



APRIL 1997

MAGAZINE

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

EDITOR

I'll keep this short and simple as I can't think of anything to say (make's a change !!).

Over the past 2 or 3 months I've had a few articles to put in the magazine each month but, I'm now getting short (I've run out), any club member who has been out on a rally to compete or watch, please put pen to paper and let me have a short note and give us all something to read.

The April Fools Autotest has now had a change of venue, Derek Lee has arranged for this years event to be held on Woodhouse Moore (Headingley) on the 6th April, if you want to enter or assist in any way please contact Derek on 01943 875231.

The Lookout Rally is now only 4 weeks away and we are in need of assistance on Sunday before the event, 27th April and Saturday 3rd May, in setting out the stage. If you have a few spare hours, please contact Derek Lee, Simon Marston or myself.

That's it for now, look at what's on over the next few weeks in this months issue.

Brian Walters
Editor, Trackrod Magazine.

APRIL FOOL'S AUTOTEST

Yes it's plea time again, Please, please, please, please (that should do it) can you come and let me know if you can come out and marshal, and or timekeep on this super, splendid, fine weather, fast and serious event (creep, creep !!!)

This event is organised by **YOUR** Club, like any event, it needs experienced people to run it. If your not experienced, no problem, anyone and everyone is willing to show new members or people with little experience what to do, it's easy.


So come on, let's try and run the event without having to rely on other clubs,yet again.

Please see me in person or phone me on 0898 (only joking) 01924 260060.

Cheers

Malcolm Jagger
Chief Marshal/Time Keeper

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MARSHALS REQUIRED

**SIGNAGRAPHS STAGE RALLY
SATURDAY 19TH APRIL 1997,
TWYFORD WOOD, GRANTHAM.**

I have been asked by Ian Tunney of Keighley & District MC if we can help by providing a good number of Marshals and Time Keepers. If you are interested, please let me know or Derek Lee a.s.a.p. It is a round of the Larkspeed league so a good entry of around 70 will be assured.

Stephen Lancaster 0113 263 4406

SOCIAL CALENDAR

APRIL

1 Yorkshire Switchgear
RALLY CAR PREPARATION
8 Admiral Hawke, Boston Spa
15 The Crown, Wetherby
22 Beehive, Thornor
29 Square & Compass, North Ripton

MAY

6 Yorkshire Switchgear
The Blue Book II
13 **JOHN SMITH'S BREWERY TRIP**
& Admiral Hawke, Boston Spa
20 Crown, Wetherby
27 Square & Compass, North Ripton

JUNE

3 Yorkshire Switchgear

SATURDAY 5TH APRIL 1997 NORTH HUMBERSIDE FOREST STAGES RALLY

We have been asked to run Stage 4 Langdale which is just over 10.5 miles long, including 31 Junctions !!! **the first car due at 11.00am (approx)**, the last signing on will be at **10.00hrs....** The stage start via Langdale End is at map ref: 101/928925.

If you can come and help, please let me know as soon as possible so that I can allocate jobs as required. if you would like a specific job, get your request in quick !!!

Please Contact:
**Derek Lee 01943 87523126 Spencer
Road, Leeds LS20 9LG or
John Smallwood 01904 706257 or
0973 654437.**



Wheels

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

COME ON AND HEAR

An old race or rally driver will sometimes claim to have never had a serious injury because "I've never spilt blood". But there can be more insidious harm done by motorsport. No, I don't mean the brain damage caused by exposure to the over-heated hype of F1 (distressing though that may be) but the injury which can be done to your ears through noise.

According to Richard Moss of the Oxford Hearing Centre, who has worked with racing teams on hearing, the ears are too easily taken for granted and noise damage is underestimated because it rarely causes total or profound deafness. Instead it affects specific tones, which cause difficulty in understanding speech (from experience I've found that this never affects drivers when it comes to discussing money. Strange that.).

