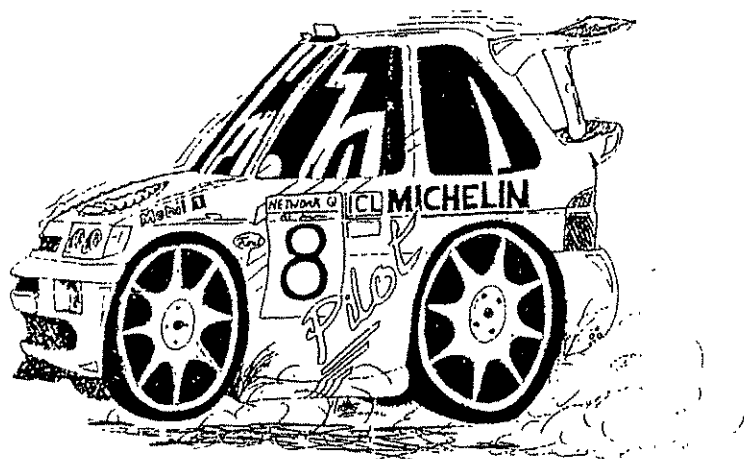


TRACKROD

MOTOR CLUB LIMITED



MAGAZINE

SEPTEMBER 1996

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

EDITOR

124 day's until Christmas..... What a sad thought
!!!!!!!

August's been another busy month in the Motor Sport Calendar. The only problem is that nobody's sent in any article's for the magazine. It's hard trying to fill blank space with nothing so can you PLEASE, PLEASE put pen to paper and let me have your report's.

The BBQ Hill Climb went well again, it was nice to see so many club member's competing and marshalling on the hill. It was good to have proper food, burnt burger's and chicken. Congratulations to the people who helped organise the event either on the day or prior to the event.

A few of you may have seen the magnetic TRACK-ROD MOTOR CLUB sign's I've had made up. If you would like a pair they cost £22.00 or a single for... guess.... that's right £11.00. The more order's I get for pair's or single's the less they will cost. The biggest you can have is 24 inches by 9 inches, let me know your size!!!! and I'll order them for you.

That's enough gibber gabber..... don't forget let's have your article's.

Brian Walters
Editor

P.S. don't forget the Sprint on the 14th September, entries have to be in by the 9th. It's a Larkspeed League Round... WE NEED THE POINT'S

RETROSPECTIVE

From the pages of the Trackrod Magazine of September 1977 (issue 83)..... On the cover: Mike Hawthorn - Ferrari at the Karusel turn Nurburgring 1958, the year he became champion, obviously one for the historical buffs!!!!


Steve Lloyd's last magazine as editor (for now?) he commented on the fact that we were now a company limited by liability with 250 members, a caravan, masses of equipment and even an electric duplicator on which 180 copies of the magazine are produced each month. I think he was glad to be leaving the post of editor!! John Remy now on committee and Steve Holdon, Richard Ineson and Steve Lloyd stood down. Nick Leuchans and Ronnie Moore were the other new recruits.

The Shell League (nearly called it Larkspeed!!) again on autotest a perambulating affair. Our team comprised: Steve Mills (Mini) Howard White (RS1600) Ken Goodall (RS2000) Steve & Mary Lloyd and Peter Seberberg (Mexico). Various maladies affected the team with Howard shorting out the battery in the boot as his toolbox rolled about (should have taken it out!!) and Ken had a couple of stalls and bollards. The last stage at Elvington were almost Special Stages in and out of bushes etc... much to the delight of our team who seemed to be more at home on them. Our points for the day totalled 230 - O/A position not reported.

One eleven MC's Western Jeans Nocturnal Rally attracted 3 Trackrod Crew's. The I'Ansons Roger Jackson/Graeme Bradford and Barry Dove/John Bowmass. Their respective finishing positions were 14th O/A and 34th O/A the latter being a result of collecting 2 fails (they would have been 8th!!).

