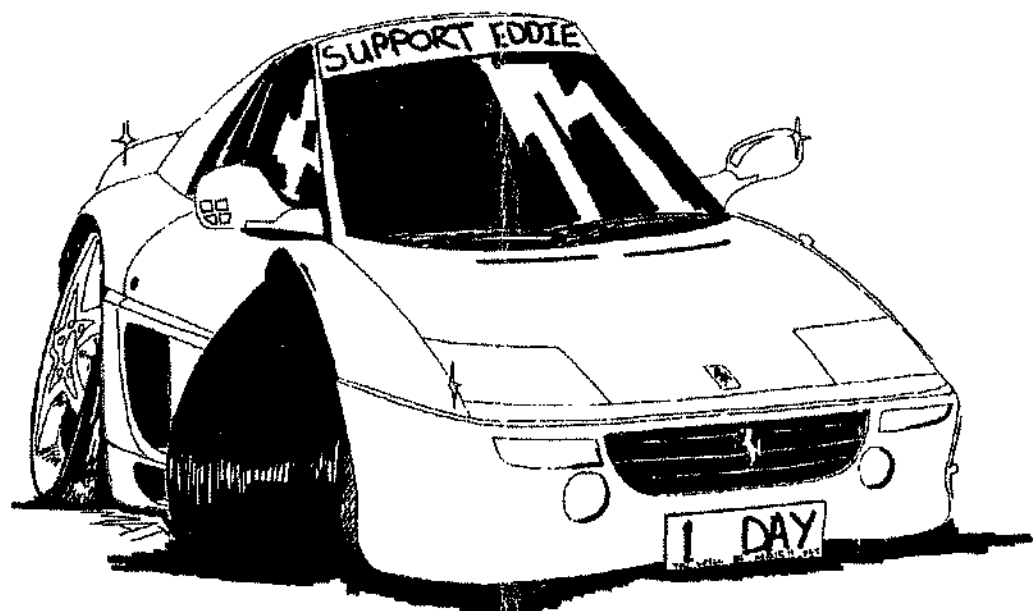


TRACKROD

MOTOR CLUB LIMITED



JULY 1997

MAGAZINE

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

EDITOR

I don't know if anyone reads the "Sun" newspaper (if you can call it a newspaper), but in the Friday edition, Jeremy Clarkson has a spread on motoring. A few Friday's ago he wrote an article on Ford Motorsport and about a few boffins at Ford, as he put it, Ford Motorsport have now decided to sell a few Escort Cosworths. They are full rally pre-pared and are used as reccie cars for teams doing the World Rally Championship. The article went on to say "I was driving down my local high street, with the anti-lag system in full swing, everyone was looking at this bright orange and white Cosworth drive by. The only thing that has been changed from the full rally spec cars is the gear box, they have put the standard box back in. The cars come with full cage, bucket seats, harnesses, 17 inch OZ wheels at 2 grand each. The price tag FMS have put on this little baby is £200,000.00". If you are lucky enough to win the Lottery and fancy a new car.....start talking to Ford Motorsport, they may do you a good trade in on your old motor.

QUOTE OF THE MONTH !!!!!

(John Overend Rally, Manby Showground
7th June 1997)

Car 45 Yellow Mexico, owner Nigel Drayton !!!

Nigel: "How are we doing Graham (navigator) after 3 stages"

Graham: "We've moved to 42nd place overall"

Nigel: "That's no good, we've normally moved up 10 or so places by now !!"

Grahams son Andrew: "NOT MANY CARS HAVE DROPPED OUT NIGEL"

Nigel walks away, everyone else in the service area drop to the floor with laughter !!!

Don't forget to pay Paul Scrutton for the Karting Day on the 17th August, he needs a £10.00 deposit off you NOW !!!!! the total cost is £25.00.

After the Lookout Stages, Trackrod are 3rd in the Larkspeed League, we've had two more events since then and I'm not sure how we are doing. The areas we fall down on are the Autotests and PCT's, lets get more members out doing these types of events, maybe this year we'll do better than 10th Place !!!!!.

That's it for this month, please, please send in your articles I have none left for the mag. Cheers Matthew for the front cover.

