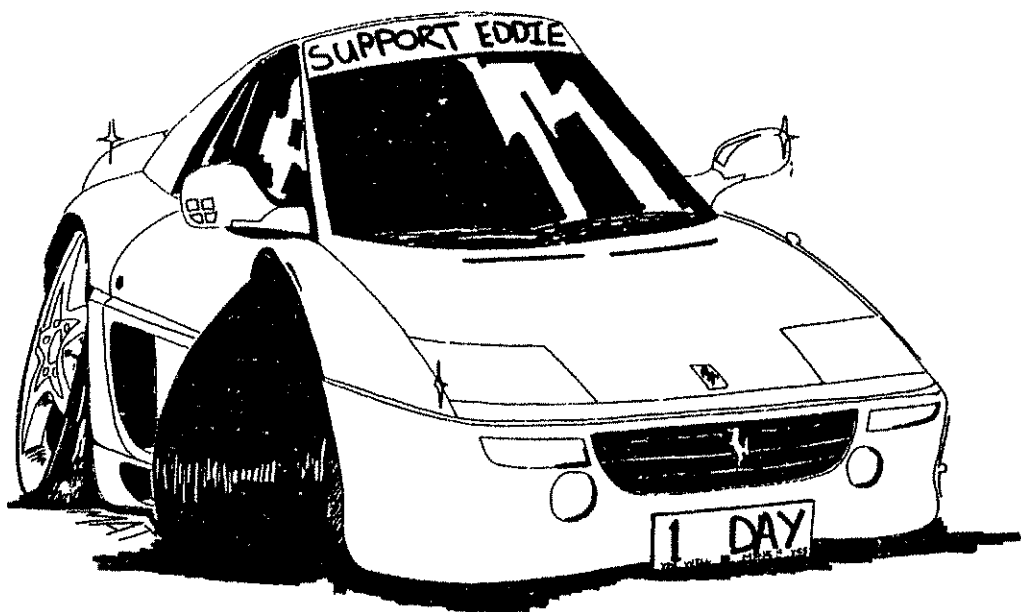


TRACKROD

MOTOR CLUB LIMITED



AUGUST 1997
MAGAZINE

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

EDITOR

Yes, I'm staying on as Editor for another year, you'll all have to put up with the odd spelling mistake.

I hope over the next year I get a better response in requesting articles. I am now out of things to put in the magazine, next months issue will be a single sheet of A4 paper. **PLEASE, PLEASE, PLEASE, I need your articles**, I've said it before, I cannot fill the magazine if I have no articles. On a few club nights, members have said "the magazine, it's a bit thin Brian", what am I, a magician, NO !!! You the club member can **DO SOMETHING ABOUT IT**, write on Toilet paper if you have to, I don't care !!! just write something for me to put in the magazine.

I can see from the Trophy points that lots of people are out on events, write what happened on your section you marshalled, what happen to your car, did you finish the event !!!!!.

As you will see further on in this months issue, Paul Scruton required those who have not paid the deposits for karting to do so and also for the other to pay in full. We'll all have a good day out I'm sure.

BBQ Hillclimb again runs on the 24th of this month, people are needed for all sorts of jobs - see Nigel Drayton or Simon Marston.

Last of all, I must apologise to people who have not received the magazine for the past few months. An error has been

made on my part with the labels used for the envelopes, the error has now been sorted.

Bye for now

Brian Walters
Editor, Trackrod Motor Club.

