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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 207

APR. '88

EDITOR

G'day, Well first of all I must apologise for the magazine being a week late, but due to the pressures of work and also the Easter break, there wasn't a lot I could do about it.

At the moment I'm sat here typing away in sunny North Wales, I emphasize sunny 'cos every other time I've been here it's been dull and raining.

Elsewhere in this mag you'll find a copy of a letter from the organisers of the Tudor Webasto Manx Rally regarding Marshalling and various other duties on their event, If anyone is interested will they please give their name and address to me before the end of the month so that I can forward them onto the Organisers.

Anyway folks I've nothing else to write 'cos I haven't been involved in anything recently except Marshalling on the Northern Lights, But judging by the various reports there is quite a lot happening at the moment, so please keep the reports and articles coming in,

Cheers for now,

Chris Sharpe
Editor

PS In a drunken state last weekend I got engaged!!
So if anyone wants to celebrate/commiserate
with me I wouldn't say no to a pint!!!!!!!!!!

CHAIRMANS CHAT

Well here we are nearly summer again lets hope the weather is better than last year and as this magazine is one week late I hope you all had a good a Easter holiday.

Last month saw the second of our monthly "themes" with Richard Ineson and Ronnie Mac giving an interesting and illuminating talk on how to be an Autotest expert. I am sure everyone who listened learned a lot especially as Richard was giving practical advise the following week at the Auto Safety Centre. We can use this venue again so lets hope that we can have a club night Autotest as soon as the nights are lighter.

The date for the Economy run should be in this months mag (and is - Ed) and we will be having a Marshals training evening in May which will take in Timekeeping, Sector Marshaling etc etc.. exact dates for talk and practical night will appear in next months magazine.

On the personal scene March 20th saw me out Co-driving for Pamela White on the Holderness Trophy Rally. This three venue stage event used Alamein, Leconfield and a superb spectator stage at Dalton Park and as it was a round of the Shell Oils League a full field of 90 crews started the event. I was a little apprehensive at the start as Bob (Stoker) and I had just started to get it together before he sold his car and here we were starting to get used to a new driver: but there was no need to worry as Pam is a very competent driver and everything clicked into place from the start and she drove extremely well to finish a commendable 51st overall just pipped by 2 second by David Unsworth and David Smith in their indecently quick Lada Riva. Also out on the event were Allan Powell and Barry Dove who put in some consistantly quick times to finish 16th O/A and a superb 4th in class although at the finish they were a little disappointed not to be higher. The fourth members of our Shell Oils team fared worse unfortunately as Tom Whittaker and Jackie Smyth blew the engine on their immaculate MK III Escort

on the very first stage. This was diabolical luck as their time was on the pace despite the car misfiring most of the way round.

The following week saw the York National and again the club was well represented both on the entry list and on "our " stage at Pickering on which I was Commander.

The stage itself was 7.3 miles of prime forest starting at Levisham Station and finishing up on Gale Rigg. The stakes had been set out the day before by Roland Cross and Ian Miller and so after a leisurly breakfast (Cheers Roland!!)and with much appreciated help from Richard Anderson and members of LUMC it was only a case of putting out the arrows and setting up the start and finish areas.

This was quickly done and we soon had the stage manned and ready. Unfortunately we encountered a delay when course car broke everything and had to limp out but after this no further problems were encountered and the stage ran to perfection and a day when the weather was kind to us as well. My thanks go to everyone who came out and marshaled, ran the radios and manned the clocks in a good proffesional manner.

By now you will all know that this years Costa will be a single venue rally at Manby near Louth and obviously as this is the first such event the club has run and we will need all of your assistance on the day, which is on the 31st July, to make it a success so please see myself or Barry Dove for details of where you can help.

Well that seems to be it for now don't forget to see Malcom Jagger regarding the Des Winks and Endeaver stages and until next time

So until next time,

cheers,

Richard

SOCIAL CALENDAR

Apr.	Tues 5th	Crown, Boston Spa E.G.M
	Sun 10th	April Fools Autotest
	Tues 12th	Roundhegians R.C. Talk on Economy Runs
	Tues 19th	Beehive, Thorner Economy Run
	Tues 26th	Roundhegians R.C. Noggin
MAY	Tues 3rd	Crown, Boston Spa Open Forum & Scalectrix Eve.
	Sun 8th	Economy Run See Separate Article
	Tues 10th	Roundhegians R.C.
	Tues 17th	Beehive, Thorner
	Tues 24th	Roundhegians R.C.
	Tues 31st	Clubnight P.C.T.

