

# TRACKROD

MOTOR CLUB LIMITED



# MAGAZINE

## AUGUST 1996

The official newsletter of Trackrod Motor Club Ltd.  
RAC MSA Affiliated, No. 1230

## EDITOR

Another month over with in 1996 and the season's event's are picking up.

Yet another early start on Saturday 29th June at Manby Showground (no rain for once). Having dusted off my overall's I formed part of Nigel Drayton Motor Sport (service crew). After a problem with the navigator's seat (loose nut's !!, this didn't worry Nigel as he wasn't sitting in it, his son-in-law had the privilege) a fun packed day started. This was Nigel and Simon's first event together and after the first few stage's the pair started to work together, stage time's started to get quicker and according to Simon, Nigel's right foot got a bit heavier. By lunch time the Mexico had pulled it's way up the leader board. The food supplied by Mrs D, must have given both of them (and the Car) another boost of energy as the Mex started to fly giving them an overall finish of 4th in class and 41st overall. A good day out was had by all. Pam lukeman/Derek Lee didn't have such good luck, a blown engine the in Escort on Stage 5 put the end to a day's rallying. Alan Larkin/Graham Whittaker brought the Escort home in 20's, a good result for the Trackrod crew's. Further on in this month's magazine is an article from Steve Sanderson/Steve Fugill.

Trackrod had a full team out on Ilkley's PCT, member's including Derek Lee, Andy Varley, Sarah

Bartley and Torvil and Dean (Nigel Drayton and Barry Dove). Rain brought and interesting start to the day (car's having problems getting to scrutineering). Most of the 40 or so entry's had problem's with the morning test's due to the rain but, as the day went along, the field's started to dry out and the car's started to climb the test's. Andy Varley (assisted by Nigel Cordingley) got the best Trackrod result of the day, this wasn't too bad to say it was his first attempt at a PCT. The name's given to Nigel and Barry came about as they spent most of the time pirouetting in the field's. Fun was had by all and the point's gained by all the team's finishing should assist us the League Table.

Don't forget to order your ticket's from Caroline for the Barn Dance on the 17th August, this should be a fun night for all.

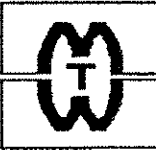
That's it for this month, please keep the article's rolling in.

Brian Walters  
Editor

THANKS TO NICK FOR THE PAST FEW YEAR'S HE'S SPENT PUTTING THE MAGAZINE TOGETHER. LET'S SEE IF I CAN KEEP THING'S GOING.

## THE JOHN OVEREND MEMORIAL STAGES RALLY 29TH JUNE 1996

This years rally at manby Showground was to be an endurance test for me as it was during my week of nights at work and due to the usual staff shortages I would have to compete then got to work!!!. After last years wet weather the forecasts were viewed with disbelief after such a dry spell there was more than a good chance of rain. Steve purchased a set of intermediates but we took the knobblies just in case. Car preparation was a little more complicated than the normal tyre kicking exercise due to a cracked exhaust manifold bracket, this required serious fabrication work and was kindly completed by Chris Downes dad.

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The biggest problem with Manby is the early setting off time required to arrive for scrutineering but the trusty alarm clock did it's duty and we both drove over taking it nice and easy, no service crew for this event it was our turn to get our hands dirty.

The weather looked threatening as we arrived and as the loose is rough, we decided to run knobblies all round especially when some of the stages ran a long straight across the grass where braking was nigh on impossible.

Just a little word or warning to budding navigators, check the official notice board before you arrive at the first time control; we were running as car 29 so decided to go and watch the course opener cover the first stage, as we stood watching, some poor service crew were fitting intermediates on their car. I quizzed then and asked why with 75% loose they had made that tyre choice to which the navigator froze stating "I thought it was 100% tarmac, Oop's wrong stage diagram!!!!".

First stage went with no real problems, we took it easy just to see how rough the loose really was, arriving back at service the important job of checking times against other Trackroders took place. The rain continued to threaten but with a strong breeze constantly blowing it never got started. Stage 2 was a repeat of the first and with 24 seconds wiped off our time things were on the up; or at least that is

what we thought.

