TRACKROD

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TRACKROD MOTOR CLUB LIMITED_ OFFICERS 1978/1979._

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CHAIRMAN'S CHAT

Now that we are at the height of the summer, events are flowing thick and fast and the memories of the inactive period of last winter are fast receding. Hugh Mantle and John Westmoreland produced an excellent ANCC Championship Autotest in early June. this being the first event that either of them had organised, but I am assured that no one would have known that from the standard produced, so very well done both of you (and your helpers). Some lessons could, I am sure be learned from that, particularly by those of you who don't contribute anything whatsoever to the club life of Trackrod. Hugh and John were prepared to have a go and they produced the goods. Many of you could do the same with a little effort, thereby easing the workload on the few who seem to be involved in everything we do.

Our successes are coming thick and fast once again. Richard Ineson is obviously well back in the groove with a string of recent FTD's. The Cosaac rally was won by our own Mike Watkins/Nick Leuchars on a night of attrition when many of the recognised fast drivers or fast machines fell by the wayside for all sorts of reasons. This surely is yet again a reminder that rallying is about finishing events, not just looking impressive for a short time.

I should perhaps remind you of our Annual General Meeting which takes place on 7th August at the Lawnswood Arms. This is of course a very important evening in the life of a motor club when the committee are elected for the forthcoming year to look after the clubs interests in all areas. Several committee members will not be seeking re-election this time including myself. I regret that I am unable to find the time necessary to carry out the job of Chairman satisfactorily and consequently I think that now is the time to stand down. In any event, four years of me are probably enough for even Trackrod members to put up with!!! I would urge you all to give consideration to who you want on the committee next year to look after your interests and further to that, you should make a point of attending the A.G.M and discussing any feature of the club programme you may wish to raise.

We do of course have several events before the A.G.M. and I hope many of you will be in attendance either competing or marshalling.

See you there.

John H. Richardson

THE JUNE JESTERS AUTOTEST

TOCKWITH

JUNE 3RD, 1979

As John has said above this was an excellent event organised by John Westmoreland and Hugh Mantle. All the competitors expressed their enjoyment of the event and I must confess that even marshalling I very much enjoyed watching this event. It was a very dusty day and everybody went home looking rather dirty., lots of washing for the wives and mothers on the Monday. The results of the event were as follows:

CLASS 1.

1. D. Goodlad - Mini High Moor
2. M. J. Penrose- Clubman York MC
3. G. Bradford - Mini Trackrod

CLASS 2.

1. R. Ineson - 1275 GT Trackrod 1st overall also.
2. G. D. Taylor - 1275 GT Trackrod
3. P. Swift - 1275 GT Ilkley

CLASS 3.

1. T. J. Riordon - M 1000 York
2. C. J. Cotton -Datsun Selby
3. B. A. Kitching - Sunbeam Ilkley

CLASS 4.

1. J. North - Bury VW Beetle
2. A. Powell - Escort Sport Trackrod
3. P. C. Whatmough - RS2000 Lanc& Chesh.

TRACKROD MOTOR CLUB LTD. JUNE SPORTONOGGIN.

COMPETITOR/TEST.	1	2	3	4	5	6	TOTAL.
8. J.WESTMORELAND.	1.36.2	1.08.5	.34	1.15.0	2.27.0	1.12.8	8.13.5
6. J.STEPHENSON.	1.36.8	.46.0	.38	.58.8	3.00.0	.56.4	7.56.0
13.T.WHITTAKER.	2.08.8	.42.5	.32	1.20.0	3.20.0	1.10.8	9.14.1
10.J.BOWNASS.	1.47.6	.43.5	.27	1.05.6	3.16.2	1.03.0	8.22.9
1. R.INESON.	1.20.0	.45.0	.13	1.16.0	1.44.6	.53.6	6.12.2 *
12.P.CROUCH.	2.05.0	.51.0	.46	1.22.0	2.36.0	1.14.4	8.64.4
4.V.FLETCHER.	1.26.6	1.01.0	.36	.59.8	2.02.0	1.02.0	7.25.4
11.N.LEUCHARS.	1.51.8.	1.27.0	.37	1.17.4	2.17.2	1.01.6	8.32.0
3.J.RENNY.	1.36.2	.35.0	.34	1.06.8	2.07.6	1.02.8	7.02.4 *
2.R.STOKER.	1.29.0	.45.0	.32	.57.8	1.53.2	1.02.6	6.41.6 *
14.B.STOKER.	2.06.2	1.08.0	.47	1.44.2	4.20.0	1.26.0	11.25.4 *
7.S.BROADBELT.	1.32.2	.37.5	.35	1.05.6	3.11.0	1.02.5.	8.03.8
5.J.BEAN.	1.45.6	.43.0	.35	.57.0	2.21.0	1.15.0	7.36.6
9.G.TUMBER.	1.31.8	.49.0	.37	1.02.5	3.19.0	1.03.0	8.22.3