Well plenty happening again and there are a couple of dates free if anyone would like to organise another scatter!!! Damn good fun Eh what!! And may I say in reply to Steve you forgot that we were working on BD time and as for me knowing my way around a map, well what can I say ask Rod about my navigation on the Christmas Stages. If any of the newer members have any suggestions on what you would like to do on a Clubnight, suggestions are always welcome,

Rebecca Kemp - Social Sec.

Sec's Scribble

Isn't it great now the light nights are here? and motorsport also seems to have reawakened at last (I don't count the Delacy thing 'cos thats boring.

The York National saw the return of real forest racing and what a turnout from Trackrod; no fewer than five crews out contesting a national Forest Rally. The club also supplied Stewards, Service Crews and helped run a stage into the bargain and hopefully all had a good day - I know I did, after the hangover wore off!!

It's always good to see familiar faces and speaking of which it's interesting to see so many ex-roadrallyists turning up on the stages. The transition is not easy to cope with, though some are coming to terms with the completely different style required. Steve Retchless was second to Steve Bannister on the Lakeland Stages before mechanical problems dropped him down (not bad in a road rally car) and Steve Egglestone is also suprising people by his pace and style in a similar car. Steve Hill deserted the lanes a year earlier and is now challenging strongly in international company.

I'm sure the future is bright for many ex-roadrallyists if they want to turn their attention to the stages - talent will always be out.

Personally I'm enjoying involvement on the stages - It's different but not always in a bad way and not always in the ways you expect. I suppose the objection to turning to stage rallying is the expense but in at least one aspect it is much cheaper and that's tyres. On the York National John Cope & I used Colway Nora pattern 165 x 13's and the things were like new when we finished - and at 20 each that's much cheaper than scrapping 6 Avons at 45 each on a Motoring News round. I'd still rather do the road rally but I'm afraid that it's no longer possible and we have to find our fun where ever we can.

On a different note it has been suggested we should have a "reunion" club night for our old members, I'm sure many would like to meet up again and perhaps we could show some of the "older" films like " From Harrogate it started" Pity we can't have beer at two shillings a pint too!! I'm sure that would drag a them out. If any of our older members would like to organise such an evening please have a word with any committee member and it will happen!

John McNichol

RIPON MOTOR SPORT CLUB.

Dear *Richard*,

On behalf of the Ripon Motor Sport Club and Officials of the Riponian Stages I wish to express my sincere thanks for your most valued support in sending Marshalls.

The calibre of marshalling and accuracy in setting up the stages as well as dismantling prior to the equipment collection was superb.

I trust that you will support us again in December 1988 when it is hoped to organise the event again.

Once again, many thanks and may your motoring year be very successful.

Yours faithfully,

Maurice Pook
Maurice Pook.

(Chief Marshall).

18 Eskdale Grove,
GARPORTH.
Leeds.
LS25 2AU

COMPETITION CALENDAR

PCT's, AUTOTESTS & HILL CLIMBS

APRIL	17th	Hill Climb, Baitings Dam Shipley & DMC
	17th	Warburton Autotest Bolton Le Moors Map 109
	17th	P.C.T. Ilkley & DMC
	20th	Autotest Ilkley & DMC
MAY	8th	Autotest Ilkley & DMC
	8th	Autotest N.H.M.C.
	15th	P.C.T. Trackrod MC
	18th	P.C.T. Ilkley & DMC

RALLIES

APRIL	17th	Single Venue Potteries & Newcastle Map 129
	16/17th	Colman Tyres Otley MC Maps 98, 99 & 104
	23rd	Tour of Hamsterley Alwoodley MC Maps 87, 88, 92 & 93

APRIL	24th	Single Venue - Leconfield Wakefield & DMC Map 106
MAY	1st	Endeavor Stages-Olivers Mount Whitby & DMC Map 101
	7th	Manx National Manx AS Map 10M
	7th	Mild & Bitter Stages MORecombe CC Maps 92 & 102
	8th	Single Venue York MC Map 104
JUNE	5th	Single Venue Grimbsy

ENTRANTS LICENCE NUMBER:- 0695

As you can see we have been invited by Ford Motor Co. LTD to contest in a National quiz. Please look at the questions and answer as many as you can then hopefully we can pick a team to go forward to represent OUR Club.

Put your answers on a sheet of paper noting the different question groups and give them to me for a copy of the answers.