Stage 3 was a gain a mixture of tarmac and 755 loose but at junction 23 on the stage diagram instead of a 45 left as drawn it turned out to be a hairpin left down a steep step. Steve was attacking the stage spurred on by the earlier times and we went down the step at the hairpin a bit heavy (not surprising considering the weight the car was carrying!!) there was a loud thud as the suspension bottomed out but the engine didn't falter, wheels were still pointing in roughly the same direction so on we went trying to make out where the stage went as the diagrams were hand drawn (by someones 3 year old). Arrival at stage flying finish all appeared well until we got into service.

Steve noticed a few drops of oil on the floor next to the front nearside wheel and on closer examination we found that an oil pipe leading from the oil filter housing had been fractured almost certainly from the heavy landing at the hairpin. We cleaned it off and put some sealant on it assuming that it would do then went about starting breakfast. Car 48, some lads with a Skoda were busy trying to repair a burst water pipe and with our assistance they managed to stem the flow.

"Fiveminutes" Steve shouted to me as I lay under the dripping

Skoda, I quickly got up and returned to our car, climbing in just as Steve set off. Some twelve feet later he stopped, got out only to find a trail of oil back to our service from the leaking oil pipe. There was a short prayer, involving as many four letter words as possible, before we set about trying to seal the pipe with a piece of rubber and jubilee clip. With only ten minutes maximum lateness allowed, we were pushing our luck, especially when we did not have a small enough clip, however having stopped the leak, we were O T L by three minutes.

Having driven to the event and needing to be in one piece, for the return journey, rather than run at the back and risk causing even more damage, we called it a day, the first retirement in forty two events.

Alan and Graham were still doing Okay, Derek and

Pam looked like not being so lucky, but the biggest smiles seen on the day were from Nigel Drayton who was obviously enjoying his first rough stuff in the Mexico.

Next event for SANDERSON MOTORSPORT is Elvington on August 3rd, where Rob Buchan, fresh from retirement will be navigating for Steve, when the wrappers may come off the new intermediates.

Steve Sanderson/Steve Hugill - Car 29

## SOCIAL CALENDAR AUGUST/SEPTEMBER

### AUGUST

- 6 Yorkshire Switchgear  
Annual General Meeting  
13 Admiral Hawke, Boston Spa  
FREE SANDWICHES  
20 Crown, Wetherby  
FREE SANDWICHES  
27 Beehive, Thomer

### SEPTEMBER

- 3 Yorkshire Swithgear  
10 Admiral Hawke, Boston Spa  
17 Crown, Wetherby  
24 Beehive, Thomer

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## PERTH SCOTTISH RALLY -SS1 PITMEDDEN FRIDAY 31st MAY 1996

Well, another event past, this time a bit drier than last year, thank goodness!!!

Like the past few years it was very nice to see friend coming up from Trackrod Motor Club, it was a pity that the Alwoodley team were organising a Road Rally that weekend so only two keen members were able to assist. Most arrived on the Wednesday or Thursday morning so we had many hands to help set-up the stage, but this year it was dry!! Thank you all for your help. Pitmedden is an interesting little stage, approx. 4 miles long in some beautiful countryside looking down on the river Tay. So it did not take us long to finish staking ready for the arrows and signs to be installed in the morning. The only problems we did have was the access road, we had to push a Mondeo up a very bumpy bit and my Range rover clutch decided to start to slip, not too bad it has done approx. 100,000 mile on this one.

No problems with residents this year, I had spoken to them during the week and then visited them on Thursday afternoon. They were new to the area and agreed to leave between the Historic and International event.

The rest of the setting up went without incident, all the Marshals were in place on time ready for the historic event. The area co-ordinator arrived on time, then the historic course car and the first historic car. it was nice seeing the older cars, including Lotus Cortina's, Porsche 911's, Volvo, Renault Alpina etc.

There was a short gap before 000, 00 and 0 cars and the main event. The main event past without incident, along with the Army Land Rovers that traditionally do this event, some people were suggesting that we should alter the clocks to Days, Hours, Minutes, how could they suggest that??

