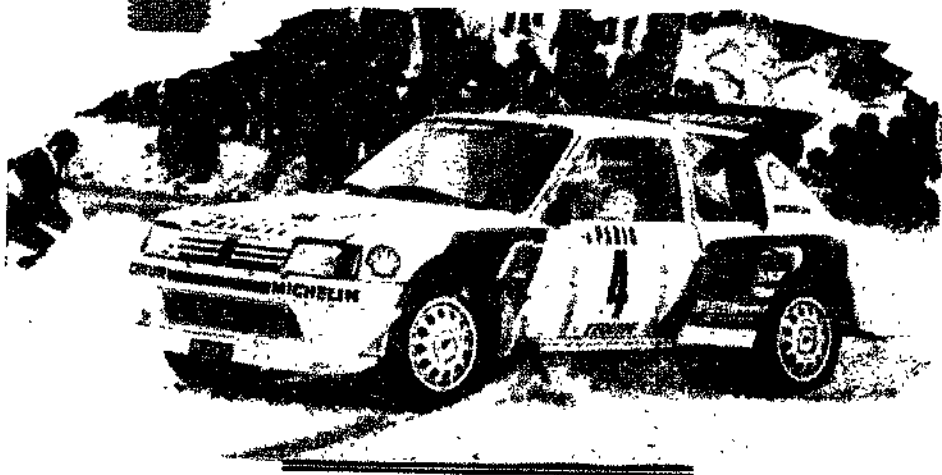


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

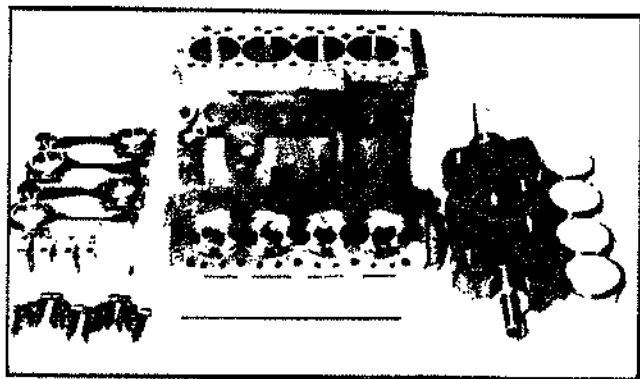


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 195

April 1987

EDITOR

March has certainly been a busy time for club members competition wise and it is pleasing to see no less than seven crews out on the Northern Lights and even more pleasing to see another six crews out on a stage rally (The Holderness Trophy). Yours truly turned out on the Northern Lights to marshal and though I have had little experience of such I was very impressed with the information given (and the MARS BARS!) and the set of results sent to me and a little thank you note! Well done LUMC - the gestures must be good PR and do make a difference. The open forum raised some interesting points - thanks to the people who contributed opinions, brief details of the items discussed should appear elsewhere.

This months magazine has been done on several typewriters by different people, and my thanks to them for taking some of the weight off my normal typist sister who now has a baby boy to cope with.

J. MCNICHOL
Editor

DEADLINE FOR ARTICLES FOR THE MAY MAG IS 28th APRIL.

SOCIAL CALENDAR

1987

April

7

Crown

Boston Spa

AGM continues and Scalectrix
Challenge

14

New Inn

Eccup

21

Beehive

Thorner

28

Shoulder of Mutton

Kirkby Overblow

May

5

Crown

Boston Spa

12

New Inn

Eccup

19

Beehive

Thorner

26

Shoulder of Mutton

Kirkby Overblow

June

2

Crown

Boston Spa

Note: 7th April AGM continues and a new Scalectrix challenge. A new venue to be tried in April and I hope its successful. Sadly we are to lose the Shoulder of Mutton at Kirkby Overblow due to David and Molly Parsons leaving and going to Pickering. We have been having meetings at the Shoulder for some fifteen years now and we thank them for their hospitality and wish them every success in their new venture.

Coming Soon: The Saturday sports evening. Not all sport but quizzes and other social arm bending for

SOCIAL CALENDAR CONT...

please give your names to John McNichol or myself. We are going to be competing against Ilkley, Otley and Alwoodley (date to be fixed).