Hope you enjoy them,

BARRY DOVE
COMPETITION SECRETARY

ANSWERS NEXT MONTH



Ford of Europe Incorporated

Stuart Turner
Director - European Motor Sports

Brantwood Essex CM13 3BW
Telephone
Brantwood (0274) 253000

March 10, 1988

Dear Club Secretary

As promised, enclosed are questions (and answers) which you may consider using to help select your Club team of three for the Ford Motorsport Quiz; we have split the questions into racing, rallying and general motoring knowledge and you could either use them all at once or over a series of club nights. We have tried to make the questions fairly typical of the ones which will be set at the Area Finals, but don't be discouraged if you don't get particularly high scores - we didn't when we tried them here!

Also enclosed is a reply paid card which we would like back by 15 June as confirmation that your Club is entering the Quiz - if we don't receive the card we will assume that your Club is not entering and we won't bother you any further. By 15 July we will advise competing Clubs of the dates and venues of the Area Finals, which will be spread around the country to reduce travelling to a minimum.

Clubs with several centres or regions, with their own organisations, may enter one team for each of them. We hope that your Club will decide to enter the Quiz and will find the enclosed questions helpful in forming a team.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Stuart Turner". The signature is fluid and cursive, with a large initial 'S' and a long, sweeping underline.



MOTORSPORT QUIZ

1988

GENERAL MOTORING

- (1) What do the initials BMW & V mean?
- (2) For what motoring component is the West German BBS concern best known?
- (3) MG only made one twin-cam engined road car. Between which years was it made?
- (4) Of which British motoring magazine is Tony Dron the Editor?
- (5) In what year was the original Audi Quattro put on sale?
- (6) What is the full title of Ford's 'Evolution' Sierra which was homologated in August 1987?
- (7) Which European make of car uses the word 'Cloverleaf' in some of its model titles?
- (8) What was the Japanese equivalent of the Triumph Acclaim of the early 1980s?
- (9) What company makes the Renault Espace 'people carrier' on behalf of Renault?
- (10) Who was appointed Chief Executive of the RAC MSA in 1987?
- (11) What was the first car to be marketed in the UK which could only be run on unleaded petrol?
- (12) Austin-Rover will introduce a brand new small-car engine in the next year or two. It has already been previewed. Under what title?
- (13) If you want to take your car with you, on the train, in the UK, what network must you use?
- (14) How old is Enzo Ferrari?
- (15) In which motoring magazine did 'Clyde Puffer' have a regular gossip column?
- (16) What was the model name of Honda's first two-seater sports car to be sold in the UK?



WORLDSPORT QUIZ

1988

RALLYING

- (1) Where is Ford of Britain's 'works' rally team based?
- (2) What was the first four-wheel-drive car to win the Lombard-RAC rally?
- (3) Who is the longest-serving driver in the Lancia works rally team?
- (4) In which country is the Safari rally held?
- (5) Who was the co-sponsor of the Motoring News Tarmac Championship in 1987?
- (6) With how many makes of car has Hannu Mikkola won the Lombard-RAC rally?
- (7) For which team did David Llewellyn drive in 1986?
- (8) Who won the Lombard-RAC Golden Fifty rally, for historic cars?
- (9) Which is to be the host town (HQ) of this year's Lombard-RAC rally?
- (10) Who is the proprietor of the Silverstone-based Prodrive rally team?
- (11) Which driver has started the most World Championship rallies?
- (12) Who was the RAC Open Series rally champion in 1986?
- (13) Who is the director of Peugeot's motorsport operation?
- (14) In what country is the Bettega Memorial rallyspring event held?
- (15) One World championship rally was won by a Lancia private owner, in 1987. Who was he?
- (16) Ford Escorts won the RAC rally eight times in the 1970s. Name any two of the winning drivers?
- (17) What type of engine was first used by the 'works' Triumph TR7s, when they entered rallying in 1976?
- (18) Who is the head of the European Mazda rally team?
- (19) What make of car won the Paris-Dakar rally of 1987, and who was driving it?



