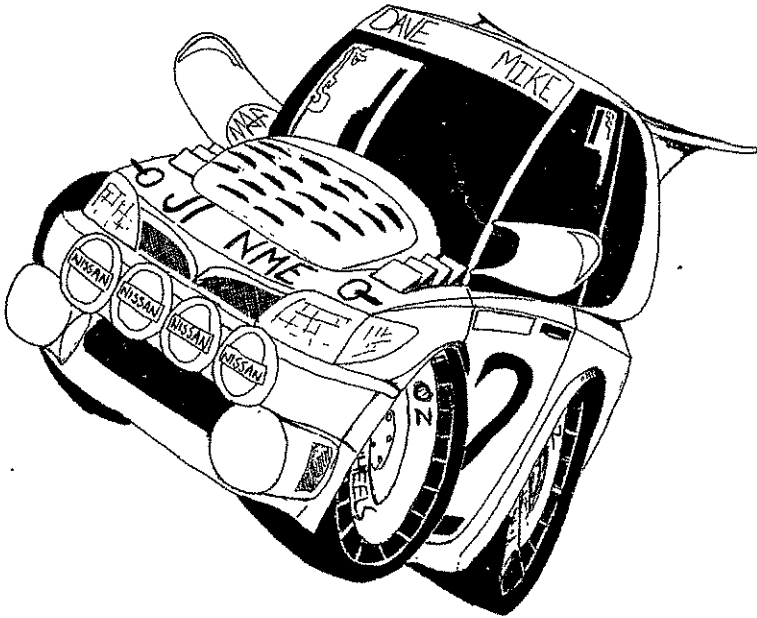


TRACKROD

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JANUARY 1995
MAGAZINE

THE NORTH'S LEADING MOTOR CLUB
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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 287

January 1995

EDITOR

Well here we are into 1995 and already plans are afoot for a busy year both from a competitive point of view and from a social stance! Lets hope that we are able to see more new and current members actively involved with events within the club.

It was encouraging to see so many members and guests at the Christmas Party and what a lot of food there was, even I was out faced!

Hopefully 1995 will see the old Sunbeam wheeled out for a good thrashing on one or two stage events with a view to helping Trackrod clinch that elusive win in the Larkspeed League. Don't be surprised to see one or two older faces out on events to celebrate long associations with the club. Lets go for it in style.

I still am experiencing a shortage of articles and, no doubt, the Christmas Hols will not have helped, thanks once again to the regular contributors.

Apologies are due to a few advertisers whose bits were missed last month due to an elementary error (I FORGOT TO SEND THEM TO THE PRINTER!)

Till next time, bye for now.

NICK STEVENS (Editor)

**DEADLINE FOR FEBRUARY ISSUE IS
TUESDAY 31st JANUARY 1995**

CHAIRMAN'S CHAT

Trust you all had an excellent Christmas and are now enjoying the New Year, resolutions and all.

Personally I am trying to be more tolerant and to loose some weight (Me too, Ed.). If I had a pound for every time I promised that I could afford to pay someone else to write this.

The new "BLUE BOOK" has been published for those of you who have applied for your licenses - if you have not, I suggest you borrow a copy either from a license holder or talk to Derek Lee who will have the club copies.

Apart form being an excellent cure for insomnia the "blue book" is our motorsport bible - the rules by which we must organise, promote and compete in our chosen sport. It can be interesting read, Honest!

For those of you new to motorsport I particularly recommend the introductory comments, and the early chapters contained in pages 4 to 62. Here you will find the answers to many questions:...who are the RACMSA, where do they differ from the RAC itself?...what is an ASN?...what are organisers and competitors responsibilities?...what are entrants responsibilities? (ask Dom Buckley who is now £2000 poorer and will not get his license back until April 1995)

When you have digested that lot, which applies to EVERY branch of the sport, you can look at the specific section applicable to your chosen amusement (K for rallying etc.)

Do not forget the Judicial Chapters (O & U), and those dealing with the ever important safety aspects (Q, S, FF). Want to know about timekeeping? - talk to some of the people listed in JJ. Also there are some useful "Green Pages" with a motorsports directory of services.

As in previous years the annual fixtures list and motor club directory is published as a separate book.