Hearing can be easily damaged but unfortunately the extent of this is rarely immediately apparent. If you're very unlucky, hearing can be permanently damaged by a sudden loud noise but more commonly there will be a slow and progressive deterioration.

Although the risk of hearing damage (whether temporary or permanent) through exposure to noise is well known, people in acoustically hostile environments (as motorsport often is) still tend to ignore warning signs such as temporary impairment of hearing or the onset of tinnitus (headnoises). You may get over some of these common symptoms of noise exposure but the inner ears, which contain tens of thousands of hair cells, usually sustain some degree of permanent damage which is unfortunately

progressive and accumulative.

The louder the noise level, the shorter the time you can safely be exposed to it before damage is caused to those inner hair cells. It tends to be the high frequency elements associated with noise that are responsible for the greatest level of potential damage – if 100dB of noise is measured next to the ear inside a helmet, the safe exposure time before potential damage starts is approximately 15 minutes. If the noise level increases by just 3dB, then this has effectively doubled the noise level, reducing safe exposure time by half (in other words to 7.5 minutes). By simply using the correct form of protection drivers can increase that safe exposure time from 7.5 minutes to 4 hours.

The moral? Wear hearing protectors at all times when you're exposed to high noise levels and be very aware of sources of loud noise around you.

But you're tough, you can tolerate high levels of noise? You're not tough, you're stupid. Apart from anything else, studies have shown that by keeping noise levels within an individual's average comfort range, concentration improves and tiredness is reduced – which surely has to be good for a driver.

Two other points Richard makes:

- Helmets should be selected with attention paid to good sound reduction properties as well as the more obvious safety aspects. Good ventilation is necessary to prevent visors from misting but particularly in the case of motorcyclists this will often allow excessive air flow, causing a dramatic increase in noise level inside the helmet which can itself be

a major influencing factor in causing noise induced hearing loss.

- Intercom systems should be chosen carefully by rally crews and the degree of noise protection they're capable of giving should be taken into account. Some people unwittingly damage their hearing by using a system purely because of its ability to overcome background noise by using excessive volume.

For many old competition drivers, just as for many old rock stars, Richard's advice may be too late. But all is not quite lost because new hearing instruments featuring D.S.P. (Digital Signal Processing) are, compared to older types, apparently equivalent to the change in sound quality between vinyl recordings and compact discs.

But better by far to look after your ears earlier in your motorsport life so that you don't need such aids. Just consider, if you lost your hearing you might not even be able to hear your team manager bellowing at you. Think how awful that would be. Oh, I don't know though.

Stuart Turner

COD FILLET QUIZ



1. Up to 1980 only one driver had achieved 6 successive Grand Prix wins in a year – who?
2. In the early 1980s British Saloon Car Championship Audi 80 team drivers included a past and a future Grand Prix driver. Name both.
3. When and where did Taruffi win his first and only F1 GP?
4. Between which two towns or cities does the M6 run?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Prince Michael Awards of Merit

Two of the best-known personalities in British motor sport were presented with Prince Michael Awards of Merit at the annual dinner of the RAC Motor Sports Council. The awards were presented by Jeffrey Rose CBE, Chairman of the RAC and Vice President of the RAC Motor Sports Council.

Tom Dooley is President of the Lancashire & Cheshire Car Club and a Director of the British Racing & Sports Car Club. He began competing in local rallies, sprints and hillclimbs in the 1950s, and drove at international level – including the Monte Carlo Rally five times – before retiring from active competition in 1969.

In August 1953, he recalls helping to rope off spectator areas for the very first race meeting at Oulton Park. He joined Lancashire & Cheshire Car Club and was a founder member of the BRSCC North-West Centre. Since 1961, he has been involved in all aspects of BRSCC race meetings at Oulton Park, having acted as Secretary of the Meeting over 250 times. He is also a licensed Clerk of the Course.

Dick Newsum is President of Lincolnshire Louth Motor Club and has for 23 years been Chairman of the Association of North East Midlands Motor Clubs. He sat on the original Competitions Committee of the RAC and served on the Regional Committee of the RAC Motor Sports Council until last year.

