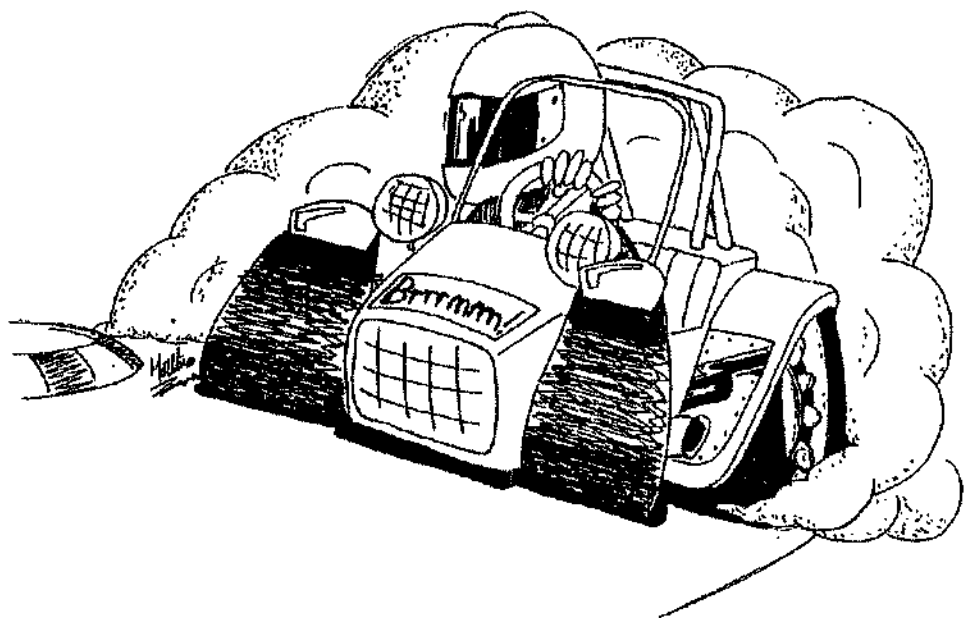


**TRACKROD**

**MOTOR CLUB LIMITED**

*PREPARING FOR THE 21st CENTURY*



**MARCH 1996**  
**MAGAZINE**

**THE NORTHS LEADING MOTOR CLUB**

**RAC AFFILIATED No. 1230**

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**THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB Ltd**

**No. 301**

**March 1996**

**EDITOR**

First, and probably most significantly, I would like to welcome Brian Walters to the keyboard. Brian will be acting as Assistant Editor for the next two or three months eventually taking over the role full-time. This should ensure a smooth handover and continued(?) quality. Be prepared for changes though especially in a effort to reduce costs.

Secondly, I actually managed to spare the time to marshal on this year's Kall Kwik and a fairly energetic and exciting day was had. One car was so far off that i felt that he must have been doing the Scottish!! We got him back on though. Well done to those of you who were competing, we look forward to your articles soon!!

That's enough for now. Till next month ta ta...

**Nick Stevens (Editor**

**DEADLINE FOR APRIL ISSUE IS**  
**TUESDAY 23rd MARCH 1996**

## **CHAIRMAN'S CHAT**

Winter still seems to be with us, although the melting snow does not seem to be filling the reservoirs it was enough to cause the cancellation of the Ripon stage rally with stories of drifting snow to delight an Eskimo!

Fortunately our own event, the Dinner Dance, during the same weekend went ahead full steam despite the weather, and the Hilton in Leeds did us proud.

Although more snow was forecast for the Kall Kwik stages, on the day it was fine and the first seasons' forest rally ran to plan. Watch out for the Humberside event at the end of March, and our own Forest Rally and the RAC Historic nearer the end of the year. Details as always in your magazine or from any committee member.

On the National scene Chris Mellors took a fine win on the Bournemouth Winter Rally using a car built new that week and with no test miles! Let's see if he can do the hat-trick and win the Mintex Title for the third consecutive time.

