



DECEMBER 1997

MAGAZINE

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

CHAIRMAN'S CHAT

So - Colin makes it! A fine win on this years network Q RAC Rally. Despite a puncture which lost him 90 seconds he won by a margin of over 2 minutes.

The rally seemed as popular as ever with a reported 30,000 spectators at Silverstone and 5 mile queues all over Wales!! I watched the top twenty through SweetLamb at a point some 5 or 6 miles from the nearest car park (no I didn't walk) and the corner was surrounded by spectators.

The new H/Q in Cheltenham is superb with an all-glass viewing gallery which would be the envy of any sport - pity it's wasted on horses !! The new compact format seemed popular and maybe, just maybe, we could attract the event back north in the new century. It also provided a great venue for an impressive aerial firework display, as Malcolm Neill was overheard to say - fireworks are cheap at this time of year,

The RAC historic Rally did not get much publicity, if you do not know by now, Russell Brooks took a fine victory in a Porsche, in fact the first three were Porsche's, and we had entries from Japan, Germany, Finland, Austria and Belgium.

The Mintex Rally Series got a good write up in Motoring News, but I do take issue with their thoughts that the Championship no longer forms part of the stepping stone to the top. Whilst we

do not just cater for homologated cars, (since we have deliberately kept the Mintex as "all are welcome") neither have we ever pushed the Formula 2 category, but it is there alongside other initiatives such as young driver, ladies championship and may "one make" series. Yet I believe we DO provide a valuable stepping stone, look at the quality of the event organisation, the stage mileage, the on event facilities, the press coverage, the documentation etc. Surely all these things help to provide the pathway for competitors to experience. It is not just the cars.

Anyway, plans for the Trackrod Mintex round are already well evinced for 1998 and it will be interesting to see which of the "one make" series we attract. We could also look again at promoting Historic Motor Sport... Watch this space.

Have fun, a super Christmas, and, as quoted in Rally H/Q, remember - indecision is the key to flexibility.

Rod Parkin

Chairman, Trackrod Motor Club

SECS BIT

Well folks this is the last month of 1997 and I would like to take this opportunity to wish you all a Merry Christmas and look forward to the new season in 1998.

November has been a quiet month this year as we now have a new date for the Lookout Stages and the RAC International Rally of Wales was just a short sprint !! What sort of difference will we see next year !!

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**PRECISION DIAMOND AND TUNGSTEN
CARBIDE BURRS FOR GLASS ENGRAVING
AND OTHER FINE DELICATE WORK**

Don't forget the date for the Dinner Dance which is 17th January 1998 at Castle Grove. Give your names to Caroline Marston or any member of the committee urgently to avoid disappointment.

Bye till next year, and safe motoring.

Derek Lee
Secretary.

SOCIAL CALENDAR

DECEMBER

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Christmas Party, Conservative Club
Gildersome
- 23 & 30 See separate sheet

JANUARY 1998

TRACKROD MOTOR CLUB LIMITED

EXTRAORDINARY GENERAL MEETING

The committee hereby give 28 days notice to the membership of Trackrod Motor Club Limited that there will be Extraordinary General Meeting to be held at the Conservative Club at Gildersome on 6th January 1998 at 9.00pm. This meeting will be for the committee to present the accounts for the year April 1996 to March 1997.

A proposal to be put forward at this meeting is from the committee. The proposal is "to change the number of committee members from a fixed number of seven, to seven up to a maximum of 10 or 12."

Derek Lee
Honorary Secretary

Trackrod Motor Club **Single-Venue Stage Rally** **Championship 1998**

Provisional Calendar

- | | |
|--------------------------------|-----------------------------------|
| 1. February 1 st | Phoenix Rally at Cadwell Park |
| 2. April 18 th | Twyford Wood (Keighley MC) |
| 3. May 3 rd | Lookout Stages at Melbourne |
| 4. May 24 th | Bloodhound Stages (Grimsby MC) |
| 5. June 13 th | John Overend Memorial at Manby |
| 6. August 1 st | Malton Motor Club Stage Rally |
| 7. August 8 th | Rallydrive Stages Rally at Blyton |
| 8. September 5 th | Three Swans Stage Rally Selby MC |
| 9. October 3 rd | October Stages at Manby |
| 10. December 5/6 th | South Bank Stage Rally at Cadwell |

Peter Rutterford

WANTED

To all you co-drivers !!!!!