R. KEMP

COMPETITION CALENDAR

APRIL

- 12 Lincolnshire/Louth MC. Tour of Lincs.
ANCC EMANC Shipley MC
- 12 Forest Motors Hillclimb. Batings Dam.
Lindholme MSC
- 11/12 Dunfries Danum Rally. ANCC ANEMMC EMAMC
111, 112, 113.
- 12 Kirby Lonsdale MC. Early Easter Stages Rally.
Albamarle Barracks.
- 19 PCT. Ilkley and DMC. Russell Farm, Leeds Road
Otley
- 19 Warburton Bakeries Autotest. Bolton Le Moors
MC. ANCC Champ. BTRDA. Bolton 109/712088
- 25/26 Ribble Rally. Springhill Motor Club.
ANCC ANWCC SD 34. Championships. 97, 98, 10
- 25 Tour of Hamsterley. TMSG. ANCC ANECCC. 92, 9
- May
2/3 Coleman Tyres. Otley MC. ANCC BTRDA Motorin
News. 98A, 99A, 104A.

BARRY DOVE
Competition Sec.

CHAIRMANS CHAT.

Hi Folks, Sorry I missed last month, but you know how it is!!? Anyway, I bet your glad of the rest, so whats been going on: Well, I'll miss most of what happened in Feb cos you all know about that now, and tell you about March.

The first Rally of the year for me was The "Northern Lights", but I was in a different mount in the guise of Neil Du Cros's Sunbeam.

The night was snow and ice and many sections had to be cut out due to Range Rovers unable to make a passage through!! The car had a "New" engine and a good result was in the offing, and at the end of the night and a steady run saw us in 7th O/A. Not bad really - John North/Derek Lee pushed the Kadette round to 3rd O/A. - a very commendable effort. In the meantime Alan Powell (regular driver) had been mending the Escort and with some panic preperation during the Sat, Sunday 22nd saw us out on the Holderness Rally, multi venue stage event, round 2 of this years Shell League, unfortunately,..... (yes your right, we didn't finish,)..... The engine blew after only 6 miles in the first stage. We've put it down to the "oil" which is normally unheard of, but when we looked at the Dip Stick, the oil had lost all it's viscosity and resembled paraffin rather than oil!! other Shell League Crews faired better and I shall be doing a Shell League report later on this event.

Other activities, well, we've had an open forum/film night, where many views were aired and some answered. The accounts returned, not before due time, and probably as you read this, the continuation of the A.G.M. will be in the past.

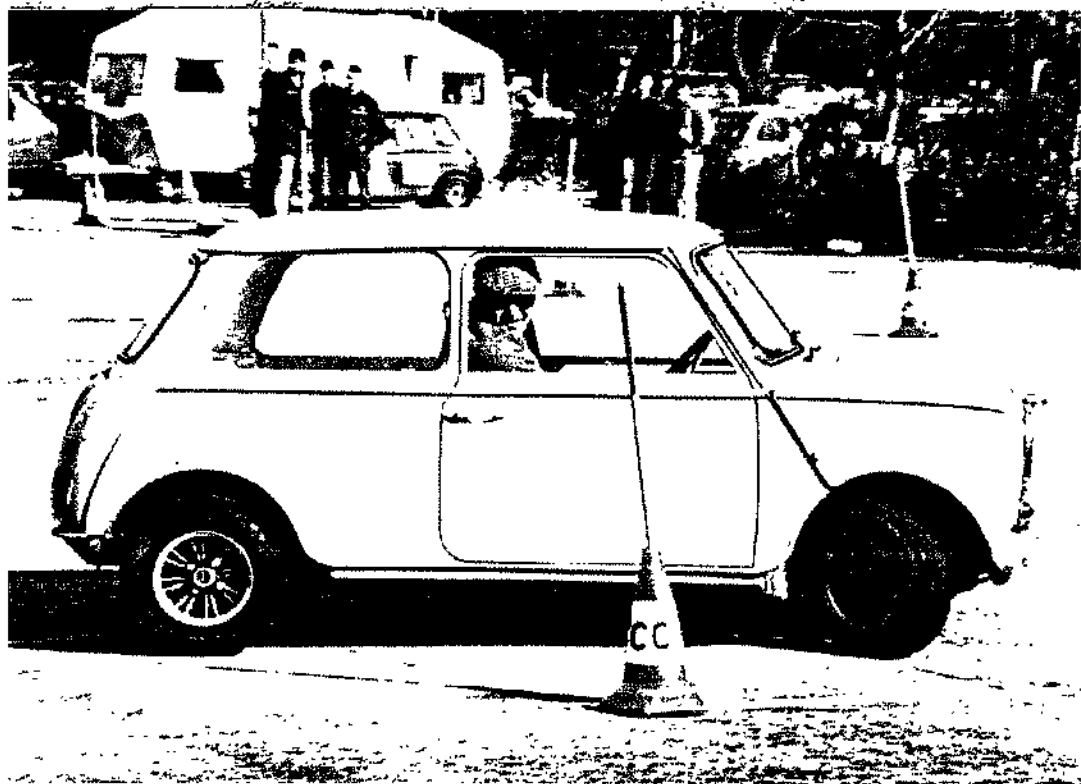
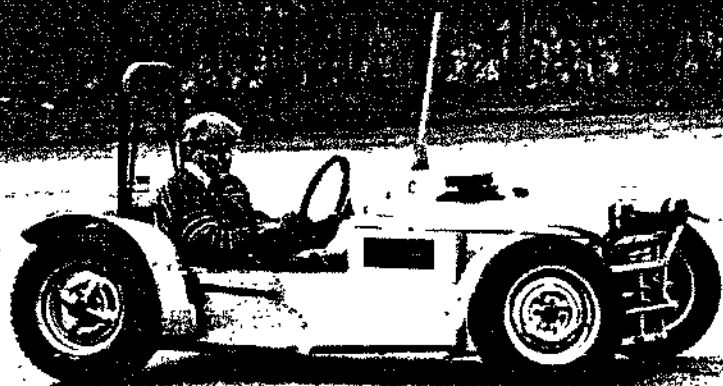
Well thats all for now, short again I know, but time is pressing. Happy motoring, see you all on 5th April for our Autotest at Wellington Street.