March steps up the pace a little for those of you who want to get involved with rallies. There are at least two single venues plus the Vauxhall Sport (First round of the Mobil 1/Top Gear Championship). After that there is something every weekend, plus a host of other events should rallying not be your first choice.

Finally just my usual reminder to read relevant sections of the "Blue Book" for those of you who want to compete. As always, there are some changes this year and it's best to find out about them before scrutineering!

**Rod Parkin, (Chairman**

## SEC'S BIT

Not a lot to mention this month I'm afraid but, to start with, on behalf of John Smallwood and myself, I would like to thank everybody who turned out on the Kall Kwik Stages which was as near a perfect February day as we were going to get. The rain and snow held off until the last 20 minutes just as we were packing up.

Next the Aprilfools Autotest is on the 7th April at West Street Car Park unless I find another venue in the next couple of days. If you would like to compete or marshal please let Simon Marston., Malcolm Jagger or myself know ASAP.

We had a discussion on the Trophy Points at committee and the way awards are allocated. More info over the next few months from Vince or myself. The main annual trophies are on display at Switchgear. There has also been a major redesign of the Points Claim Form to make it easier for you to use and for Vince to process it. There will be two on an A4 sheet and hopefully they will be loose leafed in the magazine. Contact a committee member for further supplies.

I still require more names of competitors who would like to compete in the 1996 Larkspeed League - could this be your year??? The more competitors the better!!!

PLEASE, PLEASE, PLEASE if you would like to have a T-Shirt, Sweatshirt, jumper or anything else with the Trackrod logo on it would you please contact the merchandising officer (Brian Walters) ASAP so that we can get them ordered fairly soon....

That's all I can think of this month, so safe motoring

**DEREK LEE, (Secretary**

**SOCIAL AND COMPETITION CALENDAR**  
**MARCH/APRIL 1996**

**MARCH**

- 5 Yorkshire Switchgear  
12 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**  
19 Crown, Wetherby  
26 Dick Hudson's, High Eldwick, Bingley

**APRIL**

- 2 Yorkshire Switchgear  
12 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**  
16 Crown, Wetherby  
23 Admiral Hawke, Boston Spa.  
**CHINESE EVENING** details next month  
30 Beehive, Thorner.

**Competition Calendar**

**March**

- |       |   |  |
|-------|---|--|
| 2     | Malcolm Wilson Stage Rally              | Morecambe C.C, Kirby<br>Lonsdale MC & West Cumbria |
| 3     | Robin Hood Stages Rally                 | Lindholme Motor Sports Club                        |
|       | Stage Rally at 3 Sisters Circuit, Wigan | High Moor Motor Club                               |
| 9     | A19 Recovery Stages at Elvington        | York Motor Club                                    |
| 16    | Butterwick Trophy Rally at Croft        | Whitby & District MC                               |
| 16/17 | Hall Trophy Road Rally                  |  |
|       | Maps 97, 98, 102, 103                   | Clitheroe and District MC                          |
| 17    | Haverigg Stages                         | Furness District MC                                |
| 23/24 | Mini Miglia Road Rally                  |  |
|       | Maps 103, 104, 110                      | Knowl Dale Car Club                                |
|       | Archie Moss Morning Mist Road Rally     | Loughborough Car Club                              |
| 30    | Forest Stage Rally                      | North Humberside MC                                |
|       | Stage Rally at 3 Sisters Circuit, Wigan | Glossop & District Car Club                        |

April

7	<b>APRILFOOLS AUTOTEST</b>	<b>TRACKROD</b>
	Stage Rally (To Be Confirmed)	Wakefield & District MC
14	<b>Yorkshire Classic Road Rally</b>	
	Maps 98,99,104	Otley & Airedale & Pennine
	Tour of Lincs	Lincs Louth Motor Club
20	Stage Rally at Manby	North Humberside MC
20/21	Road Rally	Matlock Motor Club
27	Plains Stage Rally	Knutsford & Dist MC
27/28	Three Swans Road Rally:	
	Maps 99,100,101,5,6	Selby & District MC

