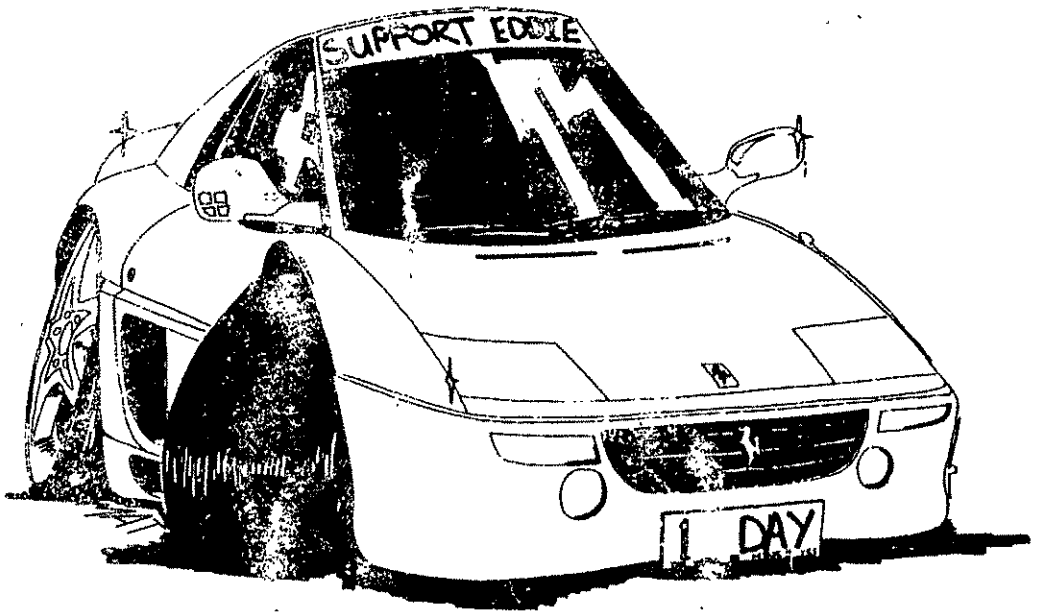


**TRACKROD**

**MOTOR CLUB LIMITED**



**OCTOBER 1997**  
**MAGAZINE**

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

**CHAIRMAN'S CHAT**

Now that the Forest Stages Rally is over I am trying to return to normal (whatever that is!!)

The event seemed to run extremely well and that is due in no small part to the superb effort put into the event by so many Trackrod Members, and members of other motor clubs. My grateful thanks to you all - it was a brave move to run an International alongside the traditional National A & Clubmans events, but to run the international on a different route as well took real courage - well done everybody. Elsewhere in the magazine you will see a copy of a post card I received on the Monday after the event. Makes it all worthwhile.

As always we can, and will, improve some things for next year, where possible of course. The competitors dislike the long run back to Leeds, and I understand their problem. We will have to find a solution, but unless the Hilton build a 150 bedroom hotel in Pickering with car parking for 500 I'm not sure we can please everyone.

You will by now have seen the new Committee list and hopefully have noticed that everyone has a deputy. This has been done for two main reasons, to provide some sort of "progression planning" and to provide help and advice. It also means that it is more likely that someone with the specific responsibility maybe at most club nights.

This does not mean we do not need your help - please feel free to assist or organise in any way, it is **YOUR** club and if needs your helps and support.

Make a note of the social dates for the Christmas Party and the Dinner Dance in January. The Dinner is a great opportunity to invite prospective sponsors or as a "thank you" for those who have helped the club or individuals throughout the year.

Have fun.....Rod Parkin

**EDITOR**

Nothing much to say this month apart from thanks to the few people who have taken the time to send articles.