Once all the cars had completed the stage we had only a short delay before the course closer would enter the stage. this year the organisers had altered this duty and allocated it to the Area Co-ordinators.

worked a lot quicker. with all our cars being accounted for.

The stage was then cleaned up very quickly and we were all off home to warm up. Since most of us had been up since 03.30, then lunch time "snooze" was had. the Yorkshire team then met up again at Knockhill circuit, where we had been allocated the finish to man (I had only said that we would "help out"). We were a little late on to the circuit, due to some practising/racing still being carried out, so it was then a quick rush to have the tyres and signs set out (no problem for the "Lookout Team" who are well trained at moving lorry tyres!!!).

For those who have not been to the location it is high up a hill to the north of Edinburgh looking down on

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AGENTS FOR

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the River Forth, therefore it can be windy and that afternoon it was!! The circuit is only short, but it is lapped and then after finishing the first stage the competitors go back straight in for another go, at 30 second intervals. So at the finish it can get very busy, it was for the historic's who thoroughly enjoyed themselves, Jimmy McRae had a Lotus Cortina sideways each time out of the final corner and came into the finish with a big smile on his face each time.

Finished for 22:00 and then home for some well deserved booze/rest!!!.

Saturday was then planned as a restful day, the Yorkshire Team went out for a walk and to the pub for a beer, then back to my house to set up ready for the BBQ. First the BBQ had to be made. Cut 50 gallon drum in half, drill lots of holes in base, make stand (bricks), light fire (paper and sticks/wood with some charcoal), put grill on, place food on (with leather gloves since fire was so hot), stand back, turn food and wait !!!!. The food was excellent, great company, good weather, plenty of booze (ask Margaret and Susanne !!!!), so a good time was had by all.

We hope to have a similar BBQ next year when all marshals are welcome again.

thank you to everybody who turned out to help. I would also like to thank Beaston Building Supplies of Alloa who supplied all the stakes (all cut to one length, slim with a beautiful point on each which made the setting up very easy). We hope to see you all again next year and hopefully more if the event is back to a Saturday/Sunday format !!! (a little space available for a couple more tents, or B&B/hotel accommodations can be found).

Best regards,

**Peter Stanhope**  
Stage Commander



# Wheels

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

## STANDING ON THE CORNER



**T**HE first time I flag marshalled at Oulton Park a car hit the bank near where I was standing and sent such a shower of soil into the air that we all thought it had exploded. I'm ashamed to say that by the time it had come to rest I was just north of Preston. And still accelerating. An embarrassing case of primary evacuation.

I didn't fare much better when rally marshalling because some years later I was sent with just a watch and a clipboard into the wilds of Afghanistan to man a control on the first London to Sydney Rally and with a blanket over my head to keep out the sun and only a camel for company, I felt a bit like Florence of Arabia.

But both experiences left me with a deep respect for those who marshal week after week. It's a cliché – but like many clichés it's true – that without marshals our great sport would simply come to a stop. A full stop. All of which makes it a bit worrying that club magazines are increasingly pleading for more people to come forward to marshal.

We need relatively more helpers than most other sports because of the

safety aspects and I guess ours must be one of the most labour intensive sports there is. It takes between 100 and 500 people to run a typical race meeting and up to *eleven thousand* to make the Network Q RAC Rally happen. Sounds a lot but it becomes more understandable when you consider that last year's rally had over 80 time controls, 320 service areas and 320 miles of special stages with at least 500 marshalled junctions. Oh yes and 22,000 time cards to be handled.

The nucleus of the 11,000 comes from a database of around 5,000 or so built up over the last three years. 500 of those marshalled on three stages of last year's rally while 25 people actually officiated on 5 stages which shows devotion (and masochism) of a very high order. But you don't need an A level in applied upholstery and basket weaving to work out that 5,000 from 11,000 leaves a further 6,000 helpers to be enrolled each year. Recruitment starts in August and is organised into the regions through which the rally passes (each with its own Staffing Officer who organises the allocation of marshals) and if you – or your Club – want to join the

merry throng then contact the Training Team Co-ordinator at 24 Knights Avenue, Wolverhampton WV6 9QA. I'm sure he'll be glad to hear from you.

