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NOVEMBER 1993

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 273

November 1993

EDITOR

Thanks again folks, you've done your Club magazine proud by sending in articles. There's quite a lot happening over the next couple of months, so please let me know about it so that I can get your experiences in print!

Well, our Quiz Team ran on three cylinders this time, namely Richard Ineson, John Renny and Peter Rutterford. The Quiz was held at the back of beyond and I'm sure many of you are still wandering around Emley Moor, lost, because we didn't see you at the Lepton Highlanders on 29th. However, Trackrod, running with only three team members and a very dumb chair, didn't win this time, but we made a killing in winning the raffle prizes. Thanks to our gallant team, not only for being in the Quiz, but for taking such effort to find the place.

The middle four pages contain an insert from the RAC, who are very kindly going to send material of this kind on a monthly basis to Motor Clubs on a trial period of twelve months, so I'll try to fit it into the magazine every month.

We have a fabulous start to next month's magazine articles. Barry has just written a twenty-two page epic. Watch out for this next month folks!!

Anne Moffat

**DEADLINE FOR DECEMBER ISSUE IS
TUESDAY 30TH NOVEMBER 1993**

CHAIRMAN'S CHAT

Hi,

another month rolls by and some things of interest are just around the corner.

At the moment we appear to be eighth in the Larkspeed League - this position will hopefully improve on the last round, our own "Trackrod Lookout Stages" at Melbourne. We are fielding about six or seven crews so we should have a good chance - let's hope our team Captain makes a good choice, notwithstanding this I'm sure everyone will be giving it their best. Good luck to you all.

Trackrod will soon be 25 years old and it is hoped that some events befitting this prestigious occasion will be happening. More details as they become available, your suggestions would be helpful.

Very soon if it hasn't already happened, you will be purloined by Mr Renny for this year's RAC. Please come and help if you can, there is also the day of reconnaissance, Sunday 14th November.

Sorry for this month's scribble, my hand was tired after the last article I wrote. (Barry's EPIC - sorry, Bazz, but your twenty two page article will have to wait till December mag, it's now past my bedtime - ED)!

See you all soon and good luck to our Team at Melbourne.

Barry Dove
CHAIRMAN

SEC'S BIT

The end of the year is coming up fast and November is quite a busy month. Firstly this weekend sees the 5th running of the Lookout Stages Rally at Melbourne Airfield, near York. If you have not already got a job, come along and we will find you something to do.

The Lookout is the final round of the Larkspeed League, and on Friday 19th November there is a new venue for the Larkspeed League Disco. It is to be held at the **Parkside Hotel, Pontefract, M62, Junction 32.**

Then on Wednesday 24th November is the RAC Rally, sponsored by Network Q. John Renny is our main man, so see him ASAP to get a job to help on Langdale - so hurry up!

For those of you who may have thought that the Helix Club Quiz Challenge had been forgotten about, well I can reveal that the Area Finals are likely to be held in December and early January 1994, hopefully in Leeds, so we will need as much support as possible. **WATCH THIS SPACE!!!**

To help you to fly the flag for your Club, Russell Holdsworth is making arrangements to get some sweatshirts and tee shirts, etc., with the Club logo on, so see Russell's article further on in this magazine.

See you soon.

Derek Lee
SECRETARY

SOCIAL CALENDAR

NOVEMBER

- 2 Yorkshire Switchgear Social Club
Meanwood Road, Leeds (104/290 363)
9 Admiral Hawke, Boston Spa (105/434 454)
16 Crown, Market Square, Wetherby
23 Harvester, Wetherby Road, Scarcroft (104/364 417)
30 New Inn, Eccup
VIDEO NIGHT/FREE CHIP BUTTIES

DECEMBER

- 7 Yorkshire Switchgear, Leeds **CHRISTMAS PARTY** (see below)
14 Admiral Hawke, Boston Spa
21 Crown, Wetherby
30 New Inn, Eccup
VIDEO NIGHT/FREE CHIP BUTTIES

CHRISTMAS PARTY - BUFFET AND DISCO 7TH DECEMBER

Yes, its nearly that time of year again with the Xmas Party at Switchgear Social Club, where there will be a buffet and disco, so don't forget, support the club - bring the kids!! - The more the merrier!

Merchandise

As this magazine is being printed, I will have prices for the latest designer wear!! Trackrod MC polo shirts (white); sweatshirts (red or black); and sweaters (red or black). Please see me or any other Committee member for prices and to place orders.