**THE MAGAZINE WILL BE EMPTY NEXT MONTH.....DO YOUR BIT.....WRITESOMETHING.....DON'T JUST LEAVE IT UP TO SOMEONE ELSE, DO IT YOURSELF FOR ONCE. - WHICH MEMBERS TOOK PART IN EITHER THE FOREST STAGES RALLY OR THE SINGLE VENUE AT ELVINGTON (COMPETITORS OR MARSHALS)....LET ME HAVE YOUR STORY! -HOWABOUT THOSE WHO HAVE TAKEN PART IN THE TRACKROD SINGLE VENUE CHAMPIONSHIP.....DON'T JUST SAY RING ME AND I'LL TELL YOU WHAT HAPPENED, WRITE IT DOWN .....**

**Brian Walters  
Editor, Trackrod Motor Club**

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### SOCIAL CALENDAR

#### OCTOBER

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

#### NOVEMBER

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 The Crown, Wetherby
- 25 Square & Compass, North Rigton

#### DECEMBER

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 The Crown, Wetherby
- 23 Beehive, Thormer

### 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.

### TRACKROD MOTOR CLUB SINGLE VENUE CHAMPIONSHIP

#### DRIVER:

Chris Rawson	159pts 6 Events
Nigel Drayton	134pts 4 Events
Steve Sanderson	132pts 5 Events
Andrew Apperley	105pts 3 Events

#### Co-DRIVER:

Dave Hammond	159pts 6 Events
Vicky Blakeley	105pts 3 Events
Graham Wride	71 pts 2 Events
Caroline Marston	63 pts 2 Events
Jim Plevey	42pts 1 Event

The Three Swans at Elvington on the 4th October was the last round of the Championship. Results to follow (Best 5 scores to count)

#### Vince Fletcher

### AUTOSPORTS SHOW

After last years very successful trip to the NEC Birmingham, I will be organising another trip for **Sunday 11th January 1998.**

The format will be the same as last year:

#### Coach from Leeds

Entrance to the Autosport Show  
Entrance to the Live Action Arena.

Total price will be approx. £25.00 per person (price to be confirmed).

All those wishing to go, please let me know as soon as possible.

This trip is **NOT** just for Motor Club members, everyone is welcome, so please bring along friends and family.

Confirmed bookings will be made in **EARLY NOVEMBER**, so give me your names as soon as possible.

If you need any more information, please come and see me on any clubnight or ring me at home on 01254 885258.

**Russell Holdsworth**

### **CHEERS MATE !!!!!**

I would like to say thank you to **Paul Scruton** for organising the Karting event in August. I know this article has come a month late but I thought someone else would have written an article to thank Paul.

I took part in the karting and really enjoyed myself. This was my first time at karting and I was very nervous. My team mates let me go out first on the practice

## **TROPHIES - PRIZES COMMEMORATIONS**

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laps and my nerves soon disappeared. I would also like to thank the other members in my team; Malcolm Jagger, Nigel Cordingley and Jonathan Turnbull (Otley Motor Club). They helped me get over my nerves and this allowed me to enjoy the rest of the event.

I know I speak on behalf of everyone who took part in the karting when I say thanks again Paul for a great day out.

I thoroughly enjoyed myself and hope we will have another event like this very soon (hint hint !!!!)

**Katy Lee**

### **RETROSPECTIVE**

From the pages of the Trackrod Magazine of October 1978 (issue no 96)

On the cover: Peter Aribdale in the Chevette on the 1978 Mintex.

Trophy points published and the points leaders in the various awards were:- Ian Gurnett, Frank Stuart-Brown, Richard Jackson, Jack Coulthard, Andrew Roddy, Sue Broadbelt, Ronnie Moore, Chris Miller, John Wilson, Paul Noon, Alan Powell and David Taylor. The all round lady leader was Vicky Spurdens (now Renny)!!!.

Chairman Richardson reported on the establishment of an events sub committee to co-ordinate the club's involvement in co-promoted events and

to seek out organisers for closed to club events, he also congratulated all involved with the Crest & Costa Rallies - both were a resounding success.

"KB" ? provided a competitors view of the Crest and despite major discussing/arguments over seeding (re-done prior to the start) seemed to be well pleased with the event through he didn't report on his finishing position. Apparently John Laley won the event with Dick Rowland 2nd. Alan Powell 18th, Richard Jackson 13, Pete Swales 11th. George Mathie was pleased just to finish his first daylight stages event and his car didn't have so much as a scratch !!!