The Rally is something of a one-off in scale but there are now over 4,000 registered marshals belonging to various clubs like the BARC, BRSCC and others. Britain is widely praised for the high standard of its marshals and it's perhaps appropriate that the British Motor Racing Marshals Club, formed way back in 1957, is now the world's largest marshalling organisation and the training and grading scheme it initiated is now used by marshalling associations throughout the world.

But whether an event is global or local, club or international it will still need marshals to make it happen so if you've got a little spare time and would like to get close to the action and at the same time help our sport stay strong, why not give marshalling a try? Hypothermia isn't contagious by the way.

*Stuart Turner*

### COD FILLET QUIZ



1. When and where was the first outing as a full works driver for Peter Horper (Sunbeam)?
2. What make of 15 litre car and Brooklands favourite was known as 'Vieux Charles-Trois'?
3. For which team did Ronnie Peterson have his first Formula One drive?
4. Which two FT teams were sponsored by Yardley?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Healthy finances

The annual financial report – published in the Summer *RACMSA News* – shows that 1995 was the RACMSA's most successful year since the sport went into recession. Sales of competition licences increased by over 1,000 to 30,937, while the RACMSA's major events produced significantly more revenue.

As a result, the RACMSA was able to make a substantial donation to the charitable Training Trust, whose work is so vital at a time when standards in sport are becoming ever more professional.

In addition, the highly successful Club Development Fund continues, with £40,000 available to motor clubs for capital projects during the current year.

## Birthday Honours

Two motor sport personalities were named in the Queen's Birthday Honours: Colin McRae was awarded the MBE in recognition of his victory in the 1995 FIA World Rally Championship, while BBC TV commentator Murray Walker received the OBE for his services to broadcasting. Congratulations to them both.

## British Rally Championship to include Kit Cars

The 1997 Mobil 1/Top Gear British Rally Championship will be open to two-wheel drive Kit Cars.

Next year, the contests for drivers and manufacturers will therefore be open to two-wheel drive cars with normally-aspirated engines up to two litres. All cars must be homologated by the FIA in Group A (modified) or Group N (standard production).

John Quenby, Chief Executive of the RAC Motor Sports Association, explained: "We consulted extensively with manufacturers, including several who are currently not taking part in the championship.

"It is clear that kit cars represent the future of two-wheel drive rallying. Most manufacturers either have a kit car available or are in the process of developing one."

At the same time, Mr Quenby announced a new Supercup Challenge for amateur drivers using non-kit cars.

"We recognise that kit cars are not yet available for private drivers, who in any case are in no position to change their cars every year. The new Supercup will enjoy significant promotion and a serious prize fund, which we believe will make it very attractive.

"From our point of view as championship organisers, the two-litre formula has enabled many different makes and drivers to become competitive at an acceptable cost. We are confident that this process will continue, enabling the championship to go from strength to strength."

Competitors wanting details of the 1997 Mobil 1/Top Gear British Rally Championship should contact John Horton Motorsport Management, PO Box 200, Sutton Coldfield, West Midlands B75 7TR. Telephone 0121-378-2828. Fax 0121-378-0500.

## Fire extinguishers

Manufacture of Halon (commonly known as BCF) has ceased, following an international environmental agreement for all ozone-depleting products to be discontinued.

While existing Halon systems remain acceptable in UK motor sport until 1 January 2000, every effort should be made to ensure that new systems are charged with alternative acceptable extinguishants, such as AFFF.

When undischarged Halon systems are removed for disposal, they must not be vented to atmosphere, but should be returned to a local fire extinguisher service point (details from *Yellow Pages*) or to the manufacturers listed

below. Advice may also be sought from local Environmental Health Offices.

To date, the RACMSA and the FIA have approved the following UK-manufactured AFFF plumbed-in systems for use in competition cars: FEV AFFF; Hi-Tech/MisTech AFFF; Lifeline Zero 2000; Safety Devices AFFF; SPA Designs Lite (AFFF).