I am looking for a co-driver (navigator) for my Group 4 Escort Mk2. The only requirement is to help with the cost of the event(s). I would like to compete in a few stage rallies next year, single venue stage and multi venue (possibly the Trackrod Championship).

I have press-ganged my close associates into being the service crew etc. The car is ready to go, service van, wheels tyres and spares !!!

If anyone is interested could you please phone me after 7pm on 0113 271 8122.

Cheers.....John Shaw.

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DINNER DANCE

This years Dinner Dance will again be held at Castle Grove in Headingley on Saturday 17th January 1998. The menu is as follows:

**Smoked Salmon Mousse with
sliced granary cob.**

**Roast Loin of Pork Served
with Cider Sauce
Roast Potatoes, Melange of
Vegetables**

**Individual Caramelised Lemon
Tart served with Double
Cream**

Coffee or Tea

Tickets are priced at £18.00 per person, , please complete and return your booking form to Caroline Marston with your money (deposit or in full) as soon as possible.

**PLEASE READ THE
FOLLOWING CAREFULLY !!!!**

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

**PLEASE NOTE THIS RULE
ESPECIALLY AS THERE ARE
MEMBERS WHO ARE LEADING
CERTAIN SECTIONS BUT WILL
MISS OUT ON AWARDS
THROUGH LACK OF EVENTS
DONE OR CLAIMED FOR !!!!**

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 months rule and please study the claim forms and fill them in correctly.

Please make a note of the above as you may miss out on awards through lack of qualification.

STAGE RALLY (best 8 scores)

Driver		Events
Chris Rowson	344.2	(8)
Andrew Apperley	237.8	(4)
Steve Sanderson	213.3	(5)
Barry Stoner	167.8	(3)
Alan Larkin	157.9	(6)
Stuart Bell	134.9	(2)
Richard Jackson	120.0	(2)
Russell Holdsworth	079.0	(2)
Stuart Drabble	075.3	(2)
Pam Lukeman	052.9	(1)
Tina Grant	010.0	(1)

Navigator		
Dave Hammond	344.2	(6)
Jim Plevy	281.5	(5)
Vickey Blakeley	237.8	(4)
Russell Holdsworth	200.5	(4)
Andrew Smith	167.8	(3)
Bernard Fernyhough	157.9	(6)
Steve Sanderson	134.9	(2)
Chris Downes	105.0	(2)
Arthur Heaton	080.3	(3)
Tina Grant	079.0	(2)
Steve Hughill	065.0	(2)
Caroline Marston	056.2	(1)
Rob Buchan	043.2	(1)
Peter Jackson	035.0	(1)

ROAD RALLY CHAMPIONSHIP (best 8 scores)

Driver		Events
Andrew Apperley	093.9	(1)
Navigator		
Arthur Heaton	173.9	(3)
Jim Plevy	093.9	(1)



Wheels

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

ALTHOUGH I got thrown out of art classes last winter because of a silly misunderstanding – I thought I was supposed to trace round the nude model not sketch her – the lessons left me with a renewed respect for art and design and the influence it has on our lives. As it has had throughout history of course; today's fashion for men to wear one earring started way back with Van Gogh.

In view of the importance of engineering design in competition cars it's strange that the decorative side so often falls down and vehicles end up looking as if the logos have either been thrown at them and stuck on where ere they fell, or else the artist had been eating the wrong mushrooms. This may be because sponsors are found at the last minute and their stickers have to be placed wherever's left.

The final appearance of a car is hardly a life or death matter but I think we do need to present our sport as smartly as we can. The F1 teams may be puffed with delight at their concession for tobacco sponsorship but the downside for the ashcash may be that critics of our sport will become more strident. Letters have even started appearing in national newspapers from people querying whether our beloved hobby is even a sport at all (how dare they).

Add in the fact that the environmentalist lobby is not going to go away – you soon won't be really Politically Correct unless your family tree has a lesser spotted owl living in it – and you see the need for a shining morning face for motorsport.