Sorry there aren't many pictures to look at in either publication, but now is the time to read about this important part of motorsports structure. You do not have to commit every page to memory, just know what information is where - you never know when you might need it.

For those of you who think you know it, have a look at the changes for '95 indicated by a black line at the side of the text. Rally competitors please note especially K14.2.6(b) & K38.6.4 which brings all the joys of racing o our sport - look it up!

Happy Reading!

ROD PARKIN (Chairman)

SEC'S BIT

Happy New Year to one and all. I hope you all had a pleasant Christmas and that you got the presents you wanted from the man with the white whiskers!

Anyway 1995 is going to be a big year fro Trackrod and you, with it being our Silver Jubilee Year. So we would like to see as many of you as possible out competing and spreading the Trackrod name.

Foremost we would like to see as many of you as possible competing on the Larkspeed League rounds this year as our aim is to win the trophy and have the clubs name engraved on it for the very first time. A 110% effort is required so please help on as many rounds as you possibly can. Seek out Peter Rutterford or myself for details. Your efforts will help in two ways, firstly to show other clubs that Trackrod is still a leading club in this country and secondly to repay Alan Larkin for his continued support both of the club and the championship and the belief that one day Trackrod WILL win. Lets make it this year.

Till next month, safe motoring.

DEREK LEE (Secretary)

SOCIAL CALENDAR

JANUARY 1995

- 14 **ANNUAL DINNER DANCE AND AWARDS**
Lawnswood Arms, Otley Road, Leeds
TICKETS ON SALE NOW!
- 17 Crown, Wetherby
- 24 Yorkshire Switchgear
FORD MOTORSPORT FILM SHOW
- 31 New Inn, Eccup

FEBRUARY 1995

- 7 Yorkshire Switchgear
OPEN FORUM
- 14 Admiral Hawke
FREE SANDWICHES
- 21 **TEN-PIN BOWLING NIGHT**
LA Bowl, Sweet Street Leeds
- 28 New Inn, Eccup

MARCH 1995

- 7 Yorkshire Switchgear
OPEN FORUM

Happy 1995 everybody - Hope you have all recovered from over indulgence. If not, come along and shake it all off at the Annual Awards Dinner - Tickets available NOW at Clubnights or give me a ring (01924 262938).

If anyone has any suitable raffle prizes either for the Dinner Dance or forthcoming Social Events, please contact me. Thanks to Chris Sanderson and Stuart Marsh who have already donated items.

Thanks to everyone who came along to the Xmas Party at Boston Spa, it was a SUPERB turn-out and the buffet provided by all of you was incredible. I

hope you all enjoyed it, thanks for supporting your social events.

February Social Activity will be a TEN-PIN BOWLING night, watch this space and practice your stances. Book your place now with Don, Christine, Margaret or myself.

Don't forget we're well into our 25th Anniversary Year so if you have any good ideas see a Committee Member.

The Social Committee now has it's own Treasurer (Margaret Smallwood) and it's own account. Proceeds from raffles etc. will be ploughed back in to subsidise specific events - so you'll get your money's worth.

Any queries or complaints, ideas or advice you'd like to give your social committee, please tell us, we'd love to hear from you.

Thanks for your support

ANNE MOFFAT (Social Secretary)

LARKSPEED LEAGUE

Once again Alan Larkin has agreed to sponsor the Northern Car Club Championship but, this year, we really must win it to put a smile on Alan's face.

The first round is the Wakefield Road Rally on January 28th. We have plenty of members in the club who used to do road events and quite a few new members who could learn a lot about road rallies. Talking of new members (and of course existing members), if any of you would like advice on road rally navigation see me or someone with experience such as Mark Midgley or Arthur Heaton etc.

We really need to have five crews out on every round so please let me know if you would like to enter.