He joined Lincolnshire Automobile Club soon after the Second World War, became a committee member before 1950 and held every post in the club before it merged with Louth Motor Club. He then helped start the Tour of Lincs Rally. He first competed in a sporting car trial in 1936, and participated at national and international level into the 1970s. His last major event was as a co-driver on

the 1973 KAC Rally.

Despite many opportunities to enter higher levels of the sport, Dick Newsum has remained a champion of club motor sport. He has advised and assisted many individuals, including his son Tony, the RACMSA's Deputy Director of Sporting Services.

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 RAC Motor Sports Association.

Scottish motor sport development initiative

The Royal Scottish Automobile Club and the RAC Motor Sports Association are delighted to announce a new joint venture.

This will allow The Royal Scottish Automobile Club (Motor Sport) Limited to develop motor sport in Scotland, in addition to running major events such as the RSAC International Scottish Rally at Dumfries and the Scottish Hillrally at Perth.

RSAC (Motor Sport) Ltd has been appointed to act as the RACMSA's Development Office in Scotland, the first appointment of its kind in the UK.

RSAC (Motor Sport) Ltd will continue to handle route authorisation for all motoring competitions held on public highways in Scotland.

In addition, it is envisaged that all future approaches to the Scottish Sports Council for motor sports funding will be handled through RSAC (Motor Sport) Ltd, as the 'local office' of the UK governing body.

The initiative was welcomed by RSAC (Motor Sport) Ltd Chairman Mike Gascoigne: "We are very pleased to be appointed by the RACMSA to take a leading role in the development of all aspects of Scottish motor sport. The new arrangements also safeguard some of Scotland's most important motor sport events and allow us to develop those events in years to come.

"We have always worked very closely with the RACMSA, and the joint venture between RSAC and the UK governing body enables both parties to

contribute their particular skills to the future of Scottish motor sport."

Motor sport stars at Buckingham Palace

Britain's leading lady rally team, Stephanie and Rachael Simmonite, were among UK sporting stars who met the Queen at Buckingham Palace earlier this year. The sisters enjoyed a lengthy conversation with Her Majesty, who revealed a keen interest in motor sport, remarking that "rallying looks extremely exciting on the television".

The occasion was a reception organised by the Central Council of Physical Recreation to celebrate "Sport in the Life of the British Nation".

Key people from British motor sport included: John Cleland (twice British Touring Car Champion), John Felix (Chairman of the British Motor Racing Marshals Club), John Quenby (Chief Executive of the RAC Motor Sports Association), Tony Reynolds (Chairman of the British Motor Sports Association for the Disabled), Trevor Roberts (1995 World Kart Champion), Stephanie and Rachael Simmonite (1996 National Hillrally Champions), and Daniel Wheldon (winner of the 1995 karting World Cup).

Commented Mr Quenby: "It was most gratifying to see motor sport honoured alongside so many other British sports. In recent years, British competitors have won world championships in racing cars, karts, on motorcycles and in rallying. Britain also continues to dominate the global motor sport industry.

"Those of us who attended Buckingham Palace were privileged to represent the many tens of thousands of competitors and marshals who have helped to make motor sport such a Great British success story."

In brief...

- The RAC Motor Sports Council has approved tough new noise limits for all UK race circuits from 1 January 1998. Full details in the next issue of *Wheels*.
- A new type of Off Road event – the Tyro Trial — came into being on 1 January 1997, aimed at novices and beginners. Detailed regulations are available from Motor Sports House.