In addition, the following systems are approved by the FIA and are therefore acceptable in the UK: Chubb Fire Spray Lance Total; Walther Microdrop Arc 3x6; Werner GmbH Wema AFFF; Sparco Eco-Sir; AP Sport Extenco Taifun; Safetydrive III BRB/QUELL; 3M Light Water.

Copies of the full FIA list of approved AFFF systems and the table of minimum quantities per individual product are available on request from the RACMSA Technical Department.

Subject to final ratification by the RAC Motor Sports Council, the minimum size for AFFF hand-held extinguishers in UK motor sport increases from 0.9 litre to 1.75 litres from 1 January 1997.

## Venue available

An enormous car park near the centre of Bristol is available for motor sport events. With 1,300 spaces, the venue might suit an autotest, an exhibition or the start and finish of a rally or classic trial. Avon Meads is a retail and leisure complex off St Phillips Causeway, which connects to A4. Details from Vicky Kelly at JEM Public Relations (tel 01225 336060).

## Overalls

Competitors are reminded that the minimum mandatory standards for car competitors overalls used in UK national events are as follows: BS 6249 Part 1, Index A or B (Index C is not acceptable); PreN533 or EN533 (when the preN – preliminary European Norm – is finalised); and FIA approved.

Garments showing dual approval identification with BS3120 and BS6249 are acceptable only for the rest of 1996.

## Facts about... **AA LE JOG**

- LE JOG is not Franglais for a quiet run round the park. It is an acronym for Land's End-John o'Groats
- LE JOG is also short for the Land's End to John o'Groats Reliability Trial for Historic and Classic Cars, held annually since 1993. This year it will run from 7th to 10th December.
- It is no easy trot. At 1,600 miles, it is Britain's longest car rally of any kind, and the toughest for older cars. Competitors are routed over some of Britain's most challenging roads in the West Country, Wales, the Pennines and Scotland.
- Speed is less important than the reliability of the cars, and the stamina and character of the crews. In three and a half days, they spend two nights on the road, one in labyrinthine Wales and the other in some of the most desolate parts of northern Scotland. They get just one night in bed.
- The 20 special tests include timed manoeuvrability and handling tests – some over a mile long – an acceleration and braking test with Le Mans start, and a three-lap consistency run around Knockhill.
- There are Regularity Sections, where marks are lost for each second early or late at secret time checks, and classic night road rallying between time controls given by map reference.
- The 120 cars can be of any age up to 1975. In 1993, a 1919 Rolls Royce Silver Ghost won a Silver Medal, but most date from the fifties and sixties. A unique handicap system allows any age or type of car to succeed.
- There is no outright winner. The top trophy is for the best team of three cars of the same model. Individual cars can win Gold, Silver and Bronze Medals. In 1995, just two Golds were won, by an Alvis 12/60 and a Porsche 356.
- No previous experience is necessary; just a Clubman's Licence from the RACMSA.
- The parallel Touring Trial, with no competitive elements, provides a gentler way to join in.
- AA LE JOG Office: The Town House, Leigh, Worcester, WR6 5LA, tel (01886) 833505, fax (01886) 833144.

# AUTOSCENTIN

**AUTOSPORT**

REVIEWS FROM

**CLASSIC**

## LIFE AT THE LIMIT

By Professor Sid Watkins,  
Published by Macmillan,  
£16.99

It's pretty rare to come across a motor racing book that tempts you to read the thing in one sitting, but 'Prof' Watkins has produced a gem.

Watkins is Grand Prix racing's on-track surgeon but, with 20-years' experience, he is also friend and psychologist to the Formula 1 family.

The opening chapter deals with that fateful weekend at Imola in 1994 that culminated in the death of Ayrton Senna, a close friend of the good doctor. The rest of the book guides the reader through the years of effort (often against frightening opposition) that went into transforming it into as safe a sport as it is.

Watkins is a superb raconteur, not afraid to speak his mind yet peppering the gravity with occasionally side-splitting humour. No true motorsport fan should be without a copy of this book.

**MALLORY PARK** enthusiasts will revel in a new 100 page book celebrating the 40th anniversary of the circuit. Packed with photographs and race reports (cars and bikes) it is available at £6.50, including postage, from Mallory Park Circuit, Kirkby Mallory, LE9 7QE.