WORLD SPORTS CAR 1988

RACING QUESTIONS

- (1) Who won the F1 Driver's Championship in 1987?
- (2) On how many circuits has the post-war series of British F1 Grands Prix been held?
- (3) Who was the World Sports Car Champion driver in 1986?
- (4) What is the length of the Brands Hatch Grand Prix circuit?
- (5) What is the official F1 lap record of the Silverstone circuit?
- (6) What was the first race in this year's North American IMSA series?
- (7) Lotus is sponsored by Camel. What is a Camel?
- (8) How many F1 races make up the official 1988 Grand Prix calendar?
- (9) Which British driver will lead Nissan's European racing efforts in 1988?
- (10) In terms of race victories, who was the most successful British Formula Ford driver in 1987?
- (11) Benetton is a well-known F1 racing team. What was the previous name of this team?
- (12) Which driver was narrowly beaten by Niki Lauda, when he won his last F1 Drivers' Championship in 1984?
- (13) How many times has Nelson Piquet been F1 World Drivers' Champion?
- (14) How many F1 Grands Prix did Nigel Mansell win in 1987?
- (15) Who won the F1 Drivers' Championship in 1982, but only actually won a single race?
- (16) In which year did Alain Prost first win the F1 World Driver's Championship?
- (17) Who was the last Briton to become F1 World Champion driver?
- (18) Andy Rouse is probably Britain's most famous touring car race driver. Where are his team's workshops?

spirits were still high as we still held second overall.

Silton then Boltby and by SS19 Gale Rigg at 1.15 in the morning we had moved to 1st overall by 55 seconds, 2 more stages then service in Scarborough still 1st by 1 min 16 secs. Service on Marine Drive change brake fluid & weld the exhaust manifold, then into "Parc Ferme" while we sleep for 1 1/2 hours, thanks to Peter Green for the Astra GTE Hotel.

Woke up both feeling worse than ever, picked the car up then onto Dalby 1 - 20 miles of it.

What a way to wake up 20 miles in 23 mins 36 secs. My god now I'm awake!!!! Trackrods stage next, good to see some welcoming faces. With high spirits we attacked the next 3 stages with venom and then wykeham 1/2 way thro' I called Hairpin right, car flowing across Apex---Bump!! Jumped out of the car to see 1/2 shaft broken at hub end
"INSTANT DESPAIR"!!

Not again, radio service crew for another 1/2 shaft and tools, Tom & Jackie duly arrived but it was to no avail by the time we had effected the repair we were 9 mins OTL

What a magic event, we had both had a fabulous time supported by a great service crew, our thanks to Becky, Richard, Mark, Tom, Jackie, Peter & Mark (Eastwood)

We will finish next time?

Report to follow

Barry Dove/Alan Powell

CARTEL '88

CAR NO. 137

ALAN POWELL/BARRY DOVE

Having worked hard on the car all week for what was to be my first National event Friday afternoon arrived.

Down to Bradford for noise and what was to be the easiest scrutineering session yet (or he recognised good preparation) Hee Hee!! Signing on dragged on from one Hotel room to another but passed without a hitch - Roll on morning.....

SSI Harewood House, remembering when Trackrod ran it I called what I could to Alan, across the pasture to 90L onto tarmac past the front of the house (first mistake) I called left into hairpin right after speed bumps (where). Car set up beautifully but No Left OOps sorry Alan Hairpin right - made for a fabulous photograph.

Onto Wass after service at Sutton Bank, uneventful but fast, then Deer Park.

Computer results sheets showed we were 3rd after 3 stages 32 to go!!

Alans plan was to go easy!! during the day and give them hell during the night (gulp), to that end we fitted all new tyres at Carlton Service in the late evening and began to set about the opposition - By stage 8 we had reached second overall and began the fight with Ian Davidson behind in a BDA and Mr. J Scrivener up front in another quick Escort.

The night stages were absolutely Electric, Mr. Powell showing some driving skill that left me somewhat speechless and my overalls full of!!, But I'd packed plenty of "pampers".

Having fitted the fuel pump from the service barge earlier to solve a lack of Revs above 4500.. we found the problem was actually the (extinguisher) venting into the engine bay because the cables were a bit tight. As night fell we moved to Guisboro via service at Ellerbeck Bridge which was quick thanks to Tom & Jackie and our

1988 ECONOMY RUN

Date - Sunday 8th May 10am to 10.30am
Start - Texaco Station, Otley Road, Adel
MR 104/270400

This years economy run is to held on a Sunday morning to hopefully attract a few more of the club members, who are unable to arrive on a club night before 8.30pm. The 10am start allows people to have a lay in bed, and also gives me the chance to run a longer route, and last but not least, give people the chance to still have a drink before last orders are called.

The longer route will enable people to really try their best to use as little petrol as possible, but not allowing people too much time to get out and push.