PETER RUTTERFORD (Competition Secretary)

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COMPETITION CALENDAR
JANUARY/FEBRUARY 1995

JANUARY

- 14 Sandal Motors Stages, Manby DeLacy
15 Single Venue, Cark Airfield EROMC
22 Alnite Road Rally (Map 131) Peterboro'
28/29 Chantry Road Rally (Maps 110, 111)
 LARKSPEED ROUND **Wakefield DMC**
29 MidWinter Stages, Snetterton SCCON

FEBRUARY

- 4/5 Clubman Status Road Rally Garstang & Preston
 Phoenix Stages, Cadwell Park Eastwood and Dist.
5 Riponian MV Stages Ripon MC
11/12 Bruce Robinson Road Rally Lincoln MCCC
11 Breckland MV Forest Rally Eastern Counties
19 Single Venue, Flookborough Morecambe CC
25 Manby Stage Rally Matlock MC
26 Kall Kwik Forest Stages DeLacy

PETER RUTTERFORD (Competition Secretary)

MEMBERSHIP

Your money is due NOW and you should have all got a form last month with your magazine. Please complete and return them to me A.S.A.P.

If you need your card quickly for use at an event please enclose an SAE or see me in person.

Thank you and Happy New Year.

LOUISE GOODALL (Membership Secretary)

BOXING DAY AUTOTEST

Well another year has passed us by and the Boxing Day was here again with Barry Dove and myself collared, once again, to run the event and, with a little last minute organisation we managed to get a permit and the land-owners consent. This did mean, however that we were a little late with the regs.

The outcome of all this was that Trackrod only managed to field a three car team whilst Alwoodley had four members competing, in fact there were more marshals than competitors. I can remember the times when we ran and the competitors had to marshal too as they out-numbered the marshals. Anyway, enough moping, 1995 IS going to be the year when TRACKROD returned from the grave and COMPETED.

The event was well received by those who took part with simple tests although the car park was very icy. At the front it was a close competition between Steve Morton FTD in his Sylva 1300 and Peter Cohen in his Peugeot 405 Diesel 2nd. 1st Novice was Roger Appleby in an Escort Diesel VAN with Mark Midgley and Paul Scruton's scrap for 2nd resolved in Marks favour.

Thanks to all those who came and supported what is one of our favourite events and had some real good FUN with a capital F!

After the event, talking in the pub, I thought and suggested that we put on a training session for those who fancy a go but are not really sure. I would suggest that we would have cars and drivers to help and demonstrate the various manoeuvres and to let people have a go in their own cars or those owned by the so called experts. Your thoughts on this matter would be greatly appreciated.

1995 is going to be TRACKROD's year and WE WILL WIN the LARKSPEED LEAGUE.

JOHN RENNY & BARRY DOVE (Organisers, Boxing Day Autotest)

ANNUAL AWARDS
PRESENTATION
AND DINNER DANCE
LAWNSWOOD ARMS,
OTLEY ROAD, LEEDS
14TH JANUARY 1995

MENU

Salmon Mayonnaise

Royal Game Soup

Roast Contreau Fillet of Beef Chasseur

Selection of Potatoes and Vegetables

Choice of sweet (Raspberry Sylabub or Passion Cake)

Coffee and Mints

**7.30 fro 8.00PM Bar opens at 7.00 and closes at 12.30 (OK Vince?
Ed.), Dancing till 1.00 AM**

**Will anyone with special dietary needs (Big portions please Anne,
Ed.) contact me A.S.A.P.**

ANNE MOFFAT (Social Secretary)



Wheels

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

Exhaust emission
threat to ozone layers

National Parks restricted
access proposed!

Reduced speed limit asked for

MOUNTING GREENERY

As the years tilt towards 2000 we have to accept that outside pressures on our sport – from environmentalists and others – are not going to lessen. So should we just lie back and think of Cod Fillet? No! We should all be making New Year's resolutions to be more positive in defending our sport.

Our defence should start by not handing ammunition to critics. Which means a careful watch on noise levels, PR work for road events and the like.

With our house firmly in order we can then take more positive steps to lobby for motorsport and the action should start with *all* clubs vowing to join and support their Regional Associations – we need everyone on board. Clubs themselves should make the most of any anniversaries – 60th, 70th or whatever – to highlight the message that motorsport is a long established pastime.

Above all, we should be talking *positively* about the sport, not just to the media but to Round Tables, Young Farmers, in fact to any of the countless organisations looking for speakers. Among the points we can fairly make:

- The sport employs around 50,000 people in Britain.
- It's one of our major export earners, in a total turnover of £1 billion, over £650 million is accounted for by foreign earnings. And unlike many other sports, we don't get a penny of Government grant.
- It's a sport in which Britain excels, which brings international prestige; it's no coincidence that so many of the world's major corporations base their competition departments here.

