

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

103 May 1979



TRACKRCD MOTOR CLUB LIMITED.

OFFICERS 1978/1979.

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FUTURE EVENTS

MAY

1st	The Squire & Compass	Kir	North Rigton
8th	The Castle		Spofforth
15th	The Royal Film Show		Boston Spa
22nd	The Mercury		Garforth
	Cross Gates at 6.45 to 7.30 organised by Ron & Lindsay		
29th	The Shoulder of Mutton		Kirbyoverblow

JUNE

5th	The Squire & Compass		North Rigton
12th	The Lawnswood Arms Water Noggin		Adel & Otley on the River bring your trunks
19th	The Crest Ladies autotest		Oulton
26th	The Shoulder of Mutton		Kirbyoverblow

Rallies

MAY

12/13th	Barratt Oak; Woolpack Otley	Maps 9899 104
19/20th	Look Out Trackrod M.C.	Maps 100 104 105

JUNE

16/17	Cossack Rally Ricketts	Maps 100 101 106 107
23/24th	C.D. Bramhall Shipley & D.M.C.	Maps 98 99 103 104

Further dates for rallies, autotests, PCT's etc can be obtained from John Renny most club nights

CHAIRMANS CHAT

What did you think of the 'new look' magazine last month? Since the production problems at the end of last year, the committee have been concerned that the standards of presentation should be improved and this was one of the methods of achieving this. While there wasn't much Trackrod content, if you think back to March, all we managed to do was cancell events due to our blasted winter weather... We have however been quite busy on two weekends in April running forest stages for both the York National and the Elcar rallies. Nigel Drayton and Ron Mackinnon were stage Commanders, although in both cases it was really a joint effort and they were run extremely efficiently as one would expect. On both occasions however, they were badly let down by the membership of the club, that's you, in barely having enough marshals to man the stages. I know there are reasons enough for some non-attendance, Saturdays are working days for some of you. There were other events on in the area on both weekends and so on. Nevertheless, it is sad state of affairs when Trackrod hardly have enough members who are willing to go out into the forests and man a stage for our neighbouring clubs events. Let it be said that the people who did go were the ones who would be expected to be there, the ones who are reliable and who can be trusted to get on with the job given to them. On Nigels and Rons behalf, I thank all of you who did attend these stages and did your jobs so well...

Our club members had several incidents on the Elcar which once again proved to be something of a bogey event for us. ROD Parkin managed to total yet another machine adding his Mexico to the list, (and on our stage as well, although it did help the recovery situation). Fortunately no one was injured in this one although Paul Noon was not so lucky in his accident on the first stage, Wykeham South. Listening on the radio's, this accident sounded very bad and indeed you may know that Paul received a double fractured arm and chest injuries, these not as serious as was originally suspected. The rescue services were all called to the scene of the accident but I understand that Paul's driver, David Harrison contributed greatly to the actual releasing from the car and subsequent care, together with the stage doctor. If anyone needed further proof of their usefulness on stages then this is surely it. Paul is now back home having been released from hospital on the Monday following the Elcar, Our very best wishes to you Paul for a fast and complete recovery.

Finally on a more successful note, our autotesters did well on the opening shell league event at Hartshead Moor, giving us a good start to this year. The Moonraker was the next round and as Ken Goodall-Mike Tempest and Martin Kemp-Steve Mills finished second and third respectively, this should have helped our cause. No doubt Captain Ineson has written a blow by blow account else were in this issue.

JHR.

Assistant Editorial

It has been agreed that a Trophy will be awarded at the end of the year for the best consistent reporter in the magazine. This will be awarded to the person who contributes the best and most consistent reports to the magazine throughout the year whether they be tales of rallies or just make believe stories. So come on all you Peter Newtons get writing. All reports should be in to Charlie Palmer or myself by the last Wednesday of each month. Don't forget!!! Every thing received is printed.

Also we are still wanting girls to help with typing so anyone who is willing and able contact Charlie or myself any club night.

JCDR.

DUKERIES '79

This event was the first round of the Ford 1300 championship. John Renny and myself had a start number of 77.

The day dawning with snow very much in evidence the stages it seemed were going to be interesting.

The first batch of stages were all forest, including the long straights in Cligstone. These were smooth and fast; the snow was not a problem as everyone expected. Infact the road section were more effected by the snow than the stages and because of this the organisers cancelled all road penalties until half-way.

From the forest the event moved onto the Tarmac Loose Airfield Stages. We had thought that it might have been the usual long runways but the organisers used all the peritracks possible which made the stages more interesting and it helped us in the 1300.

