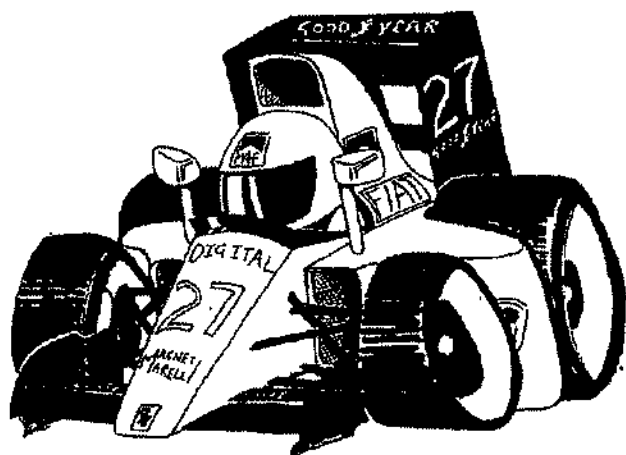




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AUGUST 1994 MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 282

August 1994

EDITOR

Well, I've done my two year stint as Editor with no time off for good behaviour, so it's time to retire. This will be the last magazine I edit, so farewell readers.

Thank you to all who have contributed over the last two years, it certainly made my job easier when I had something to print from members - we all want to know what you're doing out there. Please be kind to the new Editor - it's a tough job and they'll need all the help you can give.

A special thank you to Richard Ineson who has spent a lot of time putting the Retrospect on paper so that we can all read about the interesting characters from twenty years ago, some who are still regular 'Tuesday Nighters' and still interesting!! Richard supplied me with this 'regular feature' without me ever having to hassle him - always on time - real dedication to the Club. Keep up the good work Richard and thanks a lot.

I will be remaining on the Committee - job unknown!! So no doubt you'll be seeing me around. It will be a luxury to read the magazine properly - no proof reading, whoopee!!

Look forward to seeing you all at the AGM. Bye for now.

ANNE MOFFAT
Editor

DEADLINE FOR SEPTEMBER ISSUE IS
TUESDAY 30TH AUGUST 1994

SEC'S BIT

Well here we are - time has gone full circle yet again! I hope you all will be reading this magazine while attending the AGM. I also hope to see a few new faces being nominated for office on the Committee to help put a sparkle back into the Club.

This month has seen another round of the Larkspeed League. It is the Y.S.C.C. Autotest on 21st and a week later, A.N.C.C. Autotest Championship round organised by North Humberside MC on 28th. But I hope that everyone who can make it will be at our own Morley Waste Traders Hillclimb at Baitings Dam - names to Graham Whittaker or Stuart Marsh.

Remember that there will be the Artemis Forest Stages on 24th September. This year the start is at Cropton and finishing in Leeds. For more details contact Rod, Barry or Chris Sanderson.

Finally, my thanks to Richard Ineson for putting me in with the 'oldies' - named at last in the Retrospective of 1975. (Fame at last, eh, Derek - ED)

Here's to the next twelve months!!

DEREK LEE

Secretary



SOCIAL CALENDAR
AUGUST & SEPTEMBER

AUGUST

- 2 Yorkshire Switchgear, Meanwood Road, Leeds (104/290 363)
ANNUAL GENERAL MEETING - Starts 8.30pm prompt
- 9 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 16 Crown, Wetherby
FREE SANDWICHES
- 23 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 30 New Inn, Eccup (104/364 417)
VIDEO NIGHT/FREE CHIPS

SEPTEMBER

- 6 Yorkshire Switchgear, Leeds
OPEN FORUM
- 13 Admiral Hawke, Boston Spa
FREE SANDWICHES
- 20 Crown, Wetherby
FREE SANDWICHES
- 27 New Inn, Eccup
VIDEO NIGHT/FREE CHIPS

Hello folks, just a few words to give you all a reminder about the Karting day at Bradford, Sunday 11th September.

PLEASE, PLEASE don't leave it till the last minute to give me your names. The Club has committed a large sum of money to this event and we need your support to ensure its success. See me or ANY Committee member asap.

That's all for now - see you at the AGM.