Which brings me to the dreadful headline and the need for a good paint finish before you even think of adding

LET US SPRAY



Considering you will be adding considerable kilos of paint weight to a car, the finish is worth some effort. Talk to experts and they all say you need three things to ensure a good result – preparation, preparation and preparation. Which also means having the patience not to rush things – “rubbing down” isn't the erotic experience you may be anticipating, it's just hard work. But important.

Experts also stress the need to keep things clean and grease free, to guard against silicone spray and sealants which can contaminate and NOT to regard paint as Polyfilla – don't expect it to fill any holes. Imperfections have to be filled and primed early on. Then when painting keep everything as clean as possible and, a silly suggestion I know because no one ever does it, READ WHAT IT SAY ON

THE TIN; there may be health warnings for instance.

Painting is one area where practice does help to make perfect and it probably helps to start young. Like Alan Dean for instance, shown in the picture. Although only 13, Alan has almost finished restoring a Triumph Dolomite 1850, which he hopes to see racing in the '98 BARC Post Historic Touring Car Championship.

The Chester schoolboy also plans to display his car at classic car shows to raise money for children with special needs and for marshal's training. More power to his efforts.

A final thought about car presentation. If there's a design house in the area consider approaching them for a 'sponsorship in kind' deal, an area we sometimes neglect – sponsorship by way of goods or services will often be easier for a company than cash and maybe just as beneficial for a competitor. If they agree to do a scheme for your car in return for suitable acknowledgement, you can be sure they'll do the best they can. But do watch which mushrooms they eat. *Stuart Turner*

COD FILLET QUIZ



1. Who was Goodyear's first world F1 Champion?
2. Who was the driver to race the first F1 Honda V12 1.5 litre (RA271)?
3. The first Danish driver to compete in a World Championship GP – who?
4. Name 3 drivers whose surnames begin with 'E' and who drove a F1.BRM.

ANSWERS ON PAGE iv

NEWS FROM THE RACMSA

Crash helmets

Competitors are reminded to remove ear-rings before events which involve the wearing of crash helmets. Difficulty has been experienced in removing helmets from injured competitors whose ear-rings have snagged in the helmet lining.

It is especially important that your helmet fits and that chin straps are correctly secured. A loose-fitting helmet will compromise performance and could contribute to it being lost along with the protection it offers during an accident.

Many people pay surprisingly little attention to their helmet, regarding it as a nuisance required by the regulations. It is, in fact, a vital piece of safety equipment which may one day determine whether you are killed or injured in an accident.

The RACMSA require motor sport helmets to comply with any of the following standards: BS6658-85 Type A (or type A/FR), Snell SA90, Snell SA95, SFI 31.1 or SFI 31.2. Compliance ensures that the helmet design and construction give a suitable level of protection, if the helmet is in good condition and not damaged.

Regrettably, some competitors have applied false labels to helmets which do not meet the required standards. Eagle-eyed RACMSA scrutineers have picked up a number of these and prevented their use. Each label carries a serial number, against which is recorded to whom the label was issued, what helmet it was applied to and when.

Other information on the helmet confirms the identity of the manufacturer, when the helmet was made, etc.

If you are unfortunate enough to have an accident and are wearing a 'rogue' helmet, the legal and insurance implications may be very serious.

All helmets work by having a hard shell, with an energy absorbing lining

between this shell and your head. Over time, the lining deteriorates: it will compress a little and may be affected by perspiration. As a guide for people competing regularly, we suggest that helmets be replaced every three years.

Buy your helmet new from a reputable supplier and make sure it fits correctly and comfortably. Buying a helmet second-hand is not recommended: its history will not be known to you; for example, it may have been dropped.

Standards are continually reviewed in the light of technology, new materials and so forth. New standards replace existing ones as appropriate. It should thus be noted that – some time after 31 December 2000 – Snell SA90, BS6658 Type A and BS6658 Type A/FR will all be replaced.

Vauxhall back

Vauxhall return to rallying next year in an official capacity for the first time since 1995.

Finland's Jarmo Kytölehto and co-driver Atto Kapanen will drive a new Astra in all rounds of the Mobil 1 British Championship and the Network Q RAC Rally.

Kytölehto (age 36) drove for Vauxhall in 1995, finishing second on the Welsh Rally and winning the Scottish. He spent the last two years with Mitsubishi.

More spice for BTCC

New initiatives should make next year's *Auto Trader* RAC Touring Car Championship more entertaining, both trackside and on television.