Trackrods representatives, Richard Ineson (mini 1300) and John Renny (McKinnon Bitza) really started this event on the Friday night by collecting the refurbished "Bitza" from Barry Doves residence "collecting" really wasn't the word as on arrival at 7.00pm the beast was still on stands being welded back together!! After an appropriate amount of cursing etc. It was "complete" at 9.30 (except it needed a new core plug inside the bell housing) and several abortive attempts to start the thing only served to remind us that there was no petrol in it! We really should have stopped the whole weekend, before it started right there & then.

Saturday was spent on the core plug job no time left to check over the Mini set off Sunday & arrived at Preston at 9.30am. R.I is late J.R. is early! can't please everybody when travelling in convoy! However, super venue-family Ineson went for a game of tennis while the lads set about the opposition and what opposition - Glen Simpsons rapid 1000cc Mini has grown to 1300 for 1987 and he, along with other B.T.R.D.A. regulars were a daunting prospect for the Ineson Mini.

Renny, on the other hand in the special had a class of 13 most of them faster than s..t of a shovel! J.R. had his work cut out to say the least

In all 18 tests were tackled (nine each done twice) and R.I. initially on the pace of the class, but 2 secs a test behind Glen Simpson, and holding a strong 3rd potential 2nd (in class) rolled all four over a line; penalties are not allowed if you're going to do any good at this level and another "all four over finish" meant a strong third became a moderate fourth by test 18 however, 11th O/A was reassuring for future events.



It should be pointed out that the afternoon tests were subjected to sporadic heavy showers which turned into a steady rain for much of the time and yes was R.I. glad he hadn't cut the roof off the Mini the sports car & Specials got soaked and J.R. wasn't impressed!.

From first arriving it became apparent that the Bitza just didn't have enough lock - Barry D having reduced it to being heopless - Barrys beautiful handiwork was approxpriatly undone by J.R. with a big hammer and chisel!

It was J.R.'s intention to just get a reasonable finish with no penalties definitely an acclination process with the Bitza it seems as though JR is close to referring to "it" as his own as he is the only one showing much enthusiasm for it at the moment and possession is 9/10ths of the law they say! However we disagree.

A nice steady start by J.R. slow but steady until a long slalom caught him out; he was slow but precise through 90% of it they hit the last bollard! might as well have taken the lot. This episode seemed to fire him up though until the test six when Bitza died in mid test washout time no petrol!!!

Really, you've got to watch this 1½ gallon on long tests like these.

