

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

110 December 1979



TRACKROD MOTOR CLUB LIMITED

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D E C E M B E R 1 9 7 9

EDITORIAL

Unfortunately, December is followed, not surprisingly, by January, and that means that your subs are due on the 1st of next month. If you have a money problem I suggest you see your bank manager and Julie Thompson, in that order- the latter will relieve you quite painlessly of the \$4.00 you obtained from the former. Just mention the Trackrod cause and your overdraft will be arranged immediately.

All this form filling which I assure you is quite necessary is to provide our events co-ordinator with a comprehensive up-to-date document which will, it is hoped, tell him who is willing to compete or marshall on events and the names of all you enthusiasts who are so keen to burst on the scene, to demonstrate your talents as organisers. Nick Leuchars is really a nice chap (really) and is always keen to find assistance for newcomers to the organising role and put you in touch with all the right people for your 'own' event(s), so please co-operate when renewing your membership.

Ed:

December 11th Film Show at the SQUARE AND COMPASS...Sedan Championships '78
West Cork '79
It's the F.C.U. to

December 18th..... Indoor Rally at the Duke of Wellington, East Keswick
MAPS 99/100

January 1st...Happy New Year! don't let in the new year by drowning in your bucket
of guinness.
Noggin at the Square and Compass.

January 15th..... Indoor Rally at the Duke of Wellington

January 29th.....Noggin at the Shoulder of Mutton, Kirkby Overblow.

February 12thanother tremendous Scalextric evening at the Lawnwood.

FOR THCOMING COMPETITIVE EVENTS

- 15/16th December.....De Lacy M.C. Seven Dales Rally. A.N.C.C. qualifier
- 26th December.....T.M.C. Boxing Day Autotest at the Crest Hotel, Oulton
regs from Ron MacKinnon in due course. Watch the notice
board
- 6th January.....T.M.C. Closed joint Autotest, venue not yet known, but
likely to be Tockwith. Brian Mainwright is the man to
contact for regs in due course.
- 12/13th January.....Knowl Dale C.C. Mini Miglia Rally- A.N.C.C. qualifier.
- 19/20th January.....Hapon M.S.C. Riponian Rally. A.N.C.C. qualifier
- 26/27th January.....Selby & D.M.C. 3 Swans Rally. 1980 Shell League round!
regs from John Renny. Team of 5 needed.

SEC'S PIECE

Well here we are in December, the month of frivolity and booze, and we should all know this from the state of the weather just lately. Its hard to tell whether we're entering the Ice Age or not as we seem to keep changing from brass monkey weather to warm drizzly periods.

Continuing into another drive, starting with the Crest Autotest/Bonfire - fireworks/Grand Summer Draw (in November?). Organised by Steve Hills and Sue Broadbent the autotest was a complete and resounding success, I certainly enjoyed it (taking first in class) and everybody I spoke to enjoyed the day. Some comments were passed about the tests (thank God they weren't as difficult as the last lot Steve organised). Paul Swift took FTD with Allan Forrest's Lotus-7 only seconds behind taking a first in class award. Ed managed a 2nd in class award after a disastrous 5th test where he hit no less than 2 bollards (most unlike Ed). In the small mini class D.Goodlad beat Mike Penrose for this 1st in class award by only 2.6 secs. John Renny and Bob Stoker both had a difficult task in keeping up with Chris Cotton in the Datsun, who was eventually 1st in class and 11th overall.

And so on to the bonfire which was lit at approximately 5.45 with the firework display shortly afterwards. For those of you who attended (there was a large number of club members and also general public and local press) you'll have to agree with me that this event was again a resounding success for the 2nd year running. The draw unfortunately had to be drawn at the time on the tickets which was about an hour and a half after the firework display had finished and many people had to leave due to young people's bedtimes. The star prize of a portable black and white T.V. was won by none other than our ex-chairman's son Kevin Richardson. Well done Kevin. For all the other prize winners a list of winning numbers can be found in this magazine. One final word on this topic, may I convey my thanks and the committees thanks to all club members who sold tickets, this draw would not have happened without you.

Moving on to the North Midland PCT ANCC event which was held on the same weekend as our autotest, Ronnie Moore attended this and I believe finished 3rd in his class and commented that some of the tests were a bit nasty. Matlock & DMC Autotest was the final A.N.C.C. round to which only myself went, from Trackrod. Most of the other A.N.C.C. competitors were there. The day was very very wet and a full report will be given in the next magazine (hopefully).

On to the IAC stage at Boltby which ran very smoothly thanks to all the marshalls who turned out on what was a very acceptable night for the time of year. Slaithwaite PCT was also run on that weekend attended by Ronnie Moore, results IBA

Well folks, have a good Christmas Party and a good Christmas day, but don't forget to be at the Crest for the Autotest on Boxing day

Beware the boys in blue- less power to the right foot over the festive season

Cheers Hic HON SEC

GOSSIP COLUMN

On or about 31st October, Patricia Parry presented her husband Haigh with an 8lb. 7oz. daughter, Hannah. Congratulations! Haven't yet seen Daddy sporting a fat cigar!! (or buying drinks).

