

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.
No. 156 OCTOBER '83

Editorial

At last, the new covers are here! I trust that they meet with your approval. To the advertisers I'd like to say thank you for making this new venture possible. To you members, could I ask on their behalf, that you give them your custom where ever possible. Don't forget to mention that you are a Trackrod member, who knows you may get a generous discount.

I apologise that this month's edition is not as full as the September issue. I was promised many more articles than have materialised, but meaningless promises seem to be all the trend these days, don't they? My thanks (I'm allowed a couple John) to those I can depend upon. No names need mentioning here.

Those of you who have received this through the post may be wondering why it's late, the answer is simple. I'll be on MULL with the annual pilgrimage to sample the fresh Scottish air (not to mention the Tobermory Malt). To those of you reading this in the Glenforsa, mine's a pint of 'Heavy', Jimmy. C.U. !!

Steve Grant
Head Hitter (Editor)

Chairman's Chat.

By now you will know that the 'Costa Di Plenti' was revived and ran under the most appalling weather conditions. Every thanks must go to all those involved and who ensured that the event ran.

One of the most worrying things was the lack of marshals. WHERE WERE YOU! Even I got wet, not to mention run over, so at least you should be there to share in the joys of motor sport.

The club seems to be on the upward swing and we are getting more people joining, especially from Alwoodley. (I wonder where we have heard that before). This trend is the result of our promoting events and getting known throughout the area. Last Sunday, we had three crews out on the Crystals as well as running a stage. All good publicity.

The Committee are currently looking into the forthcoming events programme and are to decide just how many events we should run. Over the past few years we have listed events only to cancel at the last minute. Next year, if it is on the list then we will run it, cancelling only if the entry is so low that it would not be worthwhile.

Rod will be in need of help with the 'QUIP STAGES' at the end of the month, so see what help you can give. When organisers are under pressure they often have not got the time to see everyone, but they appreciate someone asking if they can do something. So speak up and help out on our events.

Keith Bowen.

Social Calendar

4.10.83 Noggin, The Crown, Boston Spa.
11.10.83 Noggin, Old Star, Collingham.
18.10.83 Beehive, Thorner. QUIP Stages meeting.
25.10.83 Noggin, Shoulder of Mutton, Kirby Overblow.
1.11.83 Crown, Boston Spa. 1st round, Indoor Rally Ch'ship.
8.11.83 Noggin, Beehive, Thorner.
15.11.83 Horsforth Club. R.A.C. meeting.
22.11.83 Noggin, Old Star, Collingham.
29.11.83 Noggin, Shoulder of Mutton, Kirby Overblow.
6.12.83 Crown, Boston Spa. 2nd round, Indoor Rally Ch'ship.
9.12.83 Crown, Boston Spa. CHRISTMAS DISCO.
13.12.83 Noggin, Old Star, Collingham.
20.12.83 Noggin, Beehive, Thorner.
27.12.83 Noggin, Shoulder of Mutton, Kirby Overblow.

Committee, please note the next meeting is at the Crown, not at the Horsforth Club, as stated in the last minutes. -Ed.

Competition Calendar

16.10.83 Otley MC. PCT. ANCC/TMC.
16.10.83 Alwoodley MC. Autotest, Westgate car park, 104/290336.
16.10.83 Mablethorpe DMC. Wolds Rally. Marshals needed.
22.10.83 TRACKROD MC. 'QUIP' STAGES RALLY.
23.10.83 North Midland. PCT. ANCC.
30/31.10.83 Alwoodley MC. 'Larkspood' Road Rally. SHELL LEAGUE.
30.10.83 North Humberside, Autotest. ANCC.
5.11.83 Blackburn WMC. Sprint, Cadwell Park.
6.11.83 Slaithwaite, Single Venue Rally. STOP PRESS - CANCELLED.

SHELL LEAGUE

Well it's been a long time since I put pen to paper to report on the Shell League, but to be honest there has not been a lot to enthuse about. On the last round we only had ONE competitor in the team. This I must admit could be partially my fault, due to the fact that I didn't manage to twist anyones arm into doing it. I myself couldn't be there because my car was being re-built.

However, we did have one competitor and I must thank Richard for turning out and gaining 90.00 points, stopping us moving down the overall placings. We are, somehow, still fourth overall at the moment with 1388.3 points but Alwoodley are coming up strong and if we don't field a better team on the next event, YORK MC's AUTOTEST at ELVINGTON, on the 9th October we will slip down the field.

