

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

106 August 1979



THE OFFICE OF THE ATTORNEY GENERAL

STATE OF NEW YORK

IN SENATE
January 12, 1910.

REPORT OF THE ATTORNEY GENERAL
ON THE PROCEEDINGS OF THE SENATE
IN THE MATTER OF THE
APPEAL OF THE STATE OF NEW YORK
FROM THE DECISION OF THE
COURT OF APPEALS IN THE
MATTER OF THE
STATE OF NEW YORK
V. THE STATE OF NEW YORK

CHAIRMANS CHAT.

By the time you read this, the Annual General Meeting will have taken place, and Trackrod will have a new committee. Quite who will be included on the committee is difficult to see while writing this piece as many names are being suggested. What is obvious is that once again, many capable people will be successful and many may be unsuccessful, such are the quality and numbers of nominees. It goes without saying that I wish the new committee all success with their Trackrod year. It takes a lot of work to administer a motor club which is as active and involved as we are in various activities, but I'm sure that this commitment will continue and Trackrod will maintain its reputation as one of the most active clubs in the area. I would urge all other club members to support the committee in their activities, perhaps more so than recently where numbers of marshals at our events have been sadly lacking.

I should also pay tribute to retiring committee members, not only from the last year but the last four years while I have been Chairman. I thank you all for the support you gave during that time and hope you can look back with pleasure and satisfaction to your time in office and consider that your contribution has helped make Trackrod what it is today.

Finally, just a reminder about our Wharfedale Trophy PCT. This takes place at Stump Cross Caverns on August the 19th, not the 5th as first planned, a very late date change being necessary. Regulations are now available from either Richard Ineson or myself. If you are not competing then PLEASE come and marshal.

J.H.R.

EDITORIAL.

Well, with the summer months (you could have fooled me) upon us, Motor sport takes to its heights, and so the reports keep coming in. Thanks again to all who helped to produce this month's mag, especially those who wrote reports.

It's a year and one duplicator, countless reams of paper, and gallons of ink now since I took over the job as editor, during this time I had the pleasure of being in office for the 100th copy of the newsletter, and I also saw the introduction of the colour cover (something new!). It was all very rewarding, especially when one considers how hard it was to keep up the standard of past editors.

As many of you know I was the first editor not to be voted on to the main committee, but that only really endorses J.H.R.'s comments, you don't have to be on the committee to take an active and helpful part in the club. Thanks again to all those who helped on this month and the other eleven odd newsletters.

CHARLIE PALMER (ED)

TREASURE HUNT POSITIONS.

1. J. Westmoreland	211 pts.	11. R. Moore	125 pts.
2. H. Parry.	198 "	12. D. Holmes	117 "
3. S. Sandeson.	196 "	13. J. Stoker	95 "
4. J. Thompson.	168 "	14. S. Smith.	"
5. J. Thirsk.	162 "		15
6. I. Robson.	154 "		16
7. N. Latimer.	154 "		
8. R. Mackinnon.	151 "		
9. G. Tumber.	149 "		
10. J. Bean.	132 "		

TOTAL POSSIBLE MARKS : 240

WANTED.

CYLINDER HEAD FOR MEXICO-STANDARD OR UP TO STAGE 2.

CONTACT NICK LEECHARS. SELBY: 705101 EXT. 271.

C.D.Bramall Trophy Rally (From our roving reporter Vince "Time Card" Fletcher)

Shipley & D.M.C. ran their annual event on the 23/24 June, with the sponsorship being provided by C.D.Bramalls (who also loaned their premises for the start facilities). Trackrods Alan Powell partnered by Hugh Edwards Occupied the pole position, having won the event last year, the no.2 slot saw Ian Gurnett and Jack Coulthard (Ian having a lay off to rebuild his car) also in the experts was R.Parkin, holding the maps for Bob Pearson of Shipley, Down in the semi's at no.40 was John Marfitt/Ron Moore with Mick Callaghan/Paul Halstead, David Holmes/Graeme Kellet at nos.47,48 respectively. Trackrod also had three novice crews out, Gez Waters/Vince Fletcher at 53 John Stevenson/John Bownass at 58 and Derek Lee/Barry Dove at 68.