RUSSELL HOLDSWORTH
Social Secretary

THE ASSOCIATION OF NORTHERN CAR CLUBS
AUTOTEST CHAMPIONSHIP 1994

EVENTS

- 28 August North Humberside M.C.
18 September Knutsford & District M.C.
9 October Pendle & District M.C

Details from Andrew Cohen - 0532 648265

LARKSPEED LEAGUE - 1994

The events left this year are as follows:-

- Aug 21 Autotest Y.S.C.C.
Sep 11 Autotest Slaithwaite
Sep 25 Autotest York MC
Nov 6 Lookout Stage Rally TRACKROD MC

PETER RUTTERFORD
Competition Secretary

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Dear Chief Marshall

ST WILFRIDS ROAD RALLY 6-7 AUGUST 1994

As you may be aware the above event is being organised for the first time since 1997.

150 miles on some of the best roads on maps 99 & 104, and with many controls we need as many Marshalls as we can get.

We are therefore seeking your help to make the running of this event a success. We have already received some provisional entries from competitors and, if the response continues when the regs come out we should have a full entry.

With some 40 time controls, and as many PC's, secret PC's, and standing give ways the more helpers the better. As an inducement we will be holding a Marshalls draw, prizes will include golfing umbrellas, etc.

If your club could provide as many willing (and unwilling) volunteers as possible it would be very much appreciated.

Please telephone me on any of the following numbers:
0423-331105 (home) 0850-297274(car) or 0765-602746 (motor club most Tuesday nights) or write to:

Mr D Smith
5 Westend Cottages
Little Ouseburn
YORK
YO5 9TQ

Many thanks,

Yours faithfully



Doug Smith
Chief Harshell

(C: Doug 15 Jun)



Wheels

A SUPPLEMENT FOR MOTOR CLUB MAGAZINES PRODUCED BY THE RAC MOTOR SPORTS ASSOCIATION



WHEN I called on Brian Hart recently for more engine advice for *Wheels* readers he was just back from a hot GP so perhaps not surprisingly he stressed the importance of adequate cooling for motorsport. In F1 a paper bag caught in an air intake can put a car out but whatever the car, you need stable cooling of oil and water so that the ideal temperatures (around 80°C for water and 100°C for oil) don't relentlessly climb.

Cooling isn't exactly the most glamorous side of car preparation but don't neglect it. If your car arrives with a steel rod, flush it out if it's seen

plenty of service and try to change a rod if it's clearly at the end of its active life. Brian recommends reinforced hoses rather than standard off-the-shelf ones if they're available; avoid sharp corners when fitting them and use the best clips you can find.

Oil needs to be kept cool as well as water. Most important here if the regulations allow is to fit an oil cooler and a dry sump. You lose power and get surge with a wet sump and a dry one is far more reliable. If you have to use a wet sump at least see if there's a competition one available with special baffles to stop surge. And then for rallies especially, protect the sump properly.

"...more blow-ups over the years from faulty installation than from poor design." Brian Hart with the painful results of a poor oil system.

As with water, pay attention to detail when fitting oil piping and above all follow any engine supplier's instructions – said with deep feeling I might add because Brian reckons there have been more blow-ups over the years from faulty installation than from poor design. Use the correct size pipe and avoid sharp angles between the dry sump tank and the pump otherwise the system may cavitate on start up or during high demand (apart from anything else it's distracting on an event if pistons start tapping on the windscreen to attract your attention).

Finally, can you see gauges or warning lights when strapped in? Good, then keep an eye on them. Of course, a warning light itself may be faulty (though when did you last have one fail on a road car?) and at least one F1 manager advises his drivers to disregard warning lights if points are at stake. Fine ... provided you can afford the small matter of \$60,000 or so for the rebuild. There will now be a silver collection. *Stuart Turner*

COD FILLET QUIZ



1. Whose initials did MARCH and ARROWS have in common?
2. Who drove a Ford to its 200th Touring Car victory?
3. Which is the longest circuit used in the World Championship since 1950?
4. Both Donald and his father Malcolm Campbell had the same mascot? What was its name?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Production Car Autotests

The RAC British Motor Sports Council has approved proposals to create a new class – Production Car Autotests – to attract newcomers to the sport.

