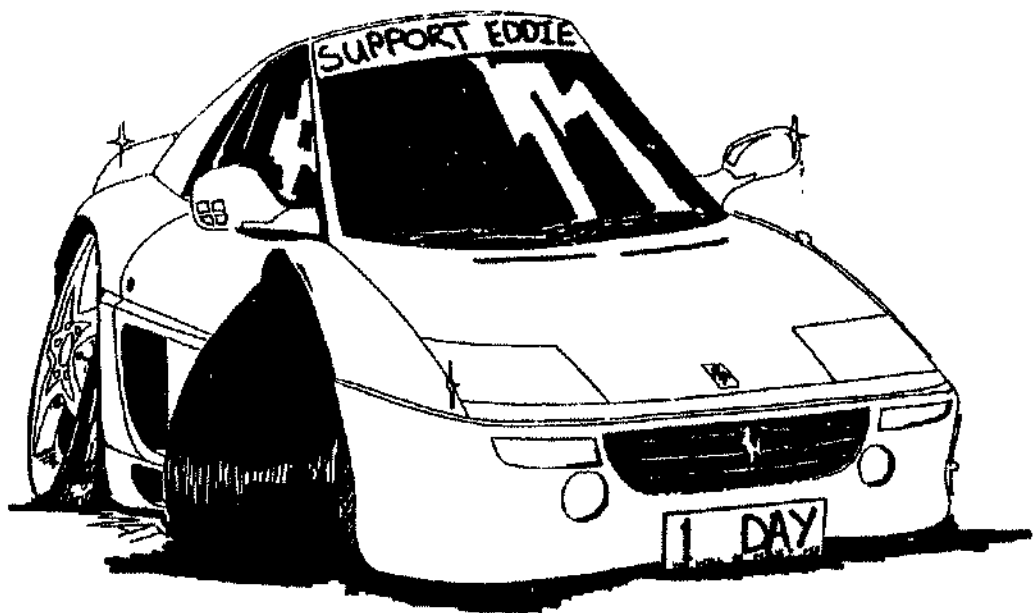


TRACKROD

MOTOR CLUB LIMITED



SEPTEMBER 1997

MAGAZINE

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

EDITOR

This month, Trackrod move further into the Rallying Spot Light with the International Forest Stages Rally on the 28th September. This is one of Trackrod's major events of the year and help is required in all areas. If anyone is interested, that has not already been hired by Mr Parkin, please see the man himself or any other committee member who will point you in the right direction.

At the time of writing, TMC is 7th position in the Larkspeed League. We are still falling short in a number of areas ie: P.C.T'S and Autotests. As you can see from the calendar on the back of this months issue, these are all the events that are left. Let's see if we can better last years position of 10th.

You will find in this months issue a "FREE" yes FREE car window sticker. We are offering the larger "TEAM TRACKROD" stickers at £1.00 per pair. If your feeling flush one club night, see any committee member who again will point you toward the right person.

As you've seen from last months issue, you will see that I was again requesting articles for this and future issues, once again a big fat zero !!! Can I please, please have your views & news to publish in further issues.

On a last note, a big thank you to Paul Scruton for arranging the Karting at Selby in August. I know I enjoyed myself along with the others. Let's hope that this event

will be one of many.

Until next month.....

Brian Walters
Editor, Trackrod Magazine

TROPHY POINTS

Scores for claims received up to 7th July.

Spy 44 (Best 5 scores)

Andrew Apperley 433.2

STAGE RALLY (best 8 scores)

DRIVER:

Andrew Apperley 217.8

Barry Stoner 167.8

Stuart Bell 134.9

Alan Larkin 64.0

Pam Lukeman 52.9

Steve Sanderson 48.3

Richard Jakson 35.0

NAVIGATOR:

Jim Plevy 256.5

Vicky Blakeley 217.8

Andrew Smith 167.8

Steve Sanderson 134.9

Bernard Fernyhough 64.0

Caroline Marston 56.2

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AND OTHER FINE DELICATE WORK**