After Round 8 of the Shell League, a hillclimb (we had a team of one: Tony Marshall in his Lotus Elan who won his class and got us 90 points) we we still in 3rd place though now trailing leaders Ilkley by 570 but still comfortably ahead of Slaithwaite by 400, next round :- York MC autotest.

A programme of winter film shows was announced, some of the titles are now on video:- Winning ain't easy, Stages to Victory, Manx 76, Scottish 77 and more.

Trackrod.....Ends

Richard Ineson

**THANKS**

Dear Rod, and all the hard working team who organised the Trackrod Stages.

Please pass on our thanks and congratulations to all the people involved

in organising a very enjoyable Rally. We also had a great evening at the presentation, the end to a brilliant day !!!

Many thanks again.....Christine Matthews, Mork Budgett & Fiona Allison (CAR 86)

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# Wheels

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

## AND THE BONUS NUMBER IS...

**I**'VE never been lucky at gambling – the last time I played a fruit machine in Las Vegas, a row of prunes came up – so I don't do the National Lottery. But plenty of people do because since it started in 1994 it has paid out over ten billion pounds. Ten billion.

Sport has taken about £550 million of that, with the rest going to arts, charities, heritage and of course, the millennium fund. (For a wild moment I thought the Greenwich Dome was to be an advanced type of crash helmet developed with Lottery money, but it was not to be.)

Motor museums are obviously eligible for funding under the heritage category and some have already received grants. I applied for money to mount a blue plaque outside the ale house in Stockport where Ecurie Cod Fillet was founded because this is now an important piece of motorsport history. Sadly, my application was refused because the pub is no longer called the Lamb and Highwayman but has been "themed" and is now known as the Ram and Raider.

Most motorsport applications for Lottery money will come under the sports category and to date I reckon about seventy thousand pounds or so has been received by our sport, all for things involving karting.

Why such a small amount coming to our sport from the £550 million? Mainly I think because apart from racing, relatively little of our sport takes place at fixed facilities which puts us at a disadvantage against athletics for instance. It may also be

because the sums talked about in F1 make people think we're rich enough already, or it may simply be because motor clubs don't pitch for funds. Watch your local newspapers and I bet you'll read of all sorts of projects getting funds for other activities; dig into them and you'll find success was probably due to just a handful of people with a burning desire to achieve something.

I suspect that with the same enthusiasm, our sport could land more of the loot. Clubs submitting schemes will stand more chance if their ideas *increase participation in sport* – this is a 'must' – , and if they target women, young people and minority groups and, not least, if they involve the community, so much the better. One can dream but this suggests that if a club or more productively a group of clubs (or a Regional Association for that matter), could find some land in a non-environmentally sensitive area (if teenagers can mate in a Fiesta I don't know why the natterjack toad needs hundreds of acres to do so, but it's a fact of life we have to consider) and then put together a project offering facilities for a rally stage, autotests, sprints and so on, plus space for motorcycles, model aeroplane and radio controlled car enthusiasts – well, they might just land a jackpot.

Far fetched? Maybe in view of the struggle some clubs have just to stay alive but, like I said, watch what other areas like the arts are doing and then ask if it is really so outlandish.

Anyway, if a club wants to have a go they should start by getting an application pack from the Lottery

Sports Fund (tel. 0345 649 649). Ask for a sample pack if you just want to research an application before making a formal submission. Clubs which have applied to the Club Development Fund will know roughly what's in store because the form for that is based on the Lottery one. One thing's for sure . . . if we don't ask we certainly won't get anything.

By the way, I'm sorry, but motorsport programmes for individuals don't qualify. Mind you, I don't think the man needed to be quite so brusque in turning down my own application – a formation trials display team called the Red Dellowes seemed eminently sensible to me. I'll just have to wait for the new Million Pound Lottery which I gather is to be launched next year by a group of F1 constructors. There'll be a *guaranteed* winner every week. Who'll then get a pound a year for a million years.

Stuart Turner

### COD FILLET QUIZ



1. Who designed the Aston Martin DB3S (the body and the chassis)?
2. The Citroen M35 had what type of engine?
3. In what year was the Riley name sadly discontinued by British Leyland?
4. Goodyear's F1 win number 250 – where, when and who won?