And if people bring up the question of safety? Well, no one ever claims the sport to be totally safe but the most dangerous sports in Britain are in fact horse riding, hockey, judo, boxing, rugby and angling. Yes – angling (possibly people die of boredom). Motor sport sits between 11th and 13th in the league of dangerous sports.

The environment? As competitors are well aware there are strict rules on noise – for events on public roads the levels are in fact lower than for lorries, while one Jumbo to Australia uses more fuel than the whole of British motorsport in a year. Critics may cry that rallies use Forestry

Commission roads. True. But they pay for the privilege, around £750,000 per year forming the Commission's second largest source of income after chopping down trees!

So we have plenty of ammunition. It's a sport we can be proud of but if we remain inward-looking, wrapped in our immediate problems, and fail to make a positive case to the outside world, we will only have ourselves to blame if restrictions grow as the years go by.

Stuart Turner

COD FILLET QUIZ



1. Which long distance sports car race traditionally started at midnight?
2. If you were awarded the Peall Trophy which event have you just won?
3. When did 'Motor Sport' magazine have a Blue cover?
4. Which series production car was the first to be fitted with disc brakes?

ANSWERS ON PAGE IV

NEWS FROM THE RACMSA

New Procedure for Rule Changes

The RAC British Motor Sports Council has adopted new procedures for rule-making, allowing time for more feedback from competitors and officials.

Each specialist committee continues to propose new rules or rule changes to the Motor Sports Council, as in the past. The Council either approves the rule in principle, or returns it to the committee for further discussion. The Council will not, itself, change any proposed rule.

The new rule will then be published in *RACMSA News* as "approved by the Council in principle, and subject to ratification at the next Council meeting".

Interested parties are invited to send comments on the proposed new rule to the RACMSA, so that they can be discussed at the next meeting of the specialist committee concerned.

At the subsequent meeting of the Council, the relevant committee chairman reports on any comments received, the committee's views on those comments and whether the committee feels that the proposed rule can be ratified.

This automatically means that the final Council meeting which can hear proposals for the following year is the June meeting, with ratification in September to enable the rule to go into the next *British Motor Sports Yearbook*. The stability rules are thus maintained. Safety items can still be approved for early (not immediate) implementation.

National Lottery

National and Regional Plans are proceeding apace. In the meantime we would encourage clubs who are likely to be interested in applying for grants to contact the Lottery Help Line

direct, remembering to copy to the Chief Executive at the RACMSA, so that appropriate verification and endorsement processes can be followed.

A pilot scheme for an England-wide telephone help line for sport lottery enquiries was launched by the Sports Council at the beginning of August. The Sports Council Lottery Line provides a service to callers with queries about lottery grants for sport. It is not a general information service for the national lottery. Any queries about the lottery itself should be directed to Camelot, the lottery operator.

The telephone help line has been set up in response to the several hundred calls received each week by the Sports Council. The hope is that the better informed the potential applicants, the less likely they are to waste their time (and the Sports Council's) making inappropriate applications.

Calls will be charged at the local rate from anywhere in England. The number is 0345 649649. The line is open 24 hours a day, seven days a week.

Vauxhall Cash for British Rally Championship

Club competitors using Vauxhalls can earn more than £50,000 in the 1995 Vauxhall Sport Bonus Scheme.

A key part of the scheme is major support for the Mobil 1/Top Gear British Rally Championship, combining cash for 'Formula 2' drivers and an opportunity to buy eligible cars at rock-bottom prices.

"We are again demonstrating that, despite our success at the very highest levels in British motor sport, Vauxhall Sport have not forgotten grass-roots competitors" said Mike Nicholson, Motorsports and Sponsorship Manager.

"The Bonus Scheme is an idea as old as Vauxhall Dealer Sport itself and it continues to cater for the club competitors in both current models and the Nova range of cars".

Vauxhall Sport have made arrangements for the outgoing fleet of

Vauxhall Astra GSi cars to be made available at special low prices. The cars come equipped with full rollages and other safety equipment, making ideal base vehicles for prospective competitors in the two-litre rally category.