Ranhill proved to be an interesting stage with 6" curves at each side of the track there was no room for error. This stage claimed 10 cars in all; with various transmission problems. Also on this stage the lapping board was to cause the results to go before a tribuneral; due to its position over a brow, which caused the leader, at this point, to miss the turn off for the second lap. He came over the brow flat and by the time they saw the board they had passed it.

After the lunch halt we were lying 14th in class so it was time to start mototing if we wanted some championship points. The afternoon stages were all re-runs of the morning tarmac stages back to the Cligstone forest complex for 7 more forest stages. By the time we returned to the finish we had pulled up to 9th in class after a very long days rallying.

The results were delayed because of the protest over the lapping board sighting on Ranhill and have only just been finalised.

With 9th in class it gave us some championship points and £10.

Richard Spurdens

THE WEST CORK RALLY

After last years trip to Cork by Martin Kemp and Jack Coulthard Jack had persuaded several crew to go this year. Ian Gur with Jack and Tony Cope with myself, and two others from Manchester area, Clive Holker was also along to service for the Manchester crews.

The trip started with a trip to Liverpool where we started to get worried about one of the crews who had gone missing although then arrived with just five minutes to spare.

With it being St. Patrick's weekend, the boat was rather full but the bar on the boat was soon taken over by Guinness drinking rally crews! The Captain of the ship must have been drunk as well as us,

THE WEST CONK RALLY CONTINUED ...

The next morning saw us arrive in Dublin and half the entourage get split up. The next problem was snow, a 3" covering the outside of Dublin made us wonder if we should have brought snow tyres.

Fortunately, the further south we went the less the snow became until it disappeared altogether. (What a relief!)

We eventually arrived at Colonahilty and found our hotel which was 20 miles away at Skibberean. This proved fortunate because the whole event was centered on Skibberean after Colonahilty start.

Scrutineering was on the night before. One scrutineer told us to go round again because we had a side light out but the next man along stopped us and signed all our cards and so let us through without any bother.

The start area was packed with people to see all the cars away and they were still there when we left at no 107. The whole event was run at 30 second intervals so you had to be ready as soon as you reached the start.

The first stage was 10 miles long and Tony settled down quite quickly after the first few miles. On the next stage Tony Pond made the biggest impression of the whole event, this was in a sea wall six miles into the stage.

Tony Cope certainly "coped" well, by showing his driving ability on this stage and set 7th fastest time which was quite incredible on only the second stage of the event.

We went to service and then did the next two stages on the last one we declutched a wheel 10 miles into the stage which set the handling slightly. At the lunch halt after these stages we were lying inside the top twenty and were 16 seconds in front of Ian/Jack Coulthard. One of our cars was also out after Stage 3 when the cam snapped on the engine.

Disaster then struck us when a mechanic put a block through the wrong hole in the bell housing and so punctured the sump, which then emptied all the oil all over the floor. This was the end of the event for us, which was very disappointing. Ian and Jack kept on going and eventually finished 28th overall and were 4th in class.

All in all it was a superb event and one well worth doing.

COACH.

THE RALLY HORRORSCOPE.

AQUARIUS.

(20th Jan-13th Feb) You have an inventive mind and are inclined to be progressive. It's usually your excuse for coming last on novice rallies. You lie a great deal. On the other hand you are inclined to be careless and impractical, causing you to make the same mistake over and over again. People think you are stupid.

PISCES.

(19th Feb-20th March) You have a vivid imagination, and like people to call you Pentti. You have minor influence on your associates and people resent you for flaunting it at your peers. You lack confidence and generally you are a coward. Pisces people do nasty and horrible things to small animals.

ARIES.

(21st March-19th April) You are a persistent person and have a dogged determination to succeed. This is why you visit every time control, even when hours CTL. You work like hell. Most people think you are stubborn and boring. Aries people are usually communists.

TAURUS.

(20th April-20th May) You are a pioneer type, often trying whites that don't go. Consequently you usually do exceptionally badly on rallies. Even so, you hold your fellow competitors in contempt. You are quick tempered, irrational and scornful of advice. You are not a nice person.

GEMINI.

(21st May-20th June) You are a quick and intelligent thinker, so you should make a good navigator. However you are inclined to expect too much for too little. This means you are cheap. Gemini's are known for committing incest.

CANCER.

(21st June-22nd July) You are a sympathetic person, more so towards dealing with other people's problems. They think you are a sucker, and take total advantage. You are a useless marshal. You are always putting things off which is why you'll never amount to anything. Most people who receive national assistance are Cancer People.

LEO.

(23rd July-22nd August) You consider yourself a born leader, and will expect to be Chief Marshal, Chief Timekeeper, Chief Scrutineer and Clerk of the Course on this year's Crest Stage rally. Most Leo's are bullies. You are vain and dislike honest criticism. Your ignorance is appalling. Leo's are known thieves.

