

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

109 November 1979



TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

NOVEMBER 1979 NO. 109

EDITORIAL

After last month's bumper issue I began to wonder if it was just a flash in the pan, but this issue is boosted by our section 'Letters to the Editor'.

Whilst all contributions to these pages are welcomed with open arms I feel a stop must be put on contributions from those faceless people who seem to have plenty to say but are unwilling to put their names to their work, surely this is not too much to ask.

It could be, of course, that these same people are those that flock to the 'noggins' to down a few jags with the lads and somehow disappear when support is needed for competitive events. This state of apathy within motor club ranks has been present for many years - and is not confined to our club. There was a time last year when I thought things were on the 'up', with some new faces taking on the role of organisers but it again seems to be falling back upon the shoulders of the hardcore members to do the work. I suggest you all take a long hard look at what you want from your motor club, not forgetting to assess what you are prepared to give!!

Competitive events will continue to be organised, that is certain, whether they just run, or are a resounding success is largely up to you!

ED.

FORTHCOMING EVENTS

- 6th November - Noggin, Square & Compass, North Rigton
- 13th November - Club Night/Film Show, Mercury Motor Inn, (Dale Suite) Films include the YORK NATIONAL RALLY, start 8.45 pm prompt.
- 20th November - Noggin, The Castle, Spofforth.
- 27th November - Noggin, Shoulder of Mutton, Kirkby Overblow.
- 4th December, - Noggin, Square and Compass, North Rigton.
- 11th December - Club Night/Film Show, Lawnswood Arms, Otley Road Leeds. Films start 8.45 pm including SEDAN RALLY CHAMPIONSHIP 1978 and WEST CORK RALLY 1978.
- 18th December - N.B. Also E.G.M. to present the Club Accounts held over from AGM
- Duke of Wellington, East Keswick, Indoor Rally 8.00pm prompt.
- 25th December - Merry Christmas - Noggin in your favourite arm chair!!!

COMPETITIVE EVENTS

- 4th November - Trackrod 'BONFIRE AUTOTEST' - A.N.C.C. Autotest Championship round 14 at the Leeds Crest Motel, Oulton. Bonfire and fireworks in the evening, bring the family.
- 4th November - North Midland M.C. A.N.C.C. P.C.T. - ask Ronnie Moore for details.
- 4th November - Slaithwaite M.C. Trophy Rally - Single venue stage event.
- 11th November - Matlock & D.M.C. A.N.C.C. Autotest Championship final round. County Offices carpark, Matlock, first test 11.00 am. regs available.

Competitive events contd.

- 18th November - Slaithwaite M.C. A.N.C.C. P.C.T. CJ/Rest. See Ronnie Moore for further details.
- 18th/19th November- R.A.C. Rally. TRACKROD STAGE is again Boltby (midnight) Marshalls are required, see Nigel Drayton or John Richardson for details.
- 24th/25th November- Lindholme M.C. Restricted Road Rally
- 2nd December - Ilkley & D.M.C. A.N.C.C. P.C.T. Final Round of Championship. See Ronnie Moore for details.
- 8th/9th December - Hall Trophy Rally - A.N.C.C. Championship qualifier - regs should be available now.
- 15th/16th December- De Lacy M.C. , Seven Dales Rally - A.N.C.C. qualifier regs are now available.
- 26th December - Trackrod M.C. Boxing Day Autotests details next month.
- 6th January
1980 - Trackrod M.C. CJ Autotest - Organisers wanted, contact Nick Leuchars, Urgently.

SHELLSPORT LEAGUE 1979

The penultimate round, the Ilkley & D.M.C. PCT on 30th September saw us just manage to put in a full team of five, this due to the organising club's decision to refuse any late entries whatsoever. On the day, Ilkley, acknowledged PCT EXPERTS produced three class winners and two seconds - a combination which no other club could match, but our lads did very well finishing third on the day and giving us a cushion of some 200 points ahead of Slaithwaite overall. Ronnie Moore sharing his car with John Richardson, nearly suffered the indignity of being beaten in his own car. In the end Ronnie triumphed but only by 1 point, close stuff indeed!!

The 7th October brought the final round, an Autotest, organised by Wakefield M.S.C. and for this event, with the bulk of members away on Mull we could only field a team of two. It should have been three, but Ken Goodall's RS2000 did a whoopsy on the way to the start!

However, the two we did have, Ronnie Moore and Alan Powell turned in creditable performances, Alan Winning his class and Ronnie 5th in a class of 6, both earning very valuable points to keep us ahead of Slaithwaite M.C. in the final results. The tests on the day, by all accounts proved to be a bit tight, even for the Minis and there were no competitors that did not catch at least one pylon.

Final Results of 1979 Shell League

ILKLEY & DMC	-	3276.2
YORK MC	-	3236.6
TRACKROD MC	-	2466.7
SLAITHWAITE MC	-	2337.6
Y.S.C.C.	-	2098.6

Our efforts throughout the year netted us £103 in prize money, presented at the Annual Shell Disco held at the Mercury Motor Inn on 12th October, which was in itself a very good do.

Shellsport League contd.

I would like to take this opportunity of thanking all those of you that have taken part in this year's competition, maintaining our usual high standard - next year let's make it even better!!!

On a final note, next year we will be needing a new Team Captain due to Editorial and A.N.C.C. pressures, so if you feel you can rustle up the interest among other members and go along to the start of most of the ten events next year you could be just what we need - please let me know.

Richard Ineson
TEAM CAPTAIN

EXTRA-ORDINARY GENERAL MEETING

Please note that this meeting is being held to approve the Club Accounts - this matter being outstanding from the A.G.M. in August due to difficulties with the Audit which were beyond our control. The E.G.M. will precede the film show at the Lawnswood Arms, Otley Road, Leeds 16 on 11th December, 1979. Time 8.00 pm prompt.

CLUB INSIGNIA

Enquiries are being pursued to obtain a supply of Trackrod t shirts in the not too distant future. Also, I am taking orders for Trackrod sweatshirts, but because of costs involved in the latter item they will only be supplied to order. If you would like to display the club insignia across your chest on a sweatshirt please give me your name in the first instance.

CHRIS MILLER
Merchandising Officer

REFLECTIONS NOVEMBER 1970

The club, being newly formed, were, at this time, pensively awaiting confirmation of affiliation to the R.A.C. Meanwhile members were taking part in events of other clubs. One such event was the L.U.U.M.C. Autotest on Woodhouse Moor, FTD being taken by some demon behind the wheel called Ineson! Howard White and David Taylor were also present but were plagued with diff gearboxes. Barry Spink won the up to 1100 class in his Escort. An award was presented to the first washout on the event, a frozen chicken!!!

Being November, it was of course the R.A.C. rally time and Trackrod were running stage No. 8 and guess which that was - Boltby. The event, if you cannot remember was won by Harry Kallstrom in a Lancia Fulvia.

NEW MEMBERS

We would like to extend a warm welcome to the following new members and we trust that their association with the Club will be one which is long and happy:-

Don Gosley, 13 Marston Road, Tockwith, York
Michael Knowles, 100 Wakefield Road, Ewillington, Leeds

LETTERS TO THE EDITOR

Dear Sir,

Having been a member of Trackrod Motor Club for a number of years I find it totally irresponsible and unacceptable that the Committee are once again to send our subscriptions up in smoke. I refer to the spending of money on fireworks. In view of the club's present financial position and the decision at the A.G.M. to up the 1980 subs. to £4, how can any dedicated member support this deplorable action?

For those members not aware of the facts, £100 was spent on the extravagance of fireworks last year and a proposed £50 is to be spent this year. Is this a Motor Club that I belong to, or a squanderers society? I would like to ask the Committee to stop this wasteful expenditure of funds and use this money to the benefit of the Club and its members.

Yours faithfully,

A dissatisfied member

P.S. Comments from other members would be appreciated.

(Sir/Madam - You seem to have got your facts round your proverbial neck!)

Firstly, last year the Club's contribution to the fireworks was £50, not £100, the other £50 was put up by the Leeds Crest Motel, something that is to happen again this year. Secondly, such finance has nothing whatsoever to do with subscription rates - fireworks and the like are financed from funds raised independantly by the Social Committee.