Brewing you for the Costa Di Plenti in September. Chairman Richardson giving us a progress report on the preparations. Also mentioned the RAC. Our stage is to be Boltby on the Wednesday - 1st car

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09-45, Nigel Drayton to be Chief Marshal.

No new members this month !!!!

Trackrod.....ENDS

Richard Ineson

NOT AS MAPS CORNER!!!!

RIDINGS RALLY 1/2nd JUNE 1996

Car 11 Toyota Corolla Twin Cam Andy
Anderson/Arthur Heaton

Most rally reports are boring and this is probably no exception, but I will try to give you a feeling for what faced 37 crews on Alwoodley Motor Club's contribution to the LMA Northern Road Rally Championship and Larkspeed League.

Formalities were in Shipley with a relayed run out for a midnight start west of Huby. Things were going to be entertaining, with very few neutral sections - most transport sections were run as regularities - just to keep us on our toes. I'll summarise the rally as follows:

1st Hand-out

MTC1 - TC2 Mad Map Ref. around Leathley Triangle mission code board game back and joined wacky races around triangle - lost 6 minutes! TC2 - TC3 Grid

Lines, North towards fewston-easy.

TC3-TC4 Black Spots. Fewston - very fast - look for tyre marks on hard left slot at SH226.

2nd Hand-out

TC4-TC5 Spot heights around Blubberhouses - piece of cake.

TC7-RTC7 Transit regularity - But unsure about timing so drop 1 minute.

3rd Hand-out

RTC7-TC8 Brinham Rocks - YEE HAH !!! grid squares with a sting in the tail. Find control from approach direction only, but still cleaned.

TC9-TC10 Sawley Loop on a Herring-bone - EASY !!!

TC10-NTC11 Neutral - time for a quick fag !!!

4th Hand-out

NTC11-TC12 Tulips round Lightwater Valley - Andy Knows this very well - sit back and be impressed. TC12-RTC13 Tight "Neutral" - Got several crews but not us.

RTC-TC14 Grid lines again - Heading North, cleaned again !!

5th Hand-out

TC14-TC16 Herring-bone - Trying to get the first 2 mile section along B6267 to plot caused most crews to drop time, our 3 minutes, was poor though and the second section was a very sharp 3 miles around Binsoe where a N.A.M hairpin right slot caused fun!!

TC16-TC18 Grid Ref. - Again round 5 lane ends and Thornton Watlass, this is Bedale based Andy's back door step, so we pulled back all our lateness before petrol !!

PETROL Nice leisurely halt, helping straighten Escort No12, see above N.A.M slot.

ROUTE CARD No 7

MTC19-TC20 Cocked Hat, Black Spots - Easy but next time remember to tighten harness before nutting

roll cage, stiff neck for a week.

TC20-TC21 Another Herring-bone to Ellingstring.
CLEAN!!!!

TC21-RTC23 TC22 Cancelled due to pregnant
racehorses, now I've heard everything.

ROUTE CARD No8

RTC23-C24 Vias & Blackspots - 15 minutes long so
no problems.

tc24-rtc25 TRANSPORT

RTC25-TC27 Spot Heights with a twist - used long
white above Pateley Bridge, but cleaned.

TC27-RTC28 Regularity - But Yores' Folly uphill
dragged a minutes out of most people, neat sting in the
tail.

ROUTE CARD No9

RCT28-TC29 All Roads direction of departures
across 99/104 join around padside, sneaky but some-
body had both maps joined together, EASY PEASY.

TC29-TC30 West End - one of my favourite bits of
road for testing the repmobile, NO Comments!!!!

TC30-TC31 Clock Face - as per S.R.'s, around
Menwith Hill. Several crews were stopped by police
and split cross roads near U.S. base caused havoc.

CARD 10

TC31-32 Hampsthwaite Maze on Herring-bone -
We treated this carefully, dropped 2 minutes and

STILL missed last code board of Rally on triangle!!!

BREAKFAST Sun Inn at Norwood - EXCEL-
LENT.