On test 3 the time was divided by the number of tennis balls in the bucket; if none went in then ten seconds was added to the time.

* indicates award.

D.A.Lee.
(CLERK OF THE COURSE)

I would like to thank the 14 crews that turned up at the Leeds Crest motel on June the 19th to compete in our June sportonoggin.

Beginning at 8pm. each crew was given 6 tests to complete-these included controlability tests and a blindfolded test.

The tests were completed by 10.00.pm. as the light was starting to fade. The results were checked and posted by 10.30.pm

All in all a good time was had by everyone.I shouls also like to thank those who helped run it.

D.Lee. (Clerk Of The Course).

****

I,as well as many others find rallying very exhillerating,pitching wit and machine against all sorts of roads and road surfaces.The feeling of getting car and crew successfully round a not as map hairpin,pounding over a blind brow and even getting a difficult passage check right first time all give that sense of achievment.

But,there are some people amongst us,whoofor some reason (and I suspect through lack of brain cells,or are just slightly looney) gain their thrills by being driven at break neck speeds about four inches off the ground,and by that I don't mean formula one skate board racing,I mean that strange sport of Motor

cycle side car racing.And just to prove people enjoy that sort of thing,here is a report by one of our female (!) members who actualy competes in this frightening sport.

THE ED.

ISLE OF MAN T.T. RACES.

Picture the scene,hurtling down the hill section on the Manx approaching Ramsey Hairpins at over 110 MPH .There you sit,in your fire-proof overalls,stapped int your purpose designed rally seat,strong roll bars surround you,and as a final measure you are incased in a srong metal box,that's the car.

Imagine now what it would be like doing the same speeds,on the same road 4 inches from the ground,sitting in ¼inch of fibreglass,with only two grap handles to stop you from falling off.And,should you fall off you only have the thickness of your leathers between you and the road.If you can comprehend that,then you can realise what it is like riding passenger on a sidecar outfit.

This year is the first year Steve (my driver) and I have held international licences,so we decided to go in at the deep end do the most difficult race in Europe, although our confidence in qualifying was such that we only booked our hotels for the practice week.This was a mistake we were soon to regret,as we qualified in one of the earlier practices,(quite suprising) ,forcing us to search for two days to look for an hotel to put us up for the rest of the races.Only then,having to cancel the next day following an accident I had with a kerb stone at 45MPH.This moved my kneecap to the other side of my leg,causing instant retirement from the event,and hospitalisation.

From the start/finish line on Douglas Promenade Bray Hill arrives by the time you reach top gear,you then plummet down the other side,and then over the biggest yump I've ever seen (it felt like that anyway).From there it's down hill to Quarter Bridge,and it's infamous hairpin which can only be tackled at under thirty MPH, but it's possible to power out of it alot faster.This brings you Bradden Bridge where the accidents are dealt with very quickly,the main obstacles being the grave yard wall,and iron railings.

Next,we come to a difficult part of the route,the road leading past the Ballacraine Hotel.(It's not the road thats difficult,it's getting the driver past an open pub that is the problem) After that,there is the very fast section through the bends at Glen Helen,up to Sarahs Cottage and down to Barregarrow.

The next section counts for me as by far the most exciting,it consists of a fast left hand bend with,halfway round, the start of a very steep drop,sweeping down to the village of Kirk Micheal,round the right hander and flat out to Ballaugh Bridge.The bridge has been flattened out this year after several riders were injured due to coming up to it flat out and finding themselves airborne as they crossed it. My greatest problem here was staying on whilst trying to achieve my position for the 90 right,past the Raven pub,whilst a mere 6 inches from the ground.

