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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 202

NOV. 1987

EDITOR

Well there's only 52 shopping days to christmas, so get those rally cars bought for those last minute presents! The best present you could give me however would be an article for the Yuletide issue of our magazine (well apart from £3 million that is). As you will see we were a bit short this month but quality has made up for quantity.

This month has seen a few notable events with TMC crews coming 1st and 2nd in the Olicana whilst TMC and Leeds University also did results - no bribes honest. Unfortunately the results weren't quite so good in the Larkspeed last Saturday with Neil DuCros/Andy Ball and Paul Chambers/Myself coming 26th and 28th respectively (they beat us by 59secs - drat!-).

More importantly however is the fact that we've seen another display of the RAC's infinite wisdom (cf Competitors News, Vol 9, 3rd October). Now they seem to think that the way to better rallying is to introduce by the "1st Jan 1988 Rally Log Books will be mandatory for all cars competing in rallies up to and including National status".

Although there has to be some value in keeping an 'event to event' record of competing cars, quite how they expect RAC scrutineers to be able to inspect every car in their area is beyond me, but then again we've come to expect this sort of treatment from our representatives in Yuppiland.

On a more cheerful note, enjoy the disco, grub etc and I'll see you all at the Boxing Day Sport Extravaganza - or the "Beat the Christmas Pud Blues" party.

Rat-Ed

CHAIRMAN'S CHAT

Well hello again the clocks have finally been turned back and together with it getting dark at around 5.30pm, winter must now be definitely upon us - I have noticed the first frost on the grass recently just to prove the point (very poetic Richard - Ed). So what's been happening to add some brightness into the gloom of gales and deluges which have recently been playing havoc (those eloquent lessons I gave you have really paid off - Ed).

A couple of weeks ago now saw us out on the Crystal Stages forest rally running Dalby 2, which was basically the Northern part of the forest and included Mikkolas Bend the 'so-called' safe way. A perfect day saw Roland and I up in the forest putting out the stakes and preparing the start and finish areas in readiness for the stage proper the following day. The weather was superb and after a very pleasant 2 hours the job was done; at which point Peter Stanhope arrived (a brilliant bit of timing) and proceeded to climb the fire tower and erect the radio aerial in readiness for Mercury Control.

For some reason Roland now decided to prove that man indeed evolved from the apes as he climbed the ladders to the top. (Very deftly may I add - Ed). Sunday dawned somewhat cloudier and with the threat of rain, and an early start coupled with some speedy work with the staple gun meant the stage was ready by 10.00am. Unfortunately none of you, other than the usual reliable few, decided to come out and it was left to Leeds University and Bridlington to man the Trackrod run stage.

The stage itself ran well without any of problems encountered on the previous stages. In particular Stage 1 on which a certain Car 30 crewed by a Leeds Motor Club pair, called Alan and Ronnie disappeared without trace and caused a certain amount of consternation until they were found.

Thankyou to everyone who came out and helped and just as an idea of how totally apathetic the response to the request for help was, out of the 53 who signed

Amongst the miscellaneous post arriving chez Tefal this month was an invite to test drive a Nissan to write a road test report. It came along with a glossy brochure showing the various models. All very nice I'm sure but the nearest to a sporting car that Nissan get is either the Sylvia (did you see it crawl round the Safari!) or the Sunny Twin Cam ZX...Fast?... I'll believe it when I see it beating Renault 11 Turbo's on International Rallies.

So who wants to do the test drive for Trackrod MC, who's the budding Tony Dron?, answers on a postcard please.....

I must also express my thanks to the crew from LUMC who ran the finish on the Crystal Stage. Before that day they were a team of raw novices, but, by the time the second car arrived they could run it without me!, and they did, I sat back and left them to it, they may not see this but good work chaps & chapesses!!

TEFAL

NOTICE OF AGM EXTENSION.

The 1986/87 accounts will be presented at an AGM extension to be held at the Beehive, Thorner on the 17th November 1987 at 8.30pm.

Please Reply To :

MR. K. STURDY
17, LISMORE AVENUE,
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TEL: 0482 783410

24-10-87.

Dear Richard,

On behalf of the organisers of last weekends rally, may I thank you and your team for running Dally II so well. The stage was very well received by the competitors, and everyone was impressed with the running of the stage in general.

As N.H.M.C.'s first trip into the forests, the event appears to have been a resounding success, and this must be due to the high standards of the clubs out running the stages.