Although the current double-race scheme remains, with each of 13 meetings featuring two rounds, new qualifying and race formats promise more on-track drama.

The grid for the opening round of each race day will be set by a single-lap shoot-out. Each contestant will be given just one timed lap to claim their starting position for the race.

The first race will then be slightly shorter than in recent seasons.

Conversely, the second race will be up to 25% longer and will feature a

mandatory pit-stop, which must be taken between 15% and 75% of the race distance. During this stop, two tyres must be changed and refuelling is not permitted.

Unlike the first 'sprint' race, the grid for this round will be set by a conventional 30-minute qualifying session.

Full championship points will be awarded to both drivers and manufacturers for all 26 rounds of the championship (as in 1997, the four worst scores can be dropped), but points for the team title will only be allocated in the longer races – those which involve the team in pit-work and tactical strategies.

TOCA chief executive Alan Gow said: "We all can be very proud of what's been achieved over the past few years. With more than 1.2 billion international TV viewers, the BTCC is the best championship of its kind in the world, as well as one of Britain's top sporting attractions. However, like all major sports, we can't stand still."

Top drivers, including reigning champion Alain Menu, were quick to welcome the revisions. Menu, who dominated the 1997 series in his Williams-prepared Renault Laguna, said: "The single-lap shoot-out is a great challenge for a driver and I'm sure it will throw more uncertainty into the racing, while the mandatory pit-stops will create another competitive element for the teams. I am glad TOCA and the manufacturers have worked together to achieve these changes through the sporting regulations, rather than by penalising success. I very much look forward to defending my title next year."

In brief...

- Congratulations to Andy Green and the Thrust SSC team, who set the first-ever supersonic World Land Speed Record at 763.035mph.
- Mintex will continue sponsoring the National Rally Series until at least the year 2000.
- A survey by the Motorsport Industry Association reveals that the RAC British Grand Prix generated £30 million for the local economy.
- Max Mosley has been unanimously re-elected President of the FIA for the next four years.

Facts about... UK MOTORING

- A year ago there were just over 25 million cars and just over three million commercial vehicles on UK roads.
- Three-quarters of the population of driving age hold driving licences, 44% of them are women.
- 69% of British households are car-owning, 24% having two or more.
- Of registered cars in use, about 11% (2.8 million) are owned by businesses.
- 74% of motorists and 49% of the total population drive every day or most days. 86% of car users use a car or taxi for getting to work, 40% claiming they have no alternative.
- 90% of motorist use their cars for shopping, nearly half claiming they have no alternative.
- In 1996, the average family spent £44 per week on transport, £37.50 on motoring.
- Car ownership in the UK is 424 per 1,000 population. This is higher than Spain and the Netherlands, but lower than Italy, Germany and France and some 20% lower than in the US.
- Road haulage accounts for more than 90% of all freight moved over land in the UK (excluding light vans).
- If present trends continue, the number of cars by the year 2000 will be more than 26 million, an increase of a quarter over 1991.
- The annual scrappage rate of cars has recently been more than 1 million vehicles, about 6% of the total; most of the scrapped cars are 10 years old or more.
- In 1990 there were 5.7 million cars (25.3% of all cars) in use which were aged 10 years or more. In 1995, that figure had risen to 7.9 million (32.6%).
- Taxes paid by the motorist and the road transport industry account for about 11% of the Government's entire revenue from taxation.
- There are around 5,000 franchised vehicle dealers and 14,250 independent or repair garages.
- Less than 29% of the money raised from motor taxation is spent on roadbuilding and maintenance. This compares with 31% in Italy, 48% in Germany and 106% in the USA.

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

RAC BRITISH GRAND PRIX AT SILVERSTONE, Haymarket, £18.95 Inc. p&p within UK

Over the past few years, Silverstone has limited its Grand Prix day attendance to about 90,000 paying spectators. If you weren't there yourself this is the next best thing. If you were, this is a souvenir to rekindle every single memory in graphic detail, right down to the smell of burning rubber and frying hamburgers.

Unlike many rather glib and glossy Grand Prix books, this focuses on a vast range of topics, from the build up to the Grand Prix which starts over a year beforehand, to the post Grand Prix party where we are treated to shots of Damon on electric guitar and one Eddie Jordan on tambourine.