All that aside, did you witness the display last year ??? - I suspect not, as I am sure you would have been suitably impressed, as were all those present to whom I spoke or heard from. Perhaps you are just averse to the whole 5th November scene, what's wrong? does it disturb your knitting? As for squandering, what about all the motorsport events that have to be cancelled through lack of support from members? they also cost time and money.

Come on - enter into the spirit of the thing instead of complaining. Perhaps you could offer some constructive suggestions on how the money could be spent another year - What would you rather see?? Don't forget you'll incur the wrath of all those members who do enjoy the occasion along with their families. - ED.)

The following letter was received from the B.B.C. via 'Team Castrol':-

The BBC are grateful to Burmah-Castrol Ltd. for the opportunity to make this announcement

CALLING ALL RALLY FANATICS

Are you an amateur film maker too?

BBC 2 "TOP GEAR" programme will be making a film covering the 1979 Lombard RAC Rally with film crews trying to chase the action up and down the country. But "TOP GEAR" cannot hope to be in the right place at the right time, all the time. Yet 8mm, super 8mm and event 16mm enthusiasts often capture spectacular pieces of action- remember Roger Clark's big moment in the 1978 RAC?

Calling all Rally Fanatics contd.

If you go filming and record some incident of exceptional interest then here is what we'd like you to do.

Immediately get in touch with "TOP GEAR" Office - 021-472 5353, Extension 2203, and tell us what you've filmed. If we like what you tell us we will arrange to process that roll of film which will subsequently be returned to you and we'll pay for your trouble. If we use your piece of film in our film naturally we'll pay more and you'll get a screen credit as well, but remember the material you offer has got to be really spectacular stuff, well filmed and correctly exposed.

The "TOP GEAR" film will be transmitted on Sunday 2nd December, on BBC 1. Details in the Radio Times.

Derek Smith, Producer, TOP GEAR, EBC Broadcasting Centre, Pebble Mill Road, Birmingham B5 7QQ

Dear Sir, I have read the October edition of our Club's magazine with much pleasure, as it would appear that the new editorial staff are now getting to grips with producing a magazine, rather than a newsletter. Not that this was any particular fault of the previous staff, as they had many problems in more areas than one.

I was however, rather angered to read the letter published from our new French member, Ms. Non DeScript, who obviously has not read many of the previous editions. If he had, he would no doubt have seen the many pleas of help from our previous editor, for articles, or any other material, to fill the pages of the magazine. And I must admit that the response to his pleas were very poor indeed, with the exception of the same one or two people.

I do, to a certain extent, agree with what Ms. De Script has to say, but to publically attack a fellow member who, when all is said and done is only responding to a request from the editor of this magazine, is despicable to say the least. I also ask myself, how did he know about a crossword, the only crossword to appear in these pages for years was in the same issue as his letter, very strange.

If Ms. DeScript, instead of sitting on his big fat donkey and braying about what he does not like to see in the magazine, would get off his donkey, and use the same energy to contribute a worthwhile article, he, and possibly the rest of us, would be the better for it, and he could use his real name as well! (Perhaps he has, but we shall never know).

Yours most sincerely,

Nom DePlume

P.S. JW has not got a crossword or brain teaser in this issue, he's been busy doing other things instead. N.Dep.

SOLUTION TO OCTOBER CROSSWORD

ACROSS 1 Bogota 5 Barber 9 Orion 11 Ice 13 Penny 14 Wan 16 Nana 18 Add 19 Ling
20 Enter 22 Siege 23 Respect 24 Aesop 25 Relic 16 Slander 27 Alloy
29 Waken 32 Reel 33 Pea 35 Lose 36 Ode 37 Dingo 39 Asp 40 Inter
41 Assent 42 Detail

SOLUTION TO OCTOBER CROSSWORD CONTD.

DOWN 1 Brine 2 Gwent 3 Top 4 Area 5 Bond 6 Any 7 Bowie 8 Range
10 Independent 12 Cancelled 15 Angribess 17 Aerosol 19 Literal 21 Reply
22 Screw 27 Aroma 28 Leeds 30 Koala 31 Nepal 22 Pint 34 Aged 37 Din
38 Ore.

SLAITHWAITE M.C. AUTOTESTS 21st OCTOBER, 1979

A.N.C.C. AUTOTEST CHAMPIONSHIP ROUND 12

Twenty entries were all that could be attracted to this event, though a large proportion of those were regular Championship contenders.

Trackrod were represented by the now familiar trio of Graeme Bradford (MINI), Ron MacKinnon (RS2000) and Editor Ineson (1275 GT), plus on this occasion the 1275 GT of new member Alan Lilley who was having a go at only his second Autotest.

The venue, a "Readymix Concrete Yard" was littered with all the paraphernalia one would naturally associate with such a concern, much of which had appeared after the tests had been thought out!! Needless to say, a couple of the three tests were a wee bit tight, and the surface described as 'smooth concrete' had a liberal covering of dust, gravel, sand which made accurate car control a bit vague - something that didn't mix with some of the pylons/test boundaries being of the solid concrete variety.

However, things got underway at the appointed hour and it was clear from the outset that David Goodlad from Highmoor M.C. was going to be pressured from Graeme Bradford and Mike Penrose from York. Mike Penrose has been the only person to regularly beat Dave Goodlad in the Championship and it came as no surprise to see him leading at halfway after 12 tests. Graeme was 2nd and Dave Goodlad third. Graeme's collection of a pylon did not help but he was still pleased to be where he was.

Class 2 saw Ed's 1275GT get a beating from Gerald Taylor's similar machine to the tune of 2 seconds at half distance but the afternoon session saw Gerald throw it all away with a washout! Just to console him a little Ed collected a line fault which made Gerald's deficit only 18 seconds, but then he threw generosity in Ed's face when he also collected a line fault, David Sowman of Ilkley finished 3rd in Class.

The large saloon class saw Ronnie Mack and John North resume their season-long tussle, but on this occasion Ron just couldn't get his RS on to terms with the 1800 VW, finishing some 40 seconds in arrears after 24 tests, Brian Kitching finished yet a further 40 seconds down in his Sunbeam TI (80 seconds behind the class winner), which gives you some idea of the pace of this VW.

Class 1 was finally resolved in favour of Mike Penrose, 8 seconds ahead of Graeme Bradford, third was Dave Goodlad who was kept out of the high points for the Championship for once, which means to score 80 (max) he has to take a class win in each of the three remaining rounds. Interesting though that that pylon of Graeme's cost him the class victory!

RESULTS:

Graeme Bradford	Class posn.	2nd	Champ. points	9
Richard Ineson		1st		10
Ron MacKinnon		2nd		9
Alan Lilley		5th		-

SEC'S PLACE

Doesn't time fly by when you're enjoying yourself. It doesn't seem two minutes since I was writing my last piece for the mag. Days seem to be getting shorter (darker earlier too.) so it's a little wonder I can't get everything done I want. Never mind eh. Let's hope someone invents a 25 hour day, it might be useful. Anyway less of the cackling. What's been happening over the last month.

The Bolton Midnight Rally run on the 29/30th Sept. was by all accounts a good event but nobody has mentioned much else about it. On the same weekend was the A.N.C.C. Autotest run by B.A.R.C. and called "Scarborough Weekend" which only one Trakrod member turned out on, me, and you should be able to find a report of the event in the mag elsewhere.