**TI Rally School Northern Stage Rally Championship**

Date	Event/Location	Club
March 30th	North Humberside Forest Rally (N.Yorkshire)	N.Humberside
April 14th	Tour of Lincs (Lincolnshire)	Lincs Louth
May 26th	Bloodhound Stages (Lincolnshire-Tarmac)	Lincoln
June 8th	Colman Tyres Rally (Lincolnshire-Mixed)	Trackrod/Otley
July 7th	Armstrong Massey Viking Tour (E.Yorks-Mixed)	Beverley/Buccaneer
July 20th	Opposite Lock Rally (Lincolnshire-Mixed)	Slaithwaite
July 27th	Aura Promenade Stages (Merseyside-Tarmac)	Wallasey
Aug 10th	Alsecure Silva Stages (Lancs-Forest)	Clitheroe/Springhill
Sept 28th	Buywell Retail Park Forest Rally (N.Yorkshire)	Trackrod
Oct 27th	Premier Forest Stages (Nottinghamshire)	Dukeries/De Lacy/ Mid Derbys
Nov 3rd	Castrol Flookburgh Stages (Cumbria-Tarmac)	Wigan
Nov 30th	Cadwell Park Stages (Lincs-Mixed) 2 days	South Bank

Full Details On The Notice Board.

Peter Rutterford : Competition Secretary

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**NO RENEWAL,**

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## **AWARD WINNERS 1995**

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**DICKINSONS PCT TROPHY:** Nigel Drayton

**OFFROAD EVENTS TROPHY:** Arthur Heaton

**AUTOTEST:** Nigel Drayton

**BEST LADY COMPETITOR:** Louise Goodall

**ROAD RALLY DRIVER:** Arthur Heaton

**ROAD RALLY NAVIGATOR:** Arthur Heaton

**STAGE RALLY DRIVER:**

1st: Steve Sanderson

2nd: Stuart Drabble

3rd: Chris Rowson

**STAGE RALLY NAVIGATOR:**

1st: Steve Hugill

2nd: Dave Hammond

3rd: Rob Buchan

**LARKSPEED LEAGUE:**

Driver: Steve Sanderson

Navigator: Steve Hugill

**SPY 44 TROPHY:** Arthur Heaton

**FORSTER SHELL TROPHY (BEST TRIER):** Stuart Drabble



# Wheels

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

## SCISSORS ... SCALPEL ...

**W**E'VE all seen the signs saying that motor sport can be dangerous and as enthusiasts we're probably more likely to come across an accident than the average motorist. So this article is about first aid. Boring? Maybe. But hang on, don't turn the page just yet. Think what a total prat you'd feel if you had to stand by helpless at a serious accident through ignorance. Now read on.

If there are marshals or police present at an accident then simply obey their instructions, helping only if asked - don't add to any confusion by just barging in. If there's no other help around then first protect the scene of the accident, for instance by sending someone up the road to warn oncoming vehicles. If you don't do this, a simple accident may escalate into a multiple one.

If things are obviously serious then you will need to send someone for skilled help, be it a doctor, rescue vehicle or whatever.

Switch off ignitions and stop people smoking. Obvious? Of course but people in shock may fight up.

Next, check the breathing of any casualties not able to speak (if someone is screaming and shouting - it will probably be me - he can be left for the moment).

If a casualty is unconscious, make sure he is breathing and do not leave him until he regains consciousness.

If someone is NOT breathing then gently lift the chin forward without moving the neck, pinch their nose shut and blow air into their lungs - their chest should rise. Remove your mouth, let air out; repeat every five

seconds until breathing restarts. Mouth-to-mouth resuscitation like this is one of the most important things to learn - try to see a practical demonstration some time; it's not as difficult or as unpleasant or as complicated as it sounds, and there is virtually no risk of catching AIDS from properly carrying out this life-saving procedure. It really is worth going to first aid classes to learn such things; the St John Ambulance Brigade, the St Andrews Ambulance Association (north of the border) and

blanket or jacket; check their airways as well as for any injuries, and cool any burnt areas with lots of water. DO NOT pull off any clothing sticking to them; or touch any burnt areas or apply ointments - leave treatment to experts. And by the way, don't forget that bits of a car may be very hot; you won't help things if you add to the casualty list by getting burnt yourself. With any accident there may be a lot of broken glass and sharp jagged pieces of metal - be careful not to cut yourself (a pair of gardening gloves in the car can be invaluable).