Rob Buchan	43.3
Peter Jackson	35.0
Arthur Heaton	5.0
Steve Hughill	5.0

ROAD RALLY

DRIVER:

Andrew Apperley	93.9
-----------------	------

NAVIGATOR:

Jim Plevy	93.9
Arthur Heaton	84.3

AUTOTEST TROPHY (best 8 scores)

Andrew Apperley	122.1
Simon Marston	47.5
Caroline Marston	32.5
Sarah Bartley	26.7

OFF ROAD EVENTS (best 8 scores)

Richard Jackson	155.7
-----------------	-------

LADY COMPETITOR (best 8 scores)

Vicky Blakeley	217.8
Caroline Marston	88.7
Pam Lukeman	52.9
Sarah Bartley	26.7

LARKSPEED LEAGUE

DRIVER:

Andrew Apperley	217.8
Barry Stoner	167.8
Steve Sanderson	48.3

NAVIGATOR:

Vicky Blakeley	217.8
Andrew Smith	167.8
Jim Plevy	118.8
Arthur Heaton	89.3
Caroline Marston	58.2
Rob Buchan	43.3
Steve Hughill	5.0

MARSHALS TROPHY

Simon Marston	115.0
Caroline Marston	60.0
Malcolm Jagger	45.0
Arthur Heaton	40.0
Brian Walters	25.0
Nigel Cordingley	20.0
Sarah Bartley	20.0
Nick Hood	15.0
Andrew Apperley	10.0
Stuart Drabble	10.0
Andy Varley	5.0

SERVICE CREW

Jim Plevy	25.0
Andrew Apperley	25.0
Dawn Fernyhough	15.0
Nigel Cordingley	15.0
Simon Marston	15.0
Chris Downes	10.0
Rob Buchan	10.0
Caroline Marston	10.0
Michelle Williams	10.0
Vicky Blakeley	10.0
Andy Varley	5.0

NEWMAN CUP (ladies all rounder)

Caroline Marston	35.0
Sarah Bartley	20.0
Vicky Blakeley	5.0

TRACKROD TROPHY

Simon Marston	60.0
Caroline Marston	35.0
Malcolm Jagger	25.0
Sarah Bartley	20.0
Nigel Cordingley	15.0
Brian Walters	15.0
Nick Hood	10.0
Arthur Heaton	5.0
Chris Downes	5.0
Vicky Blakeley	5.0
Andrew Apperley	5.0
Rob Buchan	5.0
Steve Sanderson	5.0
Russell Holdsworth	5.0
Barry Stoner	5.0
Andrew Smith	5.0
Stuart Drabble	5.0

I still have some claims, but owing to impending holiday and magazine deadlines I have not had chance to process them yet.

Also:

1) Any member must have at least 3 claims in any one category to qualify for an award.

2) Where the category has awards for more than 1st O/A then claims to qualify as follows:

1st O/A 3 Claims from any individual
2nd O/A 3 Claims from 5 claimants
3rd O/A 3 Claims from 8 claimants

Don't forget the 3 month rule and please study the claim forms and fill them in correctly.....it makes my job easier.

Vince Fletcher

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his services !!!!!**

DINNER DANCE

If anyone wishing to start paying for this years Dinner Dance in advance (a few pounds per month), please can contact Caroline Marston on any club night.



Wheels

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

A WING AND A PRAYER

THE piece in a recent *Wheels* which discussed who is the greatest individual sportsman attracted more mail than usual although, mercifully, no one tried to argue for tennis players (how could they after the yawn of Wimbledon?). And I think we can dismiss the letter from an elderly reader in Stockport suggesting that swimmers should be considered – he is clearly influenced by watching too much *Baywatch* (the shaky handwriting was a giveaway).

But those who put forward *cyclists* for consideration may be onto something. Anyone who has been up some of the mountains used in the Tour de France in a rally car can only marvel at people who are capable of pedalling up them, and the way Jan Ulrich dominated this year's Tour must put him among the sporting greats. And how splendid that in all the excellent TV coverage there was never a mention about what tyres they were using on the bikes. The only time technology intruded was when aerodynamics cropped up, with special helmets worn for the time trials.