Brian Walters

Editor Trackrod Magazine.

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SOCIAL CALENDAR

JULY

1 CONSERVATIVE CLUB, GILDERSOME, NEW VENUE RESCUE NIGHT

8 Admiral Hawke, Boston Spa

15 The Crown, Wetherby

22 Beehive, Thomer (Brians Birthday)

29 Square & Compass, North Ripton

AUGUST

5 Conservative Club, Gildersome ANNUAL GENERAL MEETING

12 Admiral Hawke, Boston Spa

17 KARTING DAY, SELBY

19 The Crown, Wetherby

24 BBQ HILL CLIMB, HAREWOOD

26 Square & Compass, North Ripton

SEPTEMBER

2 Conservative Club, Gildersome

FANCY A CHANGE FROM MARSHALLING ON RALLIES !!!

As you will be aware, Trackrod's own Morley Waste Traders BBQ Hillclimb is running at Harewood Hill on Sunday 24th August 1997.

The promises once again to attract a full entry giving the competitors the chance of at least 8 runs. **No specific skills are required**, just common sense, as with all marshalling.

If you are interested contact Simon Marston on 0113 248 1323

FOR SALE

I have recently been able to obtain a number of PYE MX293 radios suitable for licensing on the M.S.A rally frequency.

These sets are available to bona-fide users at a cost of £30 for a set with microphone, re-chipped and set up for 86.4375 Mhz. Unfortunately I am unable to supply speakers at present but any loudspeaker with a impedance of 3 - 8 ohms is suitable.

delivery for a converted set is about 28 days. if they have to be post, postage and packing will cost an extra £6.00.

Aerials are available at £15, only supplied with sets.

For further details phone Richard Hardcastle on 0113 258 4903 anytime.

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REQUEST FROM THE ISLE

Before I begin, allow me to introduce myself; my name is Joanne White and I am currently the Timekeepers Liaison Officer for the Manx National and Manx International Rallies. The Isle of Man is renowned in the Rallying World, not only because of its qualifying Tarmac staged events, but also because of its separate Timekeeping departments within the events. This puts me in the difficult position of having to find a large number of Timekeepers to run the controls.

Over the past few years, my job has been made increasingly more difficult due to a seeing lack of interest in officiating and a growth of interest in spectating. It is this that has prompted me to write to you, "broadening my horizons" and seek help from off the Island.

I realise that every Motor Club organises its own events which also need officiating, and I am in no way attempting to "steal" your members! However, the future of rallying as a whole depends on the help and support of those willing to offer their services. It has by now probably become clear that I am trying to recruit as many Timekeepers as possible to help the running of these two major events.

In return, the Isle of Man can offer the almost unique opportunity to view closed road rallying at its best. The Manx national rally takes place over one day on Saturday, while the Manx International Rally, a round of the British Open Championship, takes place over three days in mid-September. I am aware that the cost of getting to and from



Wheels

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

SOME HAVE GREATNESS...

At a club forum a few weeks ago, Paddy Hopkirk and I fielded the inevitable question about how drivers today compare with those of yesteryear. We gave the equally inevitable answer that the truly greats would compare very well if they could travel backwards and forwards in time. For instance, does anyone doubt whether Jim Clark would be winning today? Of course not.

Stirling Moss is another who'd be on the podium – no one threw brickbats when he was on the move (a rolling Moss gathered no stones) and we sometimes forget that he had a rally career many would kill for. As today's F1 stars frequently fail to get round the first corner safely it does make you wonder how many of them would cope with Kleider.

And on the rally front of course a Colin McRae would have won in the '60s just as a Timo Makinen would be up there today. Study Timo's times when he won the Monte back in '65 and you may agree that the way he destroyed the competition made it probably the greatest single rally drive of all time.

Of more immediate concern for our sport may not be how the stars compare within it but how they are viewed against other sportsmen because as motorsport inevitably loses its ashcash we will increasingly be in beauty contests with other sports for the remaining sponsors' support.

So who is the greatest sportsman of them all? Yes, sportsman – don't bother sending round the Political Correctness Squad because I just can't think of a woman who qualifies.