Ilkley's P.C.T. was run on the Sunday 30th and was a qualifier for Shell League. A well run event by Ilkley and I believe all the first in class awards were won by Ilkley. We were 3rd (Again) on the day. Moving to the 6/7th was Mull weekend where no less than 70 Trakrod members were in attendance competing, servicing, marshalling or just having a holiday and spectating. A report on the rally should also be in the mag elsewhere. On the Sunday of the 7th. Sept. saw Wakefield and Dist. M.C. run their autotest which was an A.N.C.C. round and also was the last round of the Shell League for 1979. We only had two crews out, Alan Powell who won his class and Ronnie Moore who was also well placed in his class. We were (I think) 6th. on the day, but because of these two gents turning out we managed, as a club, to hold on to 3rd. overall in the Championship. - by some 40 or so points from Slaithwaite M.C. Thanks Lads for your efforts. On the same Sunday saw North Humberston's Crystall Stages which had it's own problems, namely a gross lack of marshalls on the stages. The Shell Sport disco was on the following Friday which was a well attended function and saw our Shell League Team Captain, Richard Ineson collect 3rd overall prize of £103.00 May I take this opportunity to thank all the club members who have competed in Shell League this year and made our 3rd overall possible. Now lads lets try and raise our sights a bit higher and aim for 1st overall in 1980. Ilkley and York have had it all their own way for too long so lets go.

Moving on to Ripon and D.M.C. A.N.C.C. P.C.T. on 14th October saw Ilkleys John Spencer take F.T.D. and our own Ronnie Moore managed a 3rd in class, well done Ron. On to Saturday 20th October and the 62 CC. Scarborough Stages Rally which again there were a number of Trakrod crews out and I was navi for Alan Powell after a lay off (for me) of 18 months as far as rallying is concerned and a year for Alan as far as forest events are concerned. The event was run to very high standards for documentation and stages. We had a good steady run, no heroics and I think we finished 21st overall and 4th in class, but I haven't seen any results yet. The event was won by Mr. Bannister, 2nd Mr. Elsmore, and 3rd Mr. Jackson from Hull in the Crystal Escort. On the Sunday was the Slaithwaite A.N.C.C. Autotest at a concrete works near Huddersfield. Again I was present and the venue reminded me of Haylor's yard (if you hit a boundary you get not only a plus 10 but a bent motor) Again that man John North plus Beetle was there and again beat me. Ed took FTD (again) and Graeme Bradford had a good day and finished second in class. Onwards again to the 27/28th Oct. saw the POAC Highwayman Rally for which I have no results as yet but I believe Ronnie Moore was in the hot seat and came 10th Overall. On the Sunday saw Trakrods P.C.T. at Thorpe Farm run by Chris Miller which was won by Adrian Tate with John Renny a close 2nd and Stan Peel 3rd (taken on index). A good day was had by all and a big thank you to all the marshals who turned up on the day. On the same day Ed, Graeme Bradford (Bingley) and myself went to N.H.M.C. Autotest at Hull. The day started badly when I arrived on the site without any handbrake. As luck would have it Bingley is handy with the spanners and after 1/2 hour we produced a handbrake. There were 6 tests laid out which we did 3 times. The 1st time saw Bingley clobbering 2 cones and me 1. Richard was clean as usual. My arch rival John North plus Beetle was in a different class for the day but the same as far as A.N.C.C. was concerned. After the first round he was 5.4 secs ahead. After lunch on the 2nd round I hit another cone but John was having a bad day and I pulled up to 0.6 secs ahead of him. Richard was leading his class following Gerald Taylor's washout and Bingley was lying 2nd in his class after Mr. Burns as Mr. Penrose from York broke a CV joint and gained a washout. After the 3rd round results were published and Richard won his class. Bingley had 2nd in his class and I had a really good days sport (thanks to Alan Powell's tyres) and achieved FTD on figure of merit.

So ladies and Gents that brings us up to date at the time of writing so it just leaves me to say I hope you all enjoyed the bonfire and firework display at the Crest which will have happened by the time you read this.

Happy Motoring....Hon Sec.

After hearing so much about this event from other people who had competed in years past, I thought it was time I sampled this event for myself as well as it being an A.N.C.C. qualifying event. A cool-but sunny day was forecast for the weekend by the B.B.C. fortunately they were right.

So, after some minor preparation to the car beforehand, off I set on the Saturday morning to the Half Moon Inn at Sherburn where scrutineering and signing on were to be held. When I arrived closely followed by Lindsay and service car (Cortina) there were quite a number of impressive machines already parked up waiting to start or be scrutineered. After signing on and having my car scrutineered I checked through the entry list 'Hells Bells' I thought 'I'm going to have my work cut out this weekend'. In my class there were some really meaty machines (over 1500c.c.) and looking down the list I thought I might as well go home, but I stayed and was glad I did. In my class the ones likely to beat me were Brian Kitching and his 1600 salbot sunbeam Ti with newly fitted LSD (I only just beat him on Y.S.C.C. Autotest when he had no LSD). Colin (Mad Dan) Grewer in his 3.5 V8 Rover engine Escort which believe me if you haven't watched him in action is very fast. Chris Lord with his 2.3 Twin overhead cam Vauxhall Chevette (this man can drive pretty quick too) Yuk Hodgson in his very quick 3100 Rally prepared Capri (the same as above applied here) George Blades in his very quick Alfa Romeo 2000 who sometimes beats me and John North in his Beetle 1835cc who has beaten me each time we have met. Unfortunately John's Beetle broke down on the M62 on the way to the event due to a cracked head and Yuk didn't turn up as the car was not repaired in time from his last outing. Also in my class was Steve Capper, Martin Schofield and James Thompson Jnr who I had not met in competition before. An interesting class yes.

Other people attending were Ian Burn from I & D.M.C. in a mini 1600, Gerald Taylor from Huddersfield in a 1275 GT Mini, David Sowman and Alan Smith both in Mini 1275GT's from I & D.M.C. and York respectively. Tom Riorden from York with his minor 1000 and Chris Cotton from Selby & D.M.C. with his Datsun 1200 coupe. In the Sports class was Paul Adelman and Midget, Allan Forrest and Lotus 7, Chris Langan and Sprite, Gordon Chippendale and Aston Martin V8, Barry Long and Midget and Phil Cooper and Porsche 911 (but he turned up in a Mini 1275GT).

So after the formalities and a small amount of lubrication around the tonsils we set off to test 1 on Sherburn airfield where a reasonably quick and easy test was done. Unfortunately David Sowman's electrics failed on this test so he gained a N.O. but this was rectified and he continued. So on to Kaylor's yard in York. Two good tests laid out but a lot of hard Iron and steel machinery lying around to hit so care was the premium. On to Bootham engineers where only one test was laid out but it was very tight for the larger cars. Chris Lord, George Blades, Dan Grewer and myself all clipped one pylon. On to Full Sutton where another two tests were laid out. Nice easy to remember but again fairly tight. On to another three tests at Cottam, cold winds but good tests. The final test of the day was at Seacliff Car Park Scarborough a very tacky surface I couldn't get the Diff to work properly and Dan managed to take 5 seconds off me here. So the end of day one competition wise we all went to our respective lodgings for a wash and brush up before the dinner dance at the Royal, a super do and results for Saturdays tests were published at 10.30p.m. They showed Phil Cooper on F.T.D. followed closely by Gerald Taylor in class. Chris Cotton about 20 seconds in front of Tom Riorden, Paul Adelman and Chris Langan tying for 1st in the Sports Car class and surprise surprise Me 2.4 secs ahead of Colin Grewer and 4.4 secs ahead of George Blades. So the pressure was on.

Sunday morning saw some practising at Jimmy Corrigan's on the front with the car manoeuvring games etc. (should have left them alone) 12.30 first 3 tests were at Oliver's Mount. On the first one Dan collected a pylon so the pressure was released a little. After these 3 it was back to Seacliff C.P. the same sticky surface and three 360 spins saw Dan catch right up again. A dark horse from the back of the class was also creeping up with some good times namely Chris Lord. So on to a new venue at Whitby Old Road for 2 more tests. Again Dan proved to be the master by taking another 8 secs off me. George was having a bad day throughout and so back to Oliver's mount for three more and a final one at Seacliff unfortunately.

The whole event was well organised and full marks to B.A.H.C. for another good event. Results were finalised at the Royal which showed.