Thank you once again for your help, and we hope to see you out again next year.

Yours faithfully,

Ken Sturdy

COMPETITION CALENDAR

NOV.	<u>Rallies</u>	5th	Clitheroe & DMC	Grizedale Stages
		5th/6th	Beverley	Beaver Rally 101, 107 113
		22nd/26th	LOMBARD RAC	Help needed see Martin Kemp
		28th/29th	Clitheroe	Hall Trophy 97, 98, 103
DEC.	<u>Rallies</u>	27th	Northallerton	Christmas Stages 92, 93, 99
	<u>Autotest</u>	6th	Shipley	Bingley Car park

BOXING DAY SPORTS EXTRAVAGANZA

DEC26TH

VENUE TEA.

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SOCIAL CALENDAR

NOV.	3rd	Crown , Boston Spa - Bomfire, Disco
	10th	East Leeds Leisure Centre
	17th	Beehive, Thorner AGM cont.
	24th	Rounhegians R.C.
DEC.	1st	Crown,Boston Spa - Christmas Party
	8th	East Leeds Leisure Centre.
	15th	Beehive, Thorner
	22nd	Roundhegians R.C.

Happy Christmas for the 25th and 26th

29th Wharfdale

Well lets hope by now you will be enjoying the bonfire and disco. Next on our calendar is our Christmas Party so please turn up and join in with the Festive Spirit. I'm sure I can call upon our ladies once again to help with a little home baking.

It's a family club so please bring the family.

Rebecca

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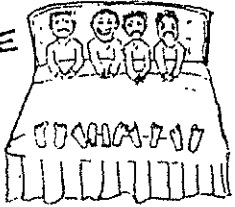
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BOB STOKER/RICHARD SIMPSON.

As I have previously mentioned in these pages, Bob Stoker and I entered this Single Venue event in the ex. Tom Whittaker RS2000 now fitted with a 1760cc pushrod engine but still resplendant in it's nasal mucus shade of green.

A demon bit of seeding had placed us at number 47 out of a full field of 50, actually swollen to to 54 on the day, and with the likes of Andy Elliot at No. 2 we were going to have to go a bit to take 1st. Overall.

As we were due at noise at 7-45am I picked our service crew, Mark Brier, up at the ungodley hour of 5.30am and having met Bob at 6.00am with the car already on the trailer, we piled into the barge and went off for Wombleton.

When we finally arrived it was foggy and cold enough to de-nut the hardiest polar explorer, and the service area was already a hive of activity.

Mark went off and parked the barge in the service area while we got into the long queue for Noise & Scrutineering. The formalities dispensed with with, Bob and Mark proceeded to change the tyres while I went off to familiarise myself with the lap split as recommended in the Road Book.

After what seemed like an age we finally joined the other crews at the Stage Start and after seeing the ones in front of us go it was our turn.

Unfortunately the start Marshal gave us a time with only a few seconds to go and whilst I was still trying to sort myself out he counted us down and Bob was on his way. I am afraid my recollection of the first lap is somewhat shady, but, by the start of the second I had everything in order and begun to notice things about what was going on. The surface was very slippery in places and I was impressed by Bobs control as this was the first time I had sat with him.

On the next stage, a re-run of the first, we had everything together and despite having to slow down when car 51 rolled we were 16 seconds quicker than before.

So far so good, back into service for quite a lengthy break while the stage was re-arranged and time to look round to see what was happening. Andy Elliot had gone home as a half-shaft had broken on the first stage and refused to be replaced so it meant that whatever happened we had "beaten" him!!

Our service crew had swollen considerably as we went out for stage 3 as most of the Stoker family along with Martin & Becky had come out to cheer us on, but little did we know as we sped away from the start line, this stage incorporated a long straight and to slow everyone down the organisers had put a kink halfway along it. Unfortunately the surface was very loose here and as we went into it the backend went and as Bob corrected it we pendulumed the other way and hit a bale which pushed the wheelarch onto the tyre. To make matters worse it was at this point that the gearlever came off and so we continued with the tyre rubbing & Bob changing gear with the stub from the box itself. Unfortunately Stage 3 was not the stage for us, because we spun on the exit from a tight section onto the main runway which on top of our previous escapade wound Bob up so much that despite warnings from me we hit the bales again at the same place as before, only this time to even things up, on my side.