Sowe dropped 14 minutes, 6, 3 and 2 on competitive
sections and 3 on regularities. Unfortunately our 2
falls (marshal didn't sign for code board early in)
dropped us out of the top ten and down to 17th O/A
and 11th expert. The event showed the problems of
catering for everybody though, since the quickest
novices dropped 34 minutes and most of the later
crews were dropping time everywhere.

Alwoodley, however, put on a good event, totally
suitable for standard cars and only the lack of a tie-
break to separate the two clean crews marred the
event.

RESULTS.

1st O/A

Dave Iomax/Richard Norbury ALWOODLEY
(RS1600i)

Paul Burns/Andrew Hargreaves KEIGHLEY
(Montego)

1st Semi

Nick Pullan/Nigel Bromley ILKLEY (Belmont)

1st Novice

Carl Davis/John Bellwood YSCC (Nova)
of 34 Minutes.
Arthur Heaton

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Wheels

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

WIN ON SUNDAY,



SELL WHEN?

WHENEVER a major manufacturer withdraws from a branch of the sport, questions are often raised by correspondents about whether a works competition programme actually helps sell cars. The adage used to be "Win on Sunday, sell on Monday" but does that still hold good?

It all depends on the manufacturer and the market. In what marketers call a 'mature' market (by which they don't mean one full of geriatrics but rather where there are advanced distribution networks, relatively knowledgeable customers and so on) winning one day isn't exactly going to make people rush out to buy the next. Which lets out most of Europe. If you

doubt the point, think of your own buying patterns – would you rush out to buy a car or even a T shirt on the strength of a Sunday afternoon success? Of course not. Neither would the public at large. (You would? Have I got a London bridge for you).

In fact there have been examples in recent years of manufacturers (names have been withheld to protect the embarrassed) scoring significant successes, well publicised in the UK, only to see their sales fall the following year. But, I hear you cry, perhaps the market as a whole dropped. Er... no. In each case their market share fell as well, illustrating that in a busy market many other sales forces than motorsport may be at work.

In less mature markets the impact of motorsport may be more significant. As an example, it was believed at one time that car sales slowed in East Africa in the run up to the Safari as people waited to see which manufacturer's products won. This is one reason why the focus of our sport – and probably the balance of power too – will shift East in future years.

But if winning doesn't instantly increase sales in Europe, is the whole thing a waste of time for manufacturers? *Absolutely not.*

For one thing they and their suppliers get a direct technical spin off from the sport. It would be insulting to today's industry engineers to say that a manufacturer simply *has* to compete (many things on road cars are actually banned in F1 remember so that can't be at every leading edge), while if a company needs rallying to stop bits falling off its production cars then there's something seriously wrong with its development programme, but nevertheless there's no question at all that motorsport pushes development frontiers and gives an edge and an impetus to all those involved.

Equally important perhaps are the publicity benefits. What better way for a manufacturer to get his products talked about than to be in there trying to win with them? And while the sales may not flow instantly on the Monday after a Sunday win, success does lodge in people's minds and can get a brand onto someone's shopping list. This works for sponsors too. I don't know what Parmalat is or does but if ever I need a supply of whatever it is or does that will definitely be the brand I'll buy, simply because of an awareness of it through the sport.

And it's not just awareness that's improved for companies – their image, what people think of them, can also be enhanced; research has shown that companies seen to be involved in motorsport are considered livelier and brighter than those sitting on the sidelines.

I can't help thinking that may apply to countries too. If so, the UK should be proud of motorsport because it's an activity where we *win* – in contrast to Atlanta where we fared badly whether in athletics, synchronised tiddlywinks, underwater limbo dancing or almost any other of the disciplines on the over-long Olympic list.

Stuart Turner

COD FILLET QUIZ



1. In which 1924 event is the Mercedes, in the illustration, taking part?
2. Who is the oldest driver to start in a World Championship GP race?
3. Name 3 R.A.C. Rally winners who called themselves 'Verglas'?
4. Who designed the 1967 F.1. EAGLE for Dan Gurney?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Network Q RAC Rally news

World Rally Cars – the exciting new turbocharged four-wheel drive machines for 1997 – make their debut on the 1996 Network Q RAC Rally in November. With the co-operation of the FIA, this year's Network Q RAC Rally adopts the 1997 regulations in full, so British competitors and spectators will be the first to experience a new-style World Championship rally.