Positions after EIGHT rounds :

1	YSCC	2102.5
2	SELBY	1994.0
3	ILKLEY	1931.2
4	TRACKROD	1388.3
5	ALWOODLEY	1303.8
6	SLAITHWAITE	1147.3

There only remains one round then, the LARKSPEED TROPHY RALLY, on October 29/30th. So let's finish in a good spurt of glory and go out winning. I know there are people in this club, let's have you out doing events.

John Renny,
Shell League Captain.

PRESS RELEASE

LATEST NEWS FROM WEST END RALLYING :

Following the outstanding success of the Rally Escort Wheel launched last year by Wollor Wheels Ltd and West End Rallying, a new range of wheels made to the same competition specification but to fit rally and standard cars has been introduced. Wheels for Vauxhall, Opel, BMW, Talbot, Mazda and Ford are now available and are based on the familiar white 8 spoke, but finished in metallic grey enamel with a blue pin stripe. They have the following features :-

- * Rolled rim edge for increased impact resistance.
- * 6 mm centre to transfer power without distortion.
- * High safety lodge for better tyre retention.
- * Spoked centre for added brake ventilation and reduced weight.

Cont....

- * 6" x 13" weighs only 6 kgs.
- * Manufacture from quality steel to fine tolerances.
- * RRP - £17.50 + V.A.T.

This attractive wheel is exceptionally strong as proven by competitors throughout the country. The result is a steel wheel tougher than all but the most expensive alloys and at a fraction of the price.

Yours faithfully,
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Tel. (025 125) 3536

The Willie Wonka Indoor Rally Championship 1983 / 1984

Once again the winter season is nearly upon us, and with it the usual indoor activities to sharpen the wits of navigators. The championship will be as previous years with five rounds, your best three scores to count for the 'Willie Wonka Trophy'. We had good support last season, let's have the same again.

Round 1.

Tuesday, November 1st, Crown, Boston Spa. Organisers Graham Staggles and Jacky Smyth. Maps required - 110 & 111 metric.

Other rounds will be notified in the magazine as venues are fixed.

Willie Wonka Christmas Special

Following last years highly successful special indoor rally over the festive season, designed for individual participation rather than team work, I shall be putting on another this year. To quickly run through the rules, you have three weeks in which to DO the rally, if you get stuck, a phone call gets you going again but with penalty points. The winner gets a special trophy. As simple as that.

I shall be collecting entries and fees during the early part of December.

John Westmoatland.

The Precinct 'Stages'

20th Sept. '83

No, this wasn't a single venue rally, but the final round of the Hunters Trophy Treasure Hunt Championship. This round was organised by Richard Ineson and Julie Thompson and was an excellent 'on foot' event through the centre of Leeds.

Stage 1 was through the Merrion Centre, under shelter from the rain. A road link took us to stage 2 which started in Dortmund Sq. round Schofields, down Thornton's Arcade into Briggate. After a short service halt stage 3 was a quick sprint up Queen's Arcade, which left all crews panting for breath. A long neutral section gave us all chance to get our breath back before the long stage 4 which started by 'Lotus' on Commercial street. The tight bends behind 'Marks and Sparks' caused some crews to wrong slot through over exuberance, before hitting the long forrest straights of Albion Street to the stage finish at the AA offices. Allowing no time for service the final short, sharp stage 5 took us down to 'Leeds Perm', then a long neutral section to the finish at the Civic Hall car park.

An excellent and novel event from Julie and Richard which was thoroughly enjoyed by all THREE crews who took part. "IT REALLY IS A POOR DO FOLKS"

1st	TADDY BOOTLEGGERS	27	ch'ship pts
2nd	CRABS 83	21	" "
3rd	CLAN CRUSADERS	16	" "

J.W.

Hunters Trophy Treasure Hunt Championship 1983

Due, unfortunately, to one round of this years event having to be cancelled, twice, only four rounds were run towards the championship, but your best three scores still count. Had the cancelled round run, then the final results could have been different, but that's the way the cookie crumbles. (I hope that's not sour grapes. -Ed.)

The lack of support this year has been very dissapointing, both for competitors and organisers of each event, who have put on excellent events but to no avail. To make it less expensive for you we dropped the entry fee to 50p, and two of the rounds required no, or very little use of a car, but still no support. I am seriously considering NOT running the championship next year. I cannot possibly see the point of asking people to organise events which cost them time and money, and not be supported on the night. HOW WOULD YOU FEEL ?

To all this years organisers, thankyou very much for your hard work, and to those of you that competed a sincere thanks on behalf of the above organisers.