Facts about... **HELMETS**

- Since the mid fifties, professional and amateur competitors alike have chosen to protect their heads with safety helmets. Over time both International and National motorsport governing bodies have implemented and periodically upgraded regulations. This has ensured competitors must wear a quality 'certified' product, which in event of an accident, offers a realistic chance of reducing head injuries and preventing brain damage.
- Towards the end of the sixties the first 'full face' helmets, fitted with chin guards and visors became available; these took away the fuss of donning mask, helmet and goggles. Helmets immediately offered facial protection and became more structurally rigid too.
- The majority of doctors agree that the average human head weights around 5 kilogrammes. In an accident extra weight on the head adds to the inertia of the impact. It is important therefore that helmets provide the necessary performance without adding unacceptable weight.
- Helmet shells are now manufactured using materials such as Dyneema, Kevlar and Carbon. All types allow helmets to perform at a similar performance to helmets made with just glassfibre but weights are diminishing. Honeycomb shells have also been prototype impacted and could lead to the next jump forward.
- Following Niki Lauda's accident in 1976 flammability testing is now conducted on all areas, including visors. Visors are also tested for penetration resistance using sharp lead pellets travelling at velocities of 500 km per hour!
- Caution if buying a secondhand helmet – it could already be damaged. Try different models and make sure a helmet fits properly and is comfortable – keep it on for ten minutes, then decide.
- If a scrutineer rejects your helmet, don't question it, treat yourself to a new one.

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC
AND SPORTS CARS

VINTAGE FLYING HELMETS

Mick J. Prodder, ISBN 0887 407765, Schiffer (from Bushwood Books), £59.95

Anyone interested in historic motor racing goggles will be fascinated by this amazing work. It features more than 1000 colour photographs of them, ranging from early fur-lined balaclavas of the RFC to sinister leather face masks worn by Soviet flyers in WWII. The 30-year transition from bizarre German WWI crash helmets to early high-altitude gear, complete with oxygen mask and classic B8 goggles (as worn by many '60s GP aces), is fascinating. A labour of passion.

THE LOTUS STORY VOLUME 2

Duke Marketing, P.O.Box 46, Douglas, Isle of Man IM99 1DD, £12.99

This video takes Colin Chapman's company through three hectic and dramatic racing years from 1959 to 1962 which saw the introduction of the 18, the first mid-engined Lotus, and the revolutionary monocoque 25. The story's told in action shots and a multitude of interviews with major players including such forgotten faces as Trevor Taylor, Pete Lovely and Jay Chamberlain. The commentary by Neville Hay is factual and accurate. One for both racing and Lotus enthusiasts alike.

GRAND PRIX DATA BOOK 3

David Hayhoe and David Holland, Duke, £29.50

The *Grand Prix Data Book 3* is, as it says, the third volume of David Hayhoe and David Holland's work and it is an absolute treasure trove of information on the Formula 1 World Championship.

The book is divided into sections

comprising current drivers and teams, including a list of what every sponsor and supplier makes or sells! The middle section is made up of results from every race, details of every driver and team, followed up by easy to use summary tables. The third section, far and away the best of the book if, like me, you like that sort of thing, is devoted to trivia. Every superlative you can think of is here ... fastest/slowest, youngest/oldest, largest/smallest, highest/lowest, etc. Apply all these and more to drivers, teams, cars and circuits and you're half way there.

Published by Duke Marketing, the book is much better quality than its predecessors – circuit diagrams are now accurate and the binding will hold together for more than five minutes. There's only one tiny problem with it ... it's huge and you'll have to alter the shelves in your bookcase!

OFFICIAL FIA FORMULA 1 EVENT POSTERS

F.O.G.P.A., £18.95 + £3.50 p&p
Before the television explosion that promoted Formula 1 on the global scale it enjoys today, the only real promotion was in the form of an event poster. Sadly, it is over a decade since such a concept was last deployed.

All is not lost however, for 1997 will see the launch of a set of 18 posters, commemorating all 17 Grand Prix and one 'Championship' poster.

Celebrated artist Dexter Brown, chosen to commission all 18, has used a semi abstract style that evokes the mood of each individual race.

The posters are available as one-offs or as a complete set. More information and ordering details on 0171 584 2626.

Fuel for thought!