Kerrowmoor,Glenduff,Glentramman and School House bend are the most demanding but I can't tell you anything about them,as I had my eyes closed then.From there,it's down the hill to approach Ramsey,and it's hairpins at over 100 MPH. This then takes you past the Waterworks to the tight,slow hairpin at Gosseneck.

The bungalow is the highest and most exposed section of the race,and at 5.30 am is always damp and foggy,but from there it's just down the mountain side round Windy Corner (very aptly named),past Kate's Cttage and through Creg-ny-Baa to reach Governers Bridge,the last major obstacle on the way home.The bridge can't be taken at more than walking pace but quick exits can gain seconds on the sprint back to the start and finish line,on your way to the start of another exhilerating 37¾ Miles.

ISLE OF MAN T.T. CONT/.....

Sat here in bed, (being unable to walk and reading over my report, I'm seriously thinking of taking up an easier sport like dominoes or hang gliding. Even rallying would do, so if anyone needs a navigator with nerves of steel, you know where to find me.

SUE.S.

LOOKOUT RALLY. (THE SECOND REPORT ON TRACKRODS PREMIER CLOSED JOINT EVENT)

On the 19th/20th May Trackrods Premier Event, The Lookout Novice Rally co-promoted by FOAC took place. Leeds Crest provided documentation facilities with parking and start venue being used at Rothwell Sports Centre. Out of a full entry of 60 the start saw 8 Trackrod crews ready to tackle the 150 mile route on maps 104 and 105. Highest seeded Trackrod running at No 5, was the Firenza of Gez Waters/Vince Fletcher, at No 25. John Stephenson/John Bownass in a Mexico, also in a Mexico at No 28 were Paul Halstead/Mick Callagan with the Mini's of P and B Howell and C Jones/P Sephton at Nos 34 and 37 respectively, closely followed by the Escorts of Geoff Taylor/Martin Haigh at No 39 and Richard Jackson with that experienced navigator TBA at No 40. Trackrod only beginner at No 50 were G Tumber and M Robson in an Avenger.

The runout took cars eastwards along the M 62 to Knottingly where competative motoring was to begin. The first section was a short run from Byram Park to Birkin, 55 crews keeping a clean sheet. This section also saw the rally's first incident when the smart looking RS 2000 of Cox/Bishop rolled on the first bend, rumour has it there was no roll cage in it as the owner was thinking of selling it and didn't want any ugly marks on it! For those cars still the right way up the route headed north east to Thorpe Willoughby where TC 6 saw ¾ of the crews drop their first minute although Gez and Vince were still going well and had a clean sheet. Cars then went north through Bishop Woods, with the not-on-map bends at Scalm Park Farm, then east again to Cawood and the start of the first selective. This used the yellows running south over Cawood marsh's and finishing just outside Selby, car No 16 of Meelor/Roebuck recording fastest time by 15 seconds.

Crews then had a long neutral run through Selby before competitive motoring re-started at Wrassle with the route looping round Melbourne, Wilberfoss and Elvington, this section claiming Gez and Vince's clean sheet when they dropped their first minute at TC 19 and another at TC 22. The first half was completed by the second selective running from Wheldrake to Escrick. Hinchcliffe/Hooper and Babbage/Broughton sharing fastest time.

Half way saw both Gez/Vince and the two John's well placed behind the leaders but with only a short second half it was going to be too late to make up the deficit. The second half commenced as the first finished with a selective, Babbage/Broughton again recording fastest time. The remaining 6 Targa Sections took the crews on the run in around Tadcaster and Bramham with the last section finishing at Collingham. This section contained an un-manned secret check which Clerk of the Course, Nick Leuchars, was of the opinion that this was 'fair game' even for a Novice Rally suprisingly enough only 7 crews picked up a fail, fortunately none of them Trackrod.

Crews headed for the Windmill Hotel where shortly after breadfast results were posted.

Hinchcliffe/Hooper having won by 23 seconds from beginners(!) Babbage/Broughton. Gez and Vince finished 5th O/A collecting Best Team and Best Trackrod Awards. The two John's were 11th O/A and also had a good run and shared the best team. Paul and Mick did well which took them to 13th O/A. The Howells retained the best mixed crew award by finishing 17th O/A. Tumber/Robson were 18th O/A and just missed a class award. Geoff Taylor/Martin Haigh were 23rd O/A, Jones/Sephton 34th O/ while Roger Jackson spoiled a Top Ten finish by picking up 2 fails in the last 3 controls which pushed him down to 42nd O/A.