So J.R. slowly got his act together and began turning in some reasonable times then it rained - Bitza swaps ends pretty quick in the dry you should see it in the wet if it can be got to point in the right direction for $\frac{1}{2}$ a second!!

J.R. put up a valiant fight and learned a thing or two about Bitza in the process and finished a lowly and disappointed 12th in class and 31st o/a.

Definitely a useful exercise can't wait for our own April Fools Event on the 5th. When, hopefully all the "hot" opposition will be doing the Kirkby Lonsdale BTRDA Event!!!

RESULTS:

F.T.D.	DAVID HAIGH	652.23
4th in Class	RICHARD INESON	766.91
12th in Class	JOHN RENNY	928.19

RICHARD INESON

Richard and John Renny will be out again on the 13th April contesting the Bolton Le Moors Autotest and I'm sure we all look forward to hearing their report next month.

TRACKROD MOTOR CLUB ACCOUNTS FOR THE YEAR ENDED 31ST MAY 1986

The following three pages give the main points of the accounts for the above period. Any queries should be directed to the club treasurer John Renny.

TRACKRÖD MOTOR CLUB LIMITED

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31 MAY 1986

	<u>1985/86</u>	<u>1984/85</u>
	£	£
Trading Profit (Loss) for the Year	891	(443)
Building Society Interest Received	85	85
Bank Interest Received	509	366
Net Profit before Taxation	1,485	9
Corporation Tax	153	110
Net Profit (Loss) after Taxation	1,332	(101)
Surplus brought forward	4,712	4,813
Surplus carried forward	<u>£ 6,044</u>	<u>£ 4,712</u>

Profits and Dividends

Details of the Income and Expenditure of the Company are set out in the attached Profit and Loss Account.

Dedicated hard work from all involved resulted in profits from rallies totalling £1,355, compared with a loss in the previous year of £401. At the end of May 1986, your Company had accumulated funds of £7,263. Although this may seem a considerable amount, in fact, it is less than stage costs for the "Forest Stages Rally" alone, and, clearly, it is important for the Company to continue to increase its funds to provide a safeguard for members in the event of an unexpected disaster.

As the Company is a company limited by guarantee, all profits are to be applied for the mutual benefit of the Members, and, accordingly, a Dividend can not be paid.

Auditor

The Auditor, Gareth H. Briscoe FCA, has indicated his willingness to be re-appointed.

By Order of the Council

Secretary

TRACKROD MOTOR CLUB LIMITED
INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31 MAY 1986

	<u>1985/86</u>	<u>1984/85</u>
	£	£
INCOME		
Merchandise Sales	467	35
less Cost	<u>659</u>	<u>35</u>
Merchandise Profit (Loss)	(192)	-
Subscriptions	597	623
Rallies	1,355	(401)
Autotests	143	130
Shell League	34	22
Social Events	(24)	(45)
Advertising	25	185
Other Receipts	25	20
Bank & Building Society Interest	594	452
Charity Fund Raising	273	-
Donation	<u>42</u>	<u>-</u>
	<u>£ 2,872</u>	<u>£ 986</u>
EXPENDITURE		
Magazine, Stationery & Postage	205	210
Trophies & Awards	223	237
Audit Fee & Accountancy	115	115
Registration Fees	82	50
Garage Rental	90	91
Equipment Repairs, Replacement & Maintenance	268	15
Dinner Dance Loss	18	87
Bank Charges	17	-
Sundry Expenses	74	172
Donations	<u>295</u>	<u>-</u>
	1,387	977
EXCESS OF INCOME OVER EXPENDITURE	<u>1,485</u>	<u>9</u>
	<u>£ 2,872</u>	<u>£ 986</u>