## TOURING CAR WORLD 95/96

By Fabio Ravioli & Fernando Morandi, £8.99

You want facts? You've got 'em. Fabio Ravioli and Fernando Morandi have emerged, sanity relatively intact, with the definitive statistical account of last year's plethora of Super Touring series, plus the Class 1 International Touring Car Championship and swansong DTM.

As a work of reference, I find the book indispensable. But for casual dips, it's a real treasure trove of trivia too – a Wisden for roofoed racing. Did you know that the Czech series had an average of 14.4 starters last year? Or that Luigi Mimmo Cevaloco qualified 19th in a 19 car grid at Mugello's Superturismo round? It's all there. Marvellous stuff. Call Chater & Scott on 0181 568 9750 or Millhouse Books on 01205 270377 for UK availability.

## THE GRAND PRIX WHO'S WHO, SECOND EDITION.

By Steve Small. Published by Guinness, £17.95

You don't have to be an anorak to appreciate the sheer depth of detail that this fact-filled book covers, but it helps. If you thought the first edition was good, giving the full records of every driver who raced in or even tried to qualify for a Grand Prix, this latest offering takes matters a step further. As well as the addition of details from the 1994 and 1995 seasons, it now lists where drivers were born (and died), where they qualified for each race and how many drivers were entered.

## JAGUAR – THE COMPLETE WORKS

By Nigel Thorley, ISBN 1 870979 69 9, Bay View Books, £19.95

What an attractive book! Written by an acknowledged expert Jaguar author, it's a complete anthology, in short chapters, of everything Jaguar has made, from the Swallow sidecar to the current models, with the oddities and never-made-its at the end. The story of the company therefore unfolds as each model is dealt with. It's clearly written and there are a decent set of pictures, only grumble is that the repro looks a bit 'colour photocopy' in places. A good reference work, though, and an ideal first Jaguar book.



## Blowing in the Wind

**E**VER wondered about downforce, ground effect and negative lift and what these terms mean when talking about F1 cars? And whether any of these tricks can be employed in saloon car racing?

First off, technical-sounding terms like 'negative lift' are really just a complicated way of saying 'downforce', or positive pressure, pressing the car down onto the road. Some people use the term 'ground effect' when they mean downforce.

The aerodynamics used in F1 cars depends to a large extent on the shape of the car, as well as the additional wings. The whole car is shaped like an inverted wing so that pressure is generated above the car

pressing it into the road. Add the wings and you can end up with a situation where the downforce is greater than the weight of the car. In theory an F1 car could drive across your ceiling if it kept up enough road speed.

With saloon cars you are pretty much stuck with what the manufacturer gave you in the first place. Production spoilers tend to be aerodynamic aids which reduce drag but produce little downforce. You can lower the car as much as possible to prevent air getting under the car and use front skirts (we still call them front spoilers) to try and aid downforce but generally outright wings are simply not allowed in the regulations. Saloon cars at club level tend to use aerodynamics to reduce drag rather than enhance roadholding.

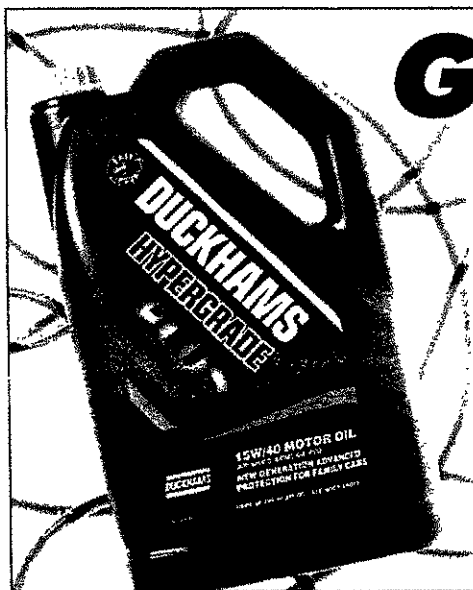
Touring cars are another story but you have to remember that in motorsport, as in life, you seldom

get something for nothing. Downforce is created at the expense of drag and the more downforce you get the slower your top speed.