In my book, you can dismiss snooker and darts because there's not enough physical stretch involved other than a steady eye or arm.

Soccer and cricket? If some of the top players can get into bar room scrapes with such regularity, their sports can't be all that demanding can they? Out they go.

Athletics? My own discipline of catching the javelin required nerve and skill but less so than, say, running a marathon. So is a marathon runner the best sportsman in the world? Arguably so but marathon running isn't exactly a major sport in world terms so I think we must look further.

Tennis? Too boring.

Golf? Getting closer I feel. You certainly need similar nerves to motorsport because with every round a star plays there are 70 or so 'moments of tension' as they hit the ball. And they do so in full public view not huddled anonymously inside a race or rally car, which must be nerve wracking. But golf isn't dangerous? It is when I'm on the course.

The problem in comparing our sport with others is that we're so dependant on equipment and technology, with champions going from one end of the grid to the other with a car change. I've never seen a soccer match held up while they change to a wet weather ball and does anyone know or care what balls or clubs they use in golf?

So does that make Tiger Woods the greatest individual sportsman in the world today? Better than Michael Schumacher? We'll never know, we

can only wonder, which is why such discussions are so splendid and endless – a bit like arguing about who is the most fanciable Spice Girl.

At which point I'd better stop because I know the committee of Cod Fillet have to go and lie down if anyone mentions the Spice Girls; they're at a very vulnerable age.

Mind you, I'm feeling a bit vulnerable myself right now. I got so carried away by the Norwich Union that I went out and bought a Dellow and when I asked a friend if this showed virility or senility, he said that buying one indicated virility but actually knowing what one was, was a sign of senility. Then someone sent a fax pointing out that Wogan recently said on Radio 2 that "the male menopause is not complete without the little two seater sports car".

True perhaps. But so cruel.

Stuart Turner

COD FILLET QUIZ



1. What were acknowledged as the "three A's" of the early UK Motor manufacturers and what did they have in common?
2. Which engine powers the Lotus Elise?
3. Who styled the 1958 BMC A40?
4. Where did Derek Warwick contest his first Grand Prix?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Government backs motor sport database

Britain's motor sport industry has been praised for its global role by the President of the Board of Trade, who outlined Government support of the sector, which comprises almost 1,000 companies, employs over 50,000 people and has an annual turnover exceeding £1 billion, of which exports account for 60 per cent.

The UK's pre-eminent position was highlighted during the 1996 Formula One season, when all but four of the cars on every starting grid were designed, developed and built in Britain.

Said the President: "British motor sport takes the chequered flag for its leading role in the global motor sport industry - and we want it to stay that way."

"From Formula One to Indycar and rallying, British expertise is predominant in the design, development and manufacture of racing cars, motor sport components and sophisticated services."

"The industry's phenomenal success is due entirely to its own skills and efforts. But there is a role for Government in working alongside the industry, to help it build further on its success."

"We have recently taken a number of steps to help British industry make the most of this success. This includes promoting technology transfer and exports. The recent publication of 'Britain's Motorsport Industry' endorses the industry's success and provides a tangible compilation of the sector's achievements."

The Government has granted £50,000 to the Motorsport Industry Association to develop the first comprehensive database detailing the size and structure of the British motor sport industry. This will enable the sector to promote its products and services overseas and is expected to be completed by autumn.

Don't forget the marshals

Many competitors and spectators are unaware that the marshals seen at every event are unpaid volunteers, who do the job because they enjoy involvement with motor sport.

The vast majority of marshals and officials, from trainees to clerks of the course and RACMSA stewards, are volunteers. Only a very small number of senior officials are actually employed by organising clubs.

It takes between 100 and 500 marshals to man a circuit for a race meeting, with marshals often on duty from 08.30 to 18.30, with a 30-minute break at lunch time if they are lucky.

The timetable for a rally marshal often begins days before the actual event, when stages are laid out, safety matters agreed, communications put in place and the myriad of tasks needed to allow a rally to take place are progressed.

