

TRACKROD

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TRACKROD MOTOR CLUB LIMITED.

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CHAIRMANS CHAT.

Very brief this month due purely to lack of time!! Another super "Lookout" by all accounts,so well done all of you who were involved in that.

June sees two very important autotests,an ANCC championship event on June 3rd and the Shell League event on June 24th.Many marshalls are needed on both these events,so get yourself there and help the organisers out,they need some help sometimes.

SEE YOU THERE,
J.H.R.

INDOOR RALLY.

Here are the results of the indoor rally and this year it has been a very close fought contest indeed.Derek Lee and Ronnie Moore are the winners by just three points from Neil Masterman and Brian Wainwright,and M.Robson and G.Turner both on the same number of points.It has been such a close thing,with all the top three crews taking it in turn to win rounds,Neil Masterman / Brian Wainwright winning the last round which was postponed for a month due to route amendments;but second place on the last round gave the winner the championship honours.

My thanks to all the organisers for there assistance.

- 1st... R.Moore/D.Lee. 59.
- 2nd... D.Wainwright/N.Masterman. 56.
- 3rd...M.Robson/G.Turner. 56
- 4th...G.Waters/V.Fletcher. 50

The Barrat Oak Rally.

On the 12th / 13th May Woolpack Otley M.C.C. held their second Barret Oak Rally on maps 98, 99 and 104. The 140 mile event started at Otley farmers mart. Last years winners Graham Burton / Alan Hill were to lead a full entry of 75 with pre-rally favorites Beecroft / Millington at No. 2. Track rods highest seeded crew at No.7 were Martin Kemp / Steve Mills in an R.S. 2000, Dave and Joan Martin in a Sabb 99 were at No. 13 and the Mini of John Marfitt / Jack Coulthard at No. 29. First trackrod semi at No. 36 were Gez Waters / Vince Fletcher in the 2.3 Firenza, one behind, the R. S. 2000 of Alan Larkin / Graham Whittaker, at No. 42 Ronnie Moore 'navvying' for Ilkleys John Brogden in a Cooper " S ", at No. 43 Derek Lee / Tony Longstaff in the Mexico and the Ascona of Mike Callaghan / Paul Halstead at No. 51. Trackrods only novice crew were Ray and Alan Sutcliffe at No.58 Hoping to end a lean spell dogged by bad luck.

Competitive motoring started on the yellow runnings north out of Huby most crews dropping a minute on this first section. After a short neutral a string of 9 Targa sections took the crews north wards past Fewston, before heading west on the fast red over Blubberhouses and then turning north again onto map 99, two short sections over Greenhaw Hill and Stump Cross Caverns taking the cars onto map 98 and a short respite with a neutral through Grassington before the first of the six selectives the rally contained. By now Ron Beecroft (8 mins.) and Charlie Payne (12 mins) were starting to pull away from the rest of the field and were going to be hard to catch. Trackrods Gremlin had also reared its ugly head, with Martin and Steve mistreating the prop shaft U.J. and John and Jack shredding their fan belt, both crews having to retire.

The next section contained the six selectives run over the not has map yellows on map 98 with thick fog making proceedings just a little bit more interesting, conditions favouring HEAD bangers and the really experienced crews. By F S 6 Beecroft had increased his lead over Payne by a further 26 seconds and trackrod was another crew short, this not being the rally to end Ray and Alans lean spell, after a dry stone wall fell over right in front of them on selective 4, they managed to limp back to half way but were forced to retire.

The rally proceeded back onto the familiar roads of map 99 and four short Targa sections before petrol. Owing to petrol difficulties the second half was to be a short road race back to the finish, cars heading south using the long white over Masham Moor, Charlie Payne loosing his brake hose and any chance of catching Ron Beecroft with only the hand brake to stop with. The last three sections took in the long hair pin and long straight white above Patley Bridge and the not has map roads round Brimham Rocks before finishing competitive motoring at Summer Bridge.