JIM'S SERVICES

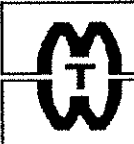
JIM PLEVEY IS OFFERING A LAMINATING SERVICE

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SOCIAL CALENDAR

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 Rigton

SEPTEMBER

- 2 Conservative Club, Gildersome
9 Admiral Hawke, Boston Spa
16 The Crown, Wetherby
23 Beehive, Thomer
- 30 Square & Compass, North Rigton

OCTOBER

- 7 Conservative Club, Gildersome
14 Admiral Hawke, Boston Spa
21 The Crown, Wetherby
- 28 Square & Compass, North Rigton

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 6 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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**many many more.....Ring Andy Varley
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CHAIRMAN'S CHAT

By the time you read this (or are reading it!!) you will have a new Committee. Since most of the existing committee are once again prepared to spend time in helping organise the various activities there will be significant continuity. Nevertheless, I am pleased to see some new faces this year and I wish the new members a warm welcome.

The club undertakes many and varied events and the committee cannot do it all. Several members have helped over the past 12 months and I would encourage everyone to help in any way they can. Also do remember that you are welcome to attend any committee meeting to raise an issue or to make a proposal - you **WILL** be made welcome (it'll be your turn to bring biscuits - Ed!).

Several members undertake duties outside of local Trackrod events and if you would like to get involved in other aspects of the sport - Scrutineering, Stewarding, Timekeeping etc. etc. please ask any committee member who will point you in the right direction.

The single venue championship seems to have engendered a great competitive and team spirit amongst those competing and if other disciplines (Autotests??) would like a similar championship, why not get together and let us know.

Happy Motorsport.....

**Rod parkin
Chairman, Trackrod Motor Club.**



Wheels

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

THE CLOSING OF THE WAY

If you see people in motorsport with nostalgic grins on their faces at the moment there's probably a simple explanation – they've been reading "Jenks", some of the best work by Denis Jenkinson (see *Autoscene*). When I had a couple of years working at 'Motoring News' (which was then journalism's equivalent of a Welfare to Work programme) the highlight was spending an hour in the middle of the night at Le Mans discussing pace note techniques with him so I'm hopelessly biased, but if for instance the chapter in the book about a trip taken in a Maserati team transporter to the opera in Verona doesn't make you smile then you should seek urgent help.

DSJ's story of his Mille Miglia with Stirling Moss is of course the finest piece of sustained narrative journalism the sport has ever seen. Thrashing along on closed public roads ... it's so compelling it makes you wish we could do it here. But is it realistic to dream of closing public roads on a regular nationwide basis to add to the Tour of Mull and Jim Clark Rally list? It never has been easy, because even before the car came on the scene there existed an offence of "driving furiously" which stopped early motorists from running riot. Nowadays, Section 12 of the RTA 88 makes organising or taking part in a race or trial of speed on a public highway an offence.

But, the cry oft goes up, "they regularly close roads in Belgium". Well, "driving furiously" never seems to have been an offence over there (I wish they'd drive a bit more furiously as they tow their blasted

caravans around the Cotswolds) although it's not quite as simple for organisers as it seems – there are often environmental and political pressures and because an organiser must have the permission of the local mayor these changeable conditions can easily stop an event.

If we ever want to see closed roads as an accepted part of our sport then my guess is that it will only come through lobbying – mainly at a local level. County councillors are probably the best target because County Councils are usually the Highway Authorities and therefore make road closure orders. And clubs need to lobby Tourist Boards and Chambers of Commerce, pointing out the profit potential of a rally descending on an area.

At a less dramatic level, what about set-a-side? Isn't this manna for autocross and the like? Not quite. The rules seem to change every year but, basically, when any land is subject to set-a-side no activity may take place which profits the landowner or detrimentally affects the 'green cover'. Financial penalties for farmers can be horrendous so they may not be over-enthusiastic. Recent changes have taken place to allow for local and charity events but the best advice for clubs seems to be to contact their MAFF Regional Office and seek their interpretation (they differ around the country). One difficulty is that set-a-side is EU led and the Government is obliged to closely follow what Brussels sets out.

As with closed roads, to a large extent it's down to all of us in the sport. Unless we work to build bridges

with local communities (I do around a dozen club dinners a year – gastro-enteritis can become addictive – and almost never see local politicians at them) then we will get ignored when planning strategies are being devised.