See you next month.

Russell Holdsworth
SOCIAL SECRETARY

COMPETITION CALENDAR NOVEMBER AND DECEMBER 1993

NOVEMBER

7	Lookout Stages (Larkspeed) Adrian Flux Lynn Stages	Trackrod MC Kings Lynn MC
13	Plan Insure Stages (Three Sisters) 13/14 Road Rally	Lancs & Cheshire CC Wakefield & DMC
14	Premier Stages Turnbull Trophy Rally	Mid-Derbyshire MC Tynemouth & Dist MC
21/25	Network Q RAC Rally	RACMSA
27	Demon Rally (Snetterton)	West Essex MC

DECEMBER

4/5	A16 Windscreens (Cadwell Park) Rally Beaver Road Rally	South Bank MC Beverley MC
19	Baitings Hill Climb	Knowldale CC
26	Boxing Day Autotest	Trackrod MC
27	Forest Stage Rally	Northallerton

MARSHALS

I am still desperately in need of marshals for the Lookout Rally - if you can help please see me.

NEWS

Our current Larkspeed League status is eighth place, if we have a good team on the Lookout we could be elevated to sixth.

The Road Rally planned by Huddersfield Motor Club on November 27th had to be cancelled due to lack of wilful helpers.

Peter Rutterford
COMPETITION SECRETARY

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NETWORK O RAC RALLY
LANGDALE STAGE - 24TH NOVEMBER 1993

Just a note to remind you all of the above event which is getting ever closer. We are wanting to get a commitment from you to man and run the stage. The following people should be contacted if you want a job (if they don't get to you first!) Your help is always appreciated.

There will be some operation manuals at club nights - if anyone requires one please see me.

Stage Commander	John Renny
Deputy Commander	Barry Dove
Safety Officer	John Smallwood
Arrival Control	Chris Downes
Start Control	Malcolm Jagger
Finish Control	Becky Kemp

Thanking you in anticipation.

John Renny
STAGE COMMANDER

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1 mag mount ariel

1 bolt on ariel £60.00 the pair

2# 165 x 14 Colway Noras on Citroen BX rims £40.00 the pair

Contact Ian Richardson on 0757 702048

A VOICE FROM THE PAST...

Dear Barry,

Just a note to let you know that I am still around and I do enjoy reading the Trackrod magazines. It's good to know that the club is marching on through these recessionary times, and that so many of the 'names' of my generation are still involved.

My own motor sport is limited to the odd foray into PCT's with the M.G Car Club. The last one we did in the venerable Metro, resulted in a class win, mainly due to the energetic antics of number one son, Richard, bouncing our way to the top. He's a Flying Officer in the RAF now, by the way. Tempus certainly does fugit! Preparation for the event was rigorous, consisting of tidying up the Sunday papers in the back, folding in the wing mirrors and turning the radio off.

I have had a bash at the indoor karting as well. Its good fun but a bit slow after the real thing. At least you can nerf someone off in the indoor karts without worrying about bending your own precious tuned kit.

I read the nostalgia bit of the mag with great interest, and can't help comparing the technical merits of the car I drive now with what we had then. Those cars I could work on. These of today, I can't! Maybe its just as well. I probably wasn't as good at tuning engines as I thought. Just liked getting my hands dirty. Actually, the car I use every day now is technically interesting and comparable in many ways to a Williams Renault.

It has a French engine which is accepted as being the best of its type; engine management system, interactive suspension, traction control and two wheel drive. Unfortunately, it's all in a Citroen TZD diesel Turbo. The engine is good, in the rev band 2000 to 4000, which means some nifty gear change work getting away at roundabouts. The engine management is done by a rev limiter at 4400 revs, which causes the thing to just stop going! Interesting when you're halfway past a truck. The front suspension interacts with the

rear for a smooth ride, but I wonder if the Williams team have sorted out the bunny hops produced by hump-back bridges. Traction control is achieved by a sophisticated device attached to the throttle, called 'the Engine'! It's quite simple. Floor the throttle and the engine refuses to produce enough power to spin the wheels. Why such an inexpensive system can't be fitted to Grand Prix cars, I don't know. I must suggest it to Bernie next time he calls round for a beer.

Anyway, keep up the good work, it's great to know that the club is doing well, and do keep in touch.

All the best.