Back to service Mark & Martin swarmed all over the car in an attempt to get the gearlever back on and keep us going. With a temporary bodge we went out to stage 4 and this time Bob kept it together and drove a superb 6 miles and even kept Graham Hawkridge well behind us on the tricky bits until his extra power showed and he passed us on the main runway. Unfortunately the bodge on the gearlever failed and it came off again, so in the break between stages 4 & 5 Mark & Martin had another go at fixing it.

By now we were determined to finish, as the retirement rate was high it would be an achievement to get to the finish but we did not want to slow down. In the end Bob drove the last two stages really well despite the gearlever coming off again and we made it. I am not sure of our position as yet but I would put us in the low twenties on stage times.

The event itself was superb, the stages were excellent and everything went off smoothly, to time and without delays. Well done Malton Motor Club, infact Steve Lancaster who was out Marshaling said it was the best day out he'd had.

My own personal thanks go to Mark & Martin for servicing, the entire Stoker family for the superb sandwiches but mainly to Bob for giving me the opportunity, his driving was excellent and I was totally impressed by his speed and control.

Roll on the next one!!!!!!

Richard S. Simpson.

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See Becky Kemp or Barry Dove.

REPORT: KEITH OSWIN—

▶▶
the complexities of the points system making it difficult to clearly judge what was needed this weekend.

The officials out in the field on Saturday seemed to have been absent from several meetings of the charm school. Throughout the event there were instances of stropmy marshals who had been told not to grant access to the ludicrously complicated Fire Tower service area yet not been told why. people without passes were being allowed where those with accreditation were not and blue blazered chaps simply being pompous for the sake of it. But the worst example befell a leading competitor who had to endure verbal abuse from a driving standards official for no apparent reason. It did the event no credit at all and merely antagonised those with genuine reasons for doing what they were doing.

MR ANGRY

So what do you think of that? Thank you very much Mr. Oswin for your kind words after we've all worked our nuts off for a year for no reward and obviously no thanks. Quite frankly if someone had written such rubbish in a decent magazine I'd have been double angry but since Autosport is merely the Sun of the rallying scene (full of big t_t_s) maybe I'll spare Mr Oswin the pointed stick in the eye.

I mean, just because he couldn't get into the grounds of the Ravenscar he seems to have had it in for us right from the off - as he was told, he's only a journalist, not a service crew or anything important, the event would run whether he was there or not. After all we are noted for our tact and diplomacy, so why should the pillock take offence.

As for the fire-tower service area, well I thought the blue blazer gave rather an important look, not to mention the traffic wardens cap; he wasn't going to be allowed to get in the way of competitors, offending them by

CONT....

(MR ANGRY CONT....)

asking stupid questions. As he was told if he wanted to know what was going on to p... off to the press office and ask that nice Mr Ineson. But you can't help some people can you? Then again, can you reason with a bloke who calls a service area with one entrance and two exits "ludicrously complicated". Maybe that's why he was one of the four reported for poor driving standards on the event.

I do take exception to his bit about "a leading competitor" I mean, be accurate, it was Russell Brookes, not a leading competitor who suffered the so called "verbal abuse". Brookes comments about British marshals didn't go down very well either when people are giving up their time to provide a days sport for an over-paid over-rated rally driver; its not our fault if hes getting buried by a farmer in an old Escort is it?

Wait till the RAC Rally when he won't have an excuse for not winning as he's got a Lancia. Mind you the penalty for a jump start on Dalby won't help him!

So thats two more people off the Christmas card list. Watch out Messr. Oswin and Brookes, remember which side your bread is buttered 'cos we will only take so much, and speaking of charm schools, I've not seen you there very often either!

TOUR OF MULL RALLY OCT. 9-11TH 1987

PAMELA WHITE/IAN PARKINSON.

Having temporarily traded in Barry Dove for a bit of younger stuff!! I teamed up with Ian Parkinson from Ilkley & District (What club!!) as navigator for an attempt at Mull.

Tuesday morning 4am we set off. Ian & I led in the rally car while Peter and Steve Smith followed in the "service barge". In between lorries on the A66 we lost the service crew, but decided not to wait for them as we had our crash helmets, licenses and Ian's toothbrush so priorities of course were to press on. Unfortunately my chances of a dirty weekend with Ian were spoiled as husband, Peter caught up with us near Gretna Green.

Our neighbours at Gruline were Carolyn & Phil Sykes - these Quip Jackets get everywhere - and we were to see several familiar faces throughout the week. Ian & I spent the week practising and also tried out John McNichols pace notes which were brill - thanks John - shame I couldn't do them justice. Peter & Steve spent their week doing P.R. work in the pub - or so they said!