As aerodynamics are so pervasive in our own sport, I thought I'd try to get a firmer fix on the subject from Gary Anderson at Jordan, a good choice I felt because he has his feet in an unusual position for someone so high in F1 – firmly on the ground.

According to Gary, aerodynamics make perhaps the most significant contribution of all to a car's performance today, especially in F1 – if for instance a car had 100 bhp less it might be one second a lap slower but if it had no aerodynamic downforce it would probably be *ten* slower. Apparently the oft quoted tale that an

F1 car generates so much downforce that it could run upside down on a ceiling is true. Mind you, as aerodynamics work as the square of the speed, the car would have to be doing at least 100 mph to generate enough downforce to overcome gravity so you'd probably have to build an extension on your lounge and you'd certainly bring a whole new dimension to the phrase 'neighbours from hell'.

But it's small wonder that teams crave their own wind tunnels and are prepared to build models costing up to £50,000 and then spend two to three thousand pounds per day on tunnel costs. The bigger the model the better – as Page 3 enthusiasts have always believed – with 40% now the minimum.

Wind tunnel results translate across to the real thing, provided the operator of the tunnel is honest – it's vital that the model is run in a proper tunnel in race spec. One problem is that the study of aerodynamics is both a science and an art and it's all too easy to kid yourself (which means if you want to take it up as a career the best way is to try to join a team because there's nowt to beat experience of the real thing). Sure, you may know all the theory but hunches still play a part – this perhaps explains why most F1 teams seem to get confused at times, with trial and error tactics at tracks and top places almost literally gone with the wind, as drivers struggle to balance the need for lots of wing to produce high cornering speeds without totally losing any oomph on the straights. One problem is that aerodynamics can camouflage other problems with a car.

And for we lesser mortals? Don't clutter a car seems to be the message whatever the event – an unnecessary spot light for instance could knock a few mph off your top speed and mildly impair acceleration. Small things really can make a difference – we Dellow drivers notice a distinct surge in performance if we turn our peaked caps back to front for example.

As a general rule what looks right is right. Many of the old record breakers, like Bluebird, looked right and – for their day – clearly were right, although by modern standards the detail aerodynamics were poor. It's worth keeping in mind that something as simple and pure in shape as an egg is not bad aerodynamically. Which must be a considerable comfort to the hen.

Stuart Turner

COD FILLET QUIZ



1. How many World Championship points did Jackie Stewart achieve in his F1 years from 1965-73?
2. In 1957-58 a team of drivers drove an Austin A35 and later an Austin Healey 100-Six to various records at Monderny. From which Club were they members?
3. The 1966 Monte – who were the Coupe des dames Winners who were disqualified by the organisers?
4. The Bryne Brothers India Rubber Company changed to what name in 1900?

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Network Q RAC Rally news

This year's Network Q RAC Rally will make use of the Grand Prix ticketing system at Silverstone Circuit. For the first time, rally spectators will be able to buy tickets in advance, pay with credit cards and take advantage of special prices for multi-venue and group tickets.

Silverstone Circuits will also bring their promotional skills to bear on all aspects of the 1997 Rally, and on the pre-event Network Q RAC Rally Show. Silverstone itself hosts three special stages on Sunday 23 November: two runs over a 'conventional' 5.5-mile route, plus the exciting side-by-side Superspecial on the new rallysprint track.

Said Denys Rohan, Chief Executive of Silverstone Circuits: "Our booking office handles around 200,000 tickets for the RAC British Grand Prix, so we are confident we can handle the work. The Network Q RAC Rally, coming at the end of the year, is a perfect fit for both parties. The RACMSA gets the benefit of our state-of-the-art booking office technology at a time when Silverstone promotes no events."

Network Q Manager John Rees commented: "Silverstone's involvement in the Network Q RAC Rally – both running their special stages and bringing their expertise into the promotion of the event – is good news. It looks like the 1997 Rally is going to be great for spectators and great for us."

The Network Q RAC Rally booking office is on 01327 857273. It will still be possible to buy tickets on the day at most venues.