Steve Lloyd

(Thanks for your letter Steve, hope you don't mind it going to print, and hope you'll write again - ED)

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11/1993

Wheels



Grass Roots Sponsorship

ALTHOUGH no one has clearly defined what "grass roots" means in connection with motorsport (everything except TOCA and FQCA perhaps?) I'm sure a lot of people over the winter will be seeking support for relatively low level '94 competition programmes. Their task may have been made a shade easier by the launch of the Sportsmatch scheme by the Institute of Sports Sponsorship which matches, on a \$1 for \$1 basis, new sponsorship monies going towards (and I quote their announcement) "grass roots" sports and physical recreation activities. But before you rush off to see them, note that neither major events nor individuals qualify.

The scheme will obviously interest clubs but how is it going to help the individual looking for sponsorship? It should help because the aim of Sportsmatch is to encourage existing sponsors of major activities to also support "grass roots" sport, and to bring businesses which have not sponsored before into "grass roots" sponsorship. Couple all that emphasis on "grass roots" with what I detect is

a small but increasing number of sponsors of major events and stars who are getting disenchanted with the squabbles or the sleaze (delete according to the sport) and people trying to find support for apparently low key programmes may just be pushing at more open doors.

It still won't be easy and it will still be necessary to be businesslike because after all sponsorship is, or should be, a two way business deal. That means deciding what you have to offer, considering how you can improve the package to appeal to sponsors, and then contacting them in good time; better organised companies work well ahead so approaching them a couple of weeks before the season starts is unlikely to be productive. Incidentally, remember you can always negotiate an asking price downwards, rarely upwards.

Anyone who has struggled through the sponsorship minefield will agree that it's a whole lot easier to keep an existing sponsor than to travel for a new one, so if you are lucky enough to find support then put the details in writing, perhaps in a friendly

exchange of letters, because all too many deals have foundered through squabbles over who promised what and when. Don't promise what you can't deliver, instead try to deliver more than expected, and if a link fails or a sponsor stops at the end of the term (as sponsors have every right to do), don't badmouth them - that just makes other potential sponsors scurry to safer things like advertising.

Needless to say, you'll need luck but to quote the old saying, the harder you work at it the luckier you are likely to be.

Stuart Turner

COD FILLET QUIZ



1. Who sponsored Russell Brookes in his Opel days?
2. In 1990 for whom did Thierry Boulton drive?
3. Who was placed 2nd on the 1992 Monte Carlo Rally?
4. Which GP, rally and sports car driver always sported a Serengeti and Thrujet C.C. badge on his helmet?

ANSWERS, NEXT MONTH

NEWS FROM THE RACMSA

Licence Changes

Major changes to the RAC Motor Sport Association's licensing system mean that advertising permits are being abolished and entrant licences will be needed only for professional teams.

Advertising permits (which cost up to \$325 per car at present) will disappear completely from 1 January 1994. Instead, every RACMSA competition licence will entitle the holder to all the rights currently associated with an advertising permit.

"The advertising permit has been a bone of contention for some years," admitted John Quenby.

"Unfortunately, it has been a very efficient tax, in that it raised considerable revenue indirectly from the sponsors. However, we have been persuaded that it has become a problem in these recessionary times, because the cost of the permit sometimes exceeds the amount of sponsorship. We believe that our new approach will encourage drivers to seek support from local businesses, rather than be deterred."

The loss of income to the sport's governing body will be recovered by modest increases in licence fees, weighted towards the upper end; some examples are shown below, including (where applicable) the additional rise to replace the advertising permit. Full details can be obtained from the RACMSA

TYPICAL CHANGES FOR 1994

Clubman	\$10.00 (no change from '93)
Rally National A	\$38.00 (was \$31.00)
Rally International	\$92.00 (was \$69.50)
Rally National B	\$34.00 (was \$28.00)
Race National A	\$49.00 (was \$42.00)
Race International C	\$92.00 (was \$69.50)
Speed National A	\$38.00 (was \$31.00)
Kart National A	\$26.00 (was \$20.00)

Entrant Licences

The responsibilities of an official entrant are widely misunderstood. An entrant is legally responsible for all the actions of a driver, co-driver and team members. Thus an entrant can be exposed to the full force of the Motor Sports Council's disciplinary procedures, including fines of up to \$27,500 and the possibility of being banned from motor sport for life!