Vince Fletcher

The June Jesters Autotests. June 3rd 1979.

A qualifying round of the AMCO Yorkshire Bank Trophy Championship.

Prologue.

Two weeks to go, Sunday May 20th, Clerk of Course Hugh Mantle and I spent the afternoon at the airfield sussing out the tests. The rain was coming down as if water was going out of fashion. After viewing the scene fromthe loftyness of the Bedford's cab, Hugh had a go in the Escort. With so much water covering the pot-holes, and schh--- you know what all over the other bits, we decided to go home, rather wet,muddy, dizzy, and rather sick (who says you can't be sick on auto-tests, try it and see). No entries yet recieved.

One week to go, Bank Holiday Sunday, 3 entries recieved, still bl---y raining, test area a cross between Hendon skid pan, a badly drained farm yard and Roundhay open air baths. Hugh and I not happy.

Club night, Bank Holiday Tuesday, 6 more entries recieved by post and 2 by hand. Both of us are ready to pull the plug on the whole event.

Next day, Wednesday, post and phone going mad, entries up to 32 at end of day and closeure of entry list. Final instructions and test diagrams ready for printing tomorrow, and posting tomorrow night to competitors. HAPPIER.

The Day.

After 2 Sundays of persisting down rain, we hit the jack-pot, the promise of a hot, sunny day, and it was. The test sight was dry and looked ideal for some spectacular driving. With the kind permission of'The Driver Training Centre', we were allowed to use half of thier entrance for Competitor/Spectator car park and scrutineering, giving us the entire western side for the 3 base layouts for the 12 tests. We opted for the open type tests which demand speed and precision, the great equalizer. Many, but one in particular, being based on tests used in the International Ken Wharton Trophy series of a few years ago. This type of test reduces the advantage of the Minis which they have in the short compact tests, but still gives the Big Boys a hard time keeping the 'gee-gees' under control. As I just stated, a GREAT equalizer.

Of the 32 entries, there were alas 3 non-starters, and a top quality field from the four corners of Northern England, including 8 Trackrod members, were ready for battle in some interesting machines.

Flying the TMC flag were, Chris Miller and Graeme Bradford in their Minis in class 1, Howards Whites Midget, Richard Ineson and G.D.Taylor in the 1275GT's and Andy Roddy's Mini in class 2. Fighting a lone battle in class 3 was Bob Stoker in the Chevette, and similarly in class 4 was Allan Powel with the Sport, Escort and Beatle bashing.

Other rather interesting machines were the imaculate Lotus 7 of Allen Forrest, the VERY lightweight Spitfire 1500 of Mic Moore and the very elegant 'H & J Quick Ltd' RS2000 of Phil Whatmough. Keeping quiet and giving knowing winks were P.Adelman, C.J.Cotton and J.North in very hot Midget, Datsun and 1850cc Beetle respectivly, all three destined to give the favourites some nasty moments. John North was dropping a few hints about his next car---a hot 2litre Golf!!!!

Test 1.

The battle was on. Dust was an immediate problem, but the steady right to left breeze kept it moving away. Paul Swift, 1275GT, took an instant overall lead with an ftd of 65secs, pushed hard by Richard Ineson's 1275GT and the Big Beetle on 67secs each and the lightweight Spitfire on 67.4secs. Class ftd's were:- 1) R.J.Penrose Cl'man 74.2secs.(2) P.Swift 65secs. (3) B.A.Kitching Sunbeam 80secs.(4) J.North 67secs.

Test 2.

Richard Ineson was now into the mood and ftded on 60secs. G.D.Taylor also got it right on 61secs, followed by Dave Sowman on 63secs.

C1) D.Goodlad & M.J.Penrose 66secs. C2) R.Ineson 60secs
C3) Tom Riordon M1000, 68.5secs. C4) P.Whatmough RS2 65secs.

Test 3.

This layout proved to be a pig for competitors and an embarasment for us, as Hugh in the course car had 3 wash outs!!! Face was saved, however, by pace notes and ~~xxxx~~ yours truly naviing Hugh through the test. Needless to say, no one else made the same mistakes.