As drivers of these Astras are eligible for the additional support for the Mobil 1/Top Gear British Rally Championship, it is possible that a successful competitor could find that his car has paid for itself by the end of the season!

Further details of the Vauxhall Bonus Scheme and the sale of the Astra GSi cars are available from Vauxhall Sport, Hadley House, Great Glen, Leicestershire LE8 9GN (☎ 0116-259-2640, fax 0116-259-3527).

Club Support Material

Contrary to rumour, motor clubs can still purchase a range of event support material from Castrol. Prices (including VAT) are listed below; for supplies or further information, please contact the External Affairs Department of Castrol UK at Burmah Castrol House, Pipers Way, Swindon, Wiltshire SN3 1RE.

Marshal tabard \$2.48 each; Marshal armband \$0.44 each; Caution sign \$0.98 each; No Entry sign \$0.98 each; Wire stake \$0.32 each; Direction arrow \$0.43 each; Polythene tape (100 m) \$3.48 per roll; Special Stage boards \$40.00 per set; Challenge shields (set of 3) \$25.00 per set; Perpetual Challenge Shield \$35.00 each.

In brief...

◆ Over 300 motor clubs took part in the 1994 RACMSA Motor Club Survey. Results will appear soon. Prize draw winners (who get club material from Castrol) were Cranleigh MC, Newquay AC, Orkney MC, Tynemouth & DMC and Ulster University MC.

◆ Rescue and Recovery statistics: there are currently 124 licensed units, made up of 16 race rescue, 25 rally rescue, 16 dual rescue and 67 recovery vehicles. There are 428 licensed operators (88 race, 88 rally, 116 dual and 136 recovery) plus 104 trainees.

SPORTING TRIALS

- Sometimes known as Mud Plugging and often wrongly described as Hill-climbing, a Sporting Trial consists of about ten hills marked out on grass, mud, heather or any unmade surface by pairs of poles, numbered from 12 to 1. The object is to get as far as possible up each one, in your own time, without hitting the poles. Penally points are awarded for stopping or hitting a pole and speed or time are irrelevant.
- Speeds do not normally exceed 20 mph, but things do happen really fast. Sections consist of 12 pairs of gates which may be no more than 6" wider than the car, and slopes steeper than 1 in 2 in places make sure the driver is kept busy.
- Ten sections may be tackled three times, say 30 sections in a day's sport. Since each one must be walked and inspected first, a trial is quite a lengthy undertaking. You get a lot of sport for your entry fee of about £18.
- The trials season runs from early September to the end of April. There are events all over England and Northern Ireland, but very few in Scotland or Wales. There are about 200 sporting trials in the '95 calendar.
- Trials cars are small purpose built 2 seaters with front engines, rear wheel drive and ordinary road tyres, which are run at about 2 psi. Engines are more or less standard, and most cars use engines smaller than the 1650 cc maximum.
- Used trials cars can be bought from £1000, really good ones from £3000, and they do not normally depreciate. Running costs are low, about £70 per event, most of which is the petrol to get to the site. A pair of tyres can last all year, engines can go on for ever and one gallon of petrol will last all day.
- Passengers or "houncers" are an integral part of the team, and enjoy being consulted on the best strategy for the next section.
- Competition is fierce, but because cheating is more or less impossible, and money cannot buy success, the atmosphere is one of the most friendly in the whole of motorsport. Trials is a sport about driving skills above all.

Julian Fack

AUTOSCIENCE

MINI MANIA!

By DD Video, available from High Street Retailers, £12.99

The most charismatic small car ever built has been in production for an amazing 35 years and the original design by Alec Issigonis has remained largely unchanged, highlighting its purity of design. *Mini Mania!* celebrates this 35th anniversary and investigates the enduring legend that is the Mini.

This video captures the appeal of the Mini, spanning the years from the Swinging Sixties until the present day. It shows a family of American enthusiasts who have built up a huge collection.

Paddy Hopkirk, who made his name rallying Minis, demonstrates the handbrake turn used in *The Italian Job*.

Mini Mania! is available from the usual High Street retailers, or from DD Video. Tel: 081 466 4044.