On the event itself, marshals attend well before the cars are due and spend many hours returning the stages to their natural state once the event is finished. Often this is all done in the dead of night, when their reward is the sight of headlights as the competitors speed past! Another little-appreciated fact is that, on most rallies, marshals provide all their own equipment, including safety gear and radios.

British marshals are probably the best in the world. This is due to their dedication, not just in attending events, but in their training. Marshals attend training sessions at their own expense and provide their own overalls and protective equipment. Such days are subsidised by the RACMSA Training Trust, without which it would be impossible to provide this much-needed training.

All circuit marshals are registered with the RACMSA, who keep a record of grades and proficiency. There are over 4,000 registered marshals, belonging to clubs throughout the country. The scheme is based on one developed by the British Motor Racing Marshals Club (BMRMC) and enables marshals in all disciplines to progress from novice to observer and beyond, at the speed they wish, gaining skills as they go.

A national grading scheme has been agreed for rally marshals and will be implemented by regional associations over the next two years. This is a rather more difficult task, as many rally marshals are not registered at present and their volunteering methods differ markedly from the more organised ones used for circuit-based events.

Although most organising clubs have their own marshals, many are members of the world's largest marshalling organisation, the BMRMC, which was established in 1957. The BMRMC trains and provides marshals and officials for all organising clubs in this country, and their members cover every discipline of motor sport. The club offers extra insurance for members officiating at events, from leaving home at the start of the event to returning at the end.

Contacts

- British Motor Racing Marshals Club.
Mr Peter Roberts, 22 Adlington Drive,
Sandbach CW11 0DX. Tel 01270 768796.
- British Rally Marshals Club.
Mr A Baker, Upper Flat, 28 High
Street, Shepton Mallett BA4 5AN.
Tel 01749 345633 (h).
- Scottish Motorsport Marshals Club.
Mr Mike Gascoigne, 15 Atholl
Crescent, Edinburgh EH3 8HA.
Tel 01875 876522 (h).
- Prospective scrutineers please
contact Mr John Taylor, 12 Brownlow
Street, Weymouth DT4 7HW. Tel 01305
208939 (h) or 01305 779965 (w).
- Prospective timekeepers please
contact Mr Maitland Cook, Treetops,
1 St Nicholas Drive, Prestbury,
Cheltenham GL50 4RY. Tel 01242
513142 (h) or 01242 238661 (w).

In brief...

- Network Q has extended its sponsorship of the RAC Rally until the end of 2002. The partnership between the UK's foremost name in used-car retailing and Britain's largest annual sporting event began in 1993, since when the Network Q dealer chain has grown from 245 to over 400.
- RACMSA Officials Seminars, with doctors and rescue crews invited for the first time, resulted in a record attendance of 700 at six venues.

Facts about... MOTORSPORT INSURANCE

- The RACMSA effects Master Insurance Policies in respect of: 1) Public Liability; 2) Personal Accident for Officials; 3) Personal Accident for Competition Licence Holders.
- The operative time for the Insurance Programme is for any event held under Permit or for which a Certificate of Exemption is granted.
- **Legal Liability:** any person injuring another or damaging another's property as a result of acting negligently may have an action for compensation brought against them. The policies protect an organising or promoting club and its Officials for their potential Legal Liability following an accident arising from the holding of an event.
- **Contractual Liability:** is the term used to indicate an obligation between contracting parties which goes beyond the position that would exist under Common Law. It is usual for landowners to make it a condition of a Club's use of their land that any damage will be made good. The RACMSA Master Policy may cover this risk but details must be advised to RACMSA for approval prior to the Event.
- **Landowners** are indemnified in respect of their potential Legal Liability to Third Parties following an accident in connection with an Event for which they have allowed the use of their land.
- There are two elements to the Personal Accident part of the Programme:
 - a) **Officials:** All signed on Officials are covered. Cover is extended to include setting up or taking down an Event provided the individual will be a signed-on Official at the Event.
 - b) **Competition Licence Holders:** All Competition Licence Holders receive a level of Personal Accident cover for when they are competing. Levels of benefit for both Public Liability and Personal Accident are as outlined in Appendix W of the current Bluebook.
- All claims need to be notified to RACMSA as soon as possible.