Clubs will be able to run Production Car Autotests (PCAs) from 1 January 1995.

Below is a summary of the new regulations specific to PCAs:

- A club will only be allowed to run a PCA at Clubman status.
- The minimum width of lines and gates shall be 3.5 metres.
- Any 'garage' must have a minimum length of 5 metres and a minimum width of 3.5 metres. When competitors are required to perform an 180° turn in a box, the size of the box must be sufficient to contain a circle of 16 metres diameter.
- Posts or pylons at a PCA shall be not less than 1 metre in height.
- All tests must be arranged so that the whole of the course is visible to the driver from the start line.
- The start and finish of all tests must be in a forward direction.
- Each test must be planned so that a competitor is not required to engage reverse gear more than four times (ignoring 'shunts' to correct mistakes).
- One passenger must be carried by each competing car who may assist in giving directions to the driver. No other passenger is allowed. If the driver holds a valid non-provisional RTA licence, the passenger must be 14 years of age or over. If the driver is aged 16 or 17 and/or holds a provisional RTA licence, the passenger must hold a valid non-provisional RTA licence. Passengers must occupy the seat alongside the driver and wear a properly fastened approved seat belt at all times during a test.
- Each test must be run at least

twice. It is strongly recommended that each test be run more than twice.

- To be classified as a Finisher, a competitor must complete not fewer than half of the total number of tests, and must hand in his score card to officials within 15 minutes of all other competitors completing the final test.
- Competitors must be given the opportunity to attempt each test at least twice. Irrespective of how many times each test is run, competitors will discard their worst score from each test in arriving at the total penalties for the event.
- Competitors will start with zero marks. The competitor incurring the least penalty, after discarding the worst score on each test, will be the winner, and so on.
- Every PCA car must be or must have been in series production and on general catalogued sale, available from stock through normal retail dealer outlets in the UK.
- If convertible or having a detachable hardtop, the car must run with the roof erected or fitted. Open cars are prohibited.
- Every PCA car must be currently registered, taxed, insured and (where appropriate) in possession of a valid MoT certificate, which must be available for production at events.
- All competing cars must be driven to the event.

Kart training scheme launched

The RACMSA has launched a Starting in Karting scheme for novice kart racers. Similar in concept to the successful ARDS driver-training scheme for car racing, the Starting in Karting course includes a video, lectures and on-track training by qualified instructors.

A new association of kart schools – ARKS – has been formed as an independent company recognised by the RACMSA and using only licensed tracks. ARKS founder members include Buckmore Park, Silverstone (John Watson), Castle Combe, Knockhill and Jim Russell; the whole of the UK and Northern Ireland will be covered as additional tracks join the scheme.

Starting in Karting packs are available for \$25 each (plus \$4.45 postage & packing) from the RACMSA, *Karting* magazine and the John Watson Performance Driving School. Each pack includes a video, a leaflet about driving techniques and complete details of getting started in kart racing. The Starting in Karting course lasts over two hours and costs about \$50 per person.

Kart Open Day

This year's open day for the Kart Sporting Committee of the RAC British Motor Sports Council takes place at Motor Sports House on Thursday 25 August, starting at 11.00. Only items notified in advance will be discussed; proposals to Peter Todd at the RACMSA (tel 0753 681736).

The RACMSA logo

Readers are reminded that the logo of the RAC Motor Sports Association may not be used by any person or body for any purpose whatsoever without the written consent of the RACMSA.

Motor clubs recognised by the RACMSA may, of course, use the special logo supplied to indicate that fact, but that logo must be used in its entirety and may not be used to imply any RACMSA approval, endorsement or backing.

Winners and losers

The RAC Motor Sports Association issued permits (or waivers) for 4,526 motor sport events during 1993. The most popular events were rallies (1,059), followed by cross country events (872), autotests (484), speed events (364), kart races (364), trials (266) and race meetings (197); a further 865 events fell into the 'miscellaneous' category, including treasure hunts, touring assemblies and gymkhanas.

Top of the growth stakes were autotests (up 11.3% from 1992) and cross country events (up 8.7%); the big losers were trials (down 9.2%) and speed events (down 5%). Overall, the total number of events was up by just eight on the 1992 figure of 4,518.

