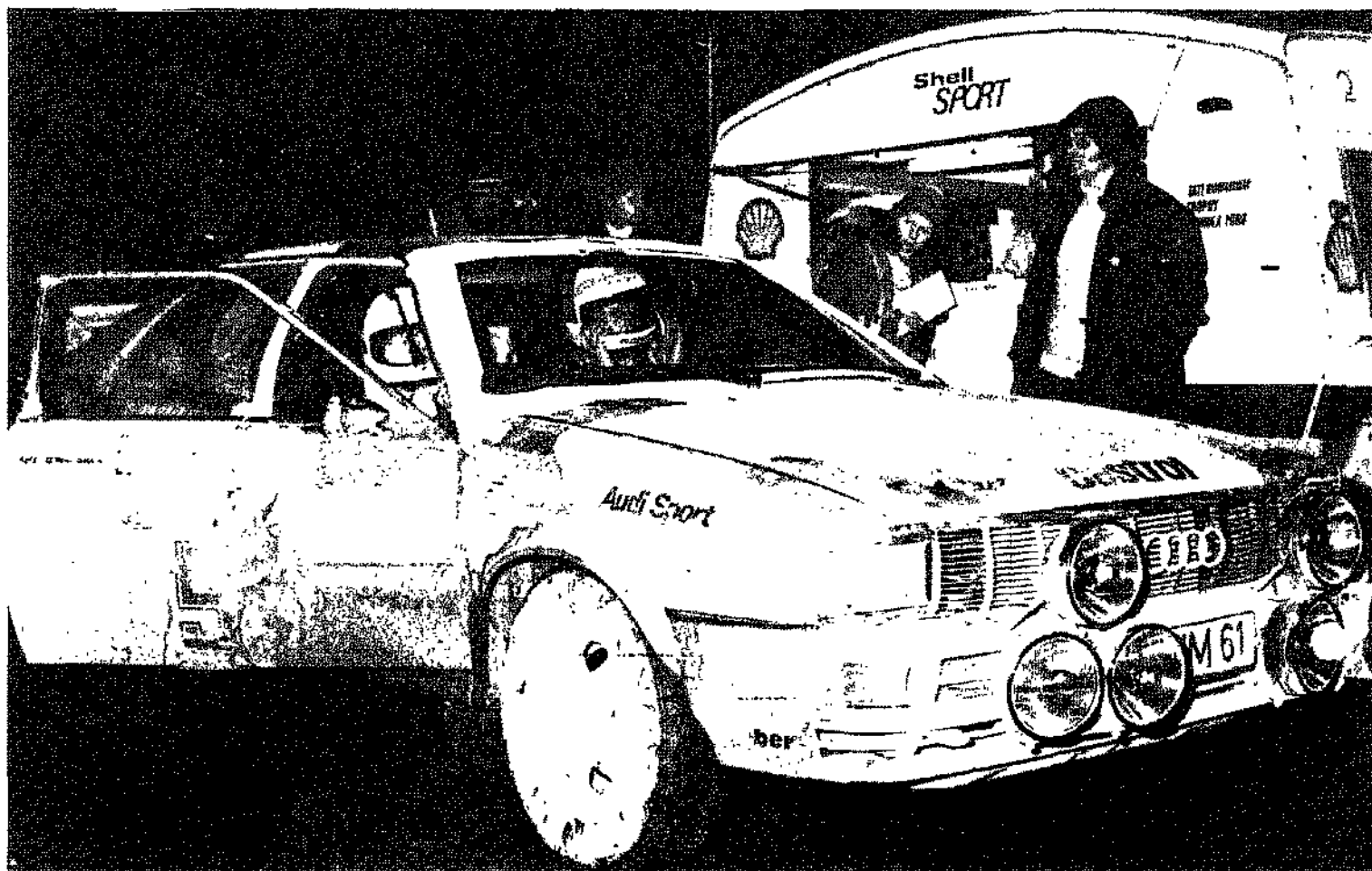
T. Hanson, P. Pease, Jez Draper, I. Glendenning, N. Duckett
Yak Transport Rally Team.

FOR SALE

Ford Escort Mexico, 1600 crossflow on 40's. Fully prepared.
£550 ono. Tel Kieth Hall on Leeds 759098

Pair 'standard' rear shockers, as removed from brand new RS 2000.
£15 the pair. Ring Roy Fox on Leeds 611675.

We are still taking orders for club sweaters. I have mis-placed nigel's note but I am sure that he will 'fill you in' about price, colours etc, See Nigel Latimer at any club night.



(Photo: SPR Productions - H. Mikkola, Audi Quattro, at the Boltby stage finish, 1981 RAC Rally)

THE THOUGHTS OF CHAIRMAN PARKIN CAPTION COMPETITION

First (and only) Prize - A Crisp Fiver

Enter your caption below and send to the Editor before April 27th.

.....

.....

.....

Name.....

Address.....

Phone No.....

The Editor's decision is final

TRACKROD MOTOR CLUB LTD.

FIXTURE LIST FOR 1982

2.5.82	Production Car Trial (CJ)
4.5.82	Treasure Hunt, Round 1.
8.6.82	Autotest Practice night, Tockwith.
22.6.82	Treasure Hunt.
27.6.82	June Jesters Autotest, Thorpe Arch Trading Estate.
6.7.82	Sportanoggin, Peacock Hotel, Yeadon.
20.7.82	Production Car Trial (C)
4.7.82 (Date Change)	Production Car Trial (R).
27.7.82	Economy Run.
10.8.82	Autotest (CJ)
24.10.82	Production Car Trial (CJ)
7.11.82	Autotest (CJ)
26.12.82	Autotest (CJ)

It may well be that the above dates could be subject to change, so keep an eye on the magazine for up-to-date details.

2010-11-10

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