F.T.D 1st Chris Cotton	1st in class- Keith Rawlins	3rd in class- Chris Lord
2nd Phil Cooper	Dan Grewer Paul Adelman	
3rd Gerald Taylor	2nd in class-Don Copley, Ron MacKinnon, A. Forrest	

ARE YOU GETTING THE BEST FROM YOUR ENGINE

In this day of rising fuel prices, the cost of running your car is on the increase in more ways than one. Many of these costs cannot be avoided, ie. car prices, road tax and insurance. Some of the costs can be avoided or greatly reduced, for example, servicing and repairs. By 'doing-it-yourself', a lot of money can be saved as there are many car accessory shops catering for your needs in this field. But the greatest single daily cash outlay is for fuel, and this is the most overlooked waste of money of all.

The Internal Combustion engine is a very inefficient piece of machinery, and any means of improving it are most desirable. Under normal circumstances it is impossible to have power and economy from the IC engine. If it is tuned for absolute power then economy goes to the wall, and thusly, if tuned for absolute economy power is lost and the vehicle is not necessarily a pleasure to drive. Theoretically then, what is required is some magical device that will give you 'zippy' performance AND economy. Impossible, did I hear you say, well basically you are correct. You cannot have 100 mph and 80 mpg, but you can have the maximum economy available from your engine under varying conditions without loss of performance, and in most cases with an increase in overall performance.

How? Electronic Ignition is the answer.

Before I go any further, I must point out that the basis of this article is not to sell electronic ignition of any particular type or make, only the idea. Anyone who has 'shopped around' and read sales blurbs from different makes or listened to sales patter, will have been told that that particular unit is the best, and you could be misled as to what the capabilities of that unit are.

The basis of this article, is to tell you why you should consider fitting electronic ignition, what it will do for your engine, how they work and to point out the advantages and disadvantages of the different types of unit. All the information here-after has been obtained from various manufacturers, and from personal experience of useage.

"Why should I fit electronic ignition?"

To answer this question, we must firstly understand what exactly happens in the ignition system of an engine.

As the piston of an engine comes to the end of the compression stroke, the contact breaker points in the distributor open. This causes the coil to emit a high voltage current to travel to the spark plug, where it jumps an air gap causing the fuel in the cylinder to explode. This explosion forces the piston down on the power stroke. That is the basic cycle of which I am sure you all know. Unfortunately, the normal ignition system has to work very hard indeed and can become inefficient very quickly.

A normal 4 cylinder car engine is generally required to run between 500 and 6000rpm, and in this rev range the CB points open and close from 20 to 240 times PER SECOND. The other critical part of the ignition system is the ignition timing. This is the point of rotation of the engine when the CB points open allowing the spark to arrive at the precise moment to give maximum efficient combustion of the fuel. Any deficiency in either of the above can greatly affect the power and economy of the engine.

It is very true to say that, with brand new CB points with the gap correctly set, and the ignition timing spot on, the normal ignition system is very efficient, and the need for electronic ignition does not exist. But unfortunately, this only lasts for a few seconds of engine running time. CB points are very ~~xxx~~ reliable, but suffer from several disadvantages. The major disadvantage is that the point surface is progressively burned away by the electrical power switched by the points. This results in an error of the correct opening position, and thusly the ignition timing, and a diminishing ability to switch the power required. Both these disadvantages directly affect the efficiency of the engine as stated earlier.

So to answer the original question, in a 'nut-shell', to improve the quality and the duration, and accuracy of the spark at the plug to give a much more efficient burn of the fuel.

"What does an electronic ignition do?"

Before we delve into the technicalities of electronic ignition, let us look at the 4 simple requirements of ignition.

1. A spark voltage high enough to ionise a worst case of spark plug gap.
2. A fast rise time of the initial ionising voltage to overcome the loading effect of a fouled plug.
3. Sufficient energy to sustain current flow in the spark, for a reasonable period of time to initiate combustion of the fuel.
4. A means of triggering the spark so that it occurs at the required time relative to the position of the piston in the cylinder.

Initially we will be dealing the first three requirements. Basically all electronic ignitions do the same job, they only really differ in the means of triggering, more about this latter,

There are two types of system used for power storage. The first, both the simplest and the cheapest, is the inductive discharge system, whereby the power switching of the coil current is handled by a power transistor. The power transistor ensures consistent switching efficiency and ~~elimination of waste power~~, that would otherwise burn the CB points surfaces, and ensures maximum output from the ~~wak~~ coil. The maximum energy in the spark is governed by the storage time for build-up of energy in the ignition coil. This time reduces as the rpm increases and results in a rapid fall-off in spark voltage, which may cause a missfire and/or incomplete combustion in the higher rev range. This can be overcome by a transistor time control circuit before the power transistor, this turns the power transistor back on before the trigger circuit is re-opened, thus greatly increasing the storage time.

The second system is the capacitive discharge system. This is an excellent alternative means of storing energy for the spark. It is done by charging a capacitor to a high voltage, which may be discharged through the coil when the spark is required. This is electronically very efficient, and there is no standing current passed through the coil when the trigger circuit is ~~xxxx~~ closed. Once the capacitor is fully charged, it takes no further current from the supply. The output voltage and rise time are much better than on the previous system and will fire fouled plugs, or wide gaps, in adverse conditions. The output voltage during starting is unaffected by the drop in battery voltage caused by the starter. There is also minimal fall-off in spark voltage with increased rpm as the storage time is controlled automatically and independent of the triggering system. This system is more expensive than the previous type, but the improved performance is more than worth the extra outlay.

Thusly we have met the first three requirements of a perfect ignition system, now let us look at No 4, the means of triggering the electronic unit.

Now that we have a high energy spark ready to give complete combustion, an accurate means of initiating a trigger signal relative to piston position must be used, otherwise all the advantages of the previous paragraphs will be lost.

There are two ways of doing this, 1, Mechanically, 2, Electronically. The mechanical means of triggering is by using the existing CB points. This system is favoured by many manufacturers as it helps keep costs down and makes fitting of the unit very simple and quick. In the normal ignition system there is a current flow across the points face in the region of 5 amps (60 watts), and is this that causes the faces to burn and the resultant failure in efficiency. To overcome this problem, the electronic unit reduces this amperage greatly, to some 100 micro-amps, whereby the CB points only give a sensing pulse to the unit. As surface area burning is now reduced to a minimum, the life of the points is extended to between 50,000 and 70,000 miles before replacement is necessary to avoid face burning inefficiency. It is recommended that new points be fitted at the same time as the unit, and if the gap is set correctly, then no trouble should be experienced for some considerable time. Point bounce, or float, in the high rev range (usually above 5,500 rpm) will not affect the operation of the unit, as the transistor time control re-energises the coil long before the points re-close, as explained earlier, so that the unit is charged ready for the next pulse, with no loss of coil voltage, due to the longer 'open time' of the points.

The main advantage of this system, other than cost and ease of fitting, is that should failure of the electronic unit take place, it can very quickly be returned to standard ignition, in fact, nearly all manufacturers of this type of unit build in a change-over switch, so that it can be switched back to standard in only one second. The disadvantages are three-fold, firstly, that the cam lobe and rubbing heel of the points will still wear with friction and affect the timing. Secondly, the cam spindle bearings in the distributor body can wear, causing sideways movement of the cam, also affecting the timing, and thirdly, the points are still subject to damp which can render the system 'dead' on a wet foggy morning.

Electronic triggering can be done either magnetically or optically. In the magnetic system a pickup head (similar in looks to a tape recorder head) is fitted in place of points, close to the cam. As the cam lobe sweeps passed the pickup head, it interferes with the magnetic field set up by the head, which in turn triggers the input circuit of the electronic ignition. The great advantage of this type is its immunities to damp, thus triggering the unit in the most adverse weather conditions. The disadvantages are that it has performance limitations, ie, an upper limit of 900

sparks-per-second, and suffers from drift and magnetic hysteresis due to speed changes, therefore not ideal for high revving engines. Also due to fine working tolerances necessary, (approx 3 to 4 thou gap between lobe high point and pickup head), should there be any spindle whip at all, it is possible (and has happened in my own experience) to smash the pickup head with the cam lobe at low rpm. Thus should this type of system be used, it is imperative that there should be no spindle bearing play at all.

