

TRACKROD

**NO. 100
FEBRUARY
1979**

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

**R.A.C. REGISTERED
NO. 1230**

TONY POND'S TR7 ON THE
1978 MANX

PHOTO COURTESY OF RALLY SPORT.



TRACKROD MOTOR CLUB LIMITED.

OFFICERS 1978/1979.

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TRACKROD

£

"ENDS & ODDS"

£

Club tie 1.80ea.

Trackrod T-Shirts

(s.m.&l.)

..... 2.00ea.

Club stickers:

internal 0.30ea.

external 0.30ea.

Trackrod Rally Jackers... 9.50ea.

Team" stickers

(external) 0.40ea.

Cloth badges

..... ?

..... 0.75pr.

Trackrod holdalls 2.50ea.

ALL AVAILAELE FROM:- EDWARD BAKER.

FIXTURE LIST

FEBRUARY

- 10/11 Night owl:- Beverley & Dist. Trackrod invited club. Marshals will be wanted.
- 23/24 Mintex:- De Lacy:- Trackrod running Staindale. Marshals see Ronnie Moore.

MARCH

- 3/4 Diplomat Trophy Novice Rally:- Wakefield & Dist. Trackrod invited club. Marshals will be wanted.
- 4 North Humberside Autotest. Trackrod invited.
- 10 Tyreservice Dukeries Rally:- BTRDA Championship
- 10/11 Burgess Bowl:- Glossop. Rest. Map 110 (S) 118-119.
- 11 Trackrod M.C.:- PCT CJ Organiser Ronnie Moore.
- 17/18 Dunfab Danum Rally:- Lindholme M.C. Maps 111:106.
- 24 Lakeland Stages Rally BTRDA Championship.
- 24/25 North Humberside:- Moonraker Rest. Maps 100 101 106 107, Shell League.
- 25 Trackrod M.C.:- Autotest Rest. Organiser?
- 31/1 Costi Di Plenti:- Trackrod M.C. Motoring News:- Maps 96(E) 99 104.

APRIL

- 7 Plains Rally BTRDA Championship.
- 7 Raylor Rally:- York M.C. Nat.
- 7/8 Ribble:- Spring Hill Maps 97 98 102 103.

CLUB NIGHT

- FEBRUARY 6th Square & Compass
13th Chamber of Commerce, Indoor Rally
20th Lawnswood Arms, Film Show
27th Shoulder of Mutton
- MARCH 6th Square & Compass
13th Chamber of Commerce, Indoor Rally
20th Lawnswood Arms
27th Shoulder of Mutton
- APRIL 3rd Square & Compass
10th Mercury Motor Inn
17th Crest Motel
24th Shoulder of Mutton

CHAIRMAN'S CHAT

This issue of the magazine marks another landmark in the life of Trackrod Motor Club Ltd. being the One Hundredth Issue. A vast amount of petrol has passed down many exhaust pipes in the name of Trackrod since the first issue and a great many changes in both the club in particular and motor sport in general have taken place in that time. The first issues were called 'Newsletters' and it was only in the Ineson Editorial period that the thing took on the respectability of the title 'Magazine'.

These first hundred magazines have carried the highlights (and I suppose the low points) of the club and its members. We have had twelve car rallies, then we put a nice closed joint, sixty car event on the North Yorkshire Moors. No one could think of a name for it, but with the then oil crisis and double the amount of expected organisational expenses, it became the 'Costa Di Plenti'. Do I need to remind you of its progress to be one of the major events in the area and a qualifier in the Motoring News Championship.

Our off road events have progressed in a similar manner. They all went through the growing pains of being observed for upgrading, but now rightfully take their place as top class events and qualifiers in the local and Association Championships. Our newest events have been the stage rallies. These have also been a success story being included in the National Central Tyres Championship and then the fulfilment of a great many dreams, a Trackrod Forest Rally. That event last September was I think a testimony to all the work put in by the stage rally team. They had produced three quality events in seventeen months and many competitors considered the forest event to be the best clubmans event ever in the woods!

The magazine has also recorded our outstanding performances in the Shell League. We have always finished in the top five, were second once and recently seem to have made third place our own. Ilkley and York are our biggest problems but this year

One cannot recall every individual incident, but just a few from memory. Our past Chairman, Richard Jacksons exploits with a turbo RS2000 (which burnt out) a Datsun 240Z, which climbed a tree one Calderford, then turned to the forests and carried on the habit, latterly a Porsche which seems much more controllable and successful.