AUTOSPORT-GULF PORSCHE 1/43 scale, by Provence Moulage for Grand Prix models, kit price £25.00

The *Autosport* sponsored Kremer Porsche that ran at Le Mans is now available as a model. Driven to sixth place by Derek Bell, Robin Donovan and Jurgen Laessig, the car has been immortalised in 1/43 scale by Provence Moulage. It is available as a kit for £25.00 plus 75p postage from Grand Prix Models, 3 Noke Lane Business Centre, St Albans, Herts AL2 3NY. Tel 0727 845645.

RAC BRITISH TOURING CAR CHAMPIONSHIP SEASON REVIEW Duke Video, £12.99

It's not easy to squeeze 21 rounds of the hardest fought saloon car series in the world into three hours of video, but BHP's production team have endeavoured to do just that.

Introduced by Steve Rider and with commentary by Murray Walker, this seasonal review brings the very best in-car and on-track images to your living room.

So if you would like to preserve for posterity Gabriele Tarquini's spectacular roll at Knockhill or watch one more time Patrick Watts wringing the living death out of his Peugeot, then pop down to WH Smith, Halfords, Our Price, Menzies or any good store and insist on a copy!

THE GUINNESS BOOK OF CAR FACTS AND FIGURES

Published by Guinness Publishing, 256 pp, Hardback, £14.99

Peugeot started out as a watermill in France in the early 18th century.

This is just one of many gems which leap out of *The Guinness Book of Car Facts and Feats*, which is now in its fourth edition.

The book also reveals that the inspiration for Chevrolet's bow-tie emblem came from the wallpaper of a French hotel, and that the most successful early steam car was intriguingly called the Lococar.

Neatly sectioned, you can dive straight into any chapter, such as rallying, racing, the drivers and record breakers.

It's both an invaluable reference volume and a great little book to be mined for off-beat snatches of information.

FINTRAY HOUSE HILL CLIMB From the Aberdeen & District Motor Club Ltd, £2.50

The Aberdeen & District Motor Club Ltd - winner of last year's Castrol RACMSA Motor Club of the Year Award - has produced an excellent booklet on Fintray House Hill Climb, looking back over some 30 years of motorsport there.

Copies are available from the editor George C. Robinson, 34 Rose House, Hazlehead, Aberdeen AB1 8ER at £2.50 (cheques payable to ADMC Ltd).

FEATURE BY **AUTOSPORT**

Wheels 1/95 iii

Going Nuts

EVER thought about nuts? Or bolts and thread types and sizes? One of the points sometimes raised is about bolts or studs with a 'rolled' thread.

Basically you are probably more familiar with cut threads. You take a rod or bolt and cut the thread onto the shank with a die, or a die nut. Naturally this leaves you a thread that is cut from the original material, which means you have some stress raiser points in the teeth of the thread. The form of the thread will dictate how high or low they are.

With a rolled thread you take your shank and force a wheel into the material, squeezing the material up from the surface to form a

thread. It often takes several goes at this before you get the finished thread, at the required size. A rolled thread can be likened to a forging because the original grain of the material flows into and along the threaded section, rather than being cut at 90 degrees to the flow of the grain.

Rolled threads are therefore felt to be superior in terms of mechanical strength (size for size) to a cut thread. The best bolts, or at least the more expensive ones, tend to have a waisted section, perhaps with a shoulder at one end and a thicker section half way down if it is a long bolt. The theory is that the bolt will only be as strong as the thinnest cross section at the base of the thread, so the shank need not be any thicker than this. The raised sections are simply there to provide location within the hole, since the hole must be the size of the

outside of the thread, not the base of it.

On most bolts you will find a number on the top of the bolt. This represents the tensile strength of the bolt. For example, an 8.8 would be a general purpose steel bolt, while a 10.9 is higher tensile. If you are replacing bolts around the car, always check the rating and replace like with like.

QUIZ ANSWERS

1. Reims, 12 hours (50s and 60s).
2. The RAC Rally (one of the awards to the winning driver).
3. When Ecurie Ecosse won at Le Mans, 1956 in Jaguars.
4. The TRIUMPH TR3 in 1956.