If you come across an accident, whatever else you do, DON'T PANIC. Finally, remember, First Aid is simple: as simple as ABC.

- A - Airway and Cervical Spine
- B - Breathing
- C - Circulation

We all need an airway and spinal cord, we all need to breathe and we all need a circulation - to live. It may not be easy, particularly if there is blood about (I hide under the table when *Casualty* is on) but if you can keep calm while everyone else is flapping then you really may save someone's life.

Stuart Turner



the British Red Cross all run courses. It's also worth keeping your Tetanus boosters up to date and it surely makes sense to carry a first aid kit in your car.

If someone is losing blood badly, press on the bleeding area with your fingers, thumb and hand. If extra hands are available put a dry dressing or clean handkerchief in place, but above all ensure that bleeding stops. If it doesn't then revert to hand pressure.

On no account move a casualty from a car unless there is real danger from, say, fire or drowning. Wait for skilled help otherwise you could make injuries - especially spinal ones - much, much worse.

If, unhappily, there is a fire then you may simply have to get people out of a car. Smother any flames with a

## COD FILLET QUIZ



1. Which Rover Group car was 'Powered by Ford'?
2. Name the rallying duo who have won the TOUR de CORSE 3 times?
3. Who won the 1994 British FORMULA 3 Championship?
4. The Auckland (NZ) Grand Prix was the last victory for a triple BRDC Gold Star winner. Who?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## More good insurance news

The RACMSA are pleased to announce more good news arising from the recent appointment of Bradstock as their insurance brokers.

Motor clubs organising events under the agreement with the Forestry Commission will no longer be required to pay the supplementary fire insurance premium (\$5 per stage mile) for events taking place in 1996 and thereafter.

## Night of Champions

The 1995 British champions gathered for the annual awards ceremony at the RAC Clubhouse in London last month. As the FIA World Championship awards fell victim to industrial unrest in France, the Club also played host to FIA President Max Mosley and FIA Vice President Bernie Ecclestone, who presented their principal awards, including those to World Champion drivers Michael Schumacher and Colin

Damon Hill.

Most of the award winners are pictured on this page. From left to right, they are: back row, Peter Grimes (Autotest), Dermot Carnegie (Motorcross), Ian Bell (Sporting Trial), Malcolm Davies (Autocross), Stephen Courts (Production Car Trial), Roy Howarth (Chairman of Motor Club of the Year Ikley & DMC), Michael Simpson (Short Circuit Kart), Oliver Gavin (Formula 3), Anthony Davidson (Junior Kart), Chris Stoney (Long Circuit Kart); front row, Barry Sheavills (Drag Race), Colin McRae (World Rally), Chris Hill (Sprint) and John Cleland (Auto Trader RAC British Touring Cars).

Missing from the picture although they were present, are Alister McRae/David Senior (Mobil 1/Top Gear British Rally Champions), Andy Priaulx (Hillclimb) and Bruce Tigwell (Off Road).

For the first time in many years, all 15 RAC champion drivers were from the British Isles, with Irishman Carnegie the only non-UK driver.

## Prince Michael Award

One of the best-known personalities in rallying was presented with the Prince Michael Award of Merit at the annual dinner of the RAC British Motor Sports Council on Thursday 8 February.

Southport, Merseyside) was a founding member of 2300 Club in 1955, and played a major part in creating the Tour of Mull Rally, whose organising committee he has chaired for the past 25 years.

In 1990, largely through his efforts, the Tour of Mull became the first rally in mainland Britain to run on closed public roads. Brian Molyneux's unique achievement in obtaining the Act of Parliament needed to make this possible followed many years of effort. Through his hard work and good judgement, the 2300 Club was able to gain the support of local, district and regional authorities, tourism and development boards, local farmers and residents and, of course, the members of both Houses of Parliament.