TRACKROD MOTOR CLUB LIMITED

<u>BALANCE SHEET</u>	<u>AS AT</u>	<u>31 MAY 1986</u>	<u>31 MAY 1985</u>
	<u>£</u>	<u>£</u>	<u>£</u>
FIXED ASSETS			
<u>Tangible Assets</u>			
Fixtures, Fittings & Equipment		15	15
CURRENT ASSETS			
<u>Stocks</u>	-	257	
<u>Debtors: General</u>	280	231	
<u>Cash & Bank Balances</u>			
Building Society Deposit	608	1,144	
Bank Deposit Accounts	5,465	4,299	
Bank Current Accounts	2,121	787	
Cash	130	130	
	8,324	6,360	
	8,604	6,848	
<u>Creditors: Amounts falling due within one year</u>			
General Creditors	1,257	875	
Taxation	98	56	
	1,355	931	
NET CURRENT ASSETS	7,249	5,917	
TOTAL ASSETS LESS CURRENT LIABILITIES	<u>£ 7,264</u>	<u>£ 5,932</u>	
CAPITAL & RESERVES			
Capital Reserve	1,220	1,220	
Profit & Loss Account	6,044	4,712	
	<u>£ 7,264</u>	<u>£ 5,932</u>	

.....))
))
) COUILLORS
))

SHELL LEAGUE REPORT 1987

After a long hassel over the results on the First Round of this years Shell League, at last I have something to report.

The 3 Swans Rally ran among an unusual amount of Police activity and although the night was mild for the time of year there was a surprising amount of carnage on the event. Scrutineering was also slow and made life problematical at signing-on and during plotting.

Trackrod had a full team out, but out of the five picked (we had six entries so someone had to be dropped). Only one crew finished. Well done to John North & Derek Lee.

Also are sixth crew finished (Sods Law) well done to Carolyn Harber & Phil Sykes, and I will have to put you in the team next time.

CREWS WHO DID NOT MAKE IT ROUND WERE:-

MIKE THORTON/ALAN LILLEY	a difference at a
MICK HARWOOD/JOHN McNICHOL	GIVE WAY!!

BERNARD FERNEY HOUGH/JOHN BEAN	no report given
ANDY RILEY/GORDON SNEEDON	(accidents)

So after round one, a poor start for TRACKROD LIEING in 16th place. "This is not acceptable" so what are we going to do about it? Suggestions to Ronnie Mac.

STOP PRESS:

Hot through the door tonight are the Shell League Points by club after Round Two. North Humberside Holderness Rally. Again we had 6 crews out entered under Trackrod. But on the day one Crew non-started. This leaving the selected 5!!

D. UNSWORTH/D. SMITH	LADA	7th inclass
A. POWELL/SHELL CAPTAIN	RS2000	Ret. blown engine
N. DUCROS/R. PARKIN	SUNBEAM	19th class
N. DIXON/M.DIXON	DOLOMITE	Rest. G/Box
T.WHITTAKER/J. SMITH	RS2000	14th class

3 best scores counted and Trackrod ended up on the day 7th. So now we are 13th and getting better all the time.

Round 3 single venue at Kirton Lindsay.

I know of 2 entries, someone has entered and not told me!!?

LEAGUE TABLE NOW AFTER 2 ROUNDS:-

1.	BEVERLEY	-	537.5
2.	RIPON	-	450.1
3.	SELBY	-	455.3
4.	ALWOODLEY	-	450.6
5.	N. HUMBERSIDE	-	394.5
6.	A/P	-	347.4
7.	SHIPLEY	-	285.4
8.	DE-LACY	-	255.5
9.	ILKLEY	-	251.1
10.	BRADFORD UNIVERSITY	-	248.1
13.	TRACKROD	-	217.5

YORK NATIONAL FOREST RALLY

"March 28th York National" it said on my calendar, Ah good!--time for my six monthly shaking up at the hands of Phil Lilley in his Escort RS1800. Philip only does a couple of events a year and having survived the Quip last year with him I was looking forward to our return to the Yorkshire Forests. Due to a late start time, reverse seeding and a delay (for a milk tanker) it was turned 2pm before we were sat at the start of SS1 Cropton-5, 4, 3, 2, 1 Go! I'd forgotten how powerful Group 4 cars are but was soon reminded as the road swung left and right and we did similarly; Someone waving frantically at us - wave back, look nonchalant, we battle on and catch our minute man! Drop back to avoid his debris, must be near the end now, here it is - "Same time please"! No chance, remember to run the marshal over when they re run the stage this afternoon. SS2 was only a short blast over Newton Dale - time to open my eyes and analyse the Lilley style of driving.