WE have had several enquiries recently regarding unleaded petrol and high performance engines. One reader had complained that he was sold an "unleaded" engine for his Westfield kit car, which turned out to be a standard Ford exchange engine. The salesman said that it would run unleaded; the local Ford agent said that it wouldn't.

There is also some confusion about converting engines to run unleaded fuel, and also about mixing fuels.

To get things clear in your mind it helps to have an understanding of exactly what lead does inside your engine. When you burn petrol many oxides form in the combustion chamber, some of which can be very damaging to the exhaust valve and seat. Imagine these oxides as small particles of grinding paste. When you burn leaded fuel you form oxides of

lead in the chamber which are very soft. Think of these as little beach balls.

The soft balls of lead oxide attach themselves to the valve seat and stop the nasty grinding paste oxides from coming into direct contact with the valve and the seat. Remove the lead (and the lead oxides) and the grinding paste will eat away at the exhaust seat. Valves are generally tough enough to stand up to the nasty oxides for much longer than the cast iron valve seat.

To run unleaded fuel, what you need is a hardened exhaust valve insert. To run inserts in a competition head can be bad news because the two (or more) valves often come very close together leaving little room for an insert. The problem varies from engine to engine.

If you want to run unleaded fuel in an engine without inserted exhaust seats, you need to maintain a deposit of lead oxides in the chamber. This can be achieved by running leaded fuel for one fill-up. It takes around

6000 miles of running to wash all the lead from the engine.

On the question of which fuel is "best" for the engine (let's leave the environment bit out of this) you have to remember that most unleaded fuel is three star and has a low octane rating. Super unleaded is slightly better in octane than most leaded fuels though. For the ultimate in preventing detonation/pinking in a high compression engine you can mix super unleaded and four star leaded together. This gives a marginal increase to knock suppression by "dosing" the super unleaded with lead.

QUIZ ANSWERS

1. Ascari, 1952.
2. Stirling Moss and Martin Brundle.
3. 1952 - Swiss GP (Bramengarten) Ferrari.
4. Rugby and Carlisle.

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KALL KWIK

Having saved up for almost a year to get the car back out again Stephen Sanderson offered to sit in once more in an attempt to break the jinx which had seen me not finish a rally since the Trackrod Forest Rally back in 1989 having said that I had only entered 4 events in that time!

The event was based in Harrogate and Saturday afternoon saw noise/scrutineering in the town centre prior to the start from Ripley Castle the following morning. Scrutineering was to be honest, a doddle so much so that neither myself or Steve were quite sure if the car had finished being scrutineered or not, perhaps the joys of running a car that's out of homologation. Documentation at the Majestic Hotel was also painless apart from a bill of nearly £7 for 3 coffees and a glass of water!

Sunday saw a run up to the A61 from Ripley Castle to the first stage along farm tracks at Hutton Hall just north of the A61 near Melmerby. Even before seeing how rough and badly cut up the stage was our

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tactics had been decided for us by my wife, if I wanted to keep the car and possibly my wife we had to finish (tough decision that one!). A gentle run through the stage with a hope of something smoother once we reached the forests saw us in about 58th place, but at least we still going.

Stages around Helmsley at Waterloo, Roppa and Riccall Dale before first service were all new to us apart from Steve having marshalled a couple of times in Waterloo. They were not the sort of forest stage I was used to, I would class them as a cross between forest stage and farm track but at least they were better than the first stage. The continued gentle approach saw us reach first Service at Duncombe Park in 51st place overall.

The next stage, the longest of the day at 8+ miles was in Cropton and at last a proper forest stage with a good surface, so we has a bit of a go and really enjoyed it being 20th fastest through. Gale Rig was the next stage, so at least we had made it to the Trackrod Stage (so I could make a bigger fool of myself as I did on last years Humberside event). In places this was quite rough having just been regarded or were some of them new roads, but this stage saw us again set a reasonable time about 22nd fastest although we seemed to be slowed down for cars off around every other bend. It also saw the demise of the exhaust system which broke (yet again!).

Back to second and last service at Duncombe Park where there was nothing that could be done to the exhaust

except to wire it up to stop it falling of completely.