When the rally visits Millbrook Proving Ground in Bedfordshire, attendance will be strictly limited to just 6,000 spectators. Using the venue's demanding Hill Road – described as "awesome" by Rally Manager Malcolm

Neill – the all-new, 3.5-mile asphalt stage will be used twice at lunch-time on Sunday 23 November.

Explained Neill: "Millbrook is normally firmly closed to the public. This is the first time it has ever been opened to such a high-profile event and we want to keep the numbers manageable. I'm quite sure all the tickets will be sold out in advance."

Off-road passengers

For competitive safaris, passengers should be identified by suitable means, such as a rubber stamp or a wrist tag of plastic or nylon which shall only be issued at signing-on.

The identity marking must not be able to be removed and re-used, and must be fitted so as not to cause discomfort to the crew member. It is recommended that the identity markings are worn under clothing, to prevent the identity marking becoming entangled with fittings inside the vehicle.

Passengers will be required to show the identity marking to officials on the start line.

This change, proposed by the Off Road Committee, was approved by the RAC Motor Sports Council in June. Subject to final ratification in September, it will be adopted from 1 January 1998.

Mobil extend rally sponsorship

The Mobil 1 British Rally Championship received a major boost when Mobil Oil agreed to continue sponsoring the series for a further three years, until at least the end of the year 2000.

The news was welcomed by the Chief Executive of the RAC Motor Sports Association, John Quenby: "Our decision to base the championship on two-litre, two-wheel drive cars has proved outstandingly successful, with eight manufacturers now participating in the series.

"I am naturally delighted to have the continuing support of our main sponsor for what has become perhaps the most hotly-contested national rally championship in the world.

"This is a wonderful demonstration of confidence in the Mobil 1 British

Rally Championship, which I am confident will continue to go from strength to strength."

Peter White, Mobil Sponsorship Manager, said: "The British Rally Championship seems to grow in stature and popularity every year. It is very pleasing to be receiving such strong support from car manufacturers. I believe this is the best vote of confidence the championship can get."

Facts & figures

Statistics published in the Summer edition of *RACMSA News* show that the RACMSA issued 31,663 competition licences in 1996 (up from 30,937 in 1995). The most popular licence was again the Non-Race National B (issued to 9,097 drivers), followed by race (7,307) and kart (6,368). Exactly 4,700 events were authorised by the RACMSA last year (up from 4,575 in 1995). The most popular disciplines were rallying (1080 events), off road (932), kart races (440), autotests (437), speed events (374), trials (284) and circuit races (251). Over half the events were Clubman status (2,642), followed by National (1,157) and International (59).

In brief...

- Formula Cadet two-stroke and Honda Cadet ProKart four-stroke classes can now be amalgamated.
- Satisfactory attendance at an RACMSA hillclimb or sprint school now qualifies for two signatures towards a National A Speed licence.
- With immediate effect, the spinning of wheels for tyre-warming at speed events (except drag races) will only be permitted in a designated area, which should be clearly defined.

Congratulations!

The first 10 clubs out of the hat for the Coys Wheels Draw were:

Spadeadam MC, Southern CC, Bedford CC, Alwoodley MC, Jaguar CC, Central Sussex MC, Bognor Regis MC, Exeter MC, Peak Dukeries Land Rover Club, Hants & Berks MC.

Tickets for the 1998 Festival will be on their way in due course.