Another Chairman, Steve Lloyd, who often navigated Richard on his exploits, but was also some driver in MGB and then a Mexico. Some very manful performances in Shell League Autotests and PCTs came from this set up although we recall the Mexico being parked in a ditch one Costa.

Ron MacKinnon who pedalled a I300 Escort Sport in a ridiculously rapid manner, who occasionally borrowed brother in laws Datsun 240Z and drove it in just the same way, who once hired an Escort Pop and scared it to death on an autotest (thank you Hertz). Ron then acquired a Firenze and eventually wrote it off on some trees on a Cossack Rally. You will remember his terrible injuries which thankfully all mended well. Martin Kemp and Steve Holden rolling the Mini into an OXO cube, Dave Lawtons many incidents, Rod Parkin being passed by his own rear wheel when flat in top on some airfield, the resulting roll writing off the RS1600. Alan Powells

many highs and lows, John Rennys heroics on many events, Vincent Giradiers wall bending type of rallying. From memory Vincent needed to replace three front wings in the first two weekends he was in Trackrod. He did get better.

Ken Goodall could do many rallies without a scratch on the car, but give him an Autotest and he would park it on the roof! Our regular off road men are less hazardous but turn in some super performances. Howard White went rallying for a time but then nursed his RSI600 back to health and returned to autotesting.

These are just some of the things that have been in our magazine. Anything that you remember which wasn't in there was probably missed because you did not write a report of the event. Make a resolution now to do a report of the events you are involved with. That way the magazine would become better and better and when we reach the two hundredth issue there will be so much more to review.

John H. Richardson

SHELLSPORT LEAGUE 1979

Just to remind you that the 1979 'League' kicks off on 18th February, which is an Autotest organised by Slaithwaite Motor Club. So if you are not doing the event come along and support those who are if your'e short of something to do!! The venue is Hartshead Moor Service Area (M62 westbound) and things get underway at 10.30 am and will no doubt continue until dusk.

See you there !!

Richard Ineson
Team Captain

N.B. Next event, round 2 is the North Humber side 'Moonraker' on 24th/25th March, 1979.

TROPHY POINTS

If you did not win an Award in 1978, why not try again this year. But remember if I do not get your results I can not give you any points towards an annual trophy and note that I must have your results within a month of the publication of the results. Remember give all results to me !!

Ronnie Moore
Trophy Points Secretary

MINTEX INTERNATIONAL RALLY 24th February 1979

Once again we have a stage to run on the Mintex. So let's have plenty of members out to Marshall on our stage which is Staindale map reference 878002. The first car is due at 6.30 am which means that all marshalls should arrive and sign on for 5.30 am, to go into the stage.

Mintex contd.

All those who wish to marshall please give your name to:

RONNIE MOORE, CHIEF MARSHALL at any club night or phone me at home on Rawdon 507780.

Ronnie Moore

P.C.T. March 11th, 1979

Trackrod are running a P.C.T. on Sunday 11th March at THORPE FARM map ref. IO4/I76¹42I. To make it run smoothly we need plenty of entries and marshalls so get your regs. which are available from Ronnie Moore and give your name for marshalling to Ronnie Moore or Ed Baker. Ronnie Moore tel. Rawdon 507780.

EDITORIAL

Welcome readers to the 100th edition of Trackrod's magazine and what a milestone that must be. To that end I suggest you read Captain Ineson's article on "100 Newsletters but not 100 Editors"

Firstly, one time Assistant Editor, Ian Brown has gone back to Cheshire I am particularly sad to see him go because not only was he a great help but a very sporting competitor. Good luck with your career and all the best from Trackrod.

This month's edition is not only a 'marked' edition (due to the fact that the magazine has reached its centenary) but also the actual production has been shared, which certainly takes the bulk of the typing off me and, therefore, I can concentrate on the quality, so thanks to all those who have helped. On the same note we do need more volunteers for typing and stapling etc. so for those of you who have voiced your opinions about the newsletter, now is the time to do something. volunteer, your help will be appreciated

For the first time in a little while the magazine has plentiful amounts of copy, thanks to all those who have contributed it would be nice if all the magazines from now on could boast such content.