Once again Richard set the pace with a sizzleing 78.4secs for this complicated test, followed by G.D.Taylor on 83.2secs. Paul Swift trying very hard to catch Richard actualy equaled 78.4, but unfortunately circumnavigated a cone the wrong way and collected a wash-out.
~~C1)XXXXXXXXXXX~~
C1) Graeme Bradford 85secs. C2) R.Ineson 78.4secs
C3) C.J.Cotton Datsun 91.8secs. C4) P.Watmough 89.8secs.

Test 4.

The only mishap of the day happened on this test when Chris Miller free-wheeled to a halt in the centre of the test with lack of conection twixt engine and wheels.

Dave Sowman was not letting the others have it all their own way, as was Nic Moore with the Spit, as they recorded 69secs and 69.4s. Howard White's midget bringing up the rear of the three ftd's on 70.8secs.
C1) M.J.Penrose 73.8secs. C2) D.Sowman 69secs.
C3) C.J.Cotton 73.4secs. C4) J.North VW 74secs.

Test 5.

G.D.Taylor now decided it was his turn to set the pace, and mastered the rather loose surface at the top end of the airfield and zipped home with an ftd of 62secs. Hard on his heels was Paul Swift's 1275GT with 62.5, and Richards 1275GT and Allan Powel's Escort Sport on 63secs equaly. Down at the other end of the airfield we could clearly hear the familiar roar as the Sport got onto the cam for the sprint to the finish line.
C1) M.J.Penrose 64secs. C2) G.D.Taylor 62secs.
C3(T.J.Riordon M1000 64.5secs C4) A.Powell 63secs.

Test 6.

This was a second run of test 3 (the pig), and this time Paul Swift was not only NOT going to repeat his earlier boob, but show us all how it should be done, and did. He was not content to ftd here, he als ripped 2.4secs off his original actual time, thus steadily reducing the 30secs wash-out penalty. The three ftd's were Paul with 76secs, Richard with 78.2secs and G.D.Taylor on 79secs, an improvement of 4.2secs on his first run.
C1) Graeme Bradford 85.6secs. C2) P.Swift 76secs.
C3) T.J.Riordon 87.2secs. C4) J.North VW 89.4secs.

½ Way.

We were now at the official half way time, but infact due to the earlier hold up on test three, we were well into the afternoon. It was thus decided to reduce the second half by two tests, these being tests 10 and 12, so from now on test 11 will be refered to as test 10 as it appears so in the results.
Results at ½ way:-

1st.	R.Ineson	1275GT	420.6secs
2nd.	G.D.Taylor	1275GT	426.2secs
3rd.	D.R.Sowman	1275GT	444.1secs
4th.	P.Adelman	Midget	449.3secs
5th.	P.Swift	1275GT	451.3secs
6th.	M.A.Elliott	Midget	455.7secs.

Test 7.

Paul Swift now with the bit firmly between his teeth was all

set to whitle away that penalty, pulling out all the stops he ftded with a breath taking 90.4secs, a full 7secs ahead of Dave Sowman (97.4secs) and 9secs ahead of third man G.D.Taylor (99.2secs). Richard was seen scratching his head in a cloud of dust some 10secs down on Paul.

C1) D.Goodlad	112secs.	C2) P.Swift	90.4secs.
C3) T.J.Riordon	109secs.	C4) J.North	106.4secs.

Test 8.

This was the test that got the adrenalin and the revs flowing. Many a determined expression was seen, usualy hidden by a crash helmet, and the power game was on. G.D.Taylor had the sun roof of the 1275GT tilted to give more downward thrust which paid dividends as he shot home with 82.5secs. Richard not having a sun roof had to be content with 84.5secs, as did Dave Sowman on 86secs.

C1) M.J.Penrose	88.3secs.	C2) G.D.Taylor	82.5secs.
C3) T.J.Riordon	87.5secs.	C4) J.North VW	87secs.

Test 9.

Paul Swift must have slowed on the previous test to blow his nose, or something, as he now reaserted his prowess and took ftd on 71.4s. Close behind were Richard on 72secs and G.D. on 73.2secs.

C1) D.Goodlad	77.6secs	C2) P.Swift	71.4secs.
C3) B.A.Kitching	82.8secs.	C4) J.North	77secs.

Test 10.