VIRGO.

(23rd Aug-22nd Sept) You are a logical type and are extremely precise. You annoy marshals by asking for the date as well as the time. This fastidiousness makes your friends vomit. You are cold and unemotional and sometimes fall asleep whilst lovemaking. Virgoans make good bus drivers, but usually end up driving rally cars.

LIBRA.

(23rd Sept-22nd OCT) You are the artistic type and have a difficult time with reality. If you are male, chances are, you're a bit queer. Before your friends found out, navigating was your greatest love. W.D. however was your greatest failing.

RALLY HORRORSCOPE CONT...

SCORPIO.

(23rd Oct-21st Nov)- You are a shrewd buisness person, as a result you cannot be trusted. However you are inflexible and never trust your own intuition. Consequently you have a reputation of driving confidently through stone walls when your navigator tells you "straight on at T junction". You shall achieve the pinnacle of success and win the Crest Stage, due mainly to your lack of ethics. Most Scorpio people are murdered.

SAGGITARIUS.

(22nd Nov-21st Dec) You are enthusiastic and optimistic about everything you try. You usually fail. The reckless tendency to rely on luck due to total lack of talent explains your good results. The majority of Saggitarians are drunks or dope freaks. People laugh at you a great deal.

CAPRICORN.

(22nd Dec-19th Jan) You are conservative and afraid of taking risks. People like you to enter rallies because they know you will come last. You don't do much of anything and are lazy. There has never been a Capricorn of any importance. Capricorns should avoid standing still for too long, as they tend to take root and become trees.

Before I go- Did you hear about the thieves who got away with 10,000 blunt pencils? Police said the raid was pointless.

Had enough???

Shell Sport League 1979

At the AT last the league got underway on 25th March when Slaithwaite M.C. ran their Rocar Autotest meeting at Hartshead Moor on what proved to be a wet, cold and windy day. A large entry (73) forced the event to be shortened to 10 tests, and 5 tests laid out at once meant that they were of necessity "tight" added to which was a degree of complexity that demanded the utmost in concentration and thought.

Our team; Howard White (Midget), Ken Goodall (RS 1000), Alan Powell (1300 Escort), David Taylor (mini 1000), and yours truly (Mini 1275 GT), gave us a car in each class and each one it was hoped would be ultra competitive

Your team captain was in command at the break with a 4 secs. lead only to blow it on the 8th test with a botched reverse spin which eventually lost me F.T.D. to Chris Fishwicks 1275 GT by something less than 2 secs. *** Ken was having his usual battle with George Blades Alfa GTV but they were both a long way behind Colin Grewer's Escort/rover V8? who was to take no less than 12 sec's of George on the first two tests. Ken eventually finished a very close third behind George but it was interesting to see the way Ken applied himself to the fight, intricate tests not putting a wheel wrong all day. Alan's fortunes in the small Escort class took a tumble when he got a wash out on the 6th test which must have cost him 2nd place and maybe even 1st in class which was eventually taken by Tom Riorden's minor 1000, Alan eventually finishing a fine 3rd in an unfamiliar car with out an LSD David Taylor found the tests not to his liking and joined the ranks (yes there were a few) of the disenchanteds, eventually taking four washouts to finish a lowly 9th in class, our other entry in this class, though not in the team (team captain nearly shot himself, was Chris Miller whose mini 1000 avoided penalty and finished a very worthy 4th in class. Howard White similarly left his brain elsewhere though perhaps not as far away as David's in that he only collected two uncostumed washouts, allowing himself to be somewhat ruffled by the competition in his class who seemed to be conning him into going before he was ready, his eventual

Shell League 1979 con't....

position was 6th the class being won by alan Forrest's Lotus 7.....

Scores for the day were:-

D Taylor.....	45.7	1st YORK M.C.	441.5
R Ineson.....	93.3	2nd TRACKRODM.C.	372.4
A Powell.....	86.9	3rd Y.S.C.C.	368.6
Ken Goodall.....	82.7	4th ILKLEY	322.4
H White.....	63.8	5th SLAITHWAITE	319.7

The second round was the North Humberside M.M.C. Moonraker road rally run on 21/22nd April. Alas our intended team was sadly depleted when it was learned that John Bean's engine was in bits with unobtainable piston trouble and when Mick Watkins damaged his suspension on the "Elcar" during Saturday.

Never the less the 3 crews who did turn out acquitted themselves very well. Not much in the way of details is available, suffice to say that Ken Goodall/Mick Tempest finished 2nd ahead of 3rd placed Martin Kemp/Steve Mills. As if getting beaten by him wasn't enough Martin came home at the end of a rope behind Ken? Martin's motor having suffered somewhat trying to keep up with the fastest cobby around.