Finally our sincere thanks to Messrs. J.B.S. Renny Ltd., for the use of their Horsforth Office along with machinery and cups of tea to produce this magazine.

Charlie Palmer

THREE SWANS RALLY

On the 27th/28th January Selby D.M.C held their annual event. Trackrod had four crews out on a night when weather conditions were so treacherous that most crews were not to finish the event. The rally started from Jacksons car park, Selby with a planned 150 mile route on map nos. 100, 101, 105 & 106. Malcolm Wilson/John Millington at No 1 were to lead the cars away in the R.S. 2000 followed by Trackrods own Martin Kemp/John Richardson also in an RS 2000 Trackrods other three crews were all in the semis Tom Whitaker/Vince Fletcher in the Morley Waste Traders Twin cam at No 28, Mark Adams/Charlie Palmer were one behind in the mini and John Bean/Ray Beamish at No 31 in an Escort 1600. The cars set off with roads freezing rapidly and a dense fog keeping visibility down to fifty yards. Competitive motoring started at Bubwith and ten controls later at Millington the rally manages to shake the fog off, unfortunately for most of the crews this was some small consolation as Millington pastures was to be the first selective and the end of the rally for some 60% of cars. The selective was run uphill and ice being so bad at the hairpin junction that apart from the leading cars most had to be pulled out. This caused some 50 cars to be caught in Millington pastures taking 4 hours for the Tail Enders to emerge and slightly O.T.L.

For those that could continue the route went Northwards with two small loops onto map 101 and then onto map 100 with the route looping round Malton before finishing at the hazel bush cafe. Owing to many difficulties the Organisers were unable to announce the results and announced they would be sent on as soon as possible. Unofficially Malcolm Wilson/John Millington won the rally but Trackrods own fortunes are a bit vague one report says Martin and John slid into a snowdrift and had to retire, Mark and Charlie were seen coming out of Millington pastures but havent been seen since. Tom/Vince and John/Ray managed to complete the route, maximum lateness being extended to 75 mins being a great help although with both crews spending 2 hours in Millington it will be close if they escape O.T.L.

Apart from the weather a tremendous route one of the best I have done, although organisation was lacking in several places, and there were serious doubts if the rally should have been run at all, Out of 75 starters only 20 crews finished.

THE COMPANY CAR

To us as Club Members, the difference between an Ordinary Car and a Rally car is very obvious. For example, toughened body and suspension up-rated engine and transmitton, lots of goodies and sponsors etc., Not forgetting of course, performance that makes an ordinary car look like Noddy's little car, But there is another specialists breed of car which we often forget, or do not even know about, The Company Car.

The cars provided by companies for their personnel have certain adaptations and modifications which the standard models used by the general public do not have. By experimentation most users of Company Cars have discovered features for themselves. However, for general guidance and to obtain maximum utilisation, the more common special features are listed below:-

1. Normal gear speeds can be completely disregarded. Company cars may be driven at over-peak revs in all gears. This applies PARTICULARLY to REVERSE.
2. The tyres are specially prepared so that exuberant acceleration has no detrimental effects.
3. Same applies to brakes on exuberant stopping.

Cont'd/.....

THE COMPANY CAR Cont'd/....

4. They have a much tighter turning circle. Hitting the kerb on both sides of the road has no harmful effects - in fact it improves the camber of the wheels.
5. Ramps may be taken at twice the speed of general-issue cars.
6. Battery, water, oil and tyre pressures do not require checking.
7. The entire floor area has been designed as an ash tray. For convenience of production, the standard issue ash-trays have been left in the cars, but these should be ignored and may be sealed with masking-tape to prevent accidental use.
8. Company cars are finished with a special coating of Claustrophobic Paint. On no account must the company car be put in garage at night..
9. The area of particular service care is PETROL. Only Petrol with a high stamp rate should be used.
10. Should a warning light flash (eg.oil) this should be totally disregarded.
11. Cleaning can be harmful to the paintwork and should be avoided. This particularly applies to the interior.
12. The suspension and interior are specially designed to carry concrete blocks, cement and most other traditional building materials.
13. It is harmful to allow the car to come to a stop before applying reverse gear. Better still, dont use the clutch either.
14. The computed petrol usage should come out at an average of 10 to 15mpg. Should the car do more than this, please report the fault.
15. Unusual and alarming engine noises may be eliminated by adjustment of the volume control knob on the radio.
16. For your greater convenience the car should be left unlocked. Also, if it is a nuisance to lose one's car keys, users of Company Cars are advised to leave them in the ignition.
17. In order for the relevant authorities to monitor the Company/Private Car Ratio, a regular census is taken. This is normally done at week-ends, and to avoid confusion Company Car users are reminded not to clean their vehicles or lift the bonnet. If this advice is not heeded, they may be mistaken for people who have paid for their own cars.