Finish facilities were provided by The Post House, Bramhope, were in keeping with a very efficiently rally results were quickly announced, Beecroft / Millington winning by 3 mins. 26 seconds from Payne / Dealtry. Trackrod also had a few trophies to show for their efforts Dave and Joan Martin recieving the best mixed crew award with a fine performance taking them to 12th O / A 9th in class.

Alan Larkin / Graham Whittaker were second semi finishing 15th O / A. At 17th O / A and taking third semi and also 1st Mini award were John Brogden / Ronnie Moore.

Other Trackrod results were :-

Derek Lee / Tony Longstaff 27th O / A 8th in class
Gez Waters / Vince Fletcher 30th O / A 11th in class
Mike Callaghan / Paul Halsted 42nd O / A 17th in class

Vince :  Fletcher

TREASURE HUNT 22nd May, 1979

This was the first round of the Championship and consisted of a 25 mile route starting at Cross Gates going through Garforth, Sherburn in Elmet, South Milford, Ledsham, Kippax and finishing at the Mercury Motel. There was a very good selection of questions and treasure to find and the 16 crews had a very good nights sport. I would like to thank Ron and Lindsay MacKinnon for a very good and enjoyable event. The results are also enclosed in this edition.

RONNIE MOORE

TUESDAY NIGHT EVENTS AND VENUES

June	5th	Square and Compass
	12th	Waternoggin, River Wharfe Otley and Lawnswood Arms. starting 7.00 pm
	19th	Sportonoggin Crest Motel (this has been changed from Aug. 14th
	26th	Shoulder of Mutton, Kirkby Overblow
July	3rd	Square and Compass
	10th	PCT, Summercross, Pool Road, Otley
	17th	Scalectrix Evening at Lawnswood Arms
	24th	Second round of Treasure Hunt Championship Start Riverside carpark Tadcaster 7.00 pm finishing at the Fox and Grapes York Road.
	31st	Economy Run starting at Harrogate Motors 7.00 pm finishing at Shoulder of Mutton, Kirkby Overblow
August	7th	Annual General Meeting, Lawnswood Arms
	14th	Ladies Autotest, Fox and Grapes

TROPHY POINTS 1979

Shell League Trophy

K. Goodall	178.6
M. Tempest	100.9
M. Kemp	98.8
S. Mills	98.8
R.F. Ineson	95.9
A. Powell	81.9

Off Road Events Trophy

R.F. Ineson	255.8
C. Miller	218.0
H. White	208.8
A. Powell	81.9
K. Goodall	77.7
A. Roddy	59.1

A.N.C.C. Rally Driver

K. Goodall	103.9
M. Kemp	98.8
S. Wood	84.3
J. Renny	68.2

A.N.C.C. Rally Navigator

M. Tempest	103.9
S. Mills	98.8
R. Spenseley	84.3
R. Spurdens	68.2
N. Leuchars	3

F.S.B. Rally Driver

J. Renny	33	4	events
K. Goodall	22	2	"
C.R. Jackson	21	3	"
M. Kemp	21	2	"
A. Larkin	14	1	"
J. Stephenson	14	2	"
T. Whittaker	13	3	"
G. P. Waters	10	2	"

F.S.B. Rally Navigator

R. Spurdens	33	4	events
M. Tempest	22	2	"
S. Mills	21	2	"
G. Whitaker	14	1	"
J. Bowness	14	2	"
"	"	"	"

TROPHY POINTS 1979 contd.