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Championship Final Results.

TEAM	RD1	RD2	RD3	RD4	RD5	Total	Final Pos.
CRABS '83	27	0	27	C	21	75	1
TADDY BOOTLEGGERS	0	21	12	A	27	60	2
PAPA SIERRA	21	12	21	N	0	54	3
CLAN CRUSADER	6	16	16	C	16	48	4
BIRD BRAINS	0	27	0	E	0	27	5
WHAT'S ON	12	7	0	L	0	19	6
ROUNDHAY LOOTBEGGERS	16	0	0	L	0	16	7=
JARGRA	7	9	0	E	0	16	7=
OLDHAM HEAD BANGERS	9	0	0	D	0	9	9

Hunters Trophy Champions 1983 :- TEAM CRABS '83, Rob Buchan, Stevo and Chris Sanderson.

Well done for a consistant performance,
John Westmoreland.

The Shellsport Costa Di Plenti Rally

17/18th Sept. 83

What can be said about that night ? Not a lot from the marshals point of view, other than "Have you got dry yet?"

At the risk of recieving the sharp edge of the editors' tongue for the excessive use of compliments, I would most sincerely like to thank all who marshalled on the Costa for staying at your posts during the foul weather conditions. It really does amaze me how the gods could have timed that deluge so well. Half an hour before the first car started the heavens opened, closing again just before the first car finished. Incredible.

The last time the Costa ran, in 1981, we were over marshalled. An excellent situation which gained us all accolades from the competitors and the motoring press as the best organised and marshalled event of the year. Alas, this cannot be said of this years event, which from the marshalling side was a near disaster of undermanning. Now, before you get up in arms about this, nearly every Trackrod member was out that night, with one or two exceptions for various reasons. One being Nick Gillet who for some inexplicable reason was never told where the start was. (He wasn't the only one, -Ed.). My personal appologies to you Nick. My main gripe is to other clubs in the area, all were circulated months before the event and asked for marshals, the response being virtually nil. Humberstone and Alwoodley were the only clubs out in force, and thank God a few crews from Teeside clubs turned up on spec, saving the day.

I would like those of you, who are members of other clubs as well as TMC, to ask where they were. Let's face it, they run rallies as well and will be asking us for marshals. At this point I would mention Alwoodley Motor Club's Rally on the 29/30th of October. They will need

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marshals, they did their best for us, manning seven controls in all, more than any other club. So any offers please let me know.

Finally once again, on behalf of the organising team, Alan and I wholeheartedly and sincerely thank you (Here we go again, -Ed) for your help and hope that you suffered no ill effects from the soaking that you all got, some more than others (Yes that includes you Ed, that night teach you to call me a creep. Next time you night, only night, get a good control).

(What is it they say about the truth hurting, John? As a matter of fact you should have noticed the full waterproof suit I was wearing at the time, but the gallon of oil I won in the marshals draw made up for getting my feet wet, -Ed).

A special, separate thanks goes here to the very hard working Range Rovers of Peter Stanhope and Nigel Drayton who spent the best part of the night rescuing and extricating stuck competitors and marshals, and at one point themselves. Well done fellas.

To you all, our thanks and best wishes,
John Westmoreland - Chief Marshal,
Alan Nutter - Assistant Chief Marshal.

Quip Forest Rally

As I am sure you will all know our National Forest Stage Rally is once again being sponsored by QUIP PERFORMANCE CENTRE who have support from SACHS and COBRA.

The Southlands Hotel in Scarborough is Rally HQ from Friday 21st to Saturday 22nd October.

Noise / Scrutineering will take place at the underground car park near the Spa and the start will be at 11.30am on Saturday from the Valley Road Coach Park.

If you have already been allocated a job you will receive written confirmation from myself, so if you don't receive any please let me know immediately - I shall be handing them out at the club meeting on Tuesday October 18th. There will also be a meeting for other clubs on Wednesday the 19th at the Crown, Boston Spa.

If you want to help or to learn any aspect of organisation please let me or Ronnie Moore know NOW. Thanks for your help,

Rod Parkin,
Secretary of the Meeting.

RAC Rally 1983.

Once again we have been invited by John Richardson (stage Commander) to run a stage on this years RAC rally. It will probably come to no surprise that BOLTEY is the allocated forest, SUNDAY 20th NOVEMBER.

Marshals to sign on and be ready to go into the stage by 15.30hrs. Yes, it will still be daylight ! First car approx. 18.00hrs. If all goes well we should be clear of the stage in time to get warm again before watching the rest of the rally.