Facts about... THE HISTORIC RALLY CAR REGISTER

- The Register was founded in 1984 to promote activities for owners of rally cars from the fifties and sixties. Initially a club just for the owners of cars which actually competed during the period, the group found enormous enthusiasm for the idea of having fun in cars of the type that competed in rallies of the time.
- Numbers grew steadily, but with the first Pirelli Classic Marathon, there was an explosion of interest and membership doubled from 500 to 1,000 in 1990, growing steadily to the 1600 at which it stands today.
- The Register aims to act as an 'umbrella group' representing the interests of all those involved in historic rallying. For the competing member there are three different championships – The Speedsport Design Championship, a series of low budget one day road rallies; The Safety Devices Historic Rally Challenge, a combination of road and special stage events designed to find the all round historic rally driver and co-driver; and the Demon Tweaks/Classic and Sportscar Historic Rally Championship, a special stage rally championship which runs on selected rounds of the Mobil 1 British Rally Championship as well as the 24 Heures d'Ypres in Belgium.
- The club also organises its own one day road and special stage events and is responsible for the organisation of the RAC International Historic Rally – the final round of the FIA European Historic Rally Championship.
- For those who do not wish to compete there is a regular monthly newsletter and bi-monthly magazine.
- The club has a dozen regional groups, meeting monthly for social activities and occasional treasure hunts or 12 Car Rallies.
- The Register employs a General Secretary who operates an office at Tibberton near Gloucester which those interested in membership are welcome to contact for information. Tel. 01452 790648.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



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The CD-ROM is remarkable value for money. It costs little more than a conventional compact disc, but is truly overflowing with information.

RACERS

Richard Williams, Viking, £16.99

Without a doubt, Williams is one of the most incisive, intelligent writers in Formula 1 and with this book he takes us back to 1996 from the viewpoint of Damon Hill, Michael Schumacher and Jacques Villeneuve.

But for from being another rehash of a season dead and buried, the book's strength comes from Williams' ability to get below the surface and convey what makes a driver tick. It goes way beyond the mechanics of the sport and becomes a study of three

distinct personalities and why they do what they do.

The old cliché about not being able to put it down rings true for this one.

BUGATTI – Le Pur-San Des Automobiles

Hugh Conway, Haynes Publishing, ISBN 0 85429 970 X, £35

The late Hugh Conway's definitive *Bugatti – Le Pur-San Des Automobiles* was first published in 1963 and has been reprinted five times, the final version being overseen by his son. By now all mistakes have been corrected and additions or exclusions completed, so we can assume it's the ultimate book on the subject.

Ettore wasn't a truly great engineer – he had no technical training – but he had the knack of hiring talented engineers, all anonymous. But, if nothing else, he had an exquisite eye for a line: and his devices – cars and others – looked and on the whole worked brilliantly. In hindsight, this book's a little bitty, with large chunks from *Bugattics* and other sources, but it reads remarkably well. The pictures are in black and white, so there aren't modern shots of overblown and over-restored cars. And what pictures there are! The Type 36, an eight-cylinder minus rear springs: a stagecoach-like 'fiacre' body on both a tiny Type 13 Brescia and a massive Type 41 Royale; the 32-cylinder Breguet-Bugatti engine and more. Highly recommended.

AUTOMOBILE QUARTERLY VOL 36 NO 3,

ISSN 0005 1438, Knutztown Publishing Co, £19.95

The 144th issue contains the wealth of in-depth features we now expect. Jim Stiltz on ex-pat racer and Cobra tamer Ken Miles is worth the price alone. Other highlights are Nicholas Whitman's photography of the AK Miller Stutz tomb, and fresh research on the Marmon-Herrington 4WD pick-up and Hearse design.

Rules, regs and the money principle

We often get asked why so many forms of racing have rules and restrictions which appear to make it so difficult to build a half-decent engine on a reasonable budget. One reader recently pointed out a race series which insists on standard cylinder head castings, valves and springs, but gives free reign to camshafts and followers on Pinto engines.

The result is that those with the money can have a large number of heads flow tested and then pick

the best standard casting. They fit new valve springs every time the car goes out and dyno test dozens of cams to find the best one for the standard head casting with stock compression ratio – something that most camshaft companies can't tell you since they only make cams for modified heads, not half-modified engines. The question, however, is why does this have to happen?

The answer is probably buried in good intentions. Organisers devise rules for new championships with the general idea of making racing both fair and affordable, and therefore close and exciting – both for participant and spectator. Of course, if it wasn't fair and affordable, then they wouldn't have anyone racing in their series.

The trouble starts when you get some competitors actually trying very hard to win – and prepared to spend money in order to gain an edge. Any edge.