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Alexander Duckham & Co Limited, 157/159 Mason's Hill, Bromley, Kent BR2 9HU

Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Coltsbrook, Stough SL3 0HG

COMMITTEE CHAT

There were no new members to report at the last meeting.

An equipment inventory is to be made and Paul would appreciate any help in compiling this.

A roll of 240V cable is still missing!

In future signing on sheets will be used to avoid duplicating magazine deliveries to members, please sign for yourself and any members you take a magazine on behalf of, Thanks.

The social calendar is filling up nicely, keep your eyes peeled.

Larkspeed events are now finalised, see Peter for more details.

Trophy Points, if you have not claimed by the time you read this TOUGH!
Please return your trophies for polishing and engraving!

THE COMMITTEE, TRACKROD MOTOR CLUB.

TROPHY POINTS.

**PLEASE, PLEASE, RETURN YOUR
TROPHIES TO VINCE FOR HIM TO
POLISH BEFORE YOU WIN THEM AGAIN
(IF YOU'RE LUCKY!)**

GARAGE CLEAROUT

TYRES: Mich SB10 16/57-13(215-13) Inters
Mich TB15 16/57-13(215-13) Inters
Prices from £12 to £20 according to tread depth.

LIGHTS: 4 of Cibie Super Oscars £10 @
1 Hella 24" map light (New) £10

MISC ESCORT BITS:

WCXM £15
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Quick Racks £10 @
Double Width Kit (new) £15
Single leaf rear springs
NEW RS Part No 90519147 £40
Gen. RS2 Steering Wheel £20

FIRSTLY RING MALCOLM SURGENOR ON 0324 637649 (Eves)
then See DEREK LEE for arrangements to get bits to Leeds
(A very nice man!!).

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£50 THE SET**

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**ESCORT 1600 SPORT CROSSFLOW
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TEL RICHARD 0113 258 2519

KALL KWIK STAGES RALLY
SUNDAY 26th FEBRUARY 1995

This year De Lacy Motor Club are once again running a rally in the North Yorkshire forests and we have been asked to help run the WATERLOO stage.

This stage has not been used for some years and starts near Rievaulx Abbey and finishes near the A170 at Sproxton.

Signing on takes place from 12.00 noon and we need marshals, timekeepers, radios etc.

Ring John Smallwood (0904 706257) or Derek Lee (0943 875231) for more details.

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RETROSPECTIVE

From the pages of the Trackrod Magazine of January 1976.

Front cover pic. showed John Fairweather/Ray Sutcliffe on the start line of "our" stage on the 1975 Scarborough Stages Rally at Marine Drive. Start marshals looking on were Phil and Christine Staton. The back cover had a photo of Clive Holker/Jack Coulthard on the 1974 Tour of Lincs.

Ronnie Moore provided a comprehensive report on the KLMC Bullough Trophy Rally running as a stage event for the very first time. TMC had three crews out, Vince & Marcel Girardier, John Fairweather/Ray Sutcliffe, and Peter Germaine/Ronnie Moore. The event was reported as being hard on cars (I always thought that was the drivers prerogative!), however our crews faired very well with Germaine/Moore collecting 1st Novice awards and the Girardiers 8th O/A. Fairweather/Sutcliffe retired out of time after a puncture, a radiator change and getting pulled for speeding (Tut Tut!)

The 2nd round of the indoor rally championship was won by Frank Stuart-Brown/Ian Gurnett who beat 12 other "crews".

New members dept., Mike Fisher (of Corgi Toys Escort fame), Hugh Edwards (still doing a bit), Jean Ambler, John C.D.Renny (still wanting to do a bit!), David Marshal (still doing a bit) and Steven J.Palmer.

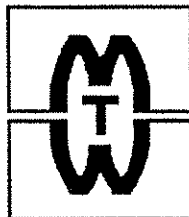
Subscriptions due, being January, and Yes, they'd gone up by a whole 50 pence to £2.50. Editor Coulthard announced the answers to last months crossword - even though he did forget one of the clues!

Boxing Day Autotest won by a chap called Ineson (never heard of him!). The Bentley Trophy Rally saw Ken Goodall and Hugh Edwards finish 2nd O/A clinching 2nd in the ANCC championship for Ken.

Dinner Dance looming on the 16th Jan at the Post house, Bramhope.