AUTOSCENE

AUTOSPORT REVIEWS FROM **CLASSIC**

LE MANS, THE JAGUAR YEARS 1949-1957, Various authors, Brooklands Books, £12.95

Making a change from the usual Brooklands format of concentrating on a single model, *Le Mans, The Jaguar Years 1949-1957*, strings together a number of race reports from *Autosport*, *Autocar*, *Motor*, *Motor Sport* and *Road & Track*, with additions such as previews and epilogues – and there are summaries of annual results, with tables, by British Motor Heritage historian Anders Clausager. If you want to know what made Jaguar famous, it's all in here.

THE RENAULT 5 TURBO

Peter Meany, ISBN 185847 800 6, P&P Publications, £36.00

A spiral-bound history of the mid-engined, rally-winning mini-supercar from Billancourt, this book covers both the original and the later Turbo 2. It's a slim, colourful book that is part owners manual, part technical specs and part competition pedigree. It's mainly straightforward and factual – there's not much lighthearted banter in it. The major plus point is the multitude of colour plates, the minus is that the majority aren't captioned.

INTERNATIONAL CLASSIC CAR YEAR 1996-1997

Various authors, XL

Communications Ltd, £22.00

Hopefully the first edition of a series of annuals, this is very much along the lines of *Automobile Year* but with a fully British production company behind it. It covers the major classic car events throughout the world but, as the editor says, it never claims to be comprehensive. Like *Automobile Year*, it's packed with colour photographs and relatively few words apart from special chapters such as the one on Chris Rea talking about the 'sharknose' Ferraris. Picture quality, however, depends very much on the weather, so some are brilliant, some not so, which makes it a

variable feast for what is basically a photo album.

FERRARISSIMA

Various artists, Automobilia, £37.95

Though labelled No 1, this is actually the first of a new series of this Italian publication, following on from the previous series which started in 1984. Apart from stuff on the current Ferraris, there's a chapter from Peter Briggs and Antoine Prunet sorting out which Ferrari 1953 is the actual 1950 MM winner, and a review of Mauro Forghieri's engines from 1969 to 1979. It's beautifully produced, though the English can be odd at times.

THE MOTORING CENTURY,

The Story of the Royal Automobile Club
Piers Brendon, ISBN 0 7475 3034 3, Bloomsbury, £25.00

The subtitle says it all: this hefty volume is an all-in portrait of the RAC from its early days to the present, covered in well over 400 pages. It's not just a simple review of the day-to-day workings of the Club, but a warts-and-all political overview as well. There are the people, for example, such as Commander Francis Armstrong (1923-1941), who ruled the club with a rod of iron, as well as the longest serving chairman, Wilfred Andrews (1945-1972), who aroused fierce passions among both detractors and supporters. Both of whom could dominate matters totally. The various sub-divisions over which it had and has control such as motor racing, the 'get-you-home' service, the travel side and the clubhouse are all covered in-depth, eruditely and amusingly. The text is interspersed with a multiplicity of photos which tell the story of the car as well as the institution, gathered from many sources, which again go to prove that *The Motoring Century* is a look at life in Britain over 100 years. It's a beautifully-written story with a drama to end each chapter. Highly recommended.

Damp Spring!

We often get letters about dampers and damper settings. Questions range from: "Do I need uprated dampers with heavier springs, and why?" to: "Can I uprate the dampers with standard springs?"

On a basic level, the damper is there to control the spring, not the suspension action. Try driving a car without dampers fitted and you will find it horrendous, wallowing all over the place, rocking across the diagonal and pitching about ... and that's only going in a straight line!

The spring should allow the wheel to move away from a bump in the road (deflection) without upsetting the chassis, which tracks straight and level. The initial deflection passes to the car eventually, because compressed spring energy has to go somewhere. That energy starts to lift the car chassis, so just as the wheel passes down the other side of the

bump the chassis is moving upwards. The spring is then stretched beyond its normal ride height, encouraging the chassis to come back down and compress the spring just a bit more than the normal spring compression height. This cycle continues until the thing sorts itself out, or finds another bump in the road. This natural spring cycle is what you witness when you see an old MoT failure progressing down the road like a nodding dog, we need a spring damper (shock absorber really isn't the right descriptive term at all) to dampen all that uncontrolled motion.