Crews set off in pouring rain on a much shortened route due to petrol problems, causing the organisers to cut original mileage down to 95 miles. Competitive motoring started with selective 4 running from east Morton to Salsden, by now the rain had stopped, but it left the roads very greasy, as car 51 found out when he went straight on at a 90 left. The first of trackrods many problems occurred here as well, when the escort of Alan Powell blew his head gasket. The route continued with a string of Targa's taking crews through Addingham and past Bolton Abby where the boys in blue joined in the fun by booking several people for speeding, most of whom retired, including Ron Beecroft. The route continued onto map 96 with a loop onto map 99 and then back onto map 98 with a neutral at Hebden. The next section was to be the end of the rally for Ian and Jack after a steering rod broke when the car ran over some large rocks in the road, Ian being unable to control the car, it finished firmly wedged, length ways between two dry stone walls blocking the road for so long the organisers were forced to make the section a neutral. Three more Targa sections took the crews to selective two which ran onto the yellow from Kettlewell to Horse House, a low mist and blind brows making things hairy at times. This was followed by selective three which used the twisty yellow from West Scrafton to East Witton. The two Johns were having problems when their alternator started playing up, being forced to drive on side lights ruined any chance of a good finish, eventually having to cut to get a result, there were now only five targa sections left, these running round Jervaulk, two cars having a bad off with two members being taken to Hospital, down the white past Charlcot also using the smooth flat white at Binsa with competitive motoring finishing at West Tanfield.

The organisers had a limited supply of Petrol available here to help the crews in need to get back to the Hotel Cottages at Boroughbridge for results and breakfast. Final results showed M.Wilson/I.Wilson to have won but only 57 secs. from G.Birkett who competed with a borrowed navigator after his regular D.Orrick failed to show at the start. Although only having four finishers Trackrod gained two awards, B.Pearson/R.Parkin finishing fifth O/A taking 3rd expert award and M.Callaghan/P.Halstead receiving 3rd semi. Gez and Vince finished 11 O/A just missing an award again! While the two Johns, having spent most of the night in darkness finished 51 O/A 23 I/C.

VINCE FLETCHER.

NOGGINS AND VENUES

- August 7th - ANNUAL GENERAL MEETING, Lawnswood Arms
- 14th - LADIES AUTOTEST, Fox and Grapes, York Road
- 21st - TREASURE HUNT, 3rd round of championship. NIGHTMARE PUB (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) BEING A TORCH WITH YOU Organiser John Westmoreland.
- 28th - Shoulder of Mutton, Kirkby Overblow
- September 4th - Square & Compass, North Rigton
- 9th - SUNDAY, 4th round of Treasure Hunt Championship starting at Square and Compass at 3.00 pm and finishing there. Organiser John Burdon.
- 11th - Crest Motel, Oulton
- 18th - Lawnswood Arms, Otley Road,
- 25th - Shoulder of Mutton, Kirkby Overblow
- October 2nd - Square and Compass, North Rigton
- 9th - Mercury Motor Inn, Garforth
- 16th - The Castle, Spofforth
- 23rd - Lawnswood Arms, Otley Road,
- 30th - Shoulder of Mutton, Kirkby Overblow
-