ANSWERS ON PAGE 14

# NEWS FROM THE RACMSA

## Diary dates

The two major British championships have released provisional dates for next year.

**Mobil 1 RAC British Rally Championship.** *February 19:* New event not yet named, based at Silverstone. *March 2021:* Vauxhall Rally of Wales, based at Chester.

*April 18/19:* Pirelli International Rally, based at Carlisle. *June 5/6:* Scottish International Rally, based at Dumfries.

*July 31/August 1:* Ulster Rally, based at Belfast. *September 10-12:* Manx International Rally, based at Douglas. Another event may be added at a later date.

**Auto Trader RAC Touring Car Championship.** *12/13 April:* Thruxton. *25/26 April:* Silverstone (International circuit). *3/4 May:* Donington Park (GP circuit). *16/17 May:* Brands Hatch (Indy circuit). *24/25 May:* Oulton Park (Fosters circuit). *13/14 June:* Donington Park (National circuit). *27/28 June:* Croft Circuit.

*25/26 July:* Snetterton. *1/2 August:* Thruxton. *15/16 August:* Knockhill. *30/31 August:* Brands Hatch (Indy circuit). *12/13 September:* Oulton Park (Fosters circuit). *19/20 September:* Silverstone (International circuit).

The non-championship Tourist Trophy meeting is scheduled to take place at Donington Park on 17/18 October.

## Network Q RAC Rally news

A preview of the 1997 Network Q RAC Rally will be published in the next issue of *Wheels*. For those seeking information in the meantime, the following telephone numbers might be useful:

0891 331331 to hear the latest news before and during the event (calls cost 50p per minute).

0891 551155 to hear full route

information now, or complete results during the event (calls cost 50p per minute).

0181 441 9500 to order an advance copy of the Official Programme.

01327 857273 to order tickets for the Rally Show at Cheltenham Racecourse and the non-forest special stages (Forestry Commission stages will charge for car parking only, payable on the day).

01242 226554 to find accommodation in Cheltenham.

## London Motor Show

With 48 car manufacturers, the 1997 London Motor Show at Earls Court promises to be the best for 21 years.

Visitors will not only be able to look at the vehicles, but also to drive some of them: a car park is being transformed into an off-road course, where manufacturers can demonstrate four-wheel drive models.

The show runs from 15-26 October, with a classic car day on 21 October and two motor sport days on 23 and 24 October.

Organisers expect attendance at the biennial show to exceed the 1995 total of 425,557. For advance bookings, telephone 0341 9341.

## Officials needed

The RACMSA believes that there will be a shortage of officials in certain disciplines and geographic areas by the end of the century. The potential shortages are particularly marked in kart racing and in Scotland, Wales and southwest England, but new applicants would be welcomed from all areas.

Clubs and the events which they organise depend for their success on the availability of willing, experienced officials whose duties cover a wide range of responsibilities. These include administration, marshalling, event management and technical affairs.

If you think you are the sort of person who could become a licensed official, now would be a good time to start.

There are organised programmes of training. Persons undergoing such training would be expected to show a commitment to the work, and to motor sport in general. A knowledge of motor sport is desirable but not essential.

Basic numeracy and literacy are essential and you must be able to work and communicate with others; potential scrutineers should have an empathy for technical matters.

If you would like to learn more about these possibilities, your first contact should be in writing to the Training Co-ordinator at Motor Sports House, where he can also be contacted by fax on 01753 682938.

## Publicity on offer

Journalist Derek Hill is trying to spread the word about club rallying in regional newspapers and the specialist press. Club magazine editors are asked to add him to their distribution lists and send copies to: 61 Alexandra Road, Wolverhampton WV4 5UB. His phone number is 01902 620970; his e-mail address is 100665.1037@compuserve.com.

## Popular race schools

Statistics issued by the Association of Racing Driver's Schools (ARDS) show that 120,000 people visited their 11 schools during 1996, to take to the race track in a safe, controlled environment.

To cope with the demand, ARDS and the RAC Motor Sports Association now licence more than 350 experienced instructors and over £3 million was spent on instructors' fees by the 11 schools in 1996.