Trackrod.....Ends

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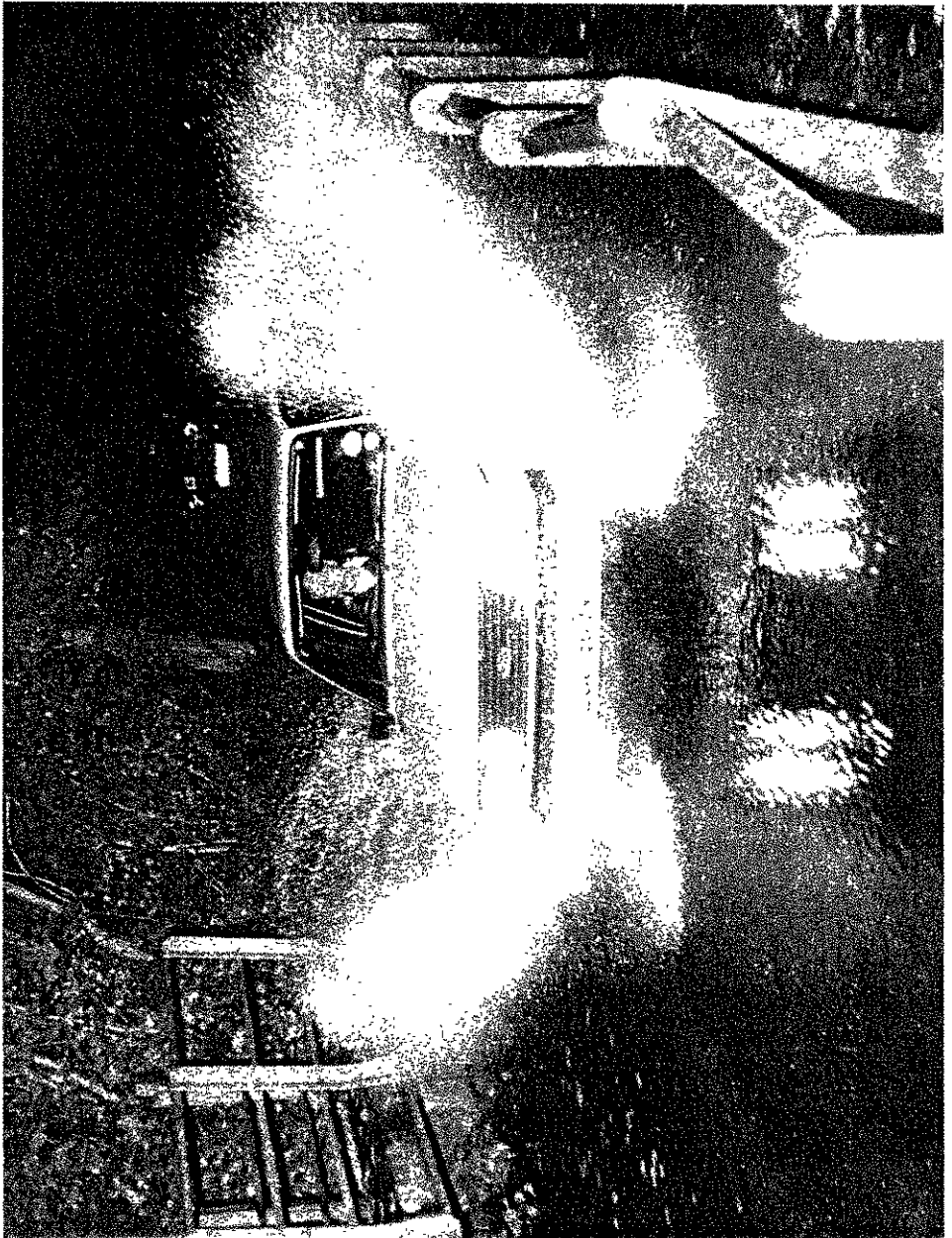
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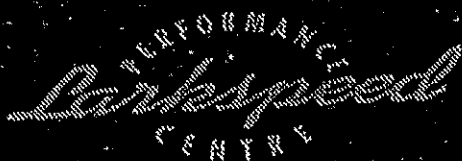
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