The event packs 257 miles of competitive stages into just three days, with much stricter limits on servicing and tyre changing.

The 1996 Network Q RAC Rally not only starts a new era in rallying, it also closes the current one: as the final round of the 1996 FIA World Rally Championship, it ends the three-year 'rotation' system under which rallies take turns to qualify for different parts of the World Championship.

Network Q, Britain's leading used car retailer, is sponsoring Britain's largest annual sporting event for the fourth successive year. The first closing date for entries is Monday 30 September.

To reflect the reduction in stage mileage required to comply with the 1997 regulations, entry fees have been cut. The price for an amateur driver entering before the first closing date is £1,080 (including two service packs).

Record entry for Brighton Run

Well over 600 drivers have applied to take part in the RAC's London to Brighton Centenary Veteran Car Run on Sunday 3 November. The previous record was 499 entries in 1991. Cars

have been entered from 22 different countries, including over 50 from the USA alone.

At least one of the 33 cars which started the very first Brighton Run in 1896 will attempt the 60-mile route again this year.

On Saturday 2 November, a re-enactment of the original start will be staged in London's Whitehall Place, where the 1896 Run actually began. Only cars old enough to have participated in that first event will be invited and everyone involved – including drivers and officials – will wear period costume.

Immediately before the 'start', a red flag will be ceremonially torn up by Lord Winchilsea, direct descendant of the man who tore up the flag in 1896.

Mandatory log books

Drag racers are reminded that all competing cars have needed a valid RACMSA Log Book since 1 July 1996, unless the car is licensed for use on the public highway and is competing in road-legal condition.

From 1 January 1997, all cars competing in hillclimbs or sprints will also need a Log Book, unless the car is licensed for use on the public highway and is competing in road-legal condition.

Championships may also require road-legal cars to have log books.

Log books can be obtained by prior arrangement with national and international scrutineers, whose details can be found in the current RAC Motor Sports Yearbook. The cost is £17.50, payable at the time of inspection.

In Brief...

- RAC Motoring Services have become official sponsors of the 15 safety, rescue and recovery vehicles at Silverstone Circuit.
- The Millers Oil RAC Historic Rally scored the highest marks (97.6 out of 100) of the eight events in the 1995 FIA European Historic Trophy.
- Customised pvc club banners are available for £95+VAT each from

Robert Marzetti at Sign Express (tel 01753 575755).

- RACMSA licence holders can attend trade day (Thursday 9 January) at the 1997 Autosport show in Birmingham. Tickets will cost £7.50 in advance or £10 on the day.

REGIONAL ASSOCIATION NEWS

WAMC – Association celebrates its 40th anniversary in 1997. Awards presentation on Thursday 25 January at the Metropole Hotel, Llandrindod Wells, Powys. For details, tel. 01824 703743.

ANWC – Ideas for events and suggestions for 1997 championships are welcomed by Championship Secretary Dave Thomas, 11 Maes Carol, Llandudno Junction, Gwynedd LL31 9UX (tel/fax. 01492 584872). Next meeting on Tuesday 12 November at Oulton Park.

ANCC – Presentation on insurance in motor sport by Colin Hilton (Director of Sporting and Technical Services at RACMSA) and Nigel Hayden (Bradstock Insurance Brokers) at 20.00 on Thursday 12 September at Whitcliffe Mount Sports Centre, Cleckheaton.

ACSMC – Exhibition of grass-roots motor sports at Thrupton Circuit, Andover on Sunday 15 September, in conjunction with the BARC Festival of Motor Sport. Sprinting, production car trialling, autotesting, rallying, karting, safety and marshalling feature in the day-long event showing disciplines offered by motor clubs in the Central Southern region. Details from Annie Roden, Heberbury, Church Lane, Eastergate, Chichester, West Sussex.