AUGUST BRAIN TEAZER

1. What could be called the oldest English palindrome?
2. What is distinctive about the number plates of the Queen of England's official car?
3. Why does a grocer cut cheese with a wire and not a knife?
4. If 1961 was the last year which reads the same upside down, when is the next year this can be done?
5. When a horse trots which two legs move together? The opposite corners, same side, or front together?
6. What kind of birds are 'cushat', 'rock', and 'stock'?
7. What is the difference between a piebald horse and a skewbald horse?
8. How was 'Passer Domesticus' responsible for the decrease of 'Erithacus Bobecula'?
9. Which of these cannot fly a. Bombay duck b. Solan goose c. Mother Careys chicken d. Turkey-buzzard?
10. If you had a 'cavia porcellus' as a pet, by what other name would it be known?
11. What kind of creatures are the following? a. Rikki-Tikki-Tavi, b. Taika c. Captain Flint d. Paddington?
12. In Jerome K Jeromes book 'Three Men In a Boat' what was the name of the dog?
13. If Samuel was a rat and Robinson was a pig, what was Sir Isaac Newton?
14. Who was the French army physician and agricultural expert who popularised potatoes in the eighteenth century?
15. What name precedes the following: a. Phillip Arthur George. b. Elizabeth Alice Louise?
16. Who is missing from the following: Harry Wharton, Bob Cherry, Frank Rupert and John Bull?
17. What name links Mick Jagger and the 'Ironclad Outlaw'?
18. Six years ago John's brother was the same age as John's present age. The brother is now three times John's age. How old is John?
19. 2401 is a perfect fourth power. What is the square root?
20. Two trains start at the same time, one from London to Liverpool, the other from Liverpool to London. If they arrive at their destinations one hour/four hours respectively after passing one another, how much faster is one train running than the other?
21. A man put an empty barrel on the scales and found it weighed 20 lbs. He filled the barrel with something and put it on the scales again, when it weighed only 19lbs. What did he fill it with?
22. Ten green bottles are standing on a wall ten inches apart; if the two end bottles do accidentally fall, what is the distance between the remaining two end bottles?
23. On a golf course with 9 holes with a par of 3, 5 with a par of 4, and 1 with a par of 5, what is the total par?
24. Distinguish between a 'stalactite' and a 'stalagmite'.

25. RISE TO VOTE SIR. What is special about this?
26. What would you ask the butcher for, instead of this dictionary definition.
(The first and second stomachs of a ruminant, more particularly those of an ox, prepared as food for man)?
27. What is the name that means a national hero to an Italian schoolboy, but 'squashed flies (or a biscuit) to his English counterpart?
28. During space expeditions, reference is often made to NASA. What is the title?
29. A pentagon is a five-sided figure, a hexagon six-sided, a heptagon seven-sided, an octagon eight-sided. What is a paragon?
30. Where would you have seen the following words written: MENE MENE TEKEL UPHARSIN?

ANSWERS NEXT MONTH J.W.

'And now for something a Little Different - 'The Cossack Rally'

A long time ago, 90 crews assembled in picturesque Beverley Market Square, attracted by the promise of 55 miles of stages and over 150 miles of road selectives, which together made up Reckitt Motor Club's Cossack Rally. (Now you may ask "if the rally took place on 16th June, why do we have to wait until August for a report? Cos I didn't get the results for a month! okay? Now on with the report).

The event format, and the healthy list of prizes, had attracted a formidable entry. Last year's winners, M.N. Whizz kids Pete Smith/Jeremy Mathews led the field in their Opel Kadett, followed by the BDA Escor of Reed/Jobling, the Sunbeam of Ron Beecroft/John Millington and the Kadett of local ace Ron Shipp. Trackrod crews began with Steve Wood/Rob Spensely in their Twin Cam, who had the dubious honour as a reserve entry of taking the place of Geoff Birkett at 5! Charlie Payne and Hugh Edwards followed at 6 their Escort BDA and Ken Goodall/Mike Tempest and Martin Kemp/Steve Mills had their RS 2000's at 12 and 14 respectively. Mick Watkins/Nick Leuchars had the Rockwood Garage Twin Cam at 20 while the last Trackrod crew were John Bean/John Beamish, at 86 in their Mexican

The first car went over the start ramp at about 8.30 pm !! to tackle three air fields and three farm tracks before starting the selectives: (three of which were cut due to petrol problems). The first stage, Beaconfield airfield, was a beautiful tight twisty bits mixed in with the runways, and all of it lapped twice. The leading runners queued up, watched Mike Reed in disbelief as his Escort scorched round at frightening speed. Luckily for everybody else he blew his engine just before he crossed the finishing line!