If someone is prepared to spend, there is always going to be an advantage to be had; it's impossible to legislate against it. Often as not, the rules which are designed to limit expense simply result in even more money having to be spent in order to gain any advantage. So long as we want to compete against each other, this is always going to be the case. Human nature, unfortunately, init?

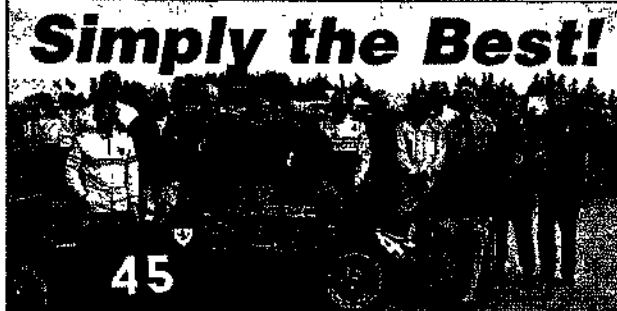
QUIZ ANSWERS

1. Total of 360 points.
2. Cambridge University Automobile Club.
3. Rosemary Smith/Val Domleo – Hillman Imp.
4. Dunlop.

The Coys INTERNATIONAL HISTORIC FESTIVAL

Presented by
CHRYSLER

The British Racing Drivers' Club and Silverstone Circuits would like to thank everyone involved in The Coys International Historic Festival, Presented by Chrysler (July 25-27), particularly the marshals and volunteers who worked so hard to make the event such a success. To do so just two weeks after their outstanding efforts at the British Grand Prix shows great dedication to motorsport.



Thanks also to the owners who brought their fabulous machines from around the world, the drivers who put on such a spectacular display for the crowds, the traders who presented such a wide variety of stands, the motor clubs, our sponsors, Coys of Kensington and Chrysler, and the participants on the Foolman James RetroRun – especially those entrants in period dress who added extra colour to the proceedings.

Over 62,000 people attended this year's Festival – thanks again to all of you for helping to entertain them so well.

Next year's Coys International Historic Festival, Presented by Chrysler runs from July 24 to 26, and will celebrate 50 years of motor racing at Silverstone. Put it in your diaries now!

Silverstone

Larkspeed

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AGENTS FOR

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TRACKROD MOTOR CLUB SINGLE VENUE CHAMPIONSHIP

DRIVER:

**Steve Sanderson 132pts 5 Events
Chris Rowson 111pts 4 Events
Andrew Apperley 105pts 3 Events**

Co-DRIVER:

**Dave Hammond 111pts 4 Events
Vicky Blakeley 105pts 3 Events
Jim Plevy 42pts 1 Event
Caroline Marston 29pts 1 Event**

**There is now 1 event to go, this will be the
Three Swans at Elvington on the 4th
October and not the MAD Video Stages
as originally planned**

Vince Fletcher

SOCIAL CALENDAR

SEPTEMBER

**2 Conservative Club,
Gildersome**

9 Admiral Hawke, Boston Spa

16 The Crown, Wetherby

23 Beehive, Thorner

**27 TRACKROD FOREST
STAGES RALLY**

**30 Square & Compass, North
Rigton**

OCTOBER

**7 Conservative Club,
Gildersome**

14 Admiral Hawke, Boston Spa

21 The Crown, Wetherby

**28 Square & Compass, North
Rigton**

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TOUCH WITH ONE
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1997/98 MOTOR SPORT CALENDAR