Our third team members were John Renny/ Richard Spurdens, who generously offered to do the event when the team first looked like disintegrating. They finished a very creditable 15th (or so we think). The team's total tally for the event was 285 points which was sufficient only for 5th place but it does still keep us in touch (3rd) with York (1st) and Slaithwaite (2nd).

I find it difficult to understand how a club like Trackrod can only field 3 cars on a Rally like this when so many of our members profess to be rally orientated --- What's Wrong,???

The next round is the Sheffield & Hallamshire P.C.T. to be held at Eaton's Field, Dronfield (just south of Sheffield) on the 20th May & the 3rd round is the Y.S.C.C. Horsfall Trophy Autotest, now rumoured to be taking place on the 10th of June (date change) and the Ilkley & D.M.C. P.C.T. at Pateley Bridge is postponed because of venue difficulty's.

Richard Ineson

Team Captain.

SHELL LEAGUE QUIZ

Our team of N. Leuchars, D Taylor & R. Ineson did a magnificent job of defeating De Lacy M.C. in our first round match & our 2nd round is against Bridlington or 62 Car club who are to play on the 2nd May at the Whitcliffe Mount Sports Centre Cleckheaton. Jack Coulthard will substitute for D Taylor who is on holiday.

Our match with the victors will be played on the same night, same venue. The other group are already through to the semi final. So the matches to be played on the 2nd May are :-

Bridlington		? V B.A.R.C.	?
V	? V Trackrod	V	V
62 Car Club		Y.S.C.C V Selby	?

Come along and support your team, the action starts at 8.00 pm

A.N.C.C. AUTOTEST CHAMPIONSHIP FOR THE YORKSHIRE BANK TROPHY

So far, some 40 registrations have been reviewed and these there are 8 from Trackrod which is very encouraging. theres still plenty of time for you to register.

The 1st round on April 1st was at MGs- Morecambe, run by Kirby Lonsdale M.C. was also the 2nd round of the BTRDA Championship. Undeterred, 8 championship contenders made the journey (3 from Trackrod) and were rewarded with a goodly number of points, Chris Miller Finished 2nd in the Mini class, being beaten by a chap from chelmsford (yes, Essex!) but as he wasn't doing a ANCC chriss scored a fine 10 points beating the ANCCman D Goodlad, Chris also picked up on a award for 2nd in class

M Sones won the big Mini class .after trying desperately to keep in touch (and succeeding) R Ineson collected a washout on the last test which relegated him to 3rd in class which also earned an award. The sports car class saw H White & P Adelman strggling to keep up with D Squires & R Yapp. Eventual winners of class was none other than H White, (as D Squires got FTD and R Yapp broke his gear box) who was a little suprised by this and the first to point out that Squires had beaten him by some 124 secs.

Not a bad start from Trackrods veiw 3 entries 3 awards fantstic...

Richard Ineson..

TATE RALLY SPORT EVENING

Tates would like to thank every one concerned with the forum in helping to make it a successfull evening

J Stoker..

MEMBERSHIP

At the last committee meeting on the 23rd April 1979 membership figures were as follows..

Honorary members	4
Ordinary	169
Husband & Wife	30
	<hr/>
	203
	<hr/> <hr/>

SB

RAC BARS

We have been in touch with the persons responsible for ordering the RAC bars & at present they are not available & he is trying very hard to contact the suppliers to chase them up.

If any one has not yet got one of the cheap versions of the RAC bars R Rarkin still has some left also one or two Mintek bars

Editorial.

Welcome to another 'NEW LOCK' Trackrod, and this month we have some more good reports, with tales of "Cope on the Coast," Messrs. Rummy & Spurdens on the Dukeries and more things too numerous to mention. As you may have noticed, the fickle pen of old Wytton has returned. (do I hear you man?) well, he has, and if you don't like him for a small fee I'll make sure no more of the poems appear in the newsletter again!

I was asked to put a note in the newsletter about the way turnout of marshalls on the Raylor Rally and the 50 (or 60) Rally but in case that they were only freak occasions !?

SAVE MONEY ON "IN CAR ENTERTAINMENT" SYSTEMS.

AUTOSOUND of Leeds, opposite the Cherry Tree Pub are prepared to give a 30% discount to all club card bearing members of Trackrod. This offer applies for "In car entertainment systems", and unfortunately cannot be extended to cover cassette tapes.

DESPERATE!!!!

Mike Fisher wants a service crew for the Welsh International Rally. All expenses taken care of, including accommodation at the Post House in Cardiff. No vehicle is required but if you have one it would help. ANY OFFERS TO:- MIKE FISHER ON HALIFA, 022266

The dates for the Welsh are: 10-12th of May (That's Thursday to Saturday)