Left hand - Gear lever and hand brake

Right hand - Steering Wheel

Left foot - Footbrake

Right foot - Through the floor somewhere

End SS2 - friendly marshal tells us we're quickest so far including a Metro 6R4 a couple of cars in front. Another delay at start SS3 (Pickering) allows me to collect a few times to confirm we are quickest so far and have a bit of a dig at the 6R4 man (well could you resist it?). SS3 sees Philip well into his stride and despite nearly rolling the car on the bend where his wife and service crew and assorted friends and relations are watching (isn't it always the case?) sets 8th fastest time of the day.

One more stage before service SS4 Staindale - not a lot of straights in Staindale but a lot of big holes - Philip attacks it a little hard but we survive to service to recieve chastening for our near roll - I think they were glad to see us with a straight car really!

CONT..

YORK NATIONAL FOREST RALLY CONT..

New (to us anyway) tyres on and off we go for Dalby! Mikkolas bend) and Dalby 2 (poxy wood yard). Both stages quite good considering the problems of having to reduce the average speeds nowadays.

SS7 was a rerun of SS1 (Cropton) which was rough first time through, 150 cars later we decided if we wanted the axle to go home with, discretion maybe the order of the day. Anyhow after a 40 minute delay (residents wanting out!) off we go again and yes it was rough and no we didn't get the marshal at the finish control!

SS8 Newton Dale again and due to delays and heavy cloud it is getting dark! Find the spot light switch and put it to the 'on' position - pity we didn't actually have the lights fitted on the front of the car but never mind. We go well through the stage to record 8th fastest - "Phil must have good dark vision "I think to myself.

Final stage, Pickering again, and its getting darker and snowing! "Only seven miles left now Philip - keep right in your head - could die of exposure if we go off now!" A text book drive - no risks but fast enough till the last bend of the event. In the gathering gloom a 90 left appears as we crest a brow trying hard in fifth, instant heart failure! no way will this car get round there and despite the stopping power of a Group 4 car there is not enough room to stop before the inevitable accident - a split second later the car, having been thrown sideways is on the very limit as the rear wheels scrabble in the ditch we looked like visiting a short time before then we regain the road to make the flying finish with navigator having trouble to hand out the time card due to hands shaking and whole body gone weak. A few choice words aimed across the car cause some amusement but I'm sure Philip was as relieved to survive the moment as I was.

Back to Scarborough for results showed us an excellent 8th and Steve Bannister a good winner.

So roll on the Quip again-sorry Rod, you'll have to find another course car co-ordinator - but it was a very close thing!

JOHN MCNICHOL

MARSHALING DUTIES - APRIL 1987

April

- 5 DBSV Single Venue Stage Rally, Kirton Lindsay -
David Brown M/C. Shell League.
T. Williams C of C. 0484-687361.
- 12 Wakefield Stage Rally. RAF Leconfield.
Wakefield M/C. See RSS for details and passes.
- 11/12 Dunfab Danum Road Rally - ANCC Championship.
Lindholme M/C. Adwick Motor Auctions.
Doncaster - Maps 111, 112, 113.
Chief Marshal - D Wiseall 0302-787798.
- 11 Plains National Knutsford M/C. Contact Mike
Lawson 0928-35476.
- 25 Tour of Hamsterley, Alwoodley M/C.
Contact Graham Whittaker 654182.
- 25/26 Ribble Road Rally - Springhill M/C. ANCC
Championship. Start Burton Services.
Chief Marshal - Alan Stanworth 82-2244.

May

- 2/3 Colman Tyres. Otley M/C. Motoring News/BTRDA
Silver Star. Chief Marshall - Nick Johnson
0943-463829. Marshals awards etc.

RS SIMPSON

Chief Marshal

CLUB SUCCESS IN THE HOLDERNESS RALLY, SUNDAY 22 MARCH '87

Club members not only held their own but pulled it off in a dazzling display in the Holderness Rally. Club entries were:-

29 Michael Brown/John Hoole
42 Alan Powell/Ron Mackinnon
49 Neil Du Cros/Rod Parkin
61 David Unsworth/David Smith
83 Nicholas Dixon/Martyn Dixon
99 Tom Whittaker/Jackie Smyth

Finishers together with placings were:-

29 David Boyes/K Allerston 12 in class 39 over all
49 Neil DuCros/Rod Parkin 19 in class 65 over all
61 David Unsworth/David Smith 7 in class 52 over all
99 Tom Whittaker/Jackie Smyth 14 in class 43 over all

There was an unfortunate mishap for car number 42 driven by Alan Powell and navigated by Ron Mackinnon when after gaining the 10th fastest time on the 1st stage the engine blew, tough one there chaps!