If you are one of the people who actually own a standard production car, and would like your car modifying to meet the above specification, a Kit is now on the market to meet the needs of the 'Privateer' and is readily available through some garages and accessory shops. For further information contact either ~~Gez~~ or myself, we have never heard of it either.

J.W.

100 NEWSLETTERS BUT NOT 100 EDITORS

Being a past editor I have always paid particular attention to the way the Newsletter (Magazine) is being presented to the members and the 'performance' of the editor of the moment and I find it very difficult not to make comparisons.

As it happens I have almost a full set of magazines the first one dated October 1970 (the only one missing from my set) was disgorged by the editorial machine almost as soon as the club was born (September 1970) and it was with this issue that we first came to notice the pen of ex-chairman ex-everything Steve Lloyd. There couldn't have been a better person to set the standard for the magazine, never has the editorial pen been waved so expertly, the dexterity of the strokes left us all awe-struck, so much so that a lot of the superb flannel that flowed forth went un-noticed - he was also and no doubt still is in the Bristol area no mean performer behind the wheel of absolutely anything!

Steve's reign lasted until May 1972 (issue 20) when Dennis Dickenson (son of Ray Dickenson, a former Chairman) took over the helm but Mr. Lloyd would not keep his nose out and produced a monthly column in his capacity as Club Secretary and titled his column "Sec's Pot". On looking back one finds all sorts of names amongst the contributors: Howard White, regular columnist of Hillclimb topics, 'SPY' produced a monthly 'Rally Round Up', David Taylor also on hillclimbs and another name with familiar ring to it Keith Marr - did he ever settle that little disagreement over an amount of Club funds ???!

It was whilst Dennis was in the editorial chair that the first pictures appeared in the magazine - at least on the cover, August 1972 was the first. Another innovation was the production of the magazine in a 'pukka' book form - hell for the typist but quite impressive with freehand drawings on the cover. Dennis's term came to an end in February 1973 when Richard Ovenden took over and continued with the magazine in the same format, though his actual contribution to the written material was overshadowed by his plentiful contributors many of them as well known as Steve Lloyd yes he was still at it, as secretary and as an individual.

I think Mr. Ovenden had hardly warmed the editorial seat before he was replaced by another well known name, that of Steve Mills who had been lurking in the Committee background for some time now. He brought to the pages a different kind of humour with his supply of jokes, e.g. "have you heard of the Irish firing squad? ... twenty men in a circle" !! not only more gems of that nature but it was during Steve's term that the name LRACLRYX appeared on the pages - just who this idiot was remains a mystery but we were all told in successive issues that this nut case was coming !! he never did and suddenly the name disappeared as quickly as it came, thank God. In September the format reverted to simple broadsheet and no covers, no doubt due to pressure on the typist - Steve used to do his own at times and in this revised edition the magazine continued under Steve's guidance until September 1974. We now seemed at last to get things on an even keel with the AGM appearing in August (for R.A.C. purposes) and the post of Editor, until now had continued spasmodically for no fixed time under the leadership of whoever would do it.

The October 1974 issue saw the first issue to flow from my own pen and I can remember feeling very pleased with those early efforts, pictures on the cover and all !! We - I always called

100 NEWSLETTERS BUT NOT 100 EDITORS

myself "we" as editor - it made the responsibility of my often caustic comments more diverse and easier to brush off when challenged by some poor soul who had felt the point of my pen!! For the next twelve months I learned what the job entailed and whoever takes it on has my admiration (and critical eye) and sympathy.