Four stages left, just 12 miles, started with a repeat run through Riccall Dale where we had the worst moment of the day when at one point we both thought we might be visiting the River Riccall backwards downhill. Steve pass a comment of "well held" when we recovered which was a little unjustified as I had my eyes closed waiting for the splash!

The next stage Acre Grain, running down in to Helmsley had been cancelled due to the level of the ford and condition of the roads following the rain of the week before and had been replaced with Middlehead running uphill for over a mile from the sawmill in Helmsley. The exhaust was still hanging on but was very noisy so as the tracks were turning rough again a return to the cautious approach was in order for the stages back to the finish.

A reversed run through Waterloo where we were 26th Fastest, just left another reverse run through Hutton which had been bad enough that morning and with the exhaust as it was Steve suggested he walked ahead of the car with a red flag in an attempt to get to the finish. At times it felt we had been going slow enough for that earlier in the day, but at the end of Waterloo we were told that Hutton had been cancelled due to its condition.

So a run back to Ripley Castle was all that remained. When we got there the time sheets handed out showed that our times through Cropton and Gale Rigg

has pulled us up to 27th overall at the finish, although initially a Group N Skoda was ahead of us having set fastest time overall through one stage and about 5th fastest through the next. Needless to say the other Skoda crews were up in arms about this and as it had made the "offender" 1st Skoda it was costing them money as well as pride, when the final results were eventually received it showed a correct position.

Overall, not a bad event if some of the stages were rough and the timing schedule amended 3 times and the road

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AGENTS FOR

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book was, at times vague and inconsistent, but we has finished and I had broken the jinx (and kept the car and my wife).

Many thanks to Chris and Rob for servicing and hopefully with a welded exhaust (still no money to spend on a new one) we should be back out on the Humberside event on 5th April where hopefully the stages will be a bit smoother, at least the first one should be as it is around Olivers Mount.

**Stuart Bell & Steve Sanderson
CAR 63**

RETROSPECTIVE

From the pages of the Trackrod Magazine of April 1978 (issue 90)

On the cover: Pete Gerbez and Dennis Osbourne both pointing out the route in their RS1800.

Derek Lee offering photo's of members receiving awards from Tony Mason at the recent dinner dance (some paid to have the negatives destroyed!!)

P.C.T. at Rose Farm was cancelled due to climate conditions (bad weather!)

Carl Holdsworth reported on the Ystra and DFS rallies on which he was navigator for Pete Silberberg. 12 fails on the Ystra left them somewhat despondent in 39th place o/a. The DFS was run over much of the same route but 4 weeks later and Peter must have remembered it because they finished 18th O/A and 6th in class.

Shell League round 2 was the Elcar Trophy Rally and our team of 6 comprised : Richard Jackson/Richard Hurst, John Renny?Graeme Bradford, Alan Powell/Ron Mackinnson, Pete Collinson/David Gosley and Graham Ellingworth/Paul Brooks. All turned in excellent performances except the Mini of Ellingworth/Brooks, who managed to roll into retirement 1/2 mile from the finish of the last stage. This apart, our performances netted us 4th club on the day but dropped us to 2nd overall in the league 15 points behind Ilkley.

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New members this month included: Keith Bowen, John Howard, Kathryn Brooke, Mark Desort, John Craven, Andrew Newbound, Richard Anderson, Moira Wilson, Steve Wilson and Richard Hurst.

Vince Fletcher (Yes, the same!!) reported on the diplomat Trophy Novice Rally run by Wakefield & D.M.C. on which 13 Trackrod Crews completed. Vince navigated for Gez Waters in the V.W. others included Barry Dove/John Bowmass, Gordon Young/Nigel Latimer, Dave Marshal/Graeme Kellet, C Naylor/Richard Anderson, Mick Ogden/Charlie Palmer, John Bean/C Rolls and Chris/David Mullen. Apparently the 1st selective included part of Bullerthorpe Lane & Swillington (try doing that now!!!). The event was notable for the high finishing rate, there being only 14 retirements, however, 7 of those were Trackrod Crews !!!!!.