We shall be 'setting up' the stage on Sunday morning, so if you fancy helping please let ME know. Marshals names to Ronnie Moore please.

There will be a brief Marshals' meeting at the clubnight on Tuesday November 15th. where full details will be provided.

Rod Parkin,
Deputy Stage Commander.

P.S. We need Radio Operators for the Start, Mid-Point and finish.
Please see Ronnie Moore as soon as possible.

Christmas Disco

This years Christmas Disco Party is to be held at the Crown, Boston Spa. December 9th. It starts at 8.00pm and with the added attraction of an extention should finish around 1.00am.

Tickets will be available from any committee member, at the very reasonable price of 75p. This includes your supper, prize draw and the disco.

PLEASE GIVE THIS FUNCTION YOUR FULLEST SUPPORT !!

'Yurping' Caroline Nutter.

I have just enough space, here, to inform you that with reference to John Boans' letter last month about the RAC's proposals for next years Road Rallies, the committee agreed to the sending of a letter, to the RACMSA, expressing our feelings on the subject. Mainly in which the way it was carried out. i.e. Neither we or the ANCC were consulted. I hope this meets with your approval, John.

Ed.

Shellsport Costa Di Pionti Rally

Having done a little recovery work for the Lookout Rally, Team Pappa Sierra (Pete Stanhope) and I were very pleased to be asked to help on the Costa.

The Organisers had a secret location (not being issued to the competitors until two controls before). The location was Kaydale, which I had yet to see on a rally but it's reputation is widely known. For those who do not know (if there is anyone) Kaydale is famous for it's ford which becomes the road for one hundred yards, including a ninety degree bend.

We travelled to the start in convoy with 'Ranger 1', Nigel Drayton / Rod Parkin, also in a Range Rover (Who's a poser?). The start location was excellent with floodlighting, petrol and more important, a PUB.

The magic hour of midnight arrived and we moved off to Thirsk with the Club caravan in tow. Having left the caravan in a nearby layby we arrived at Kaydale. By now the rain was pouring down and a quick reconce with the waders (thanks for the loan John) revealed water only four to six inches deep, much to the spectators' disappointment, but it still claimed it's victims.

The first course car braved the water with no problems, but Dave Turnbull in the second course car chickened out, using the field to avoid the ford. The competitors soon arrived and the first victim was Greenwood/Whittaker at no.4 (Chevette IIS). Guess who had to get out to attach the tow hook to the car? Can I make a plea to all rally car owners? Please provide a towing eye, especially on plastic fronted cars such as the Chevette IIS's. It may save you valuable minutes on a rally.

Plenty of cars coughed and spluttered, with Vauxhalls being notably worse. Half a dozen or so cars needed a tow to remove them from the ford. The first Mini, at no.12 (should have been at 13), C.Sykes / Ronnie Moore, survived the water but couldn't find any gears to get out of the Dale and so resorted to spectating, later to be towed back by Ranger 1.

We had a report from a very jovial policeman (Were there any that night, -Ed.) that a car was stuck in a field, half a mile further up the route. After the competitors had all passed we went to look for it, eventually finding a navigator aimlessly wandering about in a field. He lead us to a very steep and muddy hill two fields away. Peter had doubts whether the Range Rover would get back out, so proceeded on foot with a portable 86meg radio and reported back from the bottom. I drove down, in bottom box second, crabbing sideways, trying to avoid a near certain roll into the darkness over the edge. At the bottom we discovered TWO competing cars, completely unable to get up and out of the fields.

The first tow took around half an hour and was exceedingly muddy. The Range Rover was in bottom box first with the diffs locked, spinning all four wheels! Having 'mastered' the technique, the second tow was easier and both competitors returned to the finish.

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Ranger 1 and ourselves then proceeded to another stricken car, comprehensively stuffed into a banking on the White Horse hairpins near Sutton Bank. This car was untowable and had to be dragged sideways into a field to be collected later.

We then returned to the caravan at Thirsk and on to the finish at York. Ranger 1 had yet more fun removing a car from an exceedingly muddy field near York, on their way to the finish. Like us, they were extremely muddy, tired and having had a very eventful night which we had thoroughly enjoyed.

My thanks to the organisers of an excellent event, if only they could have chosen a dry night !

Phil Sykes,
Pappa Sierra.

Crystal Stages Rally, 25.9.83

Three Trackrod crews made the trek out to Hull for the start of this event. Those being :- At No2, Dave Turnbull / Graeme Kellott, at No13 Sean Mustcroft / ?? (I can't spell it), and at No38, Dave Marshall / Iain Watt.