Friday arrived and car 122 set off for 140 miles of roads, after rectifying a nearly last minute clutch cable failure. By the time we had convinced the commentator that Ian was not Barry Dove it was 5-4-3-2-1-GO!! and the Escort set off for Tobermory Harbour. The route was to use familiar roads in various computations - familiar to those who had been before - mind you they looked the same - it was a matter of whose side the sea was on this time! The first night was soon over and bed beckoned at 7.00am

Saturday afternoon arrived, 11 miles of stages in a total of 50 miles. The forest stages were great fun and were a new experience for me. Ian seemed to enjoy himself as tried to get out of the car on Fishnish 3 - must have wanted to

spectate instead.

Saturday evening was a killer, the night never seemed to end - we had 160 miles to go before we fell asleep. I was driving so slow that the Navigator fell asleep - Twice!! Due to earlier cars roll the penultimate selective delayed 45 mins. which seemed an eternity.

Anyway we survived the Rally with only a minor indiscretion with a bank and in 75th place out of 90 finishers. Bernard Fernyhough and Andrew Williams well beat us in 37th place, Well done Bernard!!

LARKSPEED TROPHY RALLY

Car 30

Neil Du Cros/Andrew Ball

Sunbeam 1600

My first ever rally as a navigator was last year's Larkspeed so I was very pleased when Neil offered me a place in the "Team Hairloss" Sunbeam on this year's event.

On the Thursday before the event Neil assured me that the car was ready apart from a few minor points which we could fix on Saturday morning. I arrived at Neil's at lunchtime on Saturday to find him with his head under the bonnet - he'd just moved the airhorns and next on the list was a dodgy spot lamp which proved to be no problem at all. Then came the tricky one - fire proofing the fuel pump. Well to start with we had a go with a Cadbury's Roses tin (failed) so then we sort of boxed it in and braided all the fuel lines.

"See you at 6.45" said Neil, as I went home to stuff my face to redecorate the inside of Neil's car with. 6.45 arrived and no Neil. 7.15 arrived and a phone call from Neil's cousin Jenny informed me that there was a kink in one of the fuel lines. After fireproofing and straightening the offending article (and pouring a gallon of petrol on the road) the area around the pump looked like part of the editors Maxi and smelt not unlike a Molotov Cocktail. Undeterred we bodged it all

up again and hid it away with tools and things.

We arrived at Leeming Bar and sailed(?) through noise.

We also managed to get through an an Eagled Eyed Scrutineers check sheet - the airhorns did'nt work but the scrutineer was satisfied when hw heard a noise as I touched their live wire against the battery!

Plotting was at Sutton Bank to deter the lunatic fringe of spectators from driving around the route - a tactic that seemed to work.

The first half was all on 100 apart from 2 short selectives which took us back up to Leeming Bar for petrol.

The lessons from the 1st half seemed to be;

(i) Glazed DS11's don't work very well

(ii) the ford at 1 00/6785 gets deeper every year

(iii) if there is a long straight you'll come across at least one smokey

(iv) Don't follow someone down a muddy road cos you can't see a thing

(v) don't go through Easingwold too quickly or you may get Esqourt on your roof.

The 2nd half used alot of the better moorland roads and on Grinton we chose to ignore (iv) and followed a faster car in the fog ? great idea. All you do is follow his tail lights in the foggy bits and then pass him when he does'nt know which way to go at the tricky spot.

The last selective used Cocked Hat and our only indiscretion was when we decided to go straight on instead of taking a 90 R. The field was very muddy but it was better than hitting the telegraph pole. Mind you, we were'nt the first or the last to do it - were' we Caroline?.

Back then to Leeming to compare times then we went home while the keenies stayed to hear the results.

We apparently came 26th (an improvement of 40 places on last year's attempt) with Roland and Paul 2 places behind us.

Many thanks to Neil for a great night and many thanks to all the Trackrod and Leeds University Marshals who turned out - nice to see friendly faces.

Andy

TOUR OF MULL 9,10,11th OCTOBER 1987

BERNARD FERNYHOUGH/ANGUS WILLIAMS.

Once again, for the fourth year running, the time had come for the little white Sunbeam, sponsored by Angus Williams, Painter/Decorator of Tobermory, to be loaded onto the trailer, and the gruelling 340 miles to Tobermory undertaken.