The optical system overcomes this problem of the latter type. A light emitter and receiver is fitted in place of the points. A 'chopper disc' fits over the cam spindle, below the rotor arm, and into the gap between the emitter and receiver. As the chopper rotates, the light shines through slots in the disc (1 per cylinder of the engine) and hits a photo-transistor in the receiver, thus triggering the electronic unit. The photo-transistors used currently need only produce 20 milli-amps to trigger the unit, when exposed to a light intensity of between 1,000 and 15,000 ft Lamberts for a period of 1 nano-second (1,000,000,000th of a second), the unit is capable of producing 2,000 sparks-per-second. Remember that at 6,000 rpm, only 240 per second are required.

Due to the larger clearances between the emitter, disc and receiver (approx 1/16th inch on both sides of the disc) the danger of damage due to spindle whip, is totally removed. The advantage of this type is total. The disadvantages are mainly cost and time in fitting, but this is out-weighed by the absolute efficiency of the unit.

With both types of electronically triggered units, I would recommend that the CB points and condensor be carried in the vehicle, in case of unit failure, so that you would not be stranded. Modern technology and production methods of transistors, have made them many times more reliable than of a few years ago, and failure of units are now very rare indeed. They either work or they don't, from the word GO.

The most important part of the ignition system, non-mechanical, which we have not yet discussed, is the ignition timing. No matter what you do to improve the system, if the timing is wrong, you have wasted your time effort and money. In the type where the CB points are retained, the timing can be set statically in the normal way, but on the electronically triggered types, this is not possible and must be set dynamically by a strobe lamp. I would recommend that they all should be timed in this way, to gain the best from your unit. Remembering the earlier paragraph dealing with wear and tear on the points heel and cam lobes, on the CB triggered units the CB gap must be checked and adjusted if necessary, as must the ignition timing, at normal service intervals. On the magnetic/optical types, once the initial settings have been made, there is no reason what-soever to check the timing again, as it cannot go out of adjustment, unless it is physically interfered with, or the distributor clamp pinch bolt is left loose. Thus peak efficiency is maintained at all times.

Let us now recap quickly over what has been said, condensing it into one paragraph. An Electronic Ignition creates a high voltage spark with a very fast rise time to overcome fouled and/or wide gapped plugs. It creates sufficient energy to maintain a longer burn time of the spark giving complete combustion of the fuel, even an excessively weak mixture, thus requiring very little or even no choke for cold starting. It requires very little power to trigger it, thus where the existing CB points are used, minimal surface burning takes place extending point life more than ten-fold. On electronically triggered units, there is no 'wetness' problem, and wear in the distributor does not affect the efficiency of the optical system, therefore giving total reliability and instant starting every time.

N.B. On the latest magnetic types, they are using a disc and pickup to trigger, to try to overcome spindle whip.

Depending on how much cash out-lay you wish to make, would decide on the type of electronic ignition to use. Prices vary from dealer to dealer, and different manufacturers. But you could expect to pay from around £18 for a mechanical unit, to around £37 for an electrical unit, but in either case you would quickly recoupe your money by what you save in fuel. By present day fuel prices, depending on mileage per month, I would estimate between 6 and 12 months.

I have two different units in use at present, and the following facts I hope will help you to decide upon which type you would select.

On my own Mini Clubman 1100, I have fitted an optical unit, and on my company Ford Escort 1100, a mechanical triggered Inductive Discharge unit.

On the Clubman it took about an hour to fit the unit, including strobe setting the timing. The bulk of this time was in removing the points, condensor and fitting the optical unit into the distributor. This would be much quicker on a more accessible engine than a Clubman. Starting is instant every time, no matter what the weather, and with no choke (the car stands outside day and night). It will run and pull away smoothly

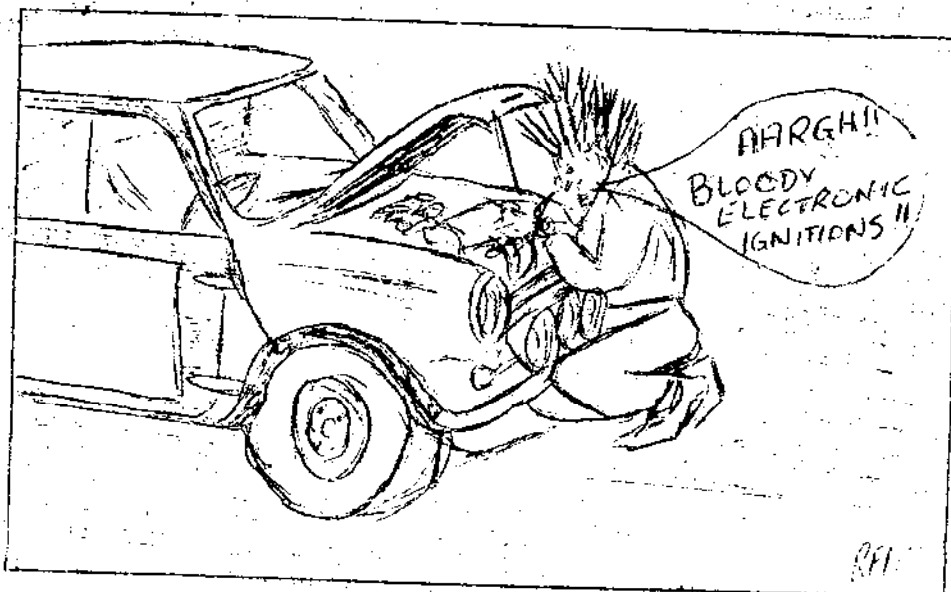
and quickly with very little throttle on a 'clap cold' engine. Engine torque is very much improved, especially at low revs, and top gear can be used with no problems down to as low as 15mph. Open road response is excellent, the engine reacts quickly to the gentlest of throttle openings; and rapid journeys can be made with very little effort. Before fitting electronic ignition to the Clubman, around town mpg was approx 38, and a 1500 mile trip to Scotland on a weeks holiday gave 49.5 mpg. Now it averages round town 46mpg, quick out of town motoring keeping to as near as 70mph as possible, 55mpg, and normal out of town motoring 63mpg. 69.7mpg was recorded on the Trackrod Motor Club's economy run over a hilly route with no cheating, and estimate that 75mpg could be done nearly trying over a flatter route. An increase in excess of 20% economy is rapidly repaying my original purchase price at a rate of approx £2 a week.

The unit fitted to the Escort, uses the points to trigger it as stated earlier. Fitting time was about 15mins, as the unit fixes to the body work of the vehicle (the type which clip onto the ignition coil body can be fitted in 5mins). Cold starting is instant with no choke, and the engine pulls eagerly and smoothly without choke even when 'clap cold'. The only problems in starting have been on damp mornings when the higher voltage of the unit has sent sparks flying in all directions, causing the most fantastic misfires. This was overcome by switching the unit back to standard ignition, starting the engine normally on choke, then switching back onto electronic with the choke set at a fast tickover. The wet foggy mornings of early October have rendered the unit 'dead' a few times, but the usual squirt of WD 40 has cured the trouble in the usual way. Open road response is very quick and positive, but the greatest improvement is in heavy traffic. Quick over-taking in top gear is now possible, which is most unusual for the smaller Ford engines, as both max torque and BHP are so high in the rev range, that lower gears have to be used and thus revs, to get anywhere at all! Like the Clubman, the Escort is much more flexible, and quick long journeys can be made with much less driver effort. Before the electronic unit was fitted to the Escort the mpg's were as follows, around town average at best 27, and open road 35. After fitting, around town 33, open road fast motoring 35 (including keeping tabs on the Booth Brothers IR7 V8 on the Wolds Rally), and normal open road motoring 38.5.

It is interesting to note that the Escort had a greater improvement in the round town figures, % wise, and only half as much at open road speeds. This is obviously due to the high rpm torque and the electronic ignitions ability to make an inflexible engine more flexible, and more efficient, at lower speeds. This alone must be the most singularly outstanding reason for fitting electronic ignition to any car at all.