Facts about... FORMULA FORD

AUTOSCENE

- Formula Ford was started in 1967 as a low-cost alternative to Formula 3, and soon became established as the first step on the single-seater racing ladder up to Formula 1. Since then, five of its graduates have gone on to win a total of eight F1 world championships between them, the last two of those being the late Ayrton Senna in 1991 and Nigel Mansell in '92

- Over 10 of this year's Grand Prix drivers started their careers in Formula Ford, including Michael Schumacher, Damon Hill, Johnny Herbert, JJ Lehto and Mika Hakkinen. Now, using the same engine as in the roadgoing Fiesta RS1600, the GP stars of the future are able to learn their craft in one of the most technologically advanced junior racing formulae there is.

- The Ford Motorsport-promoted National Formula Ford Championship of Britain is open to different spaceframe racing car constructors such as Swift, Van Diemen and Vector, but all competitors must use the 130bhp 1800cc Zetec Ford engine, and Avon all-weather racing tyres, which are new for 1994. Zetec-powered championships also take place in France, Germany, Belgium, Portugal and Holland, whilst the old-style 1.600cc Kent unit is still the engine used in the U.S.A., Canada, Australia, New Zealand, Italy, Spain, South Africa and throughout Scandinavia.

- Each year drivers from all of these championships from around the world get together at Brands Hatch for the end of season "Formula Ford Festival" in October. With the introduction of the Zetec powerplant to the category in 1993, this Festival currently has a "twin-event" format, which accommodates both Formula Ford engine variants. This means that the total entry for the Festival usually reaches about 180 cars.

- In Britain there are also championships held for Formula Ford 1600 cars of varying ages, these being the Historic, Pre-'85, Pre-'90 and BRC FF1600 series.

LARGE SCALE DIECAST MODELS are becoming ever more popular – although the likes of Bburago have more of a reputation for good value than stunning detail. However, the latest range of 1/18th-scale Formula 1 cars from Minichamps is about to change all that.

The first model in its new series is Michael Schumacher's Benetton B192. Priced at £49.95, it will be followed by a range including Williams and Sauber F1 cars.

Minichamps also has plans to produce models in various scales of every car Schumacher has owned or raced. The range will include his Fiat 500 and first kart, as well as his Mercedes Group C and touring cars.

THE WORKS ESCORTS

By Graham Robson, Haynes Publishing, 352pp, hardback, £19.99

Graham Robson elevates this much-respected book to its third edition with a new chapter detailing the competition exploits of the latest Escort Cosworth.

Plus there are eight pages of colour photographs of each Escort model and revised chapters on the RS1600i and RS Turbo of the 1980s.

The book is slickly packaged, as you would expect from publisher Haynes, and well put together. Twenty quid might sound over-the-top but, as they say, you gets what you pays for. This is worth it.

CHAPARRAL

By Richard Falconer, published by Motorbooks International, 208pp, hardback, £24.95

Thorough and well researched, it misses nothing in its account of the company and its sportscars. The author's enthusiasm comes across,

- Between 1975 and 1990 there was also a "wings-and-slicks" version of Formula Ford in the UK, which used the 2000cc Pinto engine and was called, unsurprisingly, Formula Ford 2000! This category still exists in the U.S.A. and Canada.

making this the definitive work on Chaparral.

RACERS

By Sally Armstrong, Corgi Books, 413pp, paperback, £4.99

Formula 1 thrillers have been done before but not as well as this. The characters are plausible, the plot exciting and the style unputdownable. Having spent some time working in the sport, the author has a good idea of what makes F1 people tick. This comes across in the book to give an informed insight and makes the story much more real. It's an excellent novel that entertains all the way.

956-962 PORSCHE – THE MOST SUCCESSFUL SPORTSCARS FROM WEISSACH

Edited by Ulrich Upietz, published by C Car Edition, hardback, 384pp, £110

Yes, the price is £110. Let's get that out of the way to start with. So, it's for Porsche and sports car fanatics only. However, if you *love* Porsches, it is most definitely essential reading.