A professional team – particularly one which actually employs drivers – may, of course, wish to retain its responsibilities as a legal entrant, including the right of access to the RAC and (at international level) FIA appeals procedures. For such teams, the 1994 entrant licence will be charged at a fee which reflects the extensive work often demanded of RACMSA staff: an international entrant licence will cost \$3,000; a national entrant licence (which will also cover international kart and historic events) will cost \$100.

Mr Quenby commented: "Senior executives of RACMSA spend many days each year at FIA meetings, representing the interests of British teams at the top levels of the sport. For many of these teams, the total contribution to our funds did not approach covering our costs. The changes proposed will go some way to correcting this."

"We realise that many competitors use an entrant licence as a means to gain publicity for their sponsors or teams, notably in the event programme. The RACMSA therefore recommends to its member clubs that event publications should in future carry sponsors' or team names."

Event Permits

Event permits fees rise by 50p per head across the board. The change will, for example, increase the per capita permit fee on a National A rally or a Clubman race to \$2.00 (was \$1.50). "The increased burden of Health and Safety legislation, together with significant improvements in the training of officials and the control of competitions are imposing costs which cannot wholly be met by the increased licence fees," explained Mr Quenby.

Route Authorisation

Parliament has approved the first changes in route authorisation fees since 1982. Under the new fees, which come into effect on 11 October 1993, events with road mileages under 10 miles will actually be cheaper: \$1.00 per vehicle instead of \$1.40. For longer events, however, the fees rise by between 25% and 43%, as follows:

- 10 to 100 miles: \$2.00 per car (was \$1.40)
- 100 to 150 miles: \$2.70 per car (was \$2.10)
- 150 to 200 miles: \$3.50 per car (was \$2.80)
- Over 200 miles: \$7.00 per car (was \$5.60)

The Motor Vehicles (Competitions and Trials) (Amendment) Regulations 1993 also allow the RAC to authorise events with cars starting at intervals of less than one minute, and to permit rallies to set an average speed of 60mph on motorways (previously 50mph).

European Recognition

In future each country in the European Community will recognise each other's competition licences of National A grade (or equivalent) for use on their national events.

Explained John Quenby: "The RACMSA has been working extremely hard for many months to achieve this agreement, which will allow some of our excellent British national events to attract European entries and will make it easier for British drivers to venture abroad. It should help to create growth in motor sport throughout Europe."

Note for Non-Licence Holders

It is a fact that, on over 70% of the 4,500 or so motor events authorised by the RACMSA each year, you can compete without any competition licence at all (just by being a member of the relevant motor club).

If you want to compete outside your own motor club, the basic \$10 Clubman licence allows you to enter the majority of non-race events all over Britain – and brings you a copy of the Motor Sports Yearbook (the famous 'Blue Book') which normally costs \$17!

AUTOSCENE

BOOKS · VIDEOS · POSTERS · MODELS

BENTLEY FACTORY CARS

1919-1931 By Michael Kay, published by Osprey, hardback, 352pp, £40.00

The prosaic title could be off putting, but it hides a book that gives a fascinating insight into this famous company. The story it tells is one of genius yet misplaced goals and finally the inevitable failure of the company after just 11 years. It is well written and readable enough to be appreciated by anyone with or without a love of the marque. The detailed research is impressive and the approach is probably as close to impartial as an obvious enthusiast could get. The company's competition involvement is well documented and appraised in its contribution to the Bentley's success and failure. Obviously for Bentley enthusiasts, but well worth others reading too.

Rating ★★★★★

CA-W

CHIPS AND CHAMPAGNE

From Terrific Stuff Videos, 52 minutes, £17.99

The Terrific Stuff team has unearthed two more gems from a dusty archive. The first film covers the 1955 Monaco GP with Stirling Moss and Juan Manuel Fangio in the Mercedes duelling with Alberto Ascari, Luigi Villorosi and Mike Hawthorn. The next is footage from the 1957 Reims GP, again with the leading drivers of the 1950s including Britons Tony Brooks and Stuart Lewis-Evans. The action is excellent and both films are in colour, which is unusual for the time and makes this video a rare treat.

Rating ★★★★★

CA-W

JAGUAR IN AMERICA

By John Dugdale, published by BrillBooks, hardback, 268pp, \$49.95

This book covers D-types and XKs through to the E-type and XJS and

reminds us that America's Cup winner Briggs Cunningham raced Jaguars and sold them in the States. Also up-and-coming stars such as Phil Hill, Walt Hansgen and Masten Gregory campaigned Jags rather than defect to Italian and German machines. You can't help feeling waves of patriotism wash over you with this well-researched and produced book.