While we may go softly, softly – through inertia not intent – you can bet that motorsport's detractors will always be there influencing policies. It's a very real threat and we need to wake up to it. Whenever LARA runs a conference, the attendance is poor if the subject is motor sport – this year their conference was *specifically* about our sport and planning law. Enthusiasts queuing in their thousands? Er ... not exactly, less than 40 people attended from the car and bike world. I rest my case. (How easily such legal phrases slip into everyday use, although why we take any notice of men who put on wigs and red dresses and then lecture us about sexual offences I'll never know.)

Stuart Turner

COD FILLET QUIZ



1. Who, in May 1949, drove the Jaguar XK120 to 132.59 mph in Belgium?
2. A flat rate of car tax was introduced in 1948 – how much per year?
3. Who designed the slatted radiator on the 1928 MG 18/80?
4. How many Da Lorean cars were built (give or take 50)?

ANSWERS ON PAGE 14

NEWS FROM THE RACMSA

Carbon brakes ban

From 1 January 1999, carbon brake discs will be banned from all UK motor sport disciplines controlled by the RAC Motor Sports Association.

Proposed by the Technical Advisory Panel, this was approved by the RAC Motor Sports Council in June, subject only to final ratification in September.

Drivers as marshals

Race drivers who spend a day marshalling will be able to count the experience towards upgrading their competition licences from next year.

One of the clerk of the course signatures for successfully completing a race may be replaced by a signature for completing a day on a marshals' post during a race meeting.

Pacenote checks

From 1 January 1998, a rally clerk of the course may appoint officials to search competitors and vehicles for unauthorised pacenotes. There must be two such officials, one male to check male competitors and one female to check female competitors.

Proposed by the Rallies Committee, this was agreed by the RAC Motor Sports Council in June, subject to ratification in September.

Faster stages

The average permitted speeds permitted on loose-surface special stages will be raised next year.

From 1 January 1998, any stage run partly or wholly on unsealed surfaces, must be so planned that no competitor will achieve an average speed in excess of 70mph on an international event or 65 mph on any other rally.

Rally route symbols

Event organisers will be aware that the RACMSA can no longer offer rally symbols on Letraset, existing stocks having been exhausted.

These symbols (along with many others) are now available as a font for Windows-compatible computers, either as TrueType (£39.50) or Adobe Postscript (\$49.50).

Please contact Link Associates (tel 0161-980-8853, fax 0161-718-5427, email Linkassoc@aol.com) for details. A version for Apple Macintosh is promised later this year.

ARDS Life President

John Kirkpatrick has been made Honorary Life President of the Association of Racing Driver's Schools (ARDS). Having recently stood down after six years as chairman, Kirkpatrick's unparalleled contribution to the racing school industry has been marked by this unique award. In his term of office, John moulded ARDS into a representative trade body for what is now a very substantial industry.

Said Kirkpatrick: "I wish to say what a pleasure it has been working with the principals of all the 11 schools. I like to think that between us we have come rather a long way since those early days when John Quenby (RACMSA Chief Executive) asked us to get together and create a novice licence curriculum."

As head of the Jim Russell school at Donington, Kirkpatrick will continue to be a strong influence on aspiring racing drivers and will remain a respected voice in ARDS.

More novice racers

ARDS has announced an increase in the number of aspiring racing drivers successfully completing the one-day novice driver training course.

In 1996, a total of 1,312 candidates passed the course, an increase of around 100 over the 1995 figures.

The novice driver training course is designed to test a candidate's basic knowledge of circuit safety, flag signals and racing regulations, as well as the fundamentals of car control. Completion of the course is one of the main requirements before a novice driver can be granted a race licence by the RACMSA.

The course can be taken at any one of the ARDS-recognised schools operating throughout Britain. ARDS has 11 member schools with over 350 licensed instructors and works closely

with the RACMSA on safety and licensing matters.