S. M. Lloyd Stage Rally Driver Trophy

J. Renny	245.5	points
C. R. Jackson	159.9	"
D. Turner	48.5	"
D. Ashford	33.2	"
S. Hazeldine	22.5	"

Marshals Trophy

N. Drayton	15	points
M. Ogden	15	"
G. Illingworth	15	"
G. Kellett	15	"
J. Lee	15	"
D. Lee	15	"

Service Crew Trophy

N. Gledhill	25	points
J. Wilson	15	"
P. Glover	15	"
G. Bradford	10	"

Ladies Challenge Cup
Best Lady Competitor

J. Martin 7 points

Newman Trophy
All round Lady member

J. Lee	15	points
J. Thirsk	15	"
L. MacKinnon	15	"
S. Broadbelt	10	"
J. Thompson	10	"
S. Smith	10	"
J. Martin	7	"
V. Spurdens	5	"

Trackrod Trophy

All round club member

R. MacKinnon	50	points
R. Moore	45	"
N. Drayton	40	"
N. Gledhill	25	"
K. Goodall	21	"
M. Tempest	21	"

Dickinson Trophy P.C.T.

No events run yet.

Rally & Speed Autotest Trophy

No events run yet.

SPY 44 Trophy

No one has qualified for this yet.

TROPHY POINTS SECRETARY
RONNIE MOORE

WANTED! A NAVIGATOR WITH "LOCAL" OR REASONABLE KNOWLEDGE OF PACE NOTES ETC.
FOR THE TOUR OF MULL. RING JOHN BEAN ON LEEDS 611132.

WANTED ! A 41044 LSD FOR A MEXICO. CONTACT JOHN BEAN ON 611132.

POACH.

I expect many of you readers will soon be voting for your chosen politicians to represent you in the EEC. But how many of you realise what changes will be made to the rules of the road, the format of driving tests and general driving altogether?

Below this introduction, you will find just what will be expected of the new breed of "Eurodriver"!

The new licence will be valid throughout the EEC, so apart from the usual questions asked in British driving tests, the applicant will be asked any of the following questions.

THEORETICAL.

1. If the driver you have just overtaken raises his middle finger at you, what country are you in?
2. Describe a reliable and safe way back from a) Berlin to Paris.
b) Nice to anywhere in Belgium. c) Regents Park to Battersea Power Station.
3. Who has the right of way in Norway- A skiing St. Bernard, a learner skier or a motorist.
4. Which of the following would you give way to in Italy?
 - a) a learner driver coming from the right?
 - b) a learner driver coming from the left?
 - c) a learner driver coming from anywhere (including above)
 - d) a melon lorry?
 - e) An avalanche?
 - f) the Pope on a skateboard coming down a one way street the wrong way?
5. What is wrong with your car if a foreign mechanic tells you that
 - a) the little thing that connects the even smaller thing to the big thing has worn out.
 - b) you need a new thing that they can get from Luton in six weeks.
 - c) there is nothing wrong with the engine that a piece of garden twine won't put right.
 - d) The piece of garden twine that connects the little bit to the big bit is getting too hot.
6. what do the following road signs mean?
 - a) a sheep and a motorbike.
 - b) a badly drawn bus with a line through it.
 - c) a yellow diagonal line.
 - d) a sketch of the Loch Ness monster.
 - e) a tilted bottle and a drawing of a Pope's Mitre.
 - f) a boat and an ambulance.
 - g) A fir tree, several falling rocks and a mountain goat.
 - h) which of the above are really advertisements.

If the applicant answers all of the questions correctly, then he must be able to complete, to the satisfaction of the examiner the following practical tests;

PRACTICAL.

1. demonstrate the correct procedure for driving on wet cobblestones on market day in Rouens.
2. find a safe and suitable clump of trees and park, without causing an obstruction to other road users, for an emergency family lavatory stop. This must be carried out within forty five seconds.
3. overtake a vast juggernaut travelling in the middle of the road and make the correct signs at the driver.
4. deal with a flock of sheep coming the other way down an Irish lane, a procession of angry Breton tractor drivers, and a car being driven the wrong way round a roundabout by Sir Gerald Nabarro's double.
5. overtake a donkey.
6. converse, using a system of rhyming slang, drawings and bantu, with a drunken Dutch border guard.
7. demonstrate the ability to drive through a pile of artichokes.
8. wave a tram past.
9. drive across any three capital cities without getting involved in an anti-national front demonstration, being overcharged in a cafe or being caught up in the one way system, forcing you to drive round the city more than twice.
10. give first aid to a mountain goat that has been involved in a tram crash.
11. separate to fighting children from the front seat without running over any choir boys in an Italian town.