TRACKRODENDS

Richard Ineson.

BREWERY TRIP

Caroline has organised a trip to John Smiths Brewery in Tadcaster.

The price is 3 pounds each and the tour starts at 7pm prompt, we will then go back the Admiral Hawke at Boston Spa.

For further information, please see Caroline Marston or Telephone:0113 248 1323

LOOKOUT STAGES RALLY

4TH MAY 1997 MARSHALS REQUIRED.

We are running the stage again this year at Melbourne Arifield, if any member can spare a few hours on Sunday 27th April (prior to the event) or 3rd May to assist in the setting up of the stage it would be helpful. This is a Trackrod event, so let's see Trackrod members helping each other. Contact Derek Lee, Simon Marston, Brian Walters, Nick Hood, Andrew Varley, phone numbers on the back of this months magazine

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1997 MOTOR SPORT CALENDAR

FEBRUARY 1997

1/2	Mini Miglia Road Rally	Knowldale C.C
2	Riponian Stage Rally	Ripon MSC
	Phoenix Stages (Cadwell)	
15/16	Road Rally	Lincoln MC & CC
18	Wycoller P.C.T.	Pendle & District MC
	Cheviot Stages Rally	Whickham DMC
22	Bay Stages	Morecambe C.C
23	Kall Kwik	De Lacy MG

MARCH 1997

1	Malcolm Wilson Stages	Morecambe C.Club
		West Cumbria MSC
	Manby Stage Rally	Matlock M.C
1/2	Northern Lights Road Rally	Leeds Uni M.C
2	Autotest	Alwoodley
	PCT	Knutsford & DMC
8	Stage Rally (Elvington)	York Motor Club
9	Robin Hood Forest Stages Rally	
		Lindholme MSC
15/16	Hall Trophy Road Rally	Citheroe & DMC
	Autowindscreens Road Rally	Matlock MC
16	Autotest	Lancashire & Cheshire
	Haverigg Stage Rally	Furness & DMC
23	Practice Day/Marshals Training Day	
23	Autotest	Harewood Hill Climb
29/30	Ty Croes Stage Rally	High Moor Motor Club
30	Three Sisters Circuit Stage Rally	Pendle & Bury MC
	Twyford Wood Stage Rally	Glossop & Dis MC
	Spring National Meeting	Mid-Derbyshire MC
		Harewood Hillclimb

APRIL 1997

19	Single Venue Stage Rally (Larkspeed League)	Keighley
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MAY 1997

4	Lookout Rally (Larkspeed League)	TRACKROD
6	ROD PARKIN, BLUE BOOK (club night)	
10/11	Road rally (Larkspeed League)	Alwoodley
10	Open, Novices, One Makes	Harewood Hillclimb
11	Open Championship	Harewood Hillclimb

JUNE 1997

5 - 7	Perth Scottish Rally	
7	Single Venue Rally (Larkspeed League)	North Humberside
15	Jim Thomson Trophy	Harewood Hillclimb
29	Autotest (Larkspeed League)	Huddersfield

JULY 1997

1	RESCUE NIGHT (club night)	
5 & 6	RAC British Championship Sprint (Curborough) (Larkspeed League)	Harewood Hillclimb
6		Sheffield
27	P.C.T	Ilkley

AUGUST 1997

3	Montague Burton Trophy (Harewood)	
10	Autotest (Larkspeed League)	YSCC

SEPTEMBER 1997

7 or 14	Autotest (Larkspeed League)	A & P
14	Harewood Finals	Harewood
27	FOREST STAGES RALLY	TRACKROD

NOVEMBER 1997

22 - 25	NETWORK Q RAC RALLY	
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DECEMBER 1997

26	Boxing Day Autotest	TRACKROD
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JANUARY 1998

17	TRACKROD DINNER DANCE	
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