Brian Molyneux remains active as an RACMSA Steward and still serves as a Justice of the Peace in his original home town of Blackburn.

The award was presented personally by HRH Prince Michael of Kent, President of the RAC Motor Sports Council. The ceremony took place at the annual council dinner, held at the RAC Clubhouse in London's Pall Mall.

The Prince Michael Award of Merit is presented annually for meritorious service to British motor sport. The award is open only to people who do not principally earn their living from the sport. Among those who are not eligible are members of the RAC Motor Sports Council, and serving directors of the RAC and the RACMSA.

## Marshal training

Race marshal and rally rescue crews have been hard at work preparing for the new season. Braving icy conditions, an encouraging number of newcomers were among those trained at a weekend session organised by the British Racing Marshals Club at Donington. Meanwhile, rally rescue crews and vehicles were put to the test at the bi-annual examinations in Clipstone Forest.

The BMRMC event dealt with various incidents which can be expected at race meetings, including everything from fighting petrol fires to taking part in a mock tribunal.



# WORLD RALLY TEAMS ASSOCIATION

- Founded in 1993, the World Rally Teams Association is an organisation formed to jointly represent the views of the manufacturers participating in the World Rally Championship, in a quest to promote the sport at top level.
- There are 3 key directives:
  1. To reduce costs by pooling resources of the teams.
  2. To promote the sport and further reduce costs through changes in sporting regulations along with increased media awareness.
  3. Increase global TV coverage.
- Based in Olney, near Milton Keynes, the Founding Members of the Association are Ford Motorsport, Toyota Team Europe, Subaru Prodrive, Mitsubishi Ralliart with Associate Members being Renault Sport, Skoda, Castrol, Philip Morris and BAT.
- The General Secretary is Mike Greasley working with former Ford and Prodrive Team Director, Charles Reynolds as Logistics Manager. Jane Brady deals with all administration and secretarial matters.
- The Association works with each of the organisers of the World Rally Championship in an effort to assist in adapting their events to the latest FIA rules. Routes are thoroughly analysed; special stage distances, fuel consumptions, service parks and promotional viability are studied.
- Through the FIA, the Association is also responsible for co-ordination of TV film production which is undertaken by the BBC.
- On the technical front the WRTA works to steer the development of new regulations to be in line with manufacturer planning.
- The WRTA has recently made a major presentation on behalf of the manufacturers to the FIA Rallies Commission regarding the direction for rallying in the future. These highlighted the need to focus on new-found media attention created by improved television coverage and the need to adjust for new market demands.

# AUTOSPORT CLASSIC

## PORSCHE CARRERA

By Nicholas Watts, £110  
Nicholas Watts was born in Tunbridge Wells, not far from Brands Hatch, and was interested in motorsport from an early age. Having trained to be an engineering draughtsman, he turned his attention to painting. This brilliant limited edition of Hans Herrmann in the works Porsche 550 spyder on the 1954 Carrera Panamericana is one of the latest in a long line of such graphic depictions. For more information contact Alex Reade Automotive Art, 0171 434 4324.

## JAGUAR - SPORTS RACING CARS

By Philip Porter, ISBN 1 87097967 2, from Bay View Books Ltd, £24.95  
Any brave soul writing about racing Jags has to compete with the late Andrew Whyte, but Porter has unearthed a lot more material via extensive interviews, notably with Lofy England and Duncan Hamilton before they died, Roy Salvadori and Stirling Moss, all of which give a fair bit of new, illuminating background. There are plenty of new sketches (such as a cutaway of an oil tank that is pure art!), tables and notes which add additional and fascinating detail to the story.

## CLASSIC SALOON CAR RACING

'60s STYLE  
From PP Video, The Storehouse, Little Hereford Street, Bromyard, Herefordshire HR7 4DF, Tel: 01885 488800, £12.99 inc p&p  
Don't let the sleeve put you off - *Classic Saloon Car Racing '60s Style* follows the 1968 saloon car series around Britain from Brands Hatch to Oulton, Mallory and back again.