After the practical test, the applicant will be allowed to drive alone, but the examiner will follow him in another car in which he will;-

1. drive behind the applicant, hooting furiously at him to get a move on.
2. stall in front of him at the lights.
3. dent his offside wing, and then try to pick a fight with him.
4. constantly stop in front of him to let pedestrians cross the road.
5. drive in front of him, with his right-hand indicator permanently on.
6. cut in front of him, and then allow other cars in from side roads.
7. ask for a push, then drive away without thanking him.

If the applicant is still sane, and has'nt failed yet, he may be asked the following general questions;-

1. can you distinguish, at 50 yards, between policemen who direct traffic, policemen who throw gas at students, and policemen who arrest English holidaymakers.

SHEFFIELD & HALLAMSHIRE M.C.

SHANN TROPHY P.C.T. ROUND 3 SHELL LEAGUE - SUNDAY 20th May

After marshalling the night before on the Lookout Rally it was a short time in bed before getting up to set off to Sheffield for the Shell League P.C.T. TRACKROD WAS AGAIN WITHOUT A FULL TEAM FOR THE LEAGUE. So we only had three entries, Andy Roddy in class 2 in the mini shared with Ian Waddington (for Ilkley) and Ronnie Moore in class 3 in the Anglia which also had the other entry in it which was your Chairman John Richardson taking the place of Peter Walton who was on holiday in sunny Wales. Arriving at Eabons Field about 9.30 am a quick change of rear wheels and the Anglia was ready for scrutineering where they had a roller to test for limited slip diffs, but they did not check our tyre pressures which is strange for a P.C.T. Andy Roddy arrived not with the mini but in his Escort and Ian Waddington in his Fiat 128 which meant that all entries were in class 3, and all of us were running together right at the back of the class of 24.

John arrived and we signed on, then there was a drivers meeting about 10.30 am. Each class started at different hills of which there was 10 set out on a clockwise travelled course. Class 3 started at hill 1 so we had to wait for the rest to leave the paddock before we could start, this gave John a chance to drive the Anglia for the first time and he did very well only getting stuck once.

Anyway off we went to the first hill and with most of the experts just running in front of us we were shown the line to take on the test. First away was Ronnie who got stuck in another competitors tracks and only managed a 12, John and Andy did better each with a 3. The next test Trackrod members were up against a poor marshal who had no idea how to score, but all three of us put him right. (Trackrod rule O.K.). The next test Ronnie hit a 9 marker on his way up the hill but John managed a 7 and Andy a 6. Tests 4 and 5 were both very muddy and it was a case of just pointing the car in the right direction as it slid sideways. The remaining 5 tests were very badly cut up and slippery as we were just about the last cars through. It was a case of picking your way up the hills. We finished the round about 12.45 pm with the restart at 1.15pm in reverse class order.

At about 1.00 pm the rain started and it got very slippery under foot. At approx 1.30 pm we restarted with all the other classes unable to get up to the top test so they had to be moved down the field. Eventually we managed 2 tests before a certain driver decided to be clever and tried to push through to get to the 3rd test and slid sideways into the Anglia. After a lot of abuse from Ronnie John Richardson had words with the marshal who in turned called for the Clerk of the Course who had no hesitation cancelling the event. This meant that only the first round scores counted.

Scores for Trackrod being:

Andy Roddy 67 points 11th in class
John Richardson 67 points 12th in class
Ronnie Moore 72 points 16th in class

1st overall Harry Tregenza (Mexico) 45 points
1st class 1 Bob Needham (V.W. Polo) 39 points
1st class 2 John Spencer (Mini) 44 points
1st Class 3 Alan Eadon (Reliant Kitten) 50 points (also owner of field and likes
1st class 4 Mike Hinde (Panther Lima) 45 points attacking Anglias)
1st class 5 Colin Thompson (V.W. Beetle) 52 points

In all a very good venue and event, the bit we did anyway. But, it was a very poor turn out from Trackrod. What has happened to the Trackrod competitive spirit, have you all drunk it? Come on lets have plenty of entries on all the other Shell League rounds and on our own events especially.