Map 104 will be required, plus pen and paper to write down answers to a few simple questions, and also a romer if one can get ones hand on one. Time allowed will be around 2 1/2 hours so the sooner you set off the sooner you will return,

Cheers for now !

Malcommn Jagger

P.S. In last months mag, Steve Lancaster asked how did I win the navigational scatter, well Steve I pedal the Nova quick, John Bean (Navigator) is colour blind, we are the two heaviest members of the club, and a third passenger in the car, this being Anne Moffat (drivers girlfriend)

That's the way to do it Steve!!

YORK NATIONAL FOREST RALLY

Our first event since the '87 Quip, a change of car from the GP. A Nova to a White GP. N Astra GTE in the Production Class.

An early finish from work ensured that we would reach scrutineering in good time. The way things worked out this was just as well 2 1/2 hours after arriving we had removed the lamp brackets and satisfied the scrutineer about our alloy Roll Cage.

There are advantages to reverse seeding when you are running early, but not the time you get out of bed especially when the Hotel doesn't provide breakfast until after we were due at the start. However sunshine and coffee saw us to Weapness by 8.30am. A delay on Stage 1 was caused by waiting for the Porche 00 to clear the Stage. The first half of the Stage passed without problems but despite the driver & navigator being non-smokers the car was filled with acrid smoke & fumes. We never did find out what caused it, but it did not reoccur.

The next 2 Stages were Sneaton and Langdale then 20 minute service at the Firetower, thankfully there was nothing for our "new" service crew to do ! Out of service and into the long Dalby, yet again a wait for the Course Car to clear the Stage, no problems here and only 1 visit to the woodyard. Wykeham North & South passed without incident, however the Bickley Stage missed Junctions 1 to 6 as the Stewards (thanks Rod) felt that this part of the Stage was unsafe.

Back to Service at the Firetower, just as the last crews were arriving for their first service. Again no problems with the car not even petrol was needed. We quickly ate our lunch in order not to be late booking out of the 20 minute service. However as we found afterwards on the way to Dalby 2, It was a 30 minute Service!! hence 10 mins road penalties.

On Dalby 2 despite Mikkola's bend and unclear markings for the stage in the road book we managed to get to Newton Dale, the Trackrod & Leeds University run Stage. We would choose our own

stage to leave the road ! However no damage was done and not too much time was lost in the ditch. Thanks for the comments on the back of the car Tefal.

The only exercise recieved by the navigator on Saturday was opening and closing the gate between Newtown Dale and Cropton. Back to Weaponess, to meet our faithful service crew and then to Southlands to have a well earned drink and await the results.

The road penalties acquired through a short service contributed to our award for the last finisher, without them 3 Trackrod crews would have finished on the same minute.

Thanks to York Motor Club and all the Marshals for a great day, and to Rob & Chris Buchan & Jacki for servicing.

Stuat Bell & Stephen Sanderson.

P.S. Official results received by post Monday morning, can anybody beat this??

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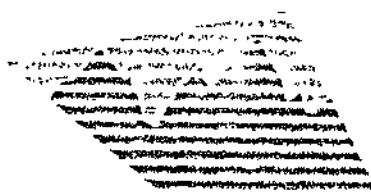
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If so please give your name and address to Chris Sharpe before the end of April.

Tudor Webasto Manx Rally



AUTO GEMINI

RALLY SAFETY AND RESCUE COMMUNICATIONS

All licence holders on the RAC MSA B6.4375 Mhz.

Date:- 15.02.88

Ref:- 1988 MANX INTERNATIONAL RALLY.

I have some information about this years Manx Rally being held on the 14-16 September. Mike Summerfield of Rally Radio Link is controller and I as Radio Co-Ordinator for the Island will be assisting him and the organisers to staff the rally for safety cover on B6.4375 Mhz.

Previously the rally has been controlled and run on the Civil Defence frequency and CB radio which is not the best set up. In the past couple of years BS has been used for safety cover. We would now like to have full safety cover, which can only be done with your help.

Can I ask you as the recognised licence holder to take information to your team/club and see about the possibilities of some of your radio crews operating on this event.

There will be a package deal by the organisers which covers the boat fare for yourself and car plus bed and breakfast at selected hotels but these will be limited. The price of the package has not yet been finalised but to give you some idea last year radio crews paid 65 POUNDS PER PERSON FOR 5 DAYS ALL IN

The rally is starting a day earlier than usual Wednesday AM and finishing Friday PM. Giving people more time to leave the Island instead of the usual rush on Sunday. So if you think you could be interested in not only the fastest rally in the U.K but also a few days holiday in September on the Island, the 5 days can easily be extended at the same rates. This ofcourse is not limited to just radio operators but to all that book and sign on as marshals. Maybe others in your party would like to marshal/ timekeep the event. In some cases the organisers have paid for a mini bus from home to home providing the personnel have marshalled/timekept on at least 2 days of the rally.