In many ways it is the photography that really makes this book: the snaps are candid, offbeat and visually stunning. The facts however, are just as comprehensive, and full coverage is given to the support races. As a chronicle of a GP meeting, this book has no equal. It can be ordered from Haymarket at PO Box 219, Woking, Surrey GU21 1ZW.

'WORLD RALLY IN-CAR EXPERIENCE'

from Duke Video (65 mins), £10.99 plus p&p

Do you ever find yourself murmuring 'ninety right' in a bad Finnish accent as you tear along country roads with revs screaming? Similarly, have you ever imagined that your humble Escort 1.1 Pop is in fact the fire-breathing WRC version, with you in the role of Carlos Sainz, and your unfortunate passenger Luis Moya?

Well, now your dreams can (almost) come true, with the help of the 'World Rally In-Car Experience'. This stunning video, filmed in 1996, provides over an hour of in-car footage from a variety of locations, ranging from the frozen landscapes of Scandinavia to the searing heat of Asia.

You are piloted on this eyeball-rattling ride by Colin McRae, Kenneth

Eriksson and Carlos Sainz amongst others, in machinery from Toyota, Ford, Subaru and Mitsubishi.

So tighten your seat belts, and enjoy the trip! Copies can be ordered directly from Duke by calling 01624 623634.

ASTON MARTIN THE LEGEND, ISBN 0 75252 070 9, Michael Bowler and JAGUAR THE LEGEND, ISBN 0 75252 070 9, Jonathan Woods, Parragon Books, £3.99 each

Two excellent 80-page books from men in the know – Bowler is a former AM director. Each gives the low down on all the key models with spec tables and generally superb, but static photography. Short on anecdotes, these books fall midway in the chasm between bluffers' guides and encyclopaedias – expect no minutiae – but still represent truly outstanding value for money. Even without the rock-bottom price they'd be welcome additions to most collections.

RACING AHEAD – A COMPETITORS GUIDE TO MOTORSPORT

Glyn Thomas, published by Motor Racing Publications, 256pp, 22pp Illustrations, £9.99

This easy to read book covers the bureaucracy of all the pre-driving stuff, itemises the various disciplines of motor sport, from trials to circuit racing, tools, first season essentials, basic car preparation and what happens when you arrive at the circuit, like signing on, scrutineering, practice, your first race, flags, officious marshals (a rarity), and, very importantly, racecraft including accident prevention, overtaking, defensive position driving – in fact everything that makes race driving so addictive! He finishes with a chapter on finance and sponsorship, with his own personal experience as examples.

To anyone, whether starting out, or already on the trail, this is essential reading.

How come?

THIS was one of those 'how come' letters asking about differences in performance figures for the 0 to 60 dash and standing quarter mile times. How come cars with a lot more power than others are slower over the quarter mile?

There are several reasons, but the first that springs to mind is the power-to-weight ratio. The engine in a battle tank has a lot more power than a Mini, but the Mini will leave it for dead every time. The tank weighs in excess of 50 tons and the Mini doesn't.

Next we have aerodynamics. Wind drag isn't that important in the 0 to 60 sprint, but for a quarter mile it does come into

play. Wind resistance increases with the square of the speed; the faster you go, the more important it becomes.

Gearing matters too. If the car is geared like a dragster just for the quarter mile strip, its top speed need not be high and so the available torque at the rear wheels can be increased by lower gearing.

Next we have grip. A set of wide slicks will give much better figures than a set of bicycle rims. There is only so much grip available from road tyres, and if the car is heavy but with a lot of power you will get more wheelspin than forward motion.

Now consider the car making big numbers in the engine department – but with next to no torque spread. You have to get the engine within its narrow power band and keep it there. The

gearbox ratios may not be capable of this.

Finally there is the most unpredictable item of all – the driver. A good driver will be quicker than an average one probably because he has learnt that lifting off when the wheels spin can be faster than keeping your foot to the metal. But you probably knew all this all along didn't you?

QUIZ ANSWERS

1. Jack Brabham (1966).
2. Ronnie Bucknum (USA) German GP 1964.
3. Tom Belso, South African GP 1974, Iso Williams, FW01 Cosworth V8.
4. Vic Elford, German GP 1971 – Yardley P160; Bob Evans, 9 races in 1975 for Stanley BRM P201; George Eaton '69-71, Owen/Yardley BRM P138/153/160.