One last point, many cars these days have both resistor plugs fitted as well as suppressed plug leads, this in some instances causes the electronic unit to have to work too hard to overcome the added resistance, and consequent failure through no fault of its own. If your car is fitted as above, it is recommended that one or the other be removed, ie, fit copper leads and leave the resistor plugs in, or leave the leads in place and fit standard non-resistor plugs.

Now that you have the facts before you, think about it and choose wisely, you won't regret it. I haven't for one nano-second, and car is much more fun to drive, and seems to go for ever on a full tank. JW.



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THE 1979 TOUR OF MULL

(or, as seen by many, "Scotch and scotch - with just a little water please!)"

I must say, at the beginning, that no written report could possibly do justice to the weekend, (alright long weekend), that surrounds the annual extravaganza known as the Tour of Mull. This year, about 70 people from Trackrod ventured up to the Island that lies about 15 miles West of Oban, to enjoy the magnificent scenery, hospitality, food and drink that form such a unique blend every October. There was a rally as well, of course - and a unique and highly demanding event it is as well - but if you want to read about that, then David Taylor's (D.J.W.T.) excellent report in 'Motoring News' is the article to read. This report is just going to be a personal view of some of the events on Mull, the reportable ones anyway.

And so, (logically) to the start of it all; which for myself, driver Mick Watkins from Slaithwaite M.C. and his service crew and friends was midnight on Thursday, prior to an overnight tow up to Scotland. Early Friday morning, eggs bacon, then the Mull Ferry and a smooth crossing in beautiful weather. Unload at Craignure

Tour of Mull contd.

then to Tobermory via Salen - which, according to the name plate, had been re-christened 'Trackrod'sville' in the honour of the 50+ club members staying in that poor village.

Small doubts started to emerge, would it rain as hard as it did last year? Would the service crew sober up by Saturday? Had someone perhaps moved a telegraph pole on one of the selectives, thereby rendering useless 75 sets of pace-notes? Had the Chairman of Trackrod been successful in his rumoured attempt to drink the island dry before the weekend? However, all fears proved groundless. A quick pause in Tobermory to pick up a demon set of pace notes from Wakefield's Derek Staker, then a casual afternoon run to test their validity. The roads were as fiendish as ever - brows, dips, hairpins, bridges, yumps and twists. A straight of over 400 yards is rare. To drive one of these sections correctly at speed, on pace notes is real rallying satisfaction for both crew members. Suitably euphoric, we celebrated at a folk evening at the Bellachroy Hotel in our Little Village of Dervaig. Staggered out at 2.00 am and didn't even notice the cold or the two mile walk back home.

Saturday sees the picturesque town of Tobermory, with its main street circling the harbour, full of rally cars, as everything is checked prior to the afternoon stages. A 'Motoring News' Championship round again, the rally had attracted a formidable entry. Leading them all away were last year's winners Alistair and Campbell Roy in their MOPAR Sunbeam (Alistair being a quiet farmer who drives like an idiot) They were followed by 1977 winner Bob Bean, returning after his bad road accident in France, in his Escort BDA. Local hero Neil Mackinnon was at 3 in his RS2000. Unfortunately, he broke the rear springs and the replacements from an Escort van gave his car the handling of an erratic walrus.; eventually rolling him out on the night section. Bill Gwynne/Paul Watkins had the immaculate Shell/Hartford Motors RS2000 at 4 were followed by Mull regulars Paul Dennison/Martin Oglesby, while Cyril Bolton returned with Nigel Raeburn and his famous Mini NCK 453P. Dave Cowan/Fez Parker at 7 were followed by the Opel of Pete Smith/Jeremy Mathew. Mick Briant had his gearbox blow apart on Friday night (shouldn't have been practising so hard) so the Opel of Geoff Birkett was next up, followed by the Sunbeam of Ron Beecroft/John Millington at 11. Trackrod were represented by Mick Watkins/Nick Leuchars at 37 in the Rockwood Garage twin cam, John Bean/Nigel Gledhill at 101 (RS2000) Roger Jackson/Roger Close with their RS2000 at 111 and Graeme Kellett/Geoff Ellingworth at 113 in their Escort 1300.

And so to the stages. The first two stages in Lettermore Forest were the same as normal, only the other way round (Eh?). It certainly confused Alistair Roy who bent his wing severely on the first corner of the event. Generally, however, Lettermore was enjoyable - smooth and very fast. Not so Fishnish Forest. The first stage was OK but the second one had obviously become available when the Army had decided it was too rough to use as a tank testing ground. Had it rained heavily, people would have risked drowning if they had fallen into the ruts. And they used it twice!!! Many seasoned Trackrod spectators gathered round a very evil left and right through a gate. Nearly everyone (including the top ten) went off here once and sometimes twice; while Graeme Kellett hit the post very solidly indeed, although the Escort was still driveable. The final stage was the super blind over the old tarmac road at Fishnish Bay - which can be driven very fast over the brow, as the road follows the line of the telegraph poles!

Leader after the afternoon section was, as expected, stage expert Tony Worswick in his "Big Snorter" 280 bhp BDG powered Escort. Only one second behind, however was a highly impressive Bill Gwynne, followed by Terry Parkhurst/Paul Samuels (a good run from 29 slot) Beecroft and Bean. Watkins/Leuchars were in 17th after losing their LSD in Fishnish and scrounging a standard diff as replacement, but Roy, after going off again in Fishnish was down in 38th.

Tour of Mull contd.

The night section was to bring a dramatic change in fortunes. The first section, over the hairpins from Tobermory to Dervaig saw Roy take fastest. Beecroft and Bolton both lost time off the road, while Watkins was suffering with no limited slip diff. The next section was Loch Tuath, the infamous 25 miler with lots of dangerous drops to the sea below. Roy pulverised the opposition, taking just over 24 minutes for the section - an astonishing display. Parkhurst's fine run ended when a tyre deflated and the rim dug in, spinning him into a bridge parapet. Birkett set a good time but broke his exhaust manifold. Watkins broke a suspension turrett, and the rest of the night was spent fighting loose rear suspension and running close to OTL to give the service crew time to weld the thing back into place.

First petrol and service at Craignure, and the absolutely outstanding computerised results soon showed Gwynne to be in the lead from Birkett, with Roy, fastest on every night section so far, already up to third. Bean was out with a broken bellhousing, and therepairs to Birketts exhaust manifold meant he had to run without a sump guard for the rest of the night.

Fishnish Bay again, with Derek Omerod/Andy Milner empahsising a fine drive to be equal fastest with Roy. Loch Tuath in reverse, with Roy fastest again and the obnoxious Dave Orrick the navigator everybody loves to hate getting the only junction on the island wrong, gaining poor Peter Kirk a wrong approach and retirement. (The man must be more stupid than we give him credit for). Roy was now in the lead, but a return run over the hairpins and a very fast trip down the sound of Mull saw Gwynne move back into the lead, by two seconds. By second petrol Pete Smith was out, after a very late call by Jeremy Mathew sent them straight off at a tight hairpin left; although a novice did an even better job, going into a tree at 50 mph. The tree didn't move an inch and the Escort was very very bent. Mick Watkins really got his skates on down the Sound of Mull to be 6th fastest, terrifying his navigator into the bargain.

One more run back up the West side of the island. Watkins/Leuchars had a fright on Loch Scridain, taking off out of line on a big yump and bouncing back off a fence while still in mid-air!! Back up Loch Tuath and the Torloisk mountain road, then a final run over the hairpins to Tobermory. Roy continued his devastating display to take a fine victory, while Bill Gwynne, on only his second visit to the island, impressed everybody with his skill - and his unmarked motor car. Paul Dennison was third and Birkett a fine fourth. These four were over four minutes clear of Dave Cowan, Derek Omerod and Ron Beecroft.

Despite being baulked when another competitor went off, John Bean and Nigel Gledhill won the Novice class, while Roger Jackson/Roger Close also went well to be third in class. Graeme Kellet/Geoff Ellingworth also did well to finish - despite a very bent motor car. Mick Watkins and Nick Leuchars really got everything together, helped by their service crew, to take a very satisfying ninth overall. Consequently the crowded and enjoyable prize giving was followed by a mighty celebration. Luckily, the photographs never came out, (over exposed, I think) and anyway we had all sobered up and recovered by Wednesday.