Please contact me if interested or would like anymore information.

BEST REGARDS

W.A.WILMER
RAC MSA AREA RADIO CO-ORDINATOR



Manx International Rally Ltd
Registered in the Isle of Man No 25092
Registered Office 16 St George's Street,
Douglas, Isle of Man



APRIL FOOLS AUTOTEST
10.4.88

Just a quick thankyou to all who to all who came out to help in one way or another. Thanks to Becky & Jacqui for tidy & efficient results especially Becky cos she had been out all night until 6.00am on a road event, then arrived at 10.00 to do the results.

It was a very good event with 55 entries, David Haigh picking up F.T.D. & 3 Trackrod members also picking up awards.

Reports from competitors & Clerk of Course !! next month.

Thanks again.

S. Lancaster.

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Team Trackrod Stickers 15p

See Becky Kemp or Barry Dove

For Sale.

One pair of 8 X 15 Chrome Weller Steel wheels to fit a Beetle, still in their box and never used, £25 ono. Please ring Peter Stanhope on 0532 672706

For Sale

One pair of 5 x 12 Slotted Alloy Wheels to fit a Fiesta, never been used, £20. Please ring Chris Sharpe on Leeds 580364.

MEMBERSHIP.

If you have any friends who wonder why they have not received thier magazine this month do not blame the post man. Ask them to check that they have paid their subs since I have done as promised, removed everyone who has not renewed from the mailing list.

On a happier note welcome to the following new members,

Lynne Simpson
Craig Thorley
Mark Giles

Peter Stanhope
Membership Secretary.

Braking a stud.

I was working on my car one Monday evening after work trying to replace an exhaust manifold gasket which was leaking. There is always one nut that does not want to come off, this night was no exception. As expected the stud snapped leaving 1/2 an inch sticking out of the head. The car was booked in for an MOT the next day! What can I do?? I needed a stud extractor, but where can I get one at 6.45 at night? I rang B & C Carparts who said that they could drop one off for 8.30 would that be OK? The job got finished and the car passed the MOT so if you are in trouble try giving B & C (see their advert in this months Mag.) a call, they should be able to help.

Peter Stanhope.

SHELL LEAGUE REPORT 1988

After two rounds Trackrod are starting to show their true colours. We are currently in 5th place thanks to the efforts of our Stage Rally Experts.

On round one, the Riponion Multi-Venue Stage Rally, we had a team of 4 cars, all who finished the Event and as a result Trackrod were 6th on the day. A good start for the club to build on and thanks must to messrs. Pearson/Crft 4th in class, Vary/Walker 6th in class, Whittaker/Smyth 15th in class and Dixon/Bensher 24th in class. Many thanks for your support.

Round 2 saw North Humberside's Holderness Trophy Rally, again a Multi-Venue event, but based on Allamain Barracks & Leconfield. a fast event, and again we sported 4 crews. Three new crews being Mesrs. Powell/Dove, White/Simpson (chairman) & Unsworth/Smith, but faithful dyehards Whittaker/Smyth were out again. On the day we were even more successful and finished 4th even though Tom destroyed his new unit, The other three finished well Powell/Dove 4th in class, Unsworth/Smith 10th in class and Pam White/Chairman 16th in class.

As the first 6 clubs stand we can go even higher!!!

1. Selby	519.1
2. N. Humberside	517.0
3. Slaithwaite	450.8
4. Ripon	435.1
5. Trackrod	404.0
6. North Allerton	306.2

That's it for now, keep up the good work,

Ronnie Mac
Shell League Captain

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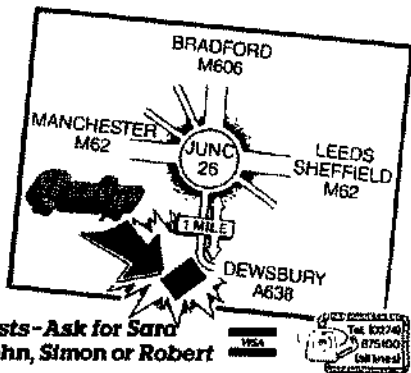
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