Michael Colton, backed up by fellow sportscar experts Adam Cooper, Bill Ousler and Peter Wyss, has pieced together the full history of the extraordinarily successful 956 and its 962 derivative. Packed with photographs of literally every 956 and 962 that ever raced, the book charts the story from its initial development to the first of its 288 race wins – Derek Bell/Jacky Ickx at Le Mans in 1982 – and on to the last – Giovanni Lavaggi in an InterSerie round this summer.

It's all there. Even an explanation for the rash of wheels falling off the privateer 956s at the start of the 1985 season.

The words are backed up by an excellent statistical section. After all, where else can you find out just how many race wins Walter Lechner scored in his 69 appearances in a 956/962? The answer is nine, by the way, mainly in InterSerie events...

FEATURE **AUTOSPORT**
BY

Chris Needell

A spark of an idea

SPARK plug gaps come up from time to time and it's a difficult one to offer simple hard and fast rules. Larger gaps do sometimes give a power increase, but not every time. Let's consider what we are altering.

For a given ignition system there is only so much energy available. The amount of energy is dictated by the switching system and the coil type. A coil will have an ideal coil soak time and the ideal switching system will charge the coil by this amount. The problem is, as the engine revs vary, the time available to charge the coil varies with it. Modern electronic ignition systems have an intelligent switching system which keeps pace with the engine speed to ensure the optimum coil soak time regardless of engine speed.

The gap at the spark plug will determine two things: the duration of

the spark and the peak firing voltage. A big gap will require the firing voltage to build up before the gap is jumped. But the duration of the spark is then reduced. Close down the gap and the firing voltage required to jump the gap is less and the duration increases.

The standard ignition system, plug type and gap will be determined by the compression in the cylinder. More cylinder pressure requires a higher firing voltage since the pressure tends to hold up the spark. Raise the compression ratio, fit a bigger cam and then increase the plug gap and it might all prove too much for the standard ignition. But if you richen the mixture the spark forms more easily than with a weak mixture. There are so many swings and roundabouts that experimentation is the only answer for any given engine which has been modified.

With modern engines fitted with higher energy electronic ignition systems you will find that the firing

voltage is relatively high -- to combat weaker mixtures which reduce emissions. This means that better insulated ignition leads are required and most cars now have 8mm diameter leads instead of the 7mm which were common a few years back.

For a competition engine a high energy system is the way to go, but do remember that we are dealing with a potentially lethal electrical device here, very high firing voltages will not be so welcome if the spark is jumping between your ears instead of the plug electrodes.

QUIZ ANSWERS

1. Alan Rees (A.R.)
2. Paul Radtsch (Mondeo) Brands Hatch 1993
3. PESCARA (Italy 15.89 miles)
4. Mr Whappit (it was a teddy bear)

It's hot under the collar

Duckhams oils are hot stuff when it comes to providing the performance and protection that your engine needs.

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well find there's an added bonus. While stocks last, special packs of QS[®], QXR[®], Hypergrade Plus[®] and Duckhams Diesel are carrying collars with details of exciting promotional offers.

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

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ACROSS

- 1 Greet, hail (6)
 5 Festivity, holiday (6)
 9 Helped (5)
 10 Ingenious (6)
 11 Moved the head in agreement (6)
 12 Bridge (4)
 15 Smooth (4)
 16 Peers (5)
 17 Inspired with wonder (4)
 19 Group of three (4)
 20 Scientist of living things (9)
 23 Sheep (4)
 24 Tavern (3)
 25 Part of a ship (4)
 26 Barrel (4)
 28 Male offspring (3)
 30 Pallid (4)
 32 Method (9)
 33 Scottish tribe (4)
 35 Arctic sea-bird (4)
 37 Grown-up (5)
 38 Swag (sl.) (4)
 39 Responsibility (4)

- 42 Cambridge honours examination (6)
 44 Quiver (6)
 45 The spirit in the bottle? (5)
 46 Showy garden flower (6)
 47 Experimentalists (6)

DOWN

- 1 Help (10)
 2 Green vegetable (7)
 3 Auction (4)
 4 Knot (3)
 5 Marsh (3)
 6 Graven image (4)