Following in my footsteps came Jack Coulthard (another smoothie when it comes to pen pushing) but he did have an assistant in the shape of Ron MacKinnon and between them they continued to maintain the extremely high standard set by their predecessor (modest chap as well !!). The idea of a two man team seemed to work very well and October 1976 saw the combination of Steve Lloyd (yes again, he must have been drunk when he volunteered a second time) yours truly who was employed largely as a handle turner on the then manual duplicator. With Steve Lloyd in the chair I did not get much chance to demonstrate my prowess with a pen!! This term heralded the arrival of the electric duplicator (now there's a labour saving device) which brings us fairly well up to date with Nick Leuchars taking over in October 1977 with assistance (if that is what it is called) from Ed Baker - Nick also did all his own typing a truly commendable performance.

October 1978 saw things take on a different twist - not one of the newly elected Committee would take on the job (once bitten) so Charlie Palmer "volunteered" his services and was duly appointed, the first time a non-committee member has done the job. Poor Charlie was under real pressure from the word go and it seems he was almost going ahead single handed again - typing and all, the final straw coming when the new fangled electric duplicator gave an expensive hiccup and is almost still choking on it.

This present issue sees the rallying round of an editorial committee to assist Charlie in production etc. and I for one look forward to vetting the results of their efforts.

A club magazine is the lifeline to members and information it contains is of the utmost importance to those members - but only when they do not receive it when they thought they should. Whilst I go along with that view to a certain extent try and analyse what has to be done by the Editor to get an issue to you - collate (gather up to the uneducated) all hand written reports and write a few as well, find someone who will type them for you on stencils at a very cheap rate (nowt if poss) get in and maintain supplies of paper ink stencils etc., prepare artwork (such as it is) for covers and arrange copying, duplicate stencils and collate results into what is hopefully a readable document. Only then do you have to think about distribution, stamps, envelopes, had deliveries/ collection by members etc. etc., and all by the first week of every month. if possible and it is not always possible !!

Non-competitive members do not get much for the money besides their magazine and all members tend to take it for granted, without any thought for the work that goes into it's production, so before levelling any criticism spare a thought for your struggling Editor.

Richard F. Ineson

THE ART OF COARSE MOTORING

Having read in the past a number of the excellent books on coarse sport by Michael Greem and others it has always intrigued me that he has never turned his attention to the coarse Motorist. Perhaps I can rectify the omission.

Firstly just what is a coarse Motorist? There are, I think, two distinct types. The first is the average coarse Motorist, who firmly believes in the words of the old proverb that it is better to travel hopefully than to arrive and who knows rather less about the internal combustion engine than he does about the dark side of the Moon!

A good example of this kind of coarse Motorist was my old biology teacher, who has observed one day being enthusiastically push-started by a gang of sweating third-formers when his car refused to start. When the third form finally collapsed, defeated, and the poor old chap stood forlornly by his deceased transport, help arrived on the scene. A quick under-bonnet examination revealed the trouble. The battery was missing! It had been taken out that morning and put on charge in the lab. When its absence was pointed out, it elicited only a blank look and the response-

"Oh! I thought it was only for working the lights".

There is also the story of the two old ladies who, having checked their oil at a filling station, bought a pint from the attendant and disappeared under the bonnet of the car. After they had been in a huddle for about quarter of an hour, the curiosity of the attendant was aroused. On wandering over to see what was cause the hold-up, he found that they were topping up the oil by dribbling it a few drops at a time down the dipstick hole!

It is not true though that all coarse Motorists are to be found amongst non-mechanical folk. A certain number may be found lurking amongst garage staff; notably one mechanic of my acquaintance who, on being asked to jack up a Rover 2000, dutifully shoved a hydraulic jack under the sump and jacked away merrily until the carbs punched a dent in the bonnet.

The second type of coarse Motorist is however, much more likely to be of interest to us. It is the coarse sporting Motorist, an animal often to be seen flying around muddy lanes in the dead of night in the most abominable weather. He is instantly recognisable. His car, if presently roadworthy, is usually not all of one colour, or if it is, is not all the same shade. At least one tyre is badly worn; at least one panel is modified the hard way and 'brightened up' with stickers; at least one of the spotlights is used most of the time for signalling to UFO'S. From this, it can be seen that people with smart RS 2000s, who habitually win rallies without putting a scratch on their paint work are emphatically not coarse Motorists. People who have smart RS 2000s and frequently bend them are of course coarse Motorists.