Iain's trainee mechanic, Gary, and I were servicing for DT/GK, Keith Bowen (complete with Sean's fan club) doing likewise for Sean, whilst Dave 'M' had 'roped' in two mechanics from Garnets of Guisley.

Stages 1 & 2 used Lockonfield Barracks' airfield, where the BDA's of Bannister and Elliott were to set the early pace. On stage 3 'Mr T' had a fight with a huge straw bail, breaking the window and writing off the door. Navigators side of course!

At the next service, Graeme received medical treatment for a cut hand from Keith 'Florence Nightingale' Bowen, who then taped a temporary polythene 'window' in place whilst we changed the wheels etc. Thanks Keith, us 'amateurs' are still learning you know !

Dave 'T' was admittedly off the pace on the earlier stages, whilst Sean was getting used to the different techniques of rallying a rear wheel drive car. Dave Marshall was reported by my 'on the spot correspondent', Dave Ashford, to be throwing the car round with previously unknown flare and confidence. Unfortunately stage 5 saw his retirement when oil surge caused a Big End to go, prematurely ending his rally.

Stages 4&5 were the Trackrod run Alamein Barracks, near Driffild. Even after a friendly 'chat' to the finish marshal, Keith Hurn, we were still unsure of which tyres to use, in the end opting, wrongly, for tarmac spec. It turned out that there was only about 20% of loose, but in the places where grip was the all important factor.

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The rally then proceeded onto the next stages and to service and lunch at Pecklington. The first two stages here ran smoothly, but we could have done without the fifty minutes delay before the third stage.

During the lunch halt Keith had to make a bracket for Sean's exhaust, and was heard to say, " If that doesn't hold it, I'll bare all in Lewis's shop window next Saturday. "

The afternoon stages were basically re-runs of the mornings'. Stage 17 Alamein, again, saw the retirement of second placed Elliott due to half-shaft failure. Whilst in service Bannisters' crew had to change the clutch for the second time in the day.

Dave and Graeme meanwhile, had got their act together, taking second fastest (only to eventual winner, Bannister) on the last three stages. The 'Colway Remoulds' giving them greater traction on Alamein this time. Sean not only broke the new exhaust bracket, but ripped it off the car. Hence, Keith will be 'mooning' in Lewis's at 1.00pm with a repeat performance in Schofields at 2.00pm Saturday.

A good event was spoiled by a very long delay for the results. Having waited for three hours we decided to head for home, before the results had been officially declared. We estimated that Dave and Graeme were 7th/8th o/a, 2nd/3rd in class, with Sean somewhere in the teens. My apologies if these estimated results prove to be way out.

Steve Grant.

Trophy Points

Shell League Trophy

R. Moore	232.5
J. Renny	205.8
R. F. Ineson	188.2
J. North	95.9
I. Tenpost	93.0
K. Goodall	93.0
A. Roddy	90.7

Off Road Events

R. F. Ineson	274.4
R. Moore	172.8
J. Renny	100.2
J. North	95.9
R. Mackinon	93.8
J. Westmoreland	62.1

Rally & Speed Autotest

R. F. Ineson	20
R. Moore	15
J. Renny	12
R. Dobney	6
S. Wood	5
H. Mantle	5

P.C.T. Trophy

J. Westmoreland	20
R. Moore	20
S. Sanderson	13
C. Sanderson	13
A. Nutter	13
A. Roddy	11
J. Boan	10
R. Leeming	9
C. Watson	9

Marshals Trophy

S. Marsh	35
A. Hunn	35
C. Sanderson	25
C. Nutter	25
E. Longhorn	25
K. Hunn	25
S. Sanderson	20
R. Buchan	20
N. Gillet	20
R. Leeming	20

Ladies Challenge Cup

C. Nutter	10
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Trophy Points Cont.

ANCC Rally Driver

K. Goodall	93.0	1	event
P. Jordan	85.0	1	"
J. Ronny	40.0	2	"
P. Thornton	28.0	1	"
M. Brown	3.0	1	"
P. Cope	3.0	1	"

ANCC Rally Navigator

R. Moore	121.6	3	events
I. Tonpest	93.0	1	"
P. Crompton	85.0	1	"
A. Munnis	75.3	2	"
J. McNichol	34.0	3	"
R. Mackinnon	3.0	1	"
J. Bean	3.0	1	"