This was a second bash at test 8, and proved to be the most popular test of all, both with competitors and spectators. Judging by the look on everyones face, there was going to be some real quick times. Jim Stoker was the 'tick-tock' man here, and he had a few hairy moments when the 'stop astride' finish was almost converted to a 'flying finish' by many cars using max power on the final 170yd dash to the finish. G.D.'s sun roof once more paid off with an excellent ftd of 79.9secs, a reduction of2.6secs on test 8. Giving Jim the worst moment, was the Lotus 7 of A.Forrest, which came full chat down the finish straight to clock in on G.D's tail with 80.7secs (reduction of5.3secs). Richard brought up the rear with a very handy 81.5secs (reduction of 3secs). Phil Whatmough at last got the power of the RS2 to the deck, and stopped the run of class wins of the Big Beetle, and recorded 84.9secs (reduction of 32.1secs).

C1) Graeme Bradford	84.9secs.	C2) G.D.Taylor	79.9secs.
C3) T.J.Riordon	87.2secs.	C4) P.Whatmough	84.9secs.

The Finish.

When the final runs were completed, and whilst the results were being tabulated, the general chatter amongst the drivers was that they had all enjoyed the event, some more than others. One competitor actually complained that tests 8 and 10 had no pine trees, and a very distinct lack of arrows!!!! I wonder what he ment?

Many of the MINI men felt that the tests were too open for them, and would have liked shorter, more compact tests which favour their cars. With reference to my earlier comments on this, perhaps they may change their minds as the first four overall places were taken by Minis. The standard of driving was very high, and to single out any one driver would be unjust to the rest, but some names do keep getting class ftd's, and finaly the performance of the top four in their day long battle was an experience in car control well worth the watching.

Results.

1st	Overall.	R.Ineson	1275GT	758.1secs.
2nd	-"-	G.D.Taylor	1275GT	761secs.
3rd	-"-	P.Swift	1275GT	783.6secs.
4th	-"-	D.R.Sowman	1275GT	784.4secs.

1st Class	1.	D.Goodlad.	Mini.	863.2secs.
1st -"-	2.	G.D.Taylor.	1275GT	761secs
1st -"-	3.	T.J.Gordon.	M1000	868.3secs.
1st -"-	4.	J.Porth.	VW Beetle	831.6secs.

Epilogue.

Now the dust has settled over the airfield, Hugh and I would like to thank all of you that came to help with marshaling. For those who came on the day unexpected, a very special thank you. For those who didn't come, you missed a good event. For those who helped behind the scenes before the event, a special thank you to you for your patience on the phone.

Finaly, as a novice team we learned a lot, next time it will be the best, most proffesional Autotest EVER.

See you then. John Westmoreland.

TUESDAY NIGHT EVENTS AND VENUES

July	3rd	-	Square and Compass, North Rigton
	10th	-	P.C.T. at Stubbings Farm (I think) after at Summercross on Pool Road, Otley.(see Notice Board for details).
	17th	-	SCALECTRIX EVENING at the Lawnswood Arms organiser Richard Ineson.
	24th	-	TREASURE HUNT starting at the Riverside Car Park Tadcaster from 7.00 pm finishing at the Fox and Grapes, York Road organiser Mike Robson
	31st	-	ECONOMY RUN starting at Harrogate Motors at 7.00 pm finishing at the Shoulder of Mutton, Kirkby Overblow, organiser David Taylor.
August	7th	-	ANNUAL GENERAL MEETING, Lawnswood Arms.
	14th	-	LADIES AUTOTEST, Fox and Grapes, York Road.
	21st	-	TREASURE HUNT, NIGHTMARE PUB CRAWL, start Jackdaw, Stutton Road, Tadcaster MR. 480424 and finish at the Cocked Hat, South Milford MR 497310. The start will be between 6.30 pm and 7.30 pm OS map not essential but may help(nudge nudge wink wink) Organiser John Westmoreland.
	28th	-	Shoulder of Mutton, Kirkby Overblow.
September	4th	-	Square and Compass, North Rigton.
	9th	-	Sunday, Treasure Hunt starting at the Square and Compass at 3.00 pm and finishing there. Organiser John Burdon.
	11th	-	Crest Motel, Oulton.
	18th	-	Lawnswood Arms
	25th	-	Shoulder of Mutton, Kirkby Overblow.
October	2nd	-	Square and Compass, North Rigton

LOOK BACK AT THE LOOKOUT

Now that the dust has settled, the car checked over to find no obvious deterioration and the photo's ordered, it seemed like a good idea to review impressions of The Lookout Rally.