*A Merry Christmas
and a Happy New Year
to all Motor Club Members*



OFF ROAD EVENTS (best 8 scores)

Driver	Events
Rihcard Jackson	240.7 (3)
Alan Larkin	060.0 (1)
Andrew Apperley	050.0 (1)
Steve Sanderson	035.0 (1)
Arthur Heaton	022.5 (1)

AUTOTEST TROPHY (best 8 scores)

Andrew Apperley	122.1 (1)
Simon Marston	047.5 (1)
Caroline Marston	032.5 (2)
Sarah Bartley	026.7 (1)

LARKSPEED LEAGUE**Driver**

Andrew Apperley	217.8
Barry Stoner	167.8
Chris Rowson	150.9
Steve Sanderson	108.3
Russell Holdsworth	074.0
Tina Grant	010.0

Navigator

Vickey Blakeley	217.8
Andrew Smith	167.8
Dave Hammond	150.9
Jim Plevey	118.8
Arthur Heaton	089.3
Tina Grant	074.0
Steve Hughill	065.0
Caroline Marston	056.2
Rob Buchan	043.2
Russell Holdsworth	010.0

LADY COMPETITOR (best 8 scores)

Vickey Blakeley	237.8 (4)
Tina Grant	089.0 (3)
Caroline Marston	088.7 (3)
Pam Likeman	052.9 (1)
Sarah Bartley	026.7 (1)

SPY 44 (best 8 scores)

Andrew Apperley	433.2 (5)
Steve Sanderson	284.3 (5)
Arthur Heaton	261.7 (5)

SERVICE CREW

Dawn Fernyhough	035.0
Andrew Apperley	030.0
Nigel Cordingley	030.0
Jim Plevey	025.0
Vicky Blakeley	025.0
Tina Grant	020.0
Brian Walters	015.0
Simon Marston	015.0
Chris Downes	010.0
Rob Buchan	010.0
Caroline Marston	010.0
Michelle Williams	010.0
Andrew Varley	010.0
Stuart Marsh	010.0
Sarah Bartley	005.0

MARSHALS TROPHY

Simon Marston	130.0
Caroline Marston	075.0
Arthur Heaton	085.0
Malcolm Jagger	045.0
Tina Grant	035.0
Russell Holdsworth	035.0
Brian Walters	025.0
Andrew Apperley	020.0
Nigel Cordingley	020.0

Sarah Bartley	020.0
Nick Hood	015.0
Stuart Drabble	010.0
Andy Varley	005.0

NEWMAN CUP (Best lady member)

Caroline Marston	035.0
Sarah Bartley	020.0
Tina Grant	020.0
Vicky Blakeley	010.0
Dawn Fernyhough	005.0

TRACKROD TROPHY

Simon Marston	060.0
Caroline Marston	035.0
Malcolm Jagger	025.0
Russell Holdsworth	025.0
Nigel Cordingley	020.0
Sarah Bartley	020.0
Tina Grant	020.0
Brian Walters	015.0
Arthur Heaton	010.0
Nick Hood	010.0
Vicky Blakeley	010.0
Andrew Apperley	010.0
Steve Sanderson	010.0
Chris Downes	005.0
Rob Buchan	005.0
Barry Stoner	005.0
Andrew Smith	005.0
Stuart Drabble	005.0
Dave Hammond	005.0
Chris Rowson	005.0
Alan Larkin	005.0

**TROPHY POINTS UP TO 4TH
OCTOBER 1997**

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).

Russell Holdsworth

DINNER DANCE

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

Trackrod Motor Club **Multi-Venue Stage Rally** **Championship 1998**

Provisional Calendar

- | | | |
|-----|----------------------------|-------------------------------|
| 1. | February 1 st | Riponian Stage Rally |
| 2. | February 22 nd | Kall Kwik Stage Rally |
| 3. | March 28 th | North Humberside Forest Rally |
| 4. | April 12 th | Tour of Lincs Stage Rally |
| 5. | June 20 th | Dukeries Forest Stage Rally |
| 6. | July 12 th | Armstrong Massey Viking Tour |
| 7. | August 8 th | Silva Stages Rally |
| 8. | September 26 th | Trackrod Forest Rally |
| 9. | October 25 th | Premier Stages Rally |
| 10. | December 5 th | Grizedale Forest Rally |

Peter Rutterford

RETROSPECTIVE

FROM THE PAGES OF THE
TRACKROD MAGAZINE OF
DECEMBER 1978 (Issue 98).