## In brief...

- Jenson Button from Somerset has clinched Britain's first major title in international non-gearbox karting for over 20 years, when he won the CIK/FIA European Championship. He is the first British driver to win the title and – at 17 – the youngest ever.
- The 1998 Autosport International Show takes place at Birmingham's NEC on 8-11 January. The organisers have extended both the exhibition and Live Action areas.
- World Formula One Champion Damon Hill won the Segrave Trophy, presented annually since 1930 to the Briton judged to have produced the most outstanding demonstration of the possibilities of transport by land, air or water.

## Facts about... **BROOKLANDS**

- From the opening in 1907, the open space within the track attracted pioneers of flight and it was at Brooklands in 1908 that A.V. Roe made the first flight in Britain in a British-built aeroplane.
- The first race was held in July 1907 but the heyday of Brooklands was the 1920s and 30s when it was very fashionable and records were being set and broken by the great drivers of the day including Malcolm Campbell, John Cobb, Tim Birkin, Henry Segrave and many others.
- The first ever British Grand Prix was held at Brooklands, organised by the RAC, in 1926. Motor-cyclists and pedal cyclists, too, had a following and many records were established between 1907-39.
- Although the outbreak of war in 1939 saw the end of motor-racing on the circuit, Brooklands maintained its key position as a centre of aviation development. Hawker Hurricanes and Vickers Wellingtons were built there before and during World War Two and the post-war years were distinguished by the Vickers factory which amongst other things produced the Viking, Viscount, One-Eleven and VC10 airliners, and more recently, in the form of the British Aircraft Corporation and then British Aerospace, contributed to the design and manufacture of Concorde, TSR2 and Tornado.
- Today, following the formation of the Brooklands Museum Trust in 1987, much has been achieved in the restoration and reconstruction of historic buildings and features. There are 16 original buildings on the site, many now fully restored, such as the ERA Shed which houses the Speed Record Exhibition, 'Fastest on Earth'. The most dramatic section of the original banked circuit, the Members' Banking, can be viewed from the rebuilt Members' Bridge. There is a collection of historic cars and aircraft, including the Wellington recovered from Loch Ness in 1985. The Museum is open to visitors every day except Monday, Good Friday and during Christmas week (open Bank Holidays).
- For more information call 01932 857381.

# AUTOSCENE

**AUTOSPORT**

REVIEWS FROM



## JIM CLARK

Eric Dymock, Dove Publishing, ISBN 0 95 18750 6 X, £24.99

Thirty years ago, Jim Clark won the Dutch Grand Prix in a Lotus 49, and Ford has taken this occasion to sponsor a new look at his life and races. Jim's life has already been well covered by Graham Gauld, but it's worth another go from a fresh observer, in this case Eric Dymock. The result is an in-depth look at Clark as an individual, and Dymock has made a masterly job of it.

Clark, a Dymock describes him, began as a very shy, private person. There was no doubting his talent on the race track, but he kept himself to himself – he was famous for biting his finger nails! – and always wanted to go home to the Borders. He was genuinely self-effacing, and Jackie Stewart called him naive 'not just in money but in other ways as well'. His apparent indecisiveness was probably superficial – in business, for example, he was inflexible – yet he could be casual about money. And clothing, too: a woolly cardy, flat cap and collar and tie were his standard fare.

Dymock's erudite words are compounded with superb presentation, for Clark is brilliantly illustrated with a multitude of previously unseen pictures: at home on the farm, with his family, at school, on a tractor, cartoons, portraits, paintings (the frontispiece is a superb sketch by Dexter Brown) and, of course, photographs of Jim in action, invariably way ahead of everyone else. *Jim Clark* is simply a superb, fascinating book. Read it.

## FORMULA 1 COMPUTER MOUSE MATS

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The mouse mat. An oft forgotten, but essential ingredient for success in the technology race. To many, it's just a rubbery, lifeless device

that gets covered in dust and is about as stimulating to look at as drying paint.

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The mats are ideal for computer boffins, race fans and art lovers.

For the ultimate mouse mat, contact Grand Prix Legends on 0171 616 1900.