As it has been some 15 years since my last event when I somehow used to insert myself and a map board into the navigator's seat of an M.G. Midget, the event was approached with some trepidation. Would the car and I stand the strain?!

The concern about scrutineering wasallayed after I remembered to switch on the ignition to prove the indicators worked and we moved on to inspect the opposition at the start, all those professional looking Escorts on racing tyres! Twenty-minutes before collecting, route map packed up and had to be quickly dismantled and repaired. With the route plotted we sat back to wait and the car park look deserted.

A quiet run out to Brotherton and a long wait to start the first competitive section. This is where the tension builds and it was not helped by meeting an oncoming car 200 yards down the road and a competitor on his roof round the first corner, but things soon settled down and we started rallying.

A game of leap frog with an earlier car enlivened the proceedings when we overtook him on timed sections and he passed us on neutrals and overshoots. Selective one was a disaster: There just isn't time to stop and ask the way, but we did get to the selective finish. The route to petrol was great fun apart from a 45 right just over a hump back bridge and a yump in the middle of a corner - I didn't like it but the Avenger new what to do.

The second half saw us on home ground in broad daylight. We chased ducks across the road near Askam and a Datsun over the railway bridge near Colton, last seen disappearing in a cloud of rubber dust as we made the 90 right and he went straight up the road.

On the last section around the narrow lanes near Bramham we wrong slotted at a junction and had to tuck in behind the Escort who had been chasing us. He was scirring up so much dust it was more like the Safari than the Lookout.

Then back to the finish congratulating ourselves on completing the route with no fails and in one piece. Ithink it was then that Mike informed me it was the first time he had navigated on an event.

Thanks to the organisers and sponsors of what was a superb nights fun and one final thought - itd not as tiring as marshalling but then you are sitting down all night

PS. Gerald Tumber

PS. Imagine our suprise when the results arrived - 4th in class and 18th overall.

S T O P P R E S S . . . . . .

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IN NEXT MONTHS ISSUE: SANDAL MOTORS REPORT,(DE LACY M.C.'S NEW NOVICE EVENT), OUR OWN NICK LEUCHARS WRITES ON THE COSSACK RALLY,PLUS ANYTHING ELSE THAT ANY ONE WANTS TO WRITE,(The choice is yours!)

THE DAMAGE GAME

Here is a game to keep the children amused,it's a definate improvement on I Spy.What the kids have to do is,is to take it in turns to count cars,and the counting stops when they come to a damaged one.If the count reaches ten,it is called an escape and thus the little mite scores one point;in the rare case of getting up to twenty it is called a home run,and this scores five points.

The only dispute arises as to what constitutes damage,and it's suggested that Dad may be called in from time to time to arbitrate.As a guide line,he is advised to make a mental estimate of what it would cost him to pay for the car in question to be repaired,and if he reckons he would find it cheaper to take Mum out for a meal then-yes-it counts of damage.

It's best to play the game in the London area (or outside my house) where the chances of an escape are pretty rare ,and a home run is cause for great excitement.On-coming cars are counted;vans (especialy mine) and rally cars are excluded-they're always damaged !

M.Midgley.

EDITORIAL.

May all members please note,Trackrod Motor Club Limited announce the Anual General Meeting,to be held at the Lawnswood Arms on August 7th. Starting at 8.00.P.M. For the purpose of Electing officials and accepting club accounts.Any other buisness must be notified in writing to the secretary to arrive no later than 7 days prior to the meeting.

A nomination form for the nomination of Officers and committee members is enclosed in the magazine,and a similar form will be available on the clubs notice board.Members only may complete either form,which again should be in the hands of the secretary 7 days before the meeting.

On a different note,thanks to all this months contributors,but I still have'nt recieved alot (one only) photographs for inclusion in the magazine. Also,if any of you have a yearning to compile either a quiz,or a crossword, or anything,please don't hesitate to let me know.We also have facilities for reproducing cartoons and that sort of material,so again don't think twice of letting me have them.The basic idea of your photographs,is that it would be nice to have pictures on the front and back of the magazine.

THE ED.

Not that I'm saving the editorial Face,
but someone outhere could fill this space.
So come on you illiterate lot,
maybe someone could write a jot,
Perhaps a poem,or even a song,
a report on a rally would'nt take long.
So next month write something,no matter what,
and you could occupy this small wee spot.