Whatever the nature of his transport, and its usually as quick as a knackered dray horse and handles like a truck load of brooze blocks, its the coarse Motorists pride and joy. This has been true since the earliest days of coarse motoring, back to about Roman times, when Latin Jim porters used to get controls cancelled by spitting in the marshals sand timers. Shakespeare certainly knew about coarse Motorists. "I met a fool; th' forest" he wrote (As you like it Act II Sc VII) after watching the 1597 RAC in the forest of Arden. Things dont appear to have changed much since then either, judging by the number of coarse motoring activities which have come to light since then.

There is for example the case of Roy and Howard who, many years ago used to rally a Triumph Herald convertible. This of course was in the days before seat belts, roll cages and the like, when rallying was even more coarse than it is now. Well it happened that this particular rally was in the middle of summer, the night being warm and clear and the hood on Roy's car was down. Now about 6.00am and four controls from the end, Howard starts to doze off.

Cont'd/....

THE ART OF COARSE MOTORING Cont'd/...

"T Junction: which way?" says Roy.

"Straight on", mumbles Howard.

Not a whit put out, Roy continues straight on at unabated speed, the resultant impact catapulting Howard clear over the hedge, to do a neat nosedive into a ploughed field. Muttering something about rats deserting a sinking ship, Roy clambers over the hedge.

"You can't sleep here Howard", says Roy, shaking vigorously and dragging Howard by the ankles across the furrows, "gotta get on with it".

With Howard suitably propped in the passenger seat Roy continued to the next control and asked the marshal there for water.

"Engine hot?" asks that worthy.

"No" replies Roy, poker faced, "Navigator our cold".

And then there was - well no, enough of this drive for now. Perhaps more later if you can stand it.

NAVVICOMP.

CLUB EVENTS (form on back of magazine)

As many of you know, the past few years have seen a marked decline of interest in the club events. Nearly all the events have been organised by a hard core of members who have to organise due to the apathy of most other members. This has also shown up in our entries on club events. Last year we had to cancel some events, all due to a lack of entries.

Steve Mills has drawn up a form which can be found on the last page of the magazine which is self explanatory. All we are asking is for each member to fill in the form responsibly and return it to me as soon as possible on any club night or by post. This is so I know which club members really want to become involved in their own motor club and show the responsibility of organising the events. Don't be afraid to just try there are lots of people who can help you and they only learnt by experience like me for instance!

Also this form will help us to plan which events you the members wish to do and we will be able to send out the relevant regs to each individual. In 1979 regs for larger events will be distributed with the magazine but not so the smaller ones as it will cost too much.

Furthermore, myself, Nigel Drayton and Jack Coulthard are hoping to organise a course of about four sessions dealing with all kinds of marshalling. The first sessions being as soon as possible - probably near the end of February and then the others will be 2 or 3 weeks apart.

Session 1 - Basic Preparation: Introduction to Marshaling.

Session 2 - Night Marshaling on Rallies

Session 3 - Stage Marshaling on Rallies

Session 4 - Marshaling on Autotests, PCTs. Plus a summary.

Cont'd/....

CLUB EVENTS Cont'd/...

So please fill in the form and help your committee help you to have a more enjoyable successful and Happy New Year, and remember there is a £5.00 draw to the first form out of the hat, if I receive it before the end of February.

RON MACKINNON (EVENTS CO-ORDINATOR)
42 CHELWOOD CRESCENT
LEEDS LS8 2AQ TELE: 662231

DEAR ROD

Dear Rod,

I am in the unfortunate position of having collected my magazine last night, having read it in a very short while after.

I can describe it as a poor attempt of reproducing a university rag using a kiddies typewriter.

For a motor club the size of Trackrod, some 200+ members, I am sure a better effort could be made.

It is also unfortunate for some, i.e. the committee, that I have also had chance to see the equipment which our poor editor has to put up with, not to mention that the articles for the magazine arrive 1 day before publication, even from our Chairman.

I ask the committee to give me notice, in writing, of how and when they intend to start helping the editor to produce a magazine of which Trackrod and its members will be proud.

Yours sincerely

M. OGDEN

DEAR MICK

Dear Mick,

Thank you for your letter dated 3rd January concerning the quality of the January edition of the Club's Magazine.