See the battle between Brian Muir in the thundering Falcon and the Escort Twin Cam-mounted Frank Gardner. Plenty of other action, and the amazing John Rhodes explaining why he has to get his works Mini so sideways. Rich colour and good shots.

## RANGE ROVER, THE COMPLETE STORY

By James Taylor and Nick Dimbleby, ISBN 1 85223 910 7, Crowood Press, £19.95  
*Range Rover, The Complete Story* has been written by a couple of Ranger Rover nuts, and their affection for the king of off-readers shines through. Tracing the development of the model from concept through to special applications, there's little colour but plenty of interesting black and white archive shots. The tables and buyer's guide will be invaluable if you wish to dip a toe into the murky waters of second-hand Range Rovers and there's a guide to driving too; the authors aren't afraid to criticise the car. Useful with no frills.

## LEGENDS OF STOCK CAR RACING

ISBN 0 7603 0144 1, Motorbooks International (Haynes), £15.95  
*Legends of Stock Car Racing* is 24 short black-and-white chapters, each on a famous driver, team owner or mechanic, that neatly give an insight into the NASCAR story without getting bogged down in too many details: the statistics are in the back. It's entertainingly written although there's a fair amount of repetition because many of the drivers were contemporaries. Some fascinating nuggets, and good stuff if you want to see what '60s Yank muscle did away from the dragstrips.

**MYERS MEMORIAL SHIELD (BEST NOVICE :**

Chris Rowson/Dave Hammond

**J&B STOKER TROPHY (BEST ORGANISED EVENT :**

Anne Moffat - 25th Anniversary Dinner

**NEWMAN CUP (BEST ALL ROUND LADY :**

Caroline Marston

**TRACKROD TROPHY: Nigel Drayton.**

Congratulations to all award winners. Anyone who has not yet received their trophy yet, don't worry I will get it to you A.S.A.P.

In next month's magazine an explanation of the trophy points system. Basically the same as previous years except this year most categories will need a minimum of 3 claims over the year to qualify for awards, more next month.

Finally as of this moment the year is already 1/6th over already with just over 300 days to go until the next Dinner Dance and so far I have not received one claim from anybody for anything. There's plenty to claim for, don't sit back thinking it wont be you receiving the applause next January. it so easily could be . So get out there competing, organising, marshalling or servicing but don't forget get claiming.

Hope to hear from you soon

**VINCE FLETCHER.**

## What's the Charge?

**W**E had a recent query about charge robbing, in particular, does it have anything to do with the Mini's firing order of 1-3-4-2, where two cylinders fire, one after the other?

Yes, it does and if you start counting at No 2 cylinder you get 2-1-3-4 as the firing order: two pairs of cylinders firing one after the other. Each shared inlet port feeds first one port, then the next. Then it hangs around for a bit while the other two do their stuff. This means that when the mixture starts moving into one cylinder, as the inlet valve closes the inlet next to it can already be opening. One cylinder is just finishing its induction phase while the other is starting it. The available mixture can't go two ways at once, so you

get some of the charge robbed across into the other cylinder.

So which way does it rob? Three factors are involved. First you have the inertia of the mixture wanting to continue in its original direction. Next, you have the available depression in the respective cylinders. The higher depression of the two will be calling for mixture more urgently than its neighbour. Finally, you have the valve open area physically restricting flow, closing on one side, opening on the other. The outer cylinders have second call on the mixture in the port.

The outer cylinders rob the charge from the inner ones, so what can be done about it? For starters, improve the inner cylinders rather than make the outer ones worse. Since you can't do much about the vacuum levels in the inner cylinders, all you can do is open the inlet valve a touch more or overlap to offer less physical restriction to the incoming

flow and dissuade it from moving across to the outer cylinder. You can do this by pulling the lobe centre angles together: what is known as a 'scatter pattern' camshaft.