On the cover: Toyota Celica on the 1978
Swedish Rally (Ove Anderson??)

Sue Broadbelt was selling her Mini
Clubman for £1000 and Ronnie Moore
was seeking an engine for an MGB.

Bonfire autotest at the Crest saw R Ineson
(who??) return to the scene with the ex
Graeme Bradford Clubman GT with a
win first time out since the fireball on the
76 Costa - Chairman Richardson
suggested it was a "phoenix like rising
from the ashes" yes very apt I needless
to say the bonfire was a huge success as
well. The event was held at the Crest
Hotel, the scene of some excellent
autotesting for a brief period.

The RAC stage at Boltby had been a
success with Mikkola fastest on 2.32 with
Pond & Robert on 2.36.

Editor Palmer got Jack Coulthard to dig
the dirt on himself for this months
personality parade. Jack admitting to
having a liking for:- Manchester City F.C,
Bristol 412'2, TVR Turbo's, Felicity
Kendall, Star Wars Films, "The
Magnificent 7" etc. etc. Wanted to
become Motoring News Champion, drove
a Marina 1800 Coupe (nothing wrong
with that!! - so did I at the time!), upset by
making a mistake that cost a win on the
1974 Vincent Ferrand Rally !!!

George Mathie had 6xM&S's & 6xSPR
3's for sale at £12 each (slightly worn)
(that meant bald to most people !!)

Shell League now completed - finished
3rd but 600 behind leaders Ilkley, our
teams on the autotest (York) and Leeds
MC'S midnight Rally scored well for 3rd
on the autotest but not so well on the
rally, a non finish by Goodall/Tempest
didn't help.

The 1st indoor rally of the winter was held
and was won by Derek Lee/Ronnie Moore.
Other pairings doing the "event" were M
Robson/G Tumbler, B Wainwright/N
Masterman, Richard Dorby/Trevor Ward,
Rob Buchan/Steve Sanderson and Gez
Waters/Vince Fletcher.

Trackrod.....Ends

Richard Ineson

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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 Seammonden Water Sporting Trail (Stone Trough)	Airedale & Pannline Linc & Louth MC Lancashire AC YSCC
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 Barmoldwick Single Venue Stage Rally at Sweettamb	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	Knutstord & 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 68 Club
4/5	Denon Road Rally (ANCC CHAMPS)	Lindholme MSC
5	Single Venue Rally Hillclimb at Olivers Mount Pennine Sporting Trial Classic Trial	De Lacy MC Auto 68 Club YSCC
12	Haverigg Multi-Use Stage Rally	Ilkley & Dist MC
17/18	Tour of Mull	Furness & Dist MC
19	Single Venue Rally at Three Sisters Circuit	2300 Club High Moor MC
25/26	Illuminations Classic Rally	Morecambe CC
26	Premier Stages Rally Autotests At Foundry Street High Peak Trial	Dukeries Bury AC Sheffield & Hallam

NOVEMBER

1/2	Cossack Road Rally (ANCC Champs) Poacher Road Rally Pennine Road Rally	Eastwood & DMC Grimsby MC Alwoodley
2	Castrol Flookburgh Stages (ANCC Champs)	Wigan & DMC
8/9	Clitherton Road Rally	Clitherton & Dist MC
9	Lynn Single Venue at Shettleston	Kings Lynn MC
16	Multi-Use Stage Rally	Eastwood & DMC
23/25	NETWORK Q RAC RALLY	RACMSA
25/26	Teasdale Trophy Rally	Stockton & DMC

DECEMBER

8	Grizedale Stages (ANCC CHAMPS)	Furness & DMC
8/7	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 Meeting	
15	ANCC Meeting at Cleckheaton	
17	TRACKROD DINNER DANCE	
11	MOTORSPORTS MOTOR SHOW	

FEBRUARY 1998

1	Riponian Stages Rally Multi-use stage Rally at Cadwell Park	Ripon MSC Eastwood
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MARCH 1998

29	April Fools Autotest	Trackrod
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