Rating ★★★★★

RDAB

SALOON CAR PREPARATION

By Nigel Macknight, published by Patrick Stephens Limited, paperback, 160pp, £14.99

Saloon car racing accounts for everything from the country's highest profile championship to the cheapest club formulae. So to write a book on saloon car preparation is a daunting prospect. But Nigel Macknight has tackled the subject well looking at generally accepted principles in a way that can be related to most classes. He also emphasises the importance of checking the rules and regulations at every stage to check eligibility and legality. But most important is that, because he looks at preparation at the highest levels of the sport, he explains details and principles that can be applied to cheaper championships. If the book is weak anywhere, it is in suspension, but to tackle this area in detail would have been an enormous task.

Rating ★★★★★

CA-W

FIAT ABARTH 124 SPIDER/COUPE

By John Tipler, published by Veloce Books, hardback, 159pp, £25

A good read for the rally enthusiast, providing a year-by-year account of these little cars' rally exploits against the big boys in the early to mid '70s.

Rating ★★★★★

RDAB

FEATURE **AUTOSPORT**
BY

Facts about... AUTOTESTS

● With 548 events listed in the 1993 calendar, autotesting is one of the top "grass-roots" branches of motor sport.

● The Welsh, Scottish, Northern Ireland and a number of English Associations run regional Autotest Championships, supplemented by dozens of individual Club Championships.

● Prior to 1970 they were called "driving tests". The name was changed to avoid confusion with learner drivers!

● One of the longest running events is the Ken Wharton Memorial, held every year since 1958, organised by the Huggle and District Light Car Club.

● Paddy Hopkirk was an autotest star, driving a "frog-eye" Austin Healey Sprite. He often attributed his success as a rally driver to learning the basic skills of car control in autotests.

● What exactly is an autotest? The aim is to drive around a set of marker pylons sticking to a set route in as short a time as possible. Drivers are required to cross or stop astride lines, stop in "garages", pass and circle marker pylons, perform spin turns, handbrake turns and reverse flick turns. Penalties of usually 5 or 10 seconds are given for striking marker pylons, for line faults and for incorrect manoeuvres. The driver with the fastest time and the least penalties is the winner.

● Autotesting is inherently safe, and speeds are not high because competitors normally use only 1st and reverse gears.

● Tests are arranged on a wide variety of private property sites, and include tarmac, loose gravel, concrete and even grass surfaces.

● A major attraction of autotesting is that it is accessible to drivers with standard type road cars. At national championship level, cars are very specialised, but at Club level a wide variety of classes cater for all cars.

● Entry fees average about £15, and a Chairman Competition Licence is £10. In a standard road car, tyre and transmission wear will be the major costs; many drivers buy a secondhand autotest special, ranging in price from a few hundred to a few thousand pounds according to specification, design and age.

Ronnie G Trouton

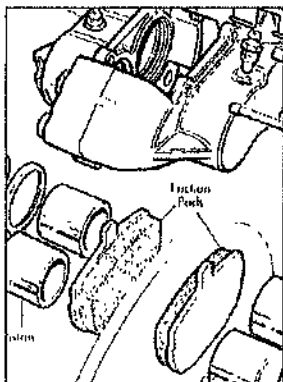
TECHNICAL TIPS

SUPPLIED BY **CARS**
AND CAR CONVERSIONS

A good competition car doesn't just need to 'go', it needs to stop! If you've got good brakes you can 'take a dive' and rely on your superior stopping power. In a road situation, the advantage of good brakes needs no justification.

But your brakes can actually be *too* good. Take pad choice for example. Which is best: Minex 171, 194 or 200 grades? Actually, there is no such thing as best; it's a question of balance as much as anything else. You need brake bias to allow the front brakes to develop maximum stopping power, with not too much brake on the rear so that the back of the car becomes unstable. Brake bias bars and valves help, but you can also use different brake pad materials to get a fine balance.