The organisation for our departure on the 2nd of October, can only be likened to that of a military manouver. Yet Bernard was still trying to convince me that it was worth using our annual two weeks holiday for this venture. Despite the use of his mum & dad's 2.0lt motor caravan, I was still not allowed to load my one bag of clothes until one hour before our departure, incase the precious space be required by yet another crankshaft, diff, gearbox or something of equal importance!

A relatively uneventful journey ended in Oban, where we were spending the night before catching the morning ferry to Mull. A pleasant surprise awaited us, outside the Guest House....Angus the loyal Navigator was waiting. This could only lead to one thing..... a good night out in Oban. What an understatement..... Norman McLeans jokes were so funny, that Helen, Angus's wife laughed her contact lens out.

Mull was reached safely on Saturday, and the rest of the week was spent discussing tactics for the coming weekend's sport. The annual Thursday night Tour of Tobermory was given a miss, apart from one member of the service crew who managed a noble performance.

Friday 9th arrived, and with it the rain, Scrutineering & Noise was no problem, so it was just waiting now. Night arrived, and with it the Frost and also a full moon. My task was to ensure that the service barge was firstly at Gruline and then at Craignure, to fail would be a hangable offence.

Bernard and Angus were seeded as number 67.

During the first half they spent a lot of time sideways with a few near moments, especially at the narrow bridge between Tobermory and Dervaig. They entered it backwards but a good spin lined it up. The remaining flat to hairpins was no problem.

Second Selective - Calgary to Kilechronan was uneventful, but they managed to catch a minute man going into the Control. First petrol, then Greebin Rocks to Loch Scridain and first service. By now a half-shaft bearing was leaking but not seriously, so a quick check and fill with petrol.

The first Selective after petrol was a 25 miler to Dervaig, past minute man at Calgary, flat down Glen Aros, Greebin Rocks to finish at Loch Scridain. They were lying 42nd O/A on the first night, but both felt they could have gone quicker.

Saturday morning dawned dry with Sunshine and the first objective was to change to forest tyres and then refit new half-shaft. They left Tobermory at 13-45 for Dervaig Forest, and a very near moment. The first medium left became a shortcut up the bank instead of the easy way out. The rest of the afternoon was uneventful, except for the difficulty of driving against the sun.

Saturday night started at Craignure, with the Sunbeam back on Avon Turbospeeds. First selective was Loch Scridain, and they were really pulling back time from Friday night. Everything was falling together, Greebin Rocks was another fast selective, they came into control with rear brakes on Fire! Oil seals in both half-shafts ruined..... bearings must have been faulty.

First petrol at Gruline and then the long one, Due to previous traffic problems at Aros Bridge, the Selective started 150 yards into the Glen. A very fast selective and they were within 100 yards of catching the minute man up, and everything was flowing well until....."Crest Fast Right"..... which became a glance of the rocks, down a ditch and sideways against a tree on the opposite side

f the road, and Angus was heard to say.....
As I said, Crest Fast Right....MAYBE!!!! " somebody has been listening to Ian Grinrod on the anx.)

Shaken but not stirred, they continued through Dervaig to Calgary loop and onto Service. An inspection revealed slight damage to off-side rear wing, and petrol filler cap(a hammer & chisel job to remove it). Unfortunately Angus's door and rear wing had been Re-modelled, a bit of plastic surgery needed - but nothing to prevent them continuing. A brief discussion was heard with the clerk of Course, Mike Birt, because he just happened to walk past as we were filling up with petrol and pointed out that the petrol was running down the pier, which meant they couldn't start. Being crafty Bernard allowed it to drain past the pole, and threw a jerry can into the back of the car, and off they went.

Loch Scridain was the first selective after petrol. They were back on pace, but the extra eight did slow them down a second or two. Onto Creebin Rocks - Glen Road, non-competitive through Dervaig - Calgary Loop - Torloisk Junction over the hill road, narrowly avoiding car 64, upside down in the middle of the road. Down to Dervaig for the last selective. The frost was coming down very hard, but didn't slow them up - being a favourite selective for them, they did it very fast, Past "Newdale" Rally HQ, and onto a screaming finish, a welcome sight.

Finally finished 37th O/A, and had a great time. There is no doubt that they will be there again next year. Perhaps a slight modification might be necessary, the helmet carrier will have to become a baby seat, for Angus's first child, due in the spring, might as well start them young then they can learn from the mistakes!!!!