You need to match the damper action to the spring rate, but it's not that simple. You also need to take into account the motion ratio of the suspension (i.e. how much the damper compresses for each inch of wheel movement), the unsprung weight of the suspension (including the wheel and tyre) and even the ratio of sprung to unsprung weight.

Too little damping is when the car hits a bump and tends to 'leap in the

air'. The spring takes the initial impact, on bouncing back the damper offers no control, and the car tends to catapult off the ground by the compressed springs as they rebound. What you need here is more damper control.

Conversely, too much damper control and you have the effect of the damper acting as a semi-solid suspension device which prevents the spring from doing its job. In certain categories of competition, where standard springs are mandatory, you may want to use the damper to achieve just that, but this is exceptional and should be avoided.

Active suspension is the answer, but Formula One had that, and the Powers That Be have just banned it!

QUIZ ANSWERS

1. Arrat-Johnson, Albion and Argyll — all built in Scotland.
2. Rover K-Series.
3. Pinin Farina.
4. Las Vegas GP 1981, Toleman Hart Turbo.

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ON SALE EVERY WEDNESDAY

the Island may, in the past, have been a reason for the lack of support from UK volunteers. However, with the recent introduction of competition, the price to fly to the Isle of Man has dropped to as little as £22 and may yet drop even further. Along with the continuing improvements in the he marshals package deal, this can only be a good thing and may make the Island more accessible for Motorsport.

I would greatly appreciate it if you would be able to encourage your members to think about visiting the Isle of Man for one of our events. Who knows, we may be able to organise a similar trip for Manx Marshals and Timekeepers !!.

If you require any further details about either the Manx National or the Manx International Rally, or any of the local Tarmac Stages events, please do not hesitate to contact me.

Thank you for your time in reading this letter

Yours in Motorsport

Joanne White, 18 St Catherines Close,
Belmont Hill, Douglas, Isle of Man O1624
613712.

RETROSPECTIVE

From the pages of the Trackrod Magazine of July 1978 (issue 93)

On the front cover was the Escort of Paul Faulkner.

Shellsport League Round 6 was an Autotest by Delacy Motor Club and was a perambulatory affair visiting several test sites including Tockwith, Sherburn and Nostell Priory. Traffic was busy and No our (and others) teams complained of long delays "on the road" plus having to

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AGENTS FOR

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wait up to 1/2 an hour at some test starts in order to provide the following competitor with some idea of the test route !!! our Team of Chris Miller, John Renny, Alan Powell, Brian Wainwright and Ken Goodall did us proud and finished 2nd on the day, moving us 50 points closer to leaders Ilkley, but still in 3rd behind York.

Ric Jefferson put pen to paper to bid farewell to his TMC friends before departing for L.A. (is he still there ??).

Mike Brown was selling various bits and pieces - 2 7x13 Minilites with tyres for £70, 58,000m 1973 Mexico £900: 2000E boxes £30 each!!.

Rick Jefferson also had a long list of bits for sale e.g.: pair of Cibie Oscars £10, 4xBRM Alloy Wheels 155x12 £20, 4 Vauxhall Rostyle 13" £10 !!!

Wrongsloot provided another excellent piece on "the great Rallying Circus".

Trophy points were published for mid-year scores and Ian Garnett, Frank Stuart-Brown, Howard White, Alan Powell and Richard Jackson all seemed to be in dominant positions for various awards.

Ronnie Moore provided a blow by blow account of the recent Barratt Oak Rally with some 15 TMC crews involved. The route took in all the old favourite roads around Leyburn, Fountains Abbey and Catterick and our crews took the Team Award even though Dove/Bownass retired with head gasket failure !! Powell/Stuart-Brown suffered exhaust trouble but Derek Lee/Ronnie Moore came to

the rescue with a spare clamp. Andy Mackay/Ian Buchanan finished 3rd; John Bean/Chris Rolls 9th & 1st novice crew; Lee/Moore 26th and Brown/Leuchans 30th

Trackrod.....Ends

Richard Ineson

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KARTING

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For just £25 you could take part in 3 hours of none stop racing in teams of four, with endurance racing. This will all take place on **Sunday 17th August at 2:00pm** at the **Indoor Karting Track** at Selby. If you would like to go, please see **Paul Scruton** as soon as possible, to put your name down or call me on **0113 267 2903** or **0467 497519**. I will need a **£10** deposit per person by the end of June.