Quieter events

Noise levels for Racing and Sports Libre Cars in hillclimbs and sprints will be 110 dB(A) from 1 July 1998; for all other classes, the limit will be reduced to 108 dB(A).

Subject to practicability testing, it is also intended that noise will be measured at 0.5 metre at three-quarters maximum rpm (instead of the current two-thirds rpm).

Noise levels in autocross and rallycross will be reduced to 108 dB(A) from 1 January 1998, measured at 0.5 metre at three-quarters maximum rpm (instead of the current two-thirds rpm).

These changes were approved by the RAC Motor Sports Council in June and remain subject to final ratification in September.

Auto Trader extends BTCC sponsorship

Auto Trader has renewed its sponsorship of the RAC British Touring Car Championship. Five successful years have seen the championship establish itself as one of this country's premier sporting attractions, with extensive television coverage on BBC *Grandstand*. A new agreement has been signed by both parties and *Auto Trader's* association is confirmed for 1998 and 1999, with an option for 2000.

Auto Trader Group Marketing and Promotions Director Eye Tate, said: "Our sponsorship has established *Auto Trader* as the national brand leader in buying and selling cars. The growing number of fans match our audience perfectly and we look forward to extending our involvement with all the teams and personalities which make the championship such an enjoyable and exciting sporting spectacle."

STOP PRESS

The RACMSA Rallies Training Working Group are organising a weekend Seminar for Senior Stage Officials on 16/17th August at Huddersfield University. For details please contact Richard Ashton (01422 374683) or Mike Jackson (01522 695218).

A.R.K.S

- 'ARKS' stands for "The Association of Racing Kart Schools", and is one of a network of professional schools which the RACMSA has been instrumental in establishing to encourage best practice methods from the initial introduction into the sport.
- Other 'Schools Associations' exist for Racing (ARDS), Rallying (BARS) and now Hillclimb and Sprints (AHASS), employing a total of 355 full time coaches in the UK, all accredited by the RACMSA as Instructors of different grades.
- ARKS has been developing now for over 3 years, following on from the success of the Racing Schools ARDS. In karting many entry competitors are children and it was agreed that – as a safety issue – novice drivers should be assessed before release onto the track with other competitors. For any new driver, the first step is to purchase the 'Starting Karting' pack from the RACMSA or from any ARKS School.
- From 1st January 1997, the ARKS test became mandatory for all newcomers to Karting, with certain exemptions for competitors with appropriate previous experience. The ARKS test comprises both a written (or oral) section, and a driving assessment. Both sections must be passed to the satisfaction of the School (or Club) Examiner before a Novice Licence can be issued.
- There are 11 RACMSA licensed Kart Schools currently in membership of ARKS, who are each represented on the ARKS Board at their regular meetings with the RACMSA. The Kart Schools can offer professional tuition for sale, and take people through the ARKS test.
- A further 51 coaches in Karting are accredited by the RACMSA at Club level. These Club Examiners are unable to offer tuition for sale, but are trained to take people through the ARKS test. The role of the Club Examiner is particularly significant in those remote areas where no ARKS School exists nearby.
- By mid 1997, a total of 462 tests had been undertaken, providing new drivers with a safe introduction to kart racing.

AUTOSCENE**AUTOSPORT**

REVIEWS FROM



JENKS: A passion for motor sport
 Denis Jenkinson, Motor Racing Publications, ISBN 1 899870 22 9
 £19.95