Facts about... THE BRITISH MOTOR SPORTS ASSOCIATION FOR THE DISABLED

• The Association was formed in 1987 to assist the disabled, insulin dependent diabetics and those with other medical conditions, to obtain competition licences from the RACMSA. This was following a total ban on such people competing in International rallying (there had been a similar ban since the 1960s for circuit racing).

• The RACMSA and the B.M.S.A.D. work together to ensure that given an applicant's necessary ability, a licence will be granted.

• In 1991, following many discussions with the RACMSA, an assessment procedure was followed and conducted at Silverstone. David Butler a triple amputee paved the way for many other disabled folk by passing his assessment and gaining his licence to race. Since that day David has qualified for full International Race and Rally licences.

• Over 75 competitors with a variety of disabilities and medical conditions have earned the right to compete in racing, rallying and karting, since 1991. The variety of conditions vary from paraplegia, arm, leg and finger amputations, arthritis, multiple sclerosis, motor neurone and Parkinson's disease, visual and hearing challenges and many more.

• Given any form of disability, *no one* will be denied the opportunity to prove his or her safe competence, except sadly those with a recent history of epilepsy or major heart disorders.

• Although the Association is not a registered charity, it relies on donations to continue to give good quality advice. If you feel inclined, donations should be made payable to the B.M.S.A.D. and sent to David Butler, Treasurer, Bullsland Farm, Bullsland Lane, Chorleywood, Hertfordshire, WD3 5BS.

• The future looks bright with many more kart tracks committed to fitting hand controls where required and many racing circuits prepared to accept the need for access.

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To coincide with the recently formed Coys of Kensington archive department, the company is offering 'Great European Grands Prix of the Thirties'. The set of three includes Italy 1931, Monaco 1935 and Germany 1938.

The posters capture the excitement and innovation of the golden inter-war years, a period which developed from the early successes of Bugatti and Alfa Romeo, reaching its climax with the titanic battles between the dominant Mercedes-Benz and Auto-Union teams of the Third Reich.

Each print comes on high quality art paper, measures 65 x 94cm and is numbered with a certificate of authenticity. To order yours simply call the credit card hotline on 0645 404070.

GREEN TO GLORY

DD Video, £7.99

Green to Glory is a short (22 mins) and cheap movie, but don't let that put you off – it's a true classic, filmed in the '60s, encompassing most branches of motor sport, including hillclimbs and trials, and with some superb extraneous footage. See and hear a BRM being driven in the streets, Graham Hill with young Damon arriving home, Jack Brabham flying, and Jim Clark walking around his farm with dog in tow – and then filmed with an in-car camera in his Lotus 33. Charming, cheerful, and terribly, terribly British.

• If you or a friend are disabled or have a medical condition that you think might preclude you from holding a competition licence then contact the Association's Chairman, Tony Reynolds, at PO Box 120, Aldershot, Hants, GU11 3TF (Tel. 01252 319070). He may well have encouraging news for you!

DRAG RACING LEGENDS

Motorbooks International (Haynes), ISBN 0 76030177 8, £15.95

'Drag racing is motorsport in its most elemental form: a stripped body and chassis, an engine so high-strung that its internal combustion threatens constantly to go external.' *Drag Racing Legends* reverentially chronicles 30 of the sport's greatest racers, tuners and mechanics: Garlits, Thompson, Parks, Jenkins Muldowney – they're all here.

CORD 810/812 – THE TIMELESS CLASSIC

By Josh B. Malks,

ISBN 0 87341 396 2,

Krause Publications, £29.99

Errett Lobban Cord's front-wheel-drive cars, the Cord 810 and 812, were generally acknowledged as among the most beautiful and advanced built before the war, and are now automotive icons. This well-researched book is not only filled with the fascinating history on these models, and facts and figures (the accumulated knowledge of 13 scholars is listed as blended into the story), but there's an extensive array of pictures to boot, which includes sketches and photographs of the 'baby Duesenberg' (as it was initially called), by Gordon Buehrig.