## NASCAR: THE GOOD 'OLE BOYS From Halfords or Duke Marketing

A lengthy (84 minutes) video taking the NASCAR story from its start in the late '40s to the current day. The early days on the beaches in Florida, filmed in black and white, are hilarious, but soon Daytona is built and the ultra-high speed banked circuits take off. The film is very American, being a bit grainy and fuzzy, but there's loadsa interviews ("how y'all?"), crashes, high speeds, crashes, slipstreaming and slingshotting, crashes, the introduction of Winston sponsorship in 1970, and crashes. Yankee race fans will love it.

## LOTUS: the legend David Hodges, Parragon, ISBN 0 75253 074 1, £3.99

A compact (80 pages) hardback tome which nevertheless manages to contain the majority of important facts regarding Lotus road cars, from the early Mk 1s and 2s on up to the Elise, with oddball inserts such as 'Lotus innovations' and brief technical specifications for all models. Pictures are a mix of old and new, but entertaining with it. And look at the price – talk about value for money!



## Running in

**R**ECENTLY I have come across several different recommendations for running-in a new camshaft. One cam manufacturer recommends 20 minutes driving while never letting the revs drop below 3,000rpm and not exceeding 5,000rpm. General Motors recommends 1 minute at 2,500rpm, a second minute at 2,000rpm, and a third minute at 3,000rpm. Someone else told me, "Just don't let it idle, and keep your fingers crossed".

I have run-in more than a few cams and I can confirm that the first few minutes are critical, but a lot depends on the cam profile and the set-up. Fast road

cams seldom give trouble because the valve acceleration is relatively slow and valve spring pressure is sensible: there are no excessive revs to cope with. However, competition cams have fast-lifting ramps and, often as not, very high spring pressures. This combination can prove fatal in the early stages of running.

The ideal way of tackling the job is to fit light valve springs for running-in, use the inner of a pair of double springs and run-in the cam on these. Where possible, get the oil pressure up by cranking the oil pump prior to starting. On Pinto engines you can drive the pump via a rod down the distributor hole. Use plenty of cam lube and check the tappet clearances after the first three minutes of running. After 20 minutes on the light springs,

fit the competition springs and then cross your fingers!

The most common cause of cam failure is loss of lubrication. This may be because of poor-quality oil or high valve spring pressure, squeezing the oil out, coil binding or valve caps hitting the guide/guide seals on full lift: it is seldom, if ever, because of a 'soft' camshaft.

### QUIZ ANSWERS

1. Frank Feeley (Body) and Willie Watson (Chassis).
2. Twin rotor Wankel.
3. 1969 - July
4. Brazilian GP, 1991, Ayrton Senna (McLaren MP4/6).

# Motoring News

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# TRACKROD

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**1998**

*Thankyou to the members who competed in this years single venue championship. Next year we are offering a championship for those of us who like to venture into the forest as well as those who like the single venue format. We have a lot more to offer next year, the winner of the single venue championship will win a free entry on the Lookout Stages Rally 1999. Whilst the winner of the multi venue championship will win a free entry on the Forest Stages Rally 1999.*

*Please look out for regulations and registration forms in the next couple of weeks. If you have any constructive comments that you would like to see in next years championships please do not hesitate in getting in touch with myself or see Simon Marston at club nights. The calendar is not set in stone yet, you have until January 1<sup>st</sup> to come up with any brilliant ideas.*

*Peter Rutterford. Competition Secretary (01274 594056)*

# Network Q RAC Rally 1997

## Sunday 23rd November

	Cheltenham-Start	07.25
SS1	Racecourse 1	07.33
SS2	Blenheim	09.03
SS3	Silverstone 1	10.23
SS4	Silverstone 2	10.36
	Service A: Milton Keynes	11.20
SS5	Millbrook 1	12.13
SS6	Millbrook 2	12.26
SS7	Woburn	12.56
	Service B: Milton Keynes	13.26
SS8	Silverstone SuperSpecial	14.24
	Service C: Loughborough	
SS9	Donington 1	16.37
SS10	Donington 2	16.50
SS11	Racecourse 2	18.49
	Service D: Milton Keynes	18.55
	Cheltenham IN	19.40