A very credible performance by novices Dixon and Dixon came to an unfortunate end on stage 8 at Leconfield when their exhaust manifold went.

The event was well organised by the North Humberside Motor Club who obviously put a great deal of hard work and careful planning into the event. It seems the event will be repeated in future years with hopefully the same success. Perhaps however, some alternative arrangements could be made for signing on.

There remains one mystery. Can readers help? Entry number 29 was listed on the Provisional entry list Michael Brown and John Hoole but the final results show the driver to have been David Boyes with K Allerston, who switched what with who and where? Answers please to the Editor. Everyone appears to have enjoyed the event enormously and the event could not have gone better for the club or the organisers.

JACKIE SMYTH.

After an early start from Leeds, (and a visit to a motorway services for a 'coffee' which resulted in Rod Parkin and Russell Holdsworth demolishing a FULL English Breakfast) we rolled upto the entrance of Bruntingthorpe Proving Ground. We had been directed to park up rear of some tatty aircraft and were just wondering if they were the school transport when David Hardcastle appeared in a Peugeot 205 Diesel (surely not that!). He greeted us cheerily and led us to the lecture room in an old control tower about $\frac{1}{2}$ mile away where we drank coffee and shivered (was not nerves or cold?).

Our class consisted of myself and Russell and 3 others, a 'TODAY' photographer who had taken photos there on a feature, who had brought his brother to have a go, and another bloke who even took notes in the lecture! (imagine him looking them up on a rally!)

Our instructor introduced himself as Phil Spurge (sounds like a shoe full of 4 star) and proceeded with a lecture on how to drive (yawn).

The interesting bit started about an hour later. Phil took us in turn out onto a loose mud shale area and demonstrated how to drive in a circle around a cone on apposite lock. Having sat in on his demo I now know why instructors get out and stand in the almost suicidal position in the middle of the circle, I nearly threw up after the first twenty spins.

We all had a go at this, followed by a slalom type course in a similar vien. A brief lunch break at the local pub (no beer) and the highlight of the day came round.

We all trooped back to the 'stage' made upon the same surface out of cones and tyres.

The car, an HRS2000 flat front, was running on bald tyres to make control even harder (and it is cheaper so the stage proved quite tight (a good job they are not trees). Phil gave us a demonstration run first then we had four goes in turn, the last two were marked on performance under such categories as use of throttle, mechanical sympathy, aggression etc.

After coming to a halt for the last time the car was looking a bit tired (or tired, down to the canvas!).

Phil summed up our performances, the photographer being the best performer on the day- Nigel, the note taker got the raspberry of the day (but only after he had left) just shows how useful notes are!



● Dying species

DOWN in the forest, nothing stirred. The common animal usually found at this time of year, Ralli Spectatorri, appeared to be hibernating. The gods had decreed a new diet for this furry little animal, a bland mix of thin dough with no spice or additives. The annual feast, called the National Breakdown, was paraded before the little devils, easily recognised by their waterproof legs, brightly coloured bodies and their peculiar headcoverings.

God had really cocked it up this time, as none of the animals were taking a blind bit of notice as the meal was served. Some keeled over with boredom, some went looking for other forms of enjoyment, some tried to keep their nats warm and just a few scoured the forest hoping that the next course wasn't a Lada or an Astra.

Suddenly the forest came alive. The sentry animals (Marshali) called out their mournful cry. The Ralli Spectatorri came out of the forest, out of their caves, out of the queues for the hamburger van, they could hear the sound, the roar of a long lost delicacy, the forbidden fruit, a hero come to save the day — a Forcus Marcusduo Escortus!

The little animals went wild, shouting, whistling, cheering, flashing lights from an extension in their paws.

As the delicacy retreated into the depths of the forest, the little animals returned to their former listlessness and wondered if they would ever see anything like it again. Was their species to be fed the drab new diet for all time? Would the species continue? Is there life after death?

F. Havard,
Blackburn.

Well I should have known better but I still went and did it, you know the situation you think - no, not a chance, stupid, don't entertain it, yet there you are on the night, doing it. 'It' in this instance being the Northern Lights Road Rally, run by Leeds University Stupids Union. I mean you'd think they'd be too busy studying at the tax payers expense to spend time organising this mayhem to make me angry.