A short farm track, then Great Driffield aerodrome which was a disaster. In the fading light, the small arrows used by the organisers were impossible to see and cars were everywhere! Best forgotten. On to the Cottam airfield, where Martin Kemp set a good time, only to have his diff fail as he crossed the finish. Watkins/Leuchars gave them a lift to the finish, with Martin sitting in the back (Acceleration was down, but traction was outstanding). Two more farm tracks, both good and positions at MTC 2 showed Charlie Payne leading as he had pulled out all the stops on the stages, to lead the following road experts of Smith, Beecroft and Shipp with Watkins well up in fifth.

But on the first two selectives the Opel challenge evaporated. A long downhill straight on the first selective saw Peter Smith over-rev the Kadett with a con rod making ventilation holes the designers never intended. A few miles later,

Cossack Rally contd.

and Ron Shipp was out with broken transmission. Selective three was Fox Plantation. Someone span in front of Mick Watkins who did such a classic wall-of-death that his rear wheel arch scraped the roof of the other car!!! Selective four was a 15 mile cracker, starting north of Leavering, then turning south through Bosall and on to map 105 to finish on Buttercrambe Moor. Beecroft did a sensational 3.26 with Gary Newns from Shipley on 4.00 and Mick Watkins on 4.03. Charlie Paynesideswiped something that put a huge crease just behind Hugh's door, then had a puncture. Mike Farmer from Derbyshire had destroyed a wing on his immaculate Sunbeam. Steve Binns from Lancashire ran out of petrol!

Second petrol at York gave everyone a chance to catch breath. The perfect conditions and the fact that everybody was trying hard were producing some really fast motoring, which was giving the hundreds of spectators plenty to talk about. Beecroft and his impressive Sunbeam was setting a searing pace, and on the long sixth selective he really rubbed it in with an astounding 2.04 nearly a minute ahead of the next man Gary Newns. Payne rolled comprehensively, while Watkins/Leuchars caught the car in front, and in his dust cloud performed a classic straight on at T at about 60mph. Fortunately, their velocity was sufficient to send them straight over the bank and into the field beyond --; back out through an open gate and back on to the route. The damage was not confined to wing and lights; for on the next selective, Nick's door flew open - and navigating with one hand and holding a door closed with the other isn't easy. One more short stage (Terrington with JHR marshalling) then to the petrol half and a one hour rest, to lick wounds and take stock.

Beecroft was running away with it, with Charlie Payne retiring, Mick and Nick found themselves in second place, less than a minute ahead of the RS2000's of Pete Macdonald/Bill Barr (Chrystal's of Hull) and Newns/Taylor. After not enjoying the night stages Ken Goodall was moving up the field and Wood/Spensely were still running but John Bean was out.

The finale was six of the night stages, run in reverse. Beecroft (we thought) had it in the bag, and running behind Macdonald, Mick/Nick could ~~check~~ and maintain their advantage; setting fastest time on the penultimate stage to make sure and nearly sliding over the finishline on to the main road in the process. A final blast round the excellent Beconfiled again then the weary crews staggered to the finish at Willerby and breakfast (or was it lunch)??

But the results produced the final twist to this demanding event. After a long night, John Millington had confused some control positions, and picked up a minute at a neutral control; with a resultant fail. So a rather bemused Mick Watkins and Nick Leuchars took their first ever victory on a restricted, and were followed home by Macdonald/Barr and Newns/Taylor. Ken Goodall/Mike Tempest had climbed up to 6th and took the award for best club team with Trackrod Team maes Watkins/Leuchars (this was amusing as we hadn't told Ken we had entered him in the team). Wood/Spensely were 23rd.

So finished an event that is unique in Yorkshire. Derek Tucker and the rest of the organising team had produced a tough event that really demanded the best from crews in terms of speed and endurance. The leaders had left Beverley Market Square at 8.30 pm and reached the finish over 12 hours later, after a physically exhausting 220+ miles. There were only 37 finishers out of a fairly impressive field, and everyone at the finish knew that they had just completed something a little bit special. And if you fancy doing next year's event brace yourselves; the route planned at present is between 260 and 270 miles long. Make sure your'e up to it.