RONNIE MOORE

THE RIDINGS RALLY.

On the 28th/29th April Alwoodley Motor Club ran their G. Eric Hunt sponsored Ridings Rally. K. Allenby/B. Chandler, last years winners were seeded at No. 1 with favourites Ron Beecroft/John Millington at No. 2. Seven crews were out to further the cause of Trackrod but unfortunately by the time the finish came more harm than good had been done.

Crews had 1 hour to plot the 150 mile route on maps 99, 100, 104 and 105 with a couple of well placed controls which caused some navigators a few anxious moments.

The rally commenced at 12.01 am from Leeming Bar Motel. The first Trackrod crew away were Jack Tate/Jeff Dealtry at No. 10 in the first of six Trackrod Escorts, at No. 14 were Mike Kent/David Carnforth, at No. 21 in the only non-Ford were Gez Waters/Vince Fletcher out for the first time in the Firenze, one behind them was Tom Whittaker/Peter Crouch, Pete on only his second rally, John Stevenson/John Bownass were at No. 26 with Richard Jackson/Tony Ginn back after a long lay off completing the experts at No. 28. Trackrod's only Novice crew were Ray and Alan Sutcliffe at No. 39.

The route went East with two short targa sections before the first of nine selectives which were to take the crews to halfway. The first two selectives ran East of White Horse Bank with selective 3 using White Horse Bank up hill. Selective 4 saw 8 crews getting W.D's for cutting across the car park at the top of Sutton Bank, five of the offenders unfortunately being Trackrod crews. The rally proceeded East taking in the well used white North of Rievaulx where several crews over shot and were consequently excluded for entering a blackspot, fortunately Trackrod managed to keep a clean sheet this time. The rally proceeded with no further incidents to halfway at Malton. Beecroft/Millington already showing they were going to be difficult to beat having taken fastest time on 8 out of 9 selectives.

The second half was to consist of targa sections only, the first of these being a thrash up 'Castle Howard'. Most crews dropped 3 minutes this being some indication of the tight timing to be expected in the second half. The rally went West on the bottom half of map 100 and 104 Trackrod seemed to be in minds of their own again, Gez shot up a white Vince hadn't plotted, proceeded to reverse down where upon the marshall came running over telling them they were right that all the cars had used it, VRRRROOOM, except that one, as the two Johns went steaming out of sight missing the control as well. Unfortunately things got worse for John Bownass, they came back looking for the missed control and decided to use the unplotted white which there happened to be several farms on, John being a dab hand when it comes to milking decided to visit most of these to help out, he wished it to remain quiet how long he actually spent there so being a good friend the 14 minutes remains a closely guarded secret.

Pete and Tom, Ray and Alan were also both having trouble with the route managing to get a fail at a passage control. By now things were pretty grim for most of Trackrod's crews and the finish at the Windmill was a welcome sight although not for Jack Tate/Jeff Dealtry and Richard Jackson/Tony Ginn who both had to retire.

Results were delayed somewhat as four Trackrod crews tried to re-gain some dignity by Querying the W.D's at the car park, claiming it to be a large car park and that they had corrected direction of approach outside the controls 50 yards radius, things looked good until somebody dug up SSR19 'private roads shall not be used' but a car parks not a road and its National Trust which is public we countered. By this time they appeared to be getting fed up with us and tersely told us National Trust was private, although sure we were right we were not £15 worth sure and unwillingly accepted the organisers decision. Consolation for Trackrod was the creditable 10th overall by M. Kent/D. Carnforth. Gez and Vince managed 25th overall and Ray and Alan 27th, Tom and Pete 30th and the two Johns 32nd.