Jenks is a compilation of some of Denis Jenkinson's writings for the journal of the BRDC. He was, of course, famous as the continental correspondent for *Motor Sport* and included here are two chapters from that magazine covering his winning 1955 Mille Miglia run with Moss, and the disastrous race the year after when they disappeared over a cliff. But there's a lot more, until now only seen by members of the BRDC. There are 50-odd snippets or paragraphs, some angry, some sad, some hilarious, but almost all thoughtful. There are the printable sayings of racing drivers (Mario Andretti, on being told that a certain action wasn't done in F1: 'I've got news for you, kid'), a Lotus 12 for a Christmas Day road test which ended up in a panic-stricken stately home, what makes a great driver ('Often Jimmy Clark, in a very serious moment, would say: "Why don't the others go as fast as me?", and he really meant it'), and the reactions of the Italians when Jenks and Moss crashed while practising for the MM. Each story is pithy or amusing, eminently readable and enjoyable. Most of the pictures are from Jenks' own camera, and have an intimacy and personality all their own, though there are a few taken professionally for added interest. A great book to dip into.

ROVER P5 AND P5B
 James Taylor, ISBN 1 86125 003 2,
 Crowood Autoclassic, £19.95

A comprehensive look at the P5 and P5B, starting with design and development and finishing with the cars as they are today, taking in MkI, MkII, MkII and the MkIII in saloon and coupé form, plus competition career. It's comprehensive with a multitude of tables, chassis numbers and running production changes, plus myriad boxed-off items to add extra

interest. It's extensively illustrated and there's a batch of colour pages, including a C&SC pic, but they're all static. The rare and one-off black and whites make up for this though. Readably light yet fact-filled.

THE NEW VILLENEUVE – The life of Jacques Villeneuve
 Timothy Collings, Bloomsbury Publishing, London, £15.99

This is the controversial new book that Jacques Villeneuve refused to co-operate with and tried to ban.

The Formula 1 ace has always shunned publicity and admitted to author Timothy Collings that he hates revealing inner truths. 'I hate those questions, I just hate talking about myself,' he said.

Now he refuses to be in the same room as Collings, a freelance journalist who has been reporting Grands Prix since 1986 and is motor racing correspondent of the *Daily Telegraph* and *Sunday Telegraph*.

As its title suggests, the book covers every aspect of Villeneuve's life, from his childhood in Quebec, through his schooldays in France and Switzerland, to his rise through Formula 3 and Indycars to become one of the finest talents to emerge in F1 since Michael Schumacher.

The book also deals with the man behind the hard-hearted, ambitious GP driver, explaining how Jacques coped with the tragic death of his father, Gilles, in the 1982 Belgian GP and struggled to retain his own identity under the scrutinising spotlight of fame.

A detailed fact file takes you through Jacques' career race by race and an index helps you find how Villeneuve interacted with other drivers, teams and talk show hosts.

But perhaps most interesting are the two sections of photographs, starting with early black and whites of Jacques as a child with his father and uncle, his student days with F3 and his triumphs in both Indycar racing and F1.

Pump up the action!

WE have had a query on fuel pumps and running pressures, as in: "what fuel pressure should I be running for x amount of power?". As we have said in the past, it isn't the fuel pressure that matters, it's the fuel flow into the carbs which dictates your ultimate power output. If you haven't got the fuel you can't burn it.

To check fuel delivery the best method is to remove the carb tops and hold them over a container. Start your pump and collect the fuel for 30 seconds. Measure the amount of fuel that you have collected. Now double this for a fuel delivery in minutes and then multiply by 60 to give you an hourly delivery rate. To some extent you

have to guess at the mixture ratio. Some engines like to run richer than others, but theoretically you need one half pint of petrol to generate one bhp for one hour. If you calculate that you would have collected 50 pints of fuel in an hour, that would give you enough supply for around 100bhp. If you are running an engine that is supposed to give 200bhp you have got big problems!

On a rolling road a shortage in fuel supply does not normally show up on the relatively slow reading CO meter. All you see is a tail off in power, as if the engine has run past peak power. Some years ago I ran up a Pinto which gave a reasonable 120bhp at the wheels with a flywheel figure of 142bhp. When I put the same engine on the dyno it gave 143bhp (a fine endorsement of Superior Cars' rolling road!) but when we switched the carb needle seats

for larger ones we then measured 155bhp at the same engine revs. Not a bad increase for the price of a couple of jets.