F.S.B. Rally Driver

S. Muscroft	48	5	events
P. Jordan	37	4	"
J. Ronny	26	4	"
D. Turnbull	26	3	"
J. Cope	25	3	"
D. Rawlings	19	2	"
K. Goodall	17	1	"
I. Dixon	12	1	"

F.S.B. Rally Navigator

R. Moore	41	6	events
J. McNichol	33	5	"
P. Compton	29	3	"
G. Kellett	26	3	"
A. G. Elliott	19	2	"
I. Tonpest	17	1	"
D. Dixon	12	1	"

Special Stage Rally Driver

D. Turnbull	250.4	3	events
S. Muscroft	170.0	2	"
K. Bowen	71.6	1	"
J. North	28.8	1	"
D. Harrison	3.0	1	"

Single Venue Rally Driver

D. Turnbull	332.3
D. Harrison	307.6
D. Marshall	95.1
J. North	99.6
C. Davidson	28.0
K. Bowen	15.0

Stage Co-Drivers Trophy

G. Kellett	587.8
A. Hirst	310.6
R. Parkin	95.1
G. Stoggles	75.0
K. Bowen	78.0
R. Moore	71.6
T. Lee	53.4

Service Crew Trophy

S. Grant	60
K. Bowen	50
A. Sunloy	40
D. Marshall	10
A. Nutter	5
G. Bradford	5

SPY 44 Trophy

R. Moore	314.1
J. Ronny	299.6

All Round Lady Member

G. Nutter	70
A. Hunn	35
E. Longhorn	25
G. Goodall	20
J. Lee	15
L. Latimer	15

All Round Club Member

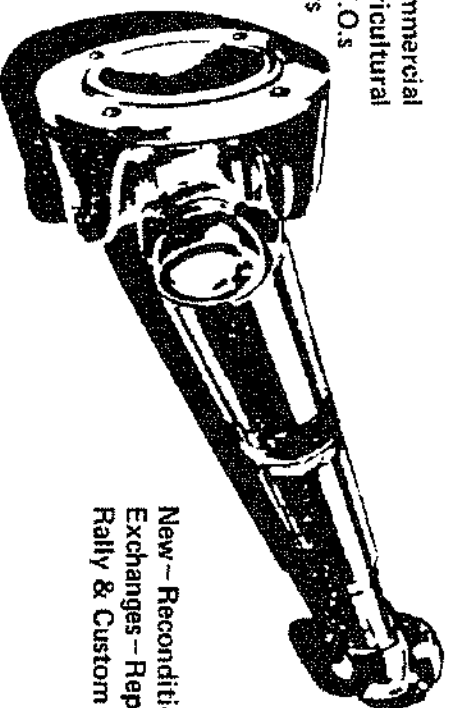
R. Moore	118
R. Looming	115
J. Westmoreland	110
S. Sanderson	100
C. Sanderson	100
J. Bean	88
C. Nutter	70
K. Bowen	70
S. Marsh	60

Ronnie Moore,
Trophy Points Sec..

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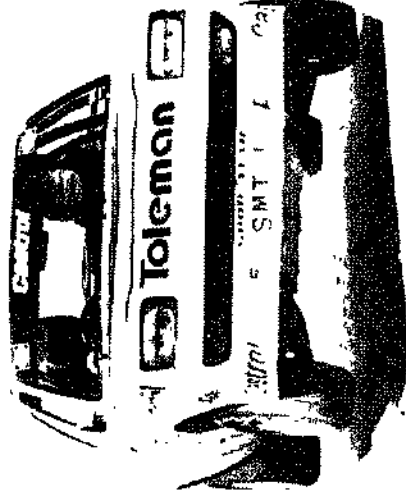
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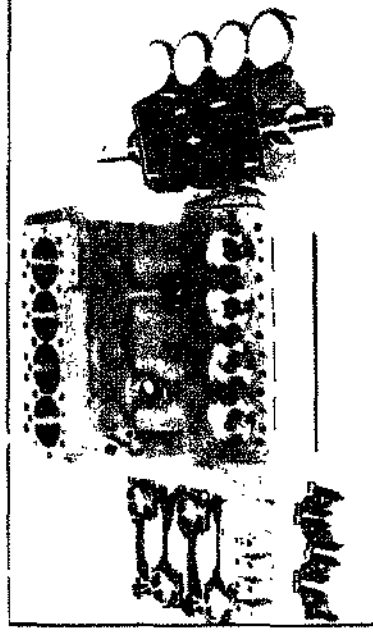
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