The matter was discussed at the last Committee Meeting and, although it was obvious that the standard of the Magazine had fallen we were not aware of the problems with the equipment for servicing the duplicator is already in hand, although cost considerations may make us look to a replacement, even though the machine was only purchased some eighteen months ago after a full overhaul. The typewriter, which incidentally is an electric model, is also a recent acquisition and was similarly serviced prior to purchase.

The Committee offer their apologies to you and via the Magazine to all Members for the recent publications but ask you to bear in mind that it is a CLUB Magazine and not a Committee Newsletter. On the production side, regrettably, all existing Committee Members are already reasonably well committed to other duties and any offers of help to deal with the very important task of producing and distributing the magazine will, I know, be greatly appreciated by the Editor.

Thank you once again for your information, I have taken the liberty of offering our correspondence to the Editor so that the February edition may be somewhat larger and so that all Members are aware of the current problems.

Yours sincerely

RODERICK.K.PARKIN

EVERY NAVIGATOR MAKES A MISTAKE SOMETIME !

Well that's the excuse I use when I have just wrong-slotted my driver into a mucky farmyard which he can't get out of. All right I appreciate that some of you navigators out there are perfect; but I am not (not yet anyway). Perfect navigators can now go away and memorise Einstein's theory of relativity if they want to. (Perfect drivers do not exist incidentally; but any driver who thinks otherwise can go back to reading his Beano). Anyway, what I will try to do now is to pick out some events I did in 1978 and isolate the mistakes I made. This might make me look very stupid, but it might also prevent other people from making same mistakes (aren't I generous) ?

Bolton Midnight, October A Motoring News round and therefore run at a very fast pace. It covered 200 miles around the Dales with just one stop and was physically exhausting. It was also my first competitive ride in a tuned and rather quick RS2000. My mistake was simple, I like being comfortable, so my seat belts were not pulled tight, consequently the surges of acceleration and the violent roads threw me about much too much, causing nausea, so that I could hardly see the map, let alone read it. Lesson learnt - always have your belts as tight as you can. It is safer too, of course.

Hall Trophy, December 1978 One of those rallies that thanks to ice snow and fog become real tests of endurance. Only the winner (Malc Wilson) got round without a fail, we got 7 fails, but were still 12th overall and 3rd in class. But we could have done better if I had not made certain mistakes Firstly mistake number one came when I had to get out and push the car on the ice. Having got it moving, I jumped back in, and (since I had looked at the map before I got out) told my driver to keep going. By the time I had strapped in etc. we had gone through the junction (correctly) but I did not know where we were on the straight! I guessed, got it wrong and we lost minutes looking for a junction in the fog that I thought we had over shot when he had not even reached it !! We should have stopped at the first junction to sort out exactly where we were.

Later on, we came up behind some one who was stuck on an icy hill up to the start of a selective. We waited for him to move and clear the road. Mistake number 2. By this time we realised he wasn't going to get up, we had got blocked in by everybody else coming up behind! Massive time loss sorting it all out. So if stoppages occur and CTL looms find where to cut then off you zoom. Also try to work out suitable points to cut the route as you plot and not at crisis point. Final mistake we arrived panting at a neutral control, waited for our minute and promptly failed the next four TC's. Driving straight through the neutral control would have given us one fail, but may have given us the other four TC's.

I hope that this helps someone, somewhere to become a better navigator, which is okay just as long as you do not beat me.

Nick Leuchars

INDOOR RALLY POSITIONS

The positions after two rounds could not be closer, 3 crews all with the same points. As the third round did not take place, due to the duplicator breaking down, the next two rounds will be interesting to watch; to see which crew come out on top.

Jack Coulthard is running the next round on Map 99

My thanks to Janet Thirsk & Nick Lauchans for the first two rounds. The positions after two rounds are as below.

	1	2	TOTAL
R Buchan	20	16	36
S Sanderson	20	16	36
T Ward	19	17	36
R Dobney	19	17	36
N Masterman	18	18	36
B Wainwright	18	18	36
J Bean	17	—	17
A Bean	17	—	17
M Robson	16	19	35
G Tumber	16	19	35
D Lea	—	20	20
R Moore	—	20	20
G Waters	—	15	15
V Flocher	—	15	15

MARSHELS WANTED FOR NIGHT OWL RALLY

Those intrested should ring Kelvin Brown Boverley & District M C 896366(0482)
Starts at hull Crest 11 30 Trackrod are an invited club so lets give them some support