The moral is to measure fuel flow and forget about line pressure. When we ran the above engine in a car with the restricted fuel supply of a standard pump, it simply slowed, almost to a standstill, after a rapid blast in any low gear. It was literally running out of fuel even though there was plenty of juice in the fuel tank.

QUIZ ANSWERS

1. Ron 'Soapy' Sutton.
2. £10 per car.
3. Cecil Kimber (MG manager).
4. Total production was 8583 cars.

REGIONAL COMMITTEE REVIEW

As the first of these columns received universal approval from around the Big Table, here I am again following our second meeting of the year.

Reports from discussion groups resulted in formation of a select, mini-group charged with the task of defining 'the way ahead' and 'terms of reference' for all 15 Association, given that all currently have differing methods and success rates for achieving the same aims.

The Clubcross experimental events didn't happen. Ideas on how to make this bright idea take off on a postcard to Dick Mayo.

LARA seminars had highlighted the need for clubs to liaise with

their Local Authority Planning Depts over long term use of sites. If they don't know you're there, you won't get into 10 year plans. The long awaited HSE Guidelines are expected this year.

The Club Development Fund continues to be a success, supporting over 19 schemes so far this year. If you don't ask for money you won't get any. Recent changes to Lottery Sports Funding look hopeful for sources of three way funding.

Colin Hilton risked mentioning the Fixture List again. Talks with publishers sound hopeful, but the 'tick box' option will apparently defeat the admin system. Alternative ideas to CNH.

A discussion on how Regional Committee receives and reviews proposals and matters of concern, clarification that it is PCT championship rules, not the Blue Book that are to change, and details of rules for regulation changes followed a series of points raised by LCAMC.

An ideal opportunity to have your say will be offered at the next series of Club Workshops which were announced at the Regional Committee. These will take place around the country from end September this year to April '98. All RACMSA recognised clubs will be invited.

Bob Milloy

.....KARTING.....

Thank you to all the people who have given me there names for karting. We have arrived at the month where this event takes part.

I am still awaiting some deposits, if the people concerned have not forwarded these deposits to arrive **TOLATER THAN THE 12th August** they will not be running on the day.

To all people who have paid there deposits, I need a further £15.00 by the 12th August as I do not want to be sorting money out on the day.

Please ensure you arrive no later than 13:30 on the day, as we have alot of preparation to do.

Cheques should be made payable to **Mr Paul Scruton** and sent to the below address:

**8 SINNINGDALE AVENUE
ALWOODLEY
LEEDS LS17 7SE
mobile No: 0467 497 519**

Many thanks

Paul Scruton.

RETROSPECTIVE

From the pages of the Trackrod Magazine of August 1978 (issue No: 94)

On the cover, Roy Fidler in the Withers Twim Cam.

Our quiz team met Selby & DMC in the NHMSG semi-final and at the end of the general knowledge round were trailing 147 to 174 but in the Motor Sport round they pulled out the stops to win through on 268 & 232. We were to meet Wakefield in the final on 25th August - watch this space.

Brian Wainwright reported on the Stockton & DMC Novice Rally on which he accompanied Trevor Ward in the Mini with Gez Waters/Vince Fletcher (VW) also in attendance. The Mini spent the night on three quarter choke to cure a

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carburation problem and consequently needed to stop regularly for replenishment. They eventually finished 28th O/A. The VW crew had a trouble free run except for a 9 minute wrong-slot that kept them in 26th O/A at the end.

Wrong-slot was at it again with the following rendition on the potential for keeping rally drivers of 1978 going until the year 2002:

The mechanics sat at Boreham wondering what to do,
Planning tactic's for the RAC in the year 2002.

A bionic Roger Clark, perhaps, or Turbo Russell Brookes ?
A cry of "Bring back Vatanen" caused some dirty looks.

Jim Porter and the likes of him had long since been replaced

By computers or patent adding machines, oh what a world we faced!!