SEPTEMBER 1997

- | | | |
|-------|---|-------------------------|
| 6 | Simpson Salvage Stages
Rally - Evington | York MC |
| 6/7 | Rally of the Dams (ANCC Champs) | Sheff & Hallam |
| 7 | P.C.T. (Larkspeed League at Keighly) | Airedale & Pennine |
| | MAD Video Stages | Line & Louth MC |
| | Hillclimb at Scammonden Water | Lancashire AC |
| | Sporting Trail (Stone Trough) | YSCC |
| 11 | ANCC MEETING CLECKHEATON | ANCC |
| 13 | Sprint Meeting at Evington | York MC |
| 14 | Harewood Hillclimb Finals | BARC (Yorkshire) |
| | Premier Autotest at Derby | Loughborough CC |
| 20/21 | Autumn Mist Road Rally | Mablethorpe/Border MC |
| 20 | Derwent Stages | West Cumbria |
| 21 | Autotest at Barnoldswick | Pendle & District MC |
| | Autotest | Alwoodley MC |
| | Single Venue Stage Rally
at Smeetham | Ecurie Royal Oak MC |
| 27 | TRACKROD INTERNATIONAL FOREST RALLY | |
| | TRACKROD CLUBMAN FOREST STAGES
(ANCC CHAMPS) | |
| 27/28 | Phoenix Road Rally Maps 132/133 | Sporting C C Of Norfolk |
| 28 | Autotest | Knutstord & DMC |

OCTOBER 1997

- | | | |
|-------|---|--------------------|
| 4 | Stage Rally at Evington
(LARKSPEED & T.M.C CHAMPS) | Seiby & Dist MC |
| | October Stages (Manby) | |
| | Hillclimb at Dabby Forest | CSMA/EASTWOOD |
| 4/5 | Danum Road Rally
(ANCC CHAMPS) | Auto 68 Club |
| 5 | Single Venue Rally | Lindholme MSC |
| | Hillclimb at Olivers Mount | De Lacy MC |
| | Pennine Sporting Trial | Auto 68 Club |
| | Classic Trial | YSCC |
| 12 | Haverigg Multi-Use Stage Rally | Ilkley & Dist MC |
| 17/19 | Tour of Mull | Furness & Dist MC |
| 19 | Single Venue Rally | 2300 Club |
| | at Three Sisters Circuit | |
| 25/28 | Bluntings Classic Rally | High Moor MC |
| 28 | Premier Stages Rally | Morecambe CC |
| | Autotests At Foundry Street | Dukeries |
| | High Peak Trial | Bury AC |
| | | Sheffield & Hallam |

NOVEMBER

- | | | |
|-------|--|---------------------|
| 1/2 | Cossack Road Rally (ANCC Champs) | Eastwood & DMC |
| | Poacher Road Rally | Grimsby MC |
| | Pennine Road Rally | Alwoodley |
| 2 | Castrol Flockburgh Stages
(ANCC Champs) | |
| 6/9 | Clitheroe Road Rally | Wigan & DMC |
| 8 | Lynn Single Venue at Snetterton | Clitheroe & Dist MC |
| 23/25 | NETWORK Q RAC RALLY | Kings Lynn MC |
| 29/30 | Maple Garage Beaver Road Rally | RACMSA |
| | | Beverley MC |

DECEMBER

- | | | |
|-----|--|--------------------|
| 6 | Grizedale Stages (ANCC CHAMPS) | Furness & DMC |
| 6/7 | Beaver Road Rally (ANCC CHAMPS) | Beverley & DMC |
| | Cadwell Park Single Venue
Stage Rally | |
| 7 | BTRDA Gold Star Sporting Trial | South Bank MC |
| | Multi-Use Stage Rally at Flockburgh | Sheffield & Hallam |
| | | Ecurie Royal Oak |

DECEMBER cont'd.....

- | | | |
|----|---------------------------------|-----------|
| 26 | Boxing Day Autotest | Trackrod |
| 27 | Park Hall Single
Venue Rally | Bolton CC |

JANUARY 1998

- | | |
|----|---|
| 17 | TRACKROD DINNER DANCE
MOTORSPORTS MOTOR SHOW |
|----|---|

FEBRUARY 1998

MARCH 1998

APRIL 1998

MAY 1998

LOOKOUT RALLY STAGES

JUNE 1998

JULY 1998

AUGUST 1998

SEPTEMBER 1998

TRACKROD FOREST STAGES RALLY

NOVEMBER 1998

NETWORK Q RAC RALLY

DECEMBER 1998

BOXING DAY AUTOTEST

JANUARY 1999

TRACKROD DINNER DANCE