If you have to run a lot of brake bias to the front, as in almost all



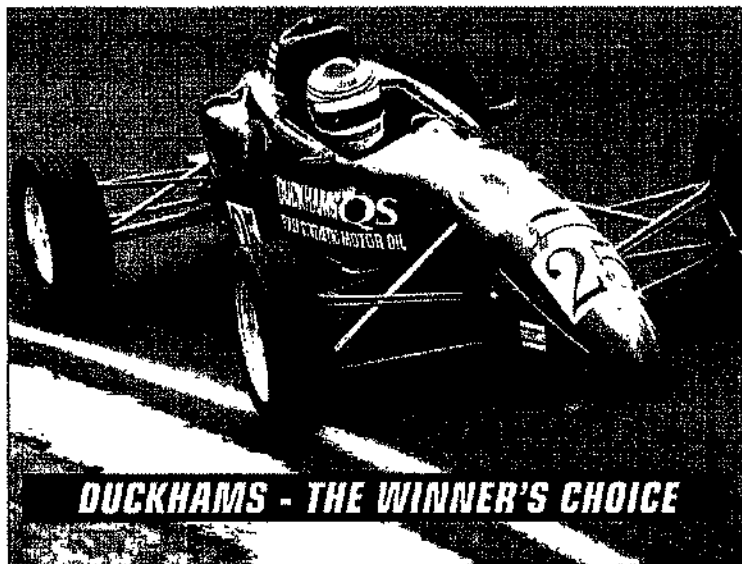
adjustment, then a harder pad, say swapping from 171 to 200 at the rear will allow you to get the bias adjustment nearer central.

When considering front pad choice a lot depends on the weight of the car

and the size of the brake discs. Ideally what you want is as soft a pad as you can run, without running into brake fade due to overheating. On the CCC racing Escort we used to run 200 pads up front, but these wear the discs rapidly so we switched to 194. In the process we obtained better braking because the 200s were not really getting up to optimum temperature. The 194 pad is working better and we have no fade. If the front pads had been fading, a switch from 194 to 200 would have produced a better braking effort.

QUIZ ANSWERS

NEXT
MONTH



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FIRE !!!!!!!

The Club is missing a total of three 5Kg Fire extinguishers.

These are pretty large green painted cylinders and not easily missed.

If you have one hiding in a corner somewhere, please return it to me or give me a ring to arrange collection.

Thanks.

Stuart Marsh
EQUIPMENT OFFICER

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CONGRATULATIONS

To Tracey and Stephen Hugill on the arrival of Amy Louise, born on 12th September at 12.07 am, weighing in at 6lb 7oz.

Congratulations and best wishes from all Trackrod Members.

Editor





ACROSS

- 1 Devil-may-care (6)
 5 Platter (6)
 9 Illicit alcohol (coll.) (5)
 10 Race for the finish (6)
 12 Loads! (6)
 14 Cat's feet (4)
 15 Indian peasant, a mixed-up Tory? (4)
 16 Prompt (3)
 18 Trial model (abbr.) (4)
 20 Walking-stick (4)
 24 Biblical mountain (6)

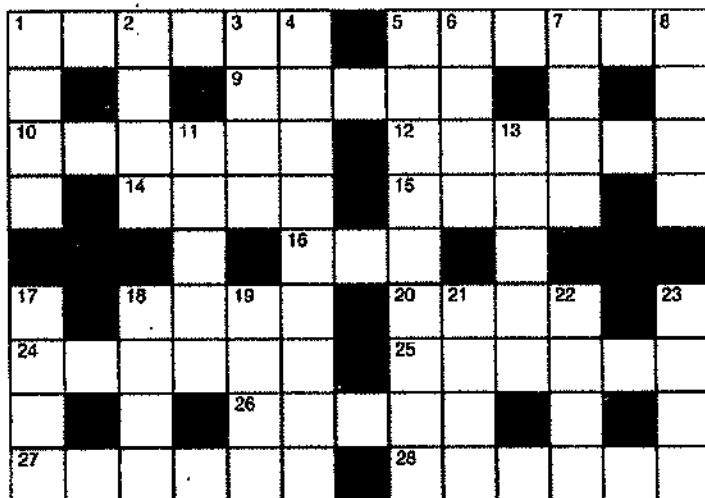
- 25 Legendary resting place of King Arthur (6)
 26 Fright (5)
 27 Pinnacle (6)
 28 Dull (6)

- 8 Riverside grass (4)

- 11 Bloodless surgical tool (5)
 13 10cc had a hit with this lady! (5)
 17 Dixieland, trad, eg (4)
 18 Early part of the day (4)
 19 Beechnuts, as fodder, ship's pole (4)
 21 Swear to (4)
 22 Born Free lioness (4)
 23 — *the Lonely*: Roy Orbison hit (4)

DOWN

- 1 'From — to riches' (4)
 2 Kind of seaweed (4)
 3 Display (4)
 4 Playground game (3-6)
 5 Tally-sheet (5-4)
 6 Ship-to-ship cry (4)
 7 Unit of electric potential (4)



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RETROSPECTIVE

From the pages of the November 1973 edition of the Trackrod Magazine.....