Above all there's the in-depth background throughout the story which leads inexorably to the bitter end when the desperate Hupp company bought the Cord tooling. Scattered among the general lineage are little 'did you know?' boxes which entertain and enlighten (did you know, for example, the effect the fwd Citroën had on the Cord?). Erudite, readable, well illustrated, well researched, *Cord – The Timeless Classic* is the definitive volume (after all this time!) on this elegant and impressive car.

Exhausting Stuff

HERE at the *Cars and Car Conversions* editorial offices, we get a lot of enquiries about camshaft specs. The questions usually relate to readers trying to fathom out which camshaft to buy. Sadly, the numbers given by manufacturers only give you a first clue as to what performance you can expect from any particular camshaft. In the end, so much depends on what you do with the rest of the engine, and the exhaust in particular.

As an example, we have seen a 300 degree camshaft in a Pinto regularly peak at 6400rpm. But when the exhaust was swapped from a 4-2-1 to a 4-1 design, peak power shifts up towards the 8000rpm mark. But this isn't a general rule, the lengths and design of the 4-1 system are critical

If you get the lengths right you need not lose out on bottom end or mid-range power either. Generally it would appear that a 4-2-1 system is easier to get right than a 4-1, but if you can put in the extra development necessary, then the 4-1 design will ultimately give better results on a competition engine.

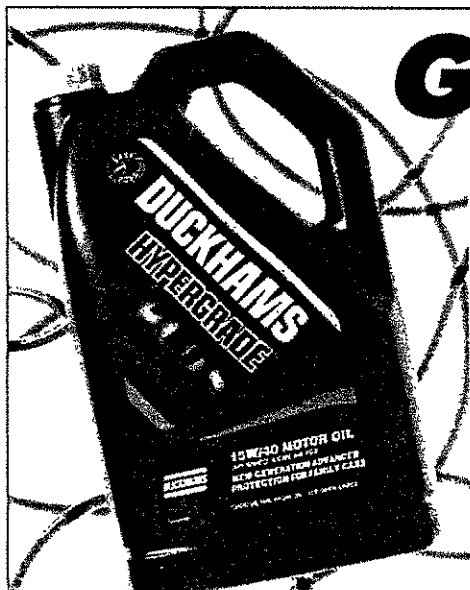
Going around the country on rolling road tours we regularly find that the best engines use 4-1 manifolds rather than 4-2-1 but that isn't always the case, there are plenty of Pintos for instance making 200bhp on 4-2-1 systems. From our own experience the exhaust has a major influence on how well the camshaft works – or doesn't work. On our project Golf we tried a 300 degree cam which gained 2bhp on peak and lost power everywhere else. But then we refitted the stock cam and Magnex developed an exhaust manifold and system for us. The exhaust picked up some 12bhp in the

stock cam but when we refitted our 300 degree camshaft we gained 14bhp on peak with improved mid-range.

As with all engine mods, when deciding on your choice of camshaft or exhaust, you have to look at the overall picture before you start making up general rules to apply to all engines.

QUIZ ANSWERS

1. Targa- und Coppa-Florio.
2. Louis Chiron, Monaco 1955 (Age 55 + 292days).
3. Stuart Turner, John Brown, John Davenport.
4. Len Terry (ex Lotus).



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LARKSPEED LEAGUE 1996 UPDATE

There have been 6 Rounds so far, the last being with the Ilkley PCT, and the seventh this weekend the 11th August a Grass Autotest by Y.S.C.C. The remainder are as follows, with a new date for York MC:-

ROUND EVENT	DATE	CLUB
7	11 August	Y.S.C.C. Autotest on grass.
8	8 September	A & P Autotest
9	14 September	York MC Sprint at Elvington
10	10 November	Trackrod Lookout

The Disco & Presentation will again be at the Parkside Hotel, Pontefract on Saturday 16 November. A good night out for anybody!

have regs now available for the York MC Sprint.