If you've never done it before (Tour of Mull, fool) then do it next year. Book accomodation next year, leave wife/girlfriend at home and look forward to a phenomenal weekend.

NICK LEUCHARS

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FINAL ROUND OF THE SHELL LEAGUE

7th OCTOBER,

The last round of the Shell League was W & D. M.C. Autotest which was a multi-venue event.

Trackrod was poorly represented with only three entries, these being Ron Moore in his Escort 1300 GT in class 3, Alan Powell in his Escort 1600 and Ken Goodall in his RS2000 both in class 4.

First blow of the day was the none appearance of K.G. who blew his engine up on the way there which only left two of us. The start area was at Smylth Car Park at Wakefield. The first tests were just across the road in the Drury Lane Car Park which had two tests set out run twice straight after each other, so you did four tests in the morning and the same in the afternoon. Their first test was very tight and even the minis had trouble getting round in one go so the bigger saloons had no chance. Out of these first four tests Ronnie managed to collect pylons on three of them so +30 marks. Alan did no better and got +30 on the second test.

The next site was on the Noxell Car Park on the Flanshaw Trading Estate. This site also had two tests run the same as the other site twice. Ronnie got +20 on one of these tests, but Alan was starting to get into the swing of things now the tests had more room. The next Test area was at the Redbeck Cafe Car Park, this also had two tests run the same as the other venues. Trackrod was in trouble here Ronnie having his petrol pipe come off the carb and squirting over the plugs and exhaust, but luck was with him it did not catch fire. Alan had his drivers seat come loose but a quick repair and he was off again. After the tests at the Redbeck Cafe it was back to the Smylth Car Park and halfway results. Ronnie was 6th and last in class with his pylon penalties 22seconds behind the 5th place man so he had a lot to pick up in the afternoon, while Alan was 2nd in class behind George Blades in his Alfa.

The afternoon was the same tests run differently and most of them had a lot of reversing in them, as it was hard to pull back time on other competitors. There was a lot of hold ups in the afternoon due to the tests being so tight and taking each competitor so long to do the test. The results were very quick and were as follows:

F.T.D.	C. Cowthorpe	Mini	713.7
1st class 1	A. Tindall	Mini	792.3
1st class 2	G. Taylor	Mini	751.2
1st class 3	C. Cotton	Datsun	850.8
1st class 4	A. Powell	Escort	898.6

Ronnie managed to pull back one place to finish 5th in class on 1076.2.

Trackrod managed to hold on to 3rd place in the Shell League.

A good event but a lot of hold ups spoilt the day.

RONNIE MOORE

ILKLEY & DISTRICT MOTOR CLUB

SHELLSPORT LEAGUE PCT

On 30th September Ilkley & District M.C. ran their contribution to the Shell League in the form of a P.C.T. at Bolton Abbey, with an entry of 45 competitors spread over the different classes. Trackrod just had the right amount of entries to make a team, these being, Dave Wise in class 1 in his Austin 1100, next was Ronnie Moore and John Richardson in the old faithful Anglia and Andy Roddy in his Escort all in class 3 and to round off the team we had Brian Scoreby in class 5 in his Imp. One or two Trackrod members had their entries returned because they were sent in after the closing date.

Scrutineering was a slow job but eventually we all got through. Stan Peel was the Clerk of the Course so some really good hills had been laid out, 11 in all run twice in the morning. The entry had to be split into groups so there would not be such a big hold up. Class 1, 2 and 4 went to hill 1 and classes 3, 5 and 6 went to hill 8 which ran up a gully.

As usual there was crowd support in the form of Team Shoestring.

On hill 8 Ronnie just managed to clean the section while John and Andy got a 1. As we worked our way round the hills the surfaces changed from very muddy and wet to some which were very dry so a good look at the sections first was essential. After the 22 hills it was time for lunch and a quick look at the score boards. Leading class 1 was Ian Waddington in his Fiat 128 on 40 mks. Dave Wise was 5th in class on 173. Class 2 was lead by John Spencer in his Mini on 55 mks. Class 3 was lead by Adrian Tate in his Escort Estate on 46 mks. Ron Moore was 3rd in class on 87 and JHR 5th with 92 and Andy Roddy 7th with 103 mks. Class 4 was lead by the HRG of Richard Clark on 49 mks. Class 5 was lead by Jeff Hollings on 29 mks in his Imp. Brian Scoreby was 4th with 66 mks. Class 6 was lead by D. Haigh in his DAF 55 on 75 mks.

After lunch all the hills had been altered, one had been moved completely into a different field and one more test had been added making 12 tests in all run twice in the afternoon with the classes run in reverse order, so Andy Roddy was the first car up hill 8. On hill 9 Ronnie had trouble with the Anglia misfiring a quick investigation found that a plug top had screwed off and let the plug head drop off. So a quick repair and off it went again.

On the last round Ronnie started to drop marks for silly mistakes, letting John catch up to within 1 mark behind by the time we had finished. Results were very quick, these being done by Dave and Lynne Lambourne. Final results showed as follows:

1st overall	Ian Waddington	Fiat 128	68 mks.
1st class 1	R. Needham	VW Derby	123
1st class 2	J. Spencer	Mini	124
1st class 3	A. Tate	Escort Estate	93
1st class 4	R. Clark	H.R.G.	78
1st class 5	K. Waddington	Imp	59
1st class 6	D. Haigh	DAF 55	154

Trackrod Members Results:

Dave Wise	5th in class	320 mks.
Ron Moore	4th in class	197
John Richardson	5th in class	198
Andy Roddy	6th in class	202
Brian Scoreby	5th in class	149

Trackrod finished 3rd on the day behind Ilkley and YSCC.

A very good day was had by all and many thanks to Ilkley for such a good event (Roll on next year and get your entries in early!!)

RONNIE MOORE

TROPHY POINTS

Off Road Events

R. F. Ineson	705.2
R. Mackinnon	522.9
R. Moore	507.7
C. Miller	331.0
H. White	208.8
G. Bradford	203.1

Shell League Trophy

R. F. Ineson	361.2
J. Renny	263.5
K. Goodall	259.3
R. Mackinnon	245.3
G. Bradford	143.7
R. Moore	138.2

Rally & Speeds Autotest Trophy

R.F. Ineson	21
G. Bradford	20
B.W. Stoker	18
J. Renny	10
K. Goodall	10
A. Powell	10
Miss S. Broadbelt	10
Mrs. L. Mackinnon	10

P.C.T. Trophy

B. Scoresby	10
R. Moore	9
C. Miller	8

Marshall Trophy

V. Spurdens	40
D. Lee	35
R. Moore	30
G. Kellett	30
G. Ellingworth	30
J. Lee	25
N. Drayton	25
M. Ogden	25

Service Crew Trophy

N. Gledhill	50
J. Wilson	15
P. Glover	15
G. Bradford	10
G. Ellingworth	10
G. Kellett	10

Spy 44 Trophy

R. Moore	339.3
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ANCC Rally Driver

M. Watkins	469.2	-6 events
S. Wood	421.5	-6 "
K. Goodall	346.6	-6 "
M. Kemp	103.8	-2 "
J. Bean	91.9	-3 "
J. Stephenson	76.4	-1 "
J. Renny	68.2	-1 "

ANCC RALLY Navigator

N. Leuchars	469.2	-6 events
R. Spensley	421.5	-6 "
M. Tempest	346.6	-6 "
S. Mills	103.8	-2 "
R. Beamish	88.9	-2 "
J. Bownass	76.4	-1 "
R. Spurdens	68.2	-1 "

F.S.B. Rally Driver

M. Watkins	74	-7 events
G. Waters	51	-6 "
S. Wood	47	-6 "
K. Goodall	46	-6 "
J. Stephenson	41	-7 "
J. Renny	33	-4 "
J. Marfitt	27	-4 "

F.S.B. Rally Navigator

N. Leuchars	74	-7 events
V. Fletcher	54	-7 "
R. Spensley	47	-6 "
M. Tempest	43	-6 "
J. Bownass	41	-7 "
R. Moore	37	-4 "
R. Spurdens	33	-4 "

S.M. Lloyd Special Stage Rally Driver Trophy

J. Renny	245.5	- 3 events
D. Ashford	232.4	- 4 "
C. R. Jackson	159.9	- 3 "
D. Turner	48.5	- 1 "
S. Hazeldine	22.5	- 1 "

Ladies Challenge Cup Best Lady Competitor

S. Broadbelt	13
B. Stoker	11
L. Mackinnon	10
C. Westmoreland	9
J. Thompson	9
B. Howell	8
J. Moulson	8

Newman Trophy

All round Lady Member

V. Spurdens	59
J. Lee	46
S. Broadbelt	38
J. Thompson	32
L. Mackinnon	31
J. Thirsk	18
B. Stoker	16
B. Howell	13
J. Moulson	13

Trackrod Trophy

All round Club Member

N. Leuchars	120
R. Mackinnon	92
R. Moore	90
D. Lee	81
N. Drayton	75
M. Watkins	74
Miss V. Spurdens	59
K. Goodall	56
N. Gledhill	50

Trophy Points Sec.