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Well it didn't seem like 12 months ago (or just over now) that I was on my way to the Isle of Man for this years Manx Rally, but doesn't time fly? Messrs Bean & Goodall were this years partners in crime, and who could tell what would happen, I had a clue as I went to Mull with them last year.

As everyone will be aware the Manx Rally is over three days, run in daylight on closed roads, and pace notes. Put that together and, well, those of you who have been, will know what it's like, If not try it sometime. (the Rally is exciting also)

The Manx over the last four years has become the type of event where one takes ones waterproofs. This is due to the fact that when it rains on I.O.M. it P it down.

With the lack of group B cars on the event, to me the event has returned to Rallying as we knew it in the 70's, Rear wheel drive cars and things like handbrake turns etc. much more exciting than watching someone throw a car into a corner then just driving round.

The only thing that spoilt the event for me was learning that Team orders had been applied. With Phil Collins going crashing out on the second day, leaving Jimmy McRae up front and being very hotly pursued by Mark Lovell, both in Sierra Cosworth's. There was no two ways about it Lovell was going for gold, and taking a number of seconds out of McRae on each and every stage, team orders were applied in favour if Jimmy but Lovell was still catching him.

At the end of the event the time gap was in the region of 40 some seconds, not a lot considering they had covered 41 Special Stages.

With McRae only needing to be in 4th place or higher at the end of the day, it makes me wonder, that, if team orders had not been applied, who would have won and by how much,

Cheers till next time!
Malcolm Jagger - Press 1987.

TRACKROD TROPHY POINTS JULY '87

Trackrod/Newman Trophy

R. Kemp	68
J. Westmorland	35
B. Dove	35
R. Simpson	25
R. Mackinnon	25

Editors Trophy (4 events gone)
Drivers

J. North	23
B. Ferneyhough	20
P. Sykes	20
C. Sykes	16
I. Richardson	16

Service Crew Trophy

V. Fletcher	20
M. Varley	20
B. Dove	5
R. Kemp	5

Navigators

D. Lee	23
J. Bean	20
C. Harber	20
J. McNichol	17
P. Sykes	16

CJ & DW Taylor Trophy
(Best lady competitor)

C. Sykes	192.2
J. Smyth	163.1
J. Dove	67.5
V. Renny	38.3

Shell League Trophy

J. North	181.5
P. Green	92.5
R. Endley	90.7
C. Harber	84.2

Off Road Events Trophy
(Not TMC Events)

J. North	356.7
P. Green	92.5
R. Jackson	65.0
D. Lee	58.8

Rally & Speed Autotest Trophy

J. North	11
R. Ineson	11
R. Mackinnon	5
J. Renny	5

Dickinson PCT Trophy

C. Batty	10
J. North	10
R. Cross	9
I. Miller	9
J. Dove	8
R. Mackinnon	8

ANCC Rally Navigator

J. McNichol	134.2
C. Harber	105.0
P. Sykes	84.2

ANCC Rally Driver

P. Sykes	105.0
C. Harber	84.2
P. Chambers	24.2

(TROPHY POINTS CONT...)

FSB Trophy Driver FSB Trophy Navigator

J. North	32	J. McNichol	60
R. Endley	27	D. Lee	32
T. Whittaker	24	V. Fletcher	27
J. Cope	19	J. Smyth	24

Lloyds Stages
(Multi-Venue)

T. Whittaker	124.8
P. Lilley	88.3
D. Unsworth	52.5
N. DuCross	25.8

Crest Hotels Trophy
(Single Venue)

B. Colligan	105.0
J. Cope	82.7
S. Bell	68.6
D. Unsworth	62.7

Marshals Trophy

R.S. Simpson	70
J. Westmorland	25
M. Westmorland	20
R. Kemp	20
B. Dove	15

Gordon Jefferson Co-Drive

J. McNichol	196.3
J. Smyth	163.1
D. Smith	115.4
S. Sanderson	68.6
M. Dixon	39.4

J. WESTMORLAND
(Trophy Points Sec.)

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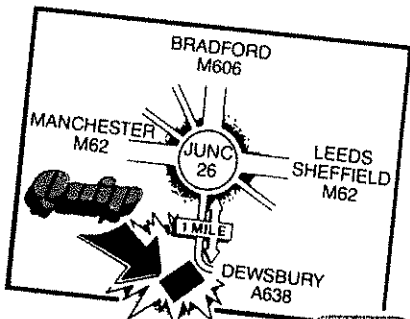
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