I mean the weather for a start was terrible, snow all over the place and us using up the bald Avons; me and Alan Larkin crawling up the hills like a pair of snails in a fish tank.

But what makes me really angry is when the so called intellectuals have a control and don't tell you where it is! Have you ever heard of anything so stupid! Its like arranging a football match and not telling the opposition where you're playing! "If you took the shortest route you saw the control" the eggheads said- I mean if you took the longest route you're penalised cos it takes you longer! a fail because your eyesight is failing seems a bit harsh to me. So despite being fastest on every section I now have the ultimate stigma to carry - I got a fail. People talk about me behind my back, I'm a social out cast, I've heard the whispers "Thats him, he got a fail you know".

I can never hold up my head again all because of some clever dick student with nowt better to do than go around ruining peoples lives. Well I don't bloody care, in fact the whole world may as well know now,

I ONCE WAS EXCLUDED!

so stick that in your duffle coat!

Amongst the points arising;

Accounts - Copies of the accounts for year ending 31st May '86 were circulated but discussion had to be left till a formally convened continuation of the AGM. Date set for April 7th - all members to be informed by letter. Details of the accounts appear in this magazine.

Trophy Points - It has been agreed to revert the FSB trophies to their previous formats and the 'new' championships format be retitled 'The Editors Trophy'. All the other championships continue as before.

Road Rallies - Concern was expressed over the recent problems concerning road rallies. Representatives of the rallies organisers are to meet on April 7th to try ensure the Lockout and Costa run as smoothly as possible.

Annual Dinner Dance - In response to requests for alternative venues for the Dinner Dance several constructive suggestions were made to be examined by the social secretary.

GYMKHANA 3RD MAY (SUNDAY)

Mount Preston Street Car Park (Off Claredon Road)

Start at 2pm (ish) - Entry fee £2.00

Proceeds to local charities

Further details from Roland Rat

Tel Leeds 740004

or see him on club night

(the one with the funny accent)

LUUKC/TNC Friendly Competition.

Positions after round 2 The Northern Lights.

<u>Drivers</u>	Three Swans	Northern Lights	Total
Jon North	5	18	23
Ian Richardson	-	16	16
Carolyn Harber	16	-	16
Neil Du Cross	-	14	14
Paul Chambers	5	-	5

Navigators

Derek Lee	5	18	23
John Richardson	-	16	16
Phil Sykes	16	-	16
Ron Mackinnon	-	14	14

A great result for Jon and Derek on the Northern Lights (3rd O/A) has put them into the lead but watch out for the Richardsons!

Ian's Lada now has the benefit of a Fiat 5 speed gearbox, disc braked back axle and an LSD (pity about the iffy navigator).

Next round the Dunfab - if you don't believe the earth is flat - you soon will!

LEEDS MOTOR SHOW 17th to 20th April

As part of the Motor Show there will be a cinema showing race and rally films.

Some of the films booked to appear are ;

86 - Year of Peugeot

86 Renault 5 Turbo Cup

86 RAC

86 Bathurst Race

86 TT Silverstone

86 Astra Challenge

85 Circuit of Ireland

85 Sport Quattro Season

83 Scottish

79 Coup de Grace

BURGESS BOWL

Unfortunately Andy Riley and Gordan Sneddon damaged the car on the Northern Lights and with drew their entry. Bernard Fernyhough and John Bean weren't allowed to start after failing noise check.

FORTHCOMING ATTRACTIONS

In next months magazine.

Northern Lights - The Truth - unless Derek Lee finishes his article.

April Fools Autotest.
Dunfab Danum Rally.
David Browns Single Venue.
Early Easter Stages.
Ribble Rally.

ENTRANTS LICENCE

Licence No. 04161 - use it.

THANK YOU

You may have noticed last month that we now have all membership records on computer which produces labels for posting the magazine. This has been achieved through Pete Stanhopes efforts and believe me, makes my job a great deal easier - thanks Peter.

FORD SIERRA RALLY SEARCH '87

If you fancy a works drive on the RAC Rally this year you'd better get down to your local Ford dealer before April 16th and enter their Rally Search '87. If any member does intend having a go at this I would be very interested to hear how you get on.

COMMITTEE

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