This assumes that you have enough lift on overlap to make any difference. With sensible, fast-road cams, you get very little increase in lift on overlap to make it work, hence you are hard-pushed to measure any difference on the dyno. With competition cams, though, the scatter pattern camshafts do give an increase in power.

## QUIZ ANSWERS

1. Sunbeam TIGER of 1964 (Ford V8).
2. Dorniche/Muha in 1978 (Fiat Arboth 131) and 1979 and 81 (Lancia Stratos).
3. Kelvin Burt (Dallara-Mugen-Honda 393-PSR).
4. Prince Bira (Bira) (B. Bira).



# Cold comfort

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Correspondence to Stuart Turner, RACMSA Motor Sports House, Riverside Park, Crowthorne, Slough SL3 6NG

## **RETROSPECTIVE**

**From the pages of the Trackrod Magazine of March 1977**

On the cover: Howard White in the RS1600 at the Janus Autotest, Tockwith.

Advance notice of our own stage rally - the Leeds Crest Stages - coming up on 3rd April with over 40 miles of stages planned.

The 1977 Shell League calendar was published -(our contribution being the aforesaid stage rally) 3 Autotests, 2 other Stage Rallies, 3 Hillclimbs and a PCT - £120 to overall winning club plus event awards.

Indoor rally championship unchanged after 5 events - J. Coulthard still leading.

Martin Kemp/Steve Holden gave us a report on the January 3 Swans Rally which they won! with John Renny/Richard Spurdens coming 3rd O/A! Pats on backs all round!!

New members this month, J.R.Fullerton; Chris Greasley; John Fenton; Peter Gledhill (re-joining); Paul Halstead; C.J.Rushworth; John Embleton; Simon Verity; P.Swale; John Dwight and Peter Thompson.

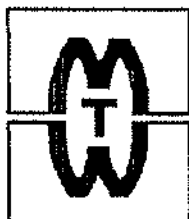
Frank Stuart-Brown, our merchandising officer was advertising our wares, Ties at £1.80; Cloth Badges £by negotiation; Holdalls £2.99; T-Shirts £2.00

**Trackrod.....Ends**

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## **KALL KWIK FOREST STAGES RALLY**

Many thanks to all those marshals who turned out for the above event. I thought we ran a very good stage and congratulations to all of you who worked so hard to make it all happen so smoothly on the day. Sorry about the weather towards the end but still we had a nice morning. By the time Derek and I left it was seriously blizzard conditions!

Once again many thanks, please pencil the date in for next year and tell your friends!

**John Smallwood.**

---

## **SCOTTISH RALLY 1996**

**31st MAY - 2nd JUNE**

## **MARSHALS REQUIRED**

**SS1 Pitmedden  
also Knockhill**

**This event is a round of the  
Top Gear/Mobil 1  
British Championship**

**Contact Derek Lee or Peter Stanhope**

**More details to follow.**

# **NORTH HUMBERSIDE FOREST STAGES RALLY**

**30th MARCH 1996**

I have been asked to run Langdale on this years NHMC event. The details available at this moment are extremely sketchy. The only details I have so far are:

## **SS1 LANGDALE**

**First Car Due (Approx.) 09:30am**

**Start Ref. Unknown**

**Finish Ref. Unknown**

**Stage Length (Approx.) 8 to 10 miles**

This means a latest signing on time of about 08:30. We will be finished with plenty of time for lunch at a pub or perhaps an afternoon in Scarborough or spectating (marshalling?) on other stages. Plenty of opportunities for a full day's enjoyment.

Stage 1 on the event, no delays, all cars through the stage, no retirements, everyone trying, excellent value, come out for an exciting morning's motorsport. Rumour also has it that good weather is expected.

Seriously though, we do need a good number of marshals to cover the stage. I had difficulties on the Kall Kwik getting time keepers, so volunteers for these tasks especially welcome. Get to see the cars at close quarters and talk to the drivers!! (and co-drivers!).

Names as soon as possible to me please.

**John Smallwood - Stage Commander**

**Tel: 01904 706257 (Home  
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0113 242 3802 (Work  
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