The Northallerton AC Autumn Stages was contended by V.Girardier/Ian Gurnett and Steve Rathbone/Frank Stuart-Brown. Vince and Ian finished 13th and Steve/Frank wouldn't disclose their result. The event was won by John Cockerill with Ron Beecroft second.

Committee Meeting - discussed format for TMC's 1975 rallies - 2 sub-committees formed to take control (!); Duties of President turning into a saga - still not concluded; More 'external' club badges to be ordered; Sponsorship Sub-committee expected to report soon. (All riveting stuff is this!)

Chris Ainley was advertising his 44000 mile Ford Corsair GT for £220! (wonder if he's still got it??)

York Motor Club's Armstrong Forest Rally attracted entries from Ron Mackinnon/Chris Perkins; Clive Holker/Jack Coulthard; Richard Jackson/Steve Lloyd and Alan Ruddick/Tony Longstaff. Muddy conditions dictated that the 240Z Datsun was a real handful for CRJ/SL while Clive Holker's twincam broke a piston and covered Jack's feet in hot oil; Alan Ruddick's Imp took him and Tony Longstaff for a wild ride through various "offs" as Alan came to terms with a much more powerful engine than of late though a slipped timing chain ended their run with a full set of bent valves! The Datsun broke its gearbox in Kilburn, and Ron Mackinnon/Chris Perkins experienced a minor off in Dalby that would be rectified with a lump hammer on the new paint job - they were to be our only finishes.

Shell League - we were lying 4th. RAC Rally - we were to run Boltby Stage - 7.45am attendance required! - operational by 8.15 - first car ... not disclosed, probably 12 noon!

New Members Dept: Jeffrey Brown; Roger Blaney; Robert Salt; Wilfred Thackray and Brian Whitfield.

Autotests at Acaster Malbis at which we obtained our necessary upgrading from the RAC Observer to Restricted Status. - Hey - Richard Ineson got

FTD! Names from the entry list:- Carl Davis (still doing a bit); Gerald Taylor (now retired) Howard White (still would do a bit if he and Donald ever sort the car!); John Laverack; Pete Germaine; Alan Forest; Ken Goodall (long gone!) Johnny Solk; Tony Raylor; Geoff Stewart (now rallying a Nova) and David Taylor (long since retired).

An ode from 1974...

The moral of the story is,
do not allow your kids to quiz,
the marvels of your motor car,
until they are too big by far
to catch in carbs of any type,
or pass down the induction pipe!!!

Trackrodends

RICHARD INESON

ECONOMY RUN

With all the events running at this time of year, it has been difficult to find a suitable weekend, but Steve Hitchcock and myself will let you know in due course which Sunday it's going to be, hopefully by next magazine time!!

The format will be similar to all the recent years, a 40-50 mile run, followed by a pub lunch with the results decided by reference to "What Car?" figures.

Navigation and clue-finding will be simple (even your pet dog would cope). The only things you'll need is the price of a tankful of petrol, a few quid for a pub lunch (and a drink or two). A copy of Map 104 will be useful but not essential.

So just turn up to the Lawnswood Filling Station between 9.00 and 11.00am (date to follow).

Remember that last year, my Cossie beat a Mini!!

STUART MARSH/STEVE HITCHCOCK

MARSHALS MOANS

Yes, a new title, but nobody has claimed the pint - **still on offer!!** Yes, it's moaning time.

When you read this we will be days away from the Lookout Stages Rally. Once again, the hard core team doing the work - we need to have a good showing on this event to support not only the Rally, but also the large number of our own club crews who are entering. Any offers for support will be gratefully received by myself (0532 568902) or any of the Organising team.

It's also that time of year when we take our annual holiday - yes, Langdale again! Pleas have already been published in previous magazines but I must emphasise that all support will be gratefully received and the people to contact are John Renny, the Stage Commander, or myself.

Thanks to those people who have already made themselves known to me - your comments have been noted!!

Richard Webster
CHIEF MARSHAL

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