Aerodynamics is so specialised that most of the spoilers and aerodynamic aids found on club race saloons are designed on the basis of what looks the business more than anything else. On the plus side, if it looks the part it helps to psych out the opposition so it's worth having, as long as it doesn't make the handling worse!

### QUIZ ANSWERS

1. Millie Miglia (Rapier) 1956.
2. 1912 Lorraine - Dietrich.
3. Antique Automobiles Team March - Monaco - 1970 (7th OA).
4. B.R.M. and McLaren



## Go green!

Inside the familiar, green pack of Duckhams Hypergrade Plus, you'll now find green oil - a tradition which Duckhams has followed for over forty years.

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So next time you need an oil change, go green - it's only others who will be envious.



ALEXANDER DUCKHAM & CO LIMITED, 157/159 MASON'S HILL, BROMLEY, KENT BR2 9HU

David Curry gave us a report on the Jim Clarke Memorial Rally on which he navigated for Huddersfield drive Keith Pursglove and finished 24th O/A. Russell Brookes won it with Arikkala 2nd, John Taylor 3rd and Andy Dawson 4th, select company needed!!!!.

Trophy points update revealed that Ken Goodall was staking a claim on a couple of pots along with Steve Lloyd, Richard Jackson, Howard White and Frank Stuart-Brown.

Fate of Leeds demonstrating some loyalty to our members by sponsoring Alan Powell, Dave Ashford and "coming man" John Renny. Only one new member this month:- David Tillotson.

Trackrod.....ENDS!

Richard Ineson.

TO FOLLOW NEXT MONTH.....

A report on the Riding Rally from Arthur Heaton...

Markspeed Result's so far...How does the club stand in the table (not so good).

Reports from member's competing in August's event's (I hope!!!)

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**TOUR OF MULL 1996 --- 18TH --- 20TH  
OCTOBER 1996**

I am again involved with the organisation of this event and marshals are always welcome. The event is unique in the UK and as such attracts competitors and Marshals from all over the UK. Closed roads, during the day and night, a friendly atmosphere and plenty of celebrations/commiserations on the Sunday (afternoon and night) make this a very enjoyable event for all the family. This year the event is also part of the Motoring News Tarmac Championship.

if anybody would like more details then please contact me (01259 760611 home, 0378 413283 mobile), accommodation and ferries are book up very early so do not leave it to the last minute!!!

Cheers

**Peter Stanhope**

**RETROSPECTIVE**

From the pages of the Trackrod magazine of August 1977 (issue 82).

On the cover: Works Cooper "S" on the 1967 Monte Carlo Rally.

The Raylor Rally by York MC was cancelled due to non-co-operation by one forestry Commission Official !!!!.

A brief mention last month of the Matgrove Trophy Notice Rally, we beside John Renny/Nick Leuchans coming 2nd O/A it seems that a certain Barry Dove was being navigated by John Bowmass in the black & gold Escort, they ended up 19th and the two aforesaid crews collected the Team Award !!!!

We had a float in the July Lord Mayor's Parade, all mounted on a 40 foot lorry, comprising the SPY44 Porsche and Steve Rathbone's Magnum, all the float dressing done by Steve Lloyd and Nigel Drayton, with Frank Stuart Brown giving a running commentary of club activities via the on-board P.A. system.

Additional decorative elements were provided by Sue Broadbelt, Pauline Phillips, Sue Lloyd and Lisa Roddy.

Round 7 of the Shellsport League was a autotes held at Guildersome on the site of the local Caterpillar Tractor Dealers Levertons. Tests were in and out of parked cats !!!, so mistakes had the potential of being very costly. Our team was reduced to 4 by a lack of brakes the night before on the 5th Car David Taylors Mini 1000 managed 5th out of 13 with Howard Whites RS1600 winning his class from George Blades Alfa Romeo and Ken Goodall's RS2000 in 3rd. Our team scores 273 points, enough for 4th on the day which was also sufficient to pull us back up to 4th overall, now some 80 points ahead of Slaithwaite M.C.

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