- 7 Harness maker (7)
 8 More, extra (10)
 13 Breakfast cereal (6)
 14 Favourable (6)
 18 Platform (4)
 19 —force: specially selected group (4)
 20 Wild animal (5)
 21 Edible bulb (5)
 22 Concise, abrupt (5)
 26 Reckoned (10)
 27 Eager (4)
 28 Lemonade and beer drink (6)
 29 Agile (6)
 30 Female relative (4)
 31 Kids (10)
 34 Do away with (7)
 36 Raise to the peerage (7)
 40 Cartoon bear (4)
 41 Dutch S African (4)
 43 Ocean (3)
 44 Humour (3)



REGIONAL NEWS

NEWS

REGIONAL

NEWS

Invitation Events open to all members of ANCC Clubs

- 3 Sep 94 - Setby & District Motor Club - Multi-Use Stage Rally at Evington
Rags from Clive Smith, Cottage Farm, Barningborough, York, YO6 1BZ 0904-470461
- 10 Sep 94 - Lindholme Motor Sports Club - Forest Stages Rally
Rags from L. Powkes 36 Wellington Avenue, North Anston, Sheffield, S31 7HE 0909-565458
- 10 Sep 94 - Ilkley & District Motor Club - Jubilee Historic Road Rally
Rags from Ian Tulbe, 16 Rosemont Close, Kelghley, West Yorks, BD21 2EF
- 24 Sep 94 - Trackrod Motor Club - Autents Equipment Forest Stage Rally
Rags from Chris Sanderson, 37 Poplar Avenue, Wetherby, West Yorks, LS22 7RA
- 25 Sep 94 - B.A.R.C. (Yorkshire Centre) - Hill Climb at Harwood
Rags from Ivor Pashley, 14 Penny Piece Place, North Anston, Sheffield, S31 7JZ 0909-566104
- 8/9 Oct 94 - Lindholme Motor Sports Club - Danum Trophy Road Rally
Rags from Malcolm Lister 33 High Street, Hatfield, Doncaster, DN7 6RS 0302-841382
- 9 Oct 94 - Langton & District Motor Club - Sprint Meeting at Three Sisters, Wigan
Rags from F. Nelson, Briggs Brow Bungalow, Moss Ln, Thurnham, Lancaster, LA2 0AB
- 20 Oct 94 - High Moor Motor Club Oldham - Multi-Use Stages Rally at Three Sisters
Rags from G. Morris 22 Peel Street, Littleborough, Lancashire, OL15 8AQ 0706-371878
- 14/16 Oct 94 - 2300 Club - Tour of Mull Stage Rally
Rags from Brian Molynseux, 14 Upton Avenue, Southport, Lancs, PR8 2PW 0704-575597



The Association of Northern Car Clubs

0947-820682 Steve Smith or 0532-533722 Mike Wilson

Next Meeting - 8.00pm Thursday 29th September 1994

Autumn General Meeting

Whitcliffe Mount Sports Complex Cleckheaton West Yorks (61)

NATIONAL & INTERNATIONAL EVENTS

NATIONAL & INTERNATIONAL EVENTS

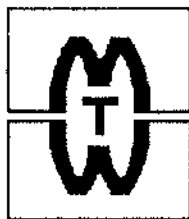
AUGUST 1994

- | | |
|-------|--|
| 6/7 | British Kart GP, Silverstone |
| 11 | IndyCar World Series, Lexington, Ohio |
| 13 | Kayel Graphics Rally, South Wales |
| 14 | FIA Formula 1 Championship Hungarian GP, Budapest |
| 14 | British Touring Car Championship, Oulton Park |
| 21 | IndyCar World Series, Loudon, New Hampshire |
| 21 | British Formula 3 Championship, Pembrey |
| 25/28 | FIA World Rally Championship, 1000 Lakes Rally, Finland |
| 28 | FIA Formula 1 Championship, Belgian GP |
| 29 | British Touring Car Championship (2 races), Brands Hatch |
| 29 | British Formula 3 Championship, Silverstone |

SEPTEMBER

- | | |
|----|---|
| 4 | IndyCar World Series, Toronto, Canada |
| 11 | FIA Formula 1 Championship, Italian GP |
| 11 | IndyCar World Series, Elkhart Lake, Wisconsin |
| 11 | British Touring Car Championship (2 races), Silverstone |
| 11 | British Formula 3 Championship, Thruxton |

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RETROSPECTIVE

From the pages of the Trackrod Magazine of August 1975.