So the scores after 5 rounds are as follows :-

Club	Points
Ilkley	1127.6
Alwoodley	889.5
Keighley	806.3
Y.S.C.C.	682.7
Sheffield & Hallam	627.0
Airedale & Pennine	623.8
York	528.1
North Humberside	500.3
Huddersfield	470.2
Selby	370.9
Wakefield	366.7
Trackrod	361.5
Beverley	256.2
David Brown	174.5
Malton	130.0

As you can see we need to pull up our socks to get back in contention with the leaders and we must

finish inside the top ten to have our event in the League for next year. So if you would like to do any of the remaining rounds please let me know as soon as possible.

I await for your requests!

Derek Lee
Larkspeed League Captain

Club Points Position 12

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1996 MORLEY WASTE TRADERS BBQ
HILLCLIMB

On behalf of the Organising Team may I thank all those club members who turned out to help on Bank Holiday Sunday.

The event was very **SUCCESSFUL** with every competitor completing 2 practice and 5 timed runs. The weather was surprisingly good in spite of the forecast and the BBQ justified a big improvement on last year.

Many thanks for your help.

NIGEL DRAYTON
CLERK OF THE COURSE.

SECS BIT

Well here we are again at the beginning of another month in our busy motorsport lives. The Perth Scottish Rally was last weekend 31 May/1 June and along with Central Scotland Motor Club, Trackrod members were there to run the first stage SS1 Pitmedden. Nearer home the Alwoodley Road Rally was the next round of the Larkspeed League which was on 1/2 June. Reports on both of them next month I hope?

A big thank you to Richard Ineson and John Renny for putting on a brilliant Scalextric evening on 7 May at Switchgear. We also had an Open Forum of which most of the discussion was concerned with the new format of the Club Magazine. The committee decided to try this new format to help reduce the increasing costs of printing and producing the magazine. Richard Ineson felt that it was a bit of a backwards move from the tight compact A5 booklet style to the old A4 sheet style. The committee decided to accept the comments made that night and see what changes can be made to compromise the layout of the magazine.

The Network Q/RAC Rally has been compacted for this year and will be only for three days (23-24-25 November 1996), with the same competitive mileage and a substantially reduced road mileage, it will be one of the toughest. Pre-event reconnaissance starts on Saturday 16 Nov. till Wednesday 20 Nov. The rally show and scouting are at Chester Racecourse on Friday 22. The start is at Chester Racecourse 07.00 on Saturday and the first leg takes in ten Stages with 126 miles in Scotland and the North of England with two laps of the new Croft Circuit to finish in Leeds. Second leg on Sunday includes the usual Sunday Stages of Leeds, Rother Valley, Clumber Park, Donnington, Chatsworth, Tatton and Oulton Park, then back to Chester. Leg three is then 137 miles on 12 stages in Wales. The first car is then due to

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finish back at Chester Racecourse at about 17.00. More details later from John Renny about what stage, if any Trackrod have been invited to run.

The RAC British Motor Sports Council have specialist committees to look into different aspects of motor sports and they cover the following areas: autotest, historic, judicial, kart, offroad, race, rallies, safety, speed events and trials. Committee seats become vacant on a rotational basis, with members normally retiring after a three-year term. The council then on the advice of these committees, makes rules for British Motor Sport which the RACMSA applies. If you feel that you may have the qualifications and experience and would like to apply to be nominated through Trackrod Motor Club then let me or the committee know anytime.

Just a quick word to remind you of the Armstrong Massey Viking Tour organised by Beverley & DMC and Buccaneer MC are to organise a replacement for their event normally run at R.A.F Leconfield. It will be run on the North Bank of the Humber with approx 50 miles of VIRGIN stages!! This event will be on Sunday 7 July 1996. Entries Secretary, Neil Sargent on 01482 702839 and the regs are out now!!!!

Finally a word about the Larkspeed League, the 4th Round is the John Overend Memorial Stages Rally organised by N. Humberside Motor Club at Manby on Saturday 29 June REGS OUT NOW!!! we need a team of Five to help with points.

Till next month, safe motoring.

Derek Lee
Hon Secretary.

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