The Japs had rebuilt Andy Dawson to make him go like hell,

And Leyland did something to Tony Pond, but just what they wouldn't tell.

John Taylor got a face lift and his head was ten foot tall,

And by the time they'd finished with Makinen, you'd have thought he'd hit a wall!!

They starched Munari's overalls to make him sit up straight,

They tried the same with Alen, but alas it was too late.

Jim McRae got a new pair of legs last week, to get him to run smooth,

But somehow Vauxhall's plan hasn't worked, and since then he hasn't moved!

They recharged Penntti's batteries to

give him extra life,
Will Sparrow had a sex change, and now he's Penntti's wifell!

The Russians invented a new machine to send you back in time;
It went wrong on Brian Culceth, and now he's only nine !!

Waldergard lives on a health farm, and he says it's done him good,
Living on seaweed and water and the occasional lump of wood.

So if those in rallying tell you that there are no "coming men",
Then read this poem carefully though, and I'm sure you'll think again!!!!

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Vince Fletcher reported on the recent C D Bramall Rally. 90 Crews took the start with Alan Powell/John Millington at No 1, Bob Pearson/Rod Parkin at No 11, Ian Brown/Charlie Palmer at 29; John Palmer/Marcel Girardier at 42, Barry Dove/John Bownass at 52, Gez Waters/Vince Fletcher at 54 and the Howells Mini at 75.

Apparently Baz/John Dropped over a minute when they had to avoid an oncoming rally car (Baz was going the right way !!) but later overtook John Marfitt/Ronnie Moore only to then have he clutch expire - end of rally for them.

Bob Pearson dropped the Escort off the road on a hairpin and didn't go any further - Rod obviously unable to man handle the car back onto the highway. Gez and Vince finished an excellent 18th O/A but the results showed the overall winners to be Alan Powell/John Millington - well done to all.

New members this month were: David Wise, Brian Scorby and Tom Whittaker.

Ian Waddington and Geoff Northmore were the joint winners of our clubnight P.C.T. at Stubbings Farm - the best of all lady crew being Vicki Spurdens (now Renny)/Julie Thompson (now Slingsby).

Trackrod.....ENDS !!!

Richard Ineson

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1997/98 MOTOR SPORT CALENDAR

JULY 1997

- 4/8 The Jim Clark Memorial Rally (& Club Rally) Berwick & Dist MC
 Ty Croes Stage Rally Border Ecosse C C
 5 Harewood Hillclimb RAC Champs BARC (Yorkshire)
 8 Sprint at Curborough (Larkspeed League) Sheffield
 12/13 Ty Croes Sprint Meeting Lancs & Cheshire
 13 Autotest Alwoodley MC
 Sedmere PCT Nth Humberside
 Sprint at RAF Raynham West Essex C C
 Armstrong Massey Viking Tour Beverley/Buccaneer (ANCC Champs)
 The Turnbull Trophy Rally Tynemouth & Dist MSC
 17 ANCC Annual General Meeting ANCC
 19/20 Drystone Road Rally Mid Derbyshire MC
 20 Stage Rally at Three Sisters Circuit High Moor MC
 28 Opposite Lock Stages (ANCC & Trackrod Champs) Slaithwaite MC
 27 Hillclimb at Scammonden PCT (Larkspeed) Mid Cheshire MRC
 Wycoller PCT Ikey & 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 Wilfids Road Rally (ANCC) Ripon MC
 Silva Stages Rally Clitheroe & Dist MC
 10 Road Runner Multi Venue Stage Rally Eastwood & DMC
 Hillclimb at Baitings Dam Knowlside 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
 Autoest Huddersfield CC
 24 BARBEQUE HILLCLIMB AT HAREWOOD TRACKROD MC
 PCT 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 Darwen 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

DECEMBER 1997

- 26 BOXING DAY AUTOTEST TRACKROD

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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