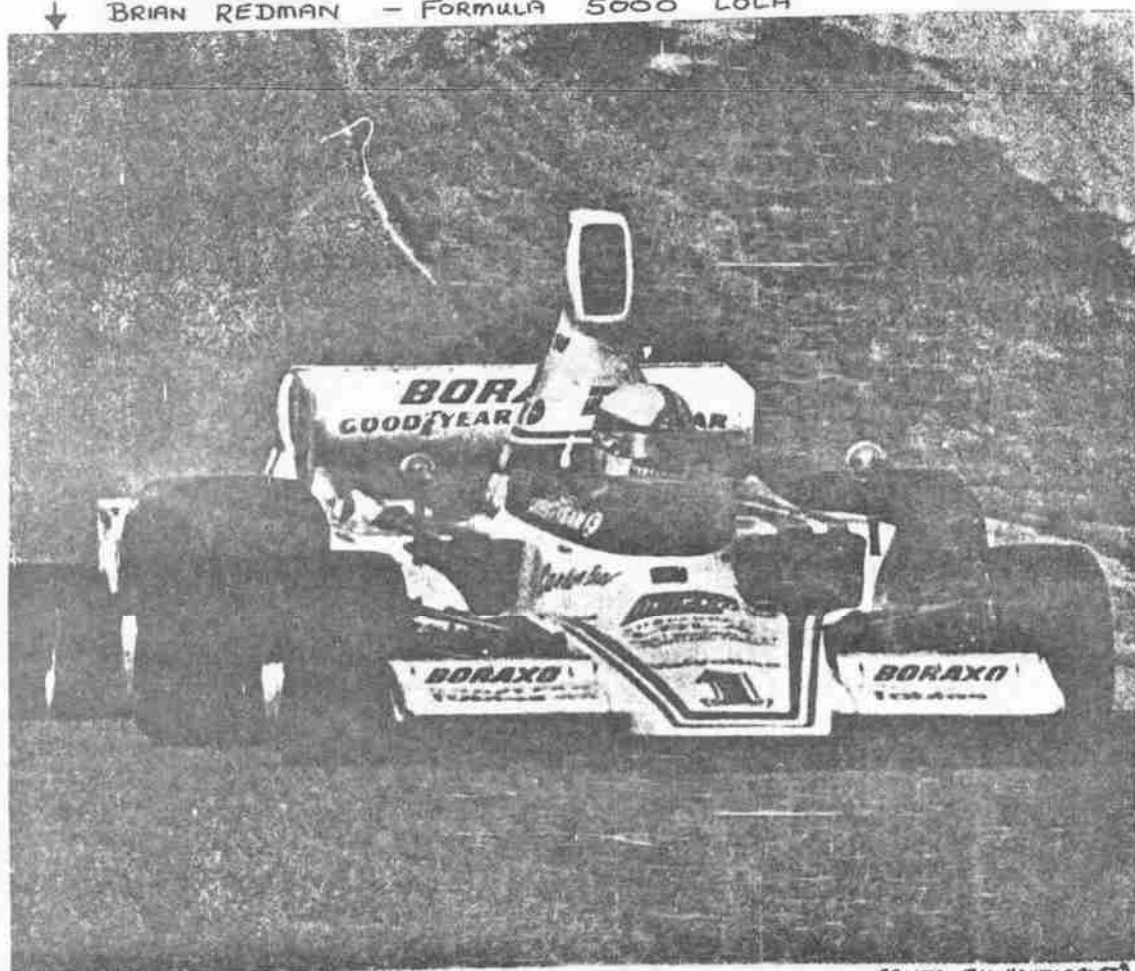
RONNIE MOORE

PHOTO PAGE



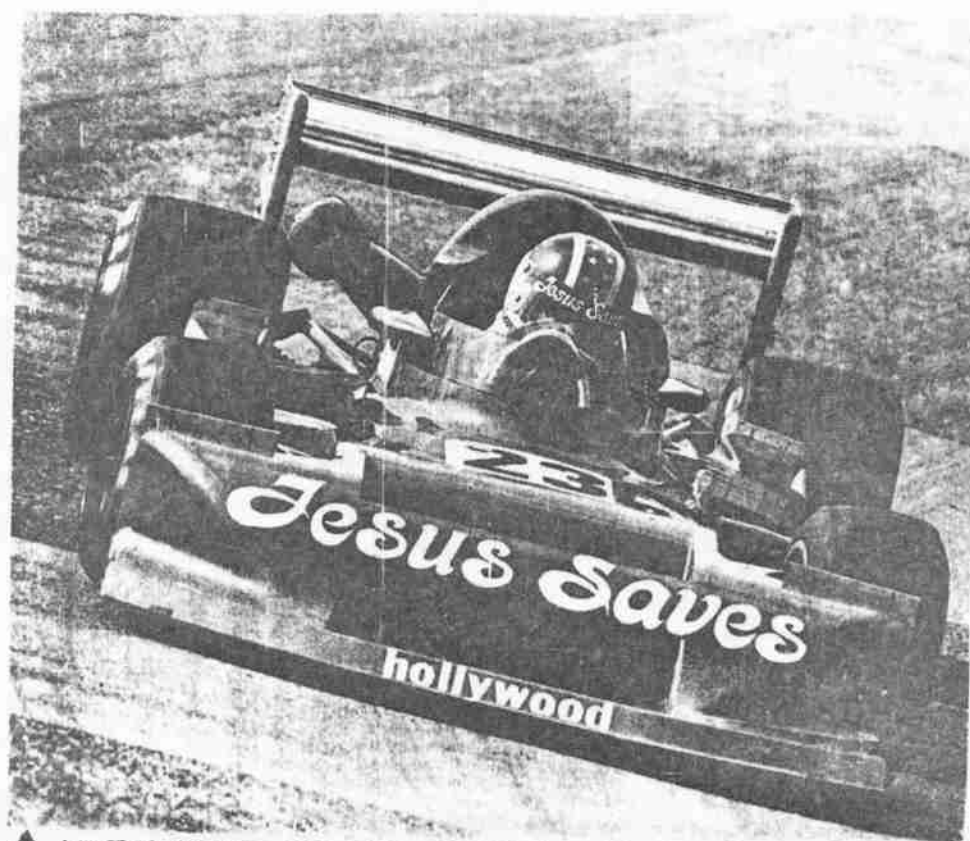
↑ 1979 MINTEX - CHRIS LORD CLEARING THE SNOW AT BRAMHAM

↓ BRIAN REDMAN - FORMULA 5000 LOLA



(PHOTO BY "AUTOSPORT")

PHOTO PAGE



↑ IN THE WORDS OF THE GRAFFITI ARTIST "JESUS SAVES
- BUT KEEGAN SCORES OFF THE REBOUND! - ALEX
RIBERIO, FORMULA 2 MARCH, AT THE NURBURGRING.

↓ THE "OTHER" J.C. THREE-WHEELING THE LOTUS-CORTINA AT BRANDS HATCH



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