## Tuesday 25th November

	Cheltenham OUT	05.00
	Service J: Treforest	06.25
SS19	St Gwynno	07.06
SS20	Tyle	07.33
SS21	Rhondda	08.03
	Service K: Resolfen	
SS22	Resolfen	09.54
	Service L: Resolfen	10.46
SS23	Rheola	11.30
SS24	Argoed	12.44
SS25	Margam	13.03
	Service M: Stormy Down	13.51
SS26	Racecourse 3	16.00
	Cheltenham-FINISH	16.06

## Monday 24th November

	Cheltenham OUT	05.00
	Service E: Hereford	06.15
SS12	Radnor	07.24
	Service F: Builth Wells	08.23
SS13	Hafren	09.50
	Service G: Dolgellau	11.38
SS14	Pantperthog	12.28
SS15	Dyfi	12.58
SS16	Gartheiniog	13.32
	Service H: Dolgellau	14.20
SS17	Sweet Lamb	15.57
SS18	Myherin	16.45
	Service I: Builth Wells	18.07
	Cheltenham IN	20.57

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## NEW MEMBERS

11 NEW MEMBER THIS MONTH!!!!

Jo Brand                  John O'Donnell

Helen Lepley              Simon Gronow

Charles Exton             Susanne Emiliani

Dave Wood                Lez Waterfall

James Lawrence          Stephen Nash

Mark Sissons

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# 1997/98 MOTOR SPORT CALENDAR

## SEPTEMBER 1997

6	Simpson Salvage Stages Rally - Elvington	York MC
6/7	Rally of the Dams (ANCC Champs)	Sheff & Hallam
7	P.C.T. (Larkspeed League at Keighly) MAD Video Stages Hillclimb at Scammonden Water Sporting Trail (Stone Trough)	Airedale & Pennine Linc & Louth MC Lancashire AC YSSC
11	ANCC MEETING CLECKHEATON	ANCC
13	Sprint Meeting at Elvington	York MC
14	Harewood Hillclimb Finals Premier Autotest at Derby	BARC (Yorkshire) Loughborough CC
20/21	Autumn Mist Road Rally	Mablethorpe/Border MC
20	Derwent Stages	West Cumbria
21	Autotest at Barnoldwick Single Venue Stage Rally at Sweetlamb	Pendle & District MC 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	Knutstorf & DMC

## OCTOBER 1997

4	Stage Rally at Elvington (LARKSPEED & T.M.C CHAMPS) October Stages (Manby) Hillclimb at Dalby Forest	Selby & Dist MC CSMA/EASTWOOD Auto 66 Club
4/5	Danum Road Rally (ANCC CHAMPS)	Lindholme MSC
5	Single Venue Rally Hillclimb at Olivers Mount Pennine Sporting Trial Classic Trial	De Lacy MC Auto 66 Club YSSC Ilkley & Dist MC
12	Haverigg Multi-Use Stage Rally	Furness & Dist MC
17/19	Tour of Mull	2300 Club
19	Single Venue Rally at Three Sisters Circuit	High Moor MC
25/26	Illuminations Classic Rally	Morecambe CC
26	Premier Stages Rally Autotests At Foundry Street High Peak Trial	Dukenes Bury AC Sheffield & Hallam

## NOVEMBER

1/2	Cossack Road Rally (ANCC Champs) Poacher Road Rally Pennine Road Rally	Eastwood & DMC Grimaby MC Atwoodley
2	Castrol Flookburgh Stages (ANCC Champs)	Wigan & DMC
8/9	Clitheroan Road Rally	Clitheroe & Dist MC
9	Lynn Single Venue at Snetterton	Kings Lynn MC
16	Multi-Use Stage Rally	Eastwood & DMC
23/25	NETWORK Q RAC RALLY	RACMSA
29/30	Teesside Trophy Rally	Stockton & DMC

## DECEMBER

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

## DECEMBER cont'd.....

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

## JANUARY 1998

9	ANCC Awards Meetin
15	ANCC Meeting at Cleckheaton
17	TRACKROD DINNER DANCE
11	MOTORSPORTS MOTOR SHOW

## FEBRUARY 1998

1	Riponian Stages Rally	Ripon MSC
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