Cover photo of Beecroft/Millington in the Station Garage Escort on the 1975 Costa Di Plenti. Further photos inside of Ken Goodall/Mike Tempest on the 1974 Costa, Ron Ship/D Davidson, winners of the 1975 event in their Firenza and a shot of an airborne Spy 44 Datsun 240Z of Richard Jackson on an unspecified event.

Ian Gurnett was requesting clubnight venues local to him - we're still waiting for his suggestions! (Things don't change! - ED)

Steve Lloyd reported on his very active weekend of the recent Costa Di Plenti as on the Saturday we had a float in the Leeds Lord Mayor's Parade. What with preparing the float and competing on the Rally and tidying up afterwards, and bringing home the caravan, his weekend lasted four days - such industry!!

We had a clubnight autotest at Tockwith, organised by Ron MacKinnon and Lindsay Sutton. Mary Lloyd was frustrated by husband Steve's performance as he beat her despite a goodly number of penalties. F.T.D. went to the Cooper S of Howard White with David Taylor 1st in Class half (Lloyd was 1st in Class three-quarters).

Howard White, David Taylor and Editor Ineson represented the Club at the Huddersfield MC BTRDA autotest at Bradford. Tough opposition and out of luck in the overall stakes, the only success was the overall victory for Ed. as it was decided on index of performance - wow!!

A brief report on the reasons behind the aborted special Stage Rally which would have been our first - largely due to a lack of available stages without going into the forests.

New members this month included J Purchon; I Haddington; R Sutcliffe and Geoff Sheldon.

Trackrod ends

RICHARD INESON

ANSWERS - JULY X-WORD

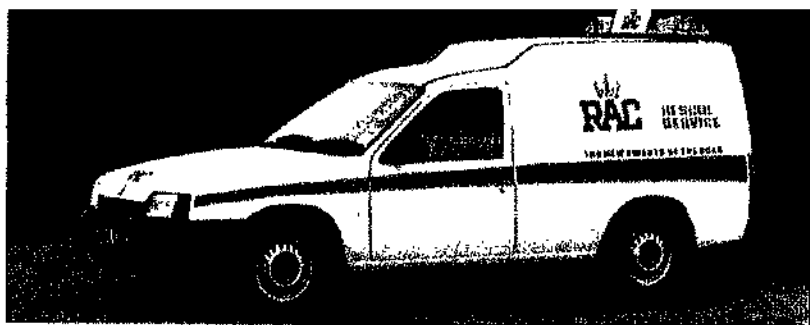
ACROSS

1. Salem; 5. Air; 6. Yam; 7. Maori; 8. Fib; 9. Elk; 10. Vac; 12. Cat; 14. Arizona; 15. Nothing; 16. Striate; 19. Hen; 20. Lid; 21. Apt; 23. Spy; 24. Trial; 25. Pea; 26. Few; 27. Ryder.

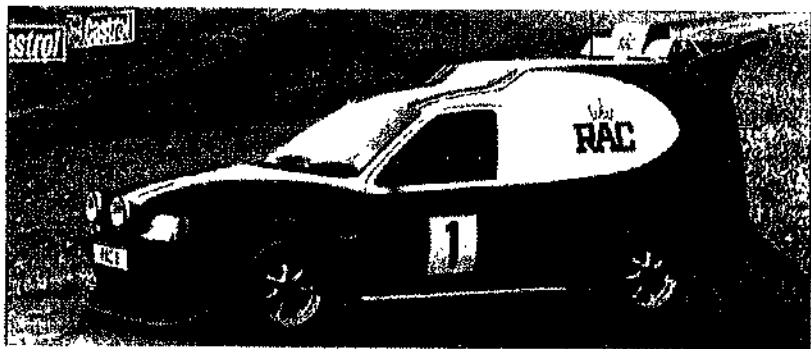
DOWN

1. Similar; 2. Arab; 3. Eyre; 4. Mailman; 10. Varnish; 11. Cistern; 12. Comical; 13. Tangled; 17. Tempter; 18. Tippler; 22. Tray; 23. Safe.

Editor



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