So forget washing the car or doing the garden, bring the family to watch and have a great afternoon of Motorsport!

Support your Motorclub.

**NOTICE TO ALL
MEMBERS
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1997/98 MOTOR SPORT CALENDAR

JULY 1997

4/8	The Jim Clark Memorial Rally (& Club Rally)	Berwick & Dist MC
5	Ty Croes Stage Rally	Border Ecoose C C
6/6	Harewood Hillclimb RAC Champs	BARC (Yorkshire)
6	Sprint at Curborough (Larkspeed League)	Sheffield
12/13	Ty Croes Sprint Meeting	Lancs & Cheshire
13	Autotest	Alwoodley MC
	Sedmere PCT	Nrth Humberstone
	Sprint at RAF Raynham	West Essex C C
	Armstrong Massey Viking Tour (ANCC Champs)	Beverley/Buccaneer
17	The Turnbull Trophy Rally	Tynemouth & Dist MSC
19/20	ANCC Annual General Meeting	ANCC
	Drystone Road Rally (ANCC Champs)	Mid Derbyshire MC
20	Stage Rally at Three Sisters Circuit	High Moor MC
26	Opposite Lock Stages (ANCC & Trackrod Champs)	Stathwaite MC
27	Hillclimb at Scammonden PGT (Larkspeed)	Mid Cheshire MRC
	Wycoller PCT	Ilkley & Dist MC
		Pendle & Dist MC

AUGUST 1997

2	The Mennell Motors Stages Rally (Elvington) (TRACKROD CHAMPS)	Malton MC
3	Harewood Hillclimb	Barc (Yorkshire)
9/10	St Wilfrids Road Rally (ANCC)	Ripon MC
	Silva Stages Rally	Cillitheroe & Dist MC
10	Road Runner Multi Venue Stage Rally	Eastwood & DMC
	Hillclimb at Bailings Den	Knowdals Car Club
	Sprint at Curborough	Mid-Cheshire MRC
	Horsfall Trophy Autotest (Larkspeed)	YSCC
16/17	Seven Dale Road Rally	De Lacy MC
	Stage Rally at Ty Croes	Lanc & Cheshire CC
17	KARTING DAY	TRACKROD
	Sprint at Three Sisters Circuit	De Lacy MC
	Autotest	Huddersfield CC
24	BARBQUE HILLCLIMB AT HAREWOOD PCT	TRACKROD MC
		Wakefield & DMC
31	Burgess Bowl Stage Rally at Ty Croes	Glossop & DMC
	Stage Rally (map 120)	Matlock MC

SEPTEMBER 1997

6/7	Rally of the Dams (ANCC)	Sheffield & Hallamshire
7	Autotest (Larkspeed)	Airedale & Pennine
	Mad Video Stages	Linc Louth MC
	Hillclimb At Scammonden Water	Lancashire AC
	Sporting Trail (Stone Trough)	YSCC
11	ANCC Meeting Clekheaton	ANCC
13	Sprint Meeting at Elvington	York MC
13/14	Autumn Mist Road Rally	Mablethorpe/Border MC
14	Harewood Hillclimb Finals	BARC (Yorkshire)
	Premier Autotests at Derby	Loughborough CC
20	Derwent Stages	West Cumbria MC
21	Autotest at Barnoldswick	Pendle & District MC
	Autotest	Alwoodley

SEPTEMBER 1997 cont'd

27	TRACKROD INTERNATIONAL FOREST RALLY
	TRACKROD CLUBMAN FOREST STAGES

OCTOBER 1997

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
	Motor Sports Motor Show Birmingham

FEBRUARY 1998

MARCH 1998

APRIL 1998

MAY 1998

LOOKOUT STAGES RALLY

JUNE 1998

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