Gez Waters is spreading a rumour that he has finally found a victim to buy his rally car and that he has bought an RS2000 off Stan Peel GEEZ GEZ!!

One recent Saturday night, a group of unmentionable members went out for a meal to Scarborough!!! - Good grief, they sell fish'n chips nearer than that!! - Suppose you can't have a paddle with them though.

Has anybody seen a blue Magnum pseudo rally car being driven by a bear in a funny hat??? (It's got fozy written on't door)

Nick Leuchars has actually got some money for his Rapier and can now be seen in a 'J' reg Sprite!!

IMPORTANT NOTICE

PLEASE NOTE THAT THE E.G.M. AND FILM SHOW ON 11TH DECEMBER WILL NOW BE AT THE SQUARE AND COMPASS - NOT THE LAWNWOOD ARMS.

CHRISTMAS PARTY

As you will see from the advert elsewhere within this issue there is to be a raffle staged at this event and our Social Committee would be most grateful for any raffle prizes you feel you can donate to the cause. Please see Vicky Spurdens, Lindsay Mackinnon or Dianne Waters if you feel you can provide suitable prizes.

NEW MEMBERS

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

Chris and Susan English, 36 Primley Park Drive, Leeds 17

Dave and Denise Sayers, 7 Illingworth Close, Yeadon, Leeds

Henry Shires, 'Littlebeck' Old Mill Lane, Clifford, Wetherby

REFLECTIONS - 1970

Not a great deal is recorded in the archives of Trackrod's history for this month. There was no motorsport recorded and to further depress the keen and eager members the long awaited R.A.C. affiliation had not yet materialised.

There was, however a darts tournament at the Duke of Wellington (yes we used to go there, even then) , where much of the talk centred around how all the members

REFLECTIONS - 1970 contd.

had narrowly missed beating Harry Kallstrom on the R.A.C. Rally!!!

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SHELL SPORT LEAGUE 1980

Hi this is your Captain speaking. At a meeting on 13th November, the calendar of events for 1980 was agreed as follows:

- | | |
|----------------------|--|
| 1. 26th/27th January | - 3 Swans Rally, Selby & D.M.C. |
| 2. 12th/13th April | - Moonraker Rally, North Humberside M.C. |
| 3. 27th April | - Production Car Trial, Ilkley & D.M.C. |
| 4. 4th May | - Single Venue Stage Rally, Slaithwaite M.C. |
| 5. 11th May | - Autotest (Multi Venue), Y.S.C.C. |
| 6. 18th May | - Production Car Trial, Sheffield & Hallamshire M.C. |
| 7. 29th June | - Autotest, Trackrod Motor Club |
| 8. 10th August | - Autotest, York M.C. |
| 9. 12th October | - Production Car Trial, Ripon M.S.C. |
| 10. 19th October | - Autotest, Wakefield M.S.C. |

As can be seen, 1980 kicks off very early in Shell League terms, so I'm out now looking for teams, for all these events, particularly the 3 Swans. So form a queue at my door for regs and info and help us win some cash, the amount of which Shell have once again generously increased.

Let us make 1980 our year for winning this title and give me a bonus into the bargain for taking on the job of Team Captain.

JOHN RENNY

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TABLE TOP RALLY

The Pegasus Motor Club Ltd. have an open invitation to all R.A.C. Affiliated Club Members to take part in their home table top rally. The event is to be held in competitors own homes in January 1980.

The entry list is now open and closes finally on 31st December, 1979.

Entry forms are available from:

Mr. R. J. Sweet,
91 Lays Drive,
Keynsham,
Bristol (Don't get mixed up with Horace Batchelor, ED)

See the Notice Board for further details.

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THE HILLHOUSE HIGHWAYMAN RALLY

The Post Office Motor Club once again organised the Hillhouse Highwayman Rally on October 27th/28th, this popular event attracting a full entry once again based in Ripon. This event was being run on Maps 92, 98 and 99 and there were many changes to the published entry list, one of these changes was Bob Bean and Alan Greenwood with a late entry at No. 2.

THE HILLHOUSE HIGHWAYMAN contd.

Trackrod was well represented with 8 crews, these being Mick Watkins and Nick Leuchars at No. 5 in the Escort TC, followed by Ken Goodall and Ian Tempest in the RS2000 at No. 8, then in the Semi-Expert class there was Steve Wood and Alan Ainley in Escort TC at No. 35, Ronnie Moore was in the hopt seat of Ilkley's John Brogden in the Mini Cooper S at No. 41, John Bean and Ray Beamish in the RS2000 were at No. 52 with Mick Callaghan and Paul Halstead in an Opel Ascona were at No. 58. In the Novice class was D. Lightfoot and Neil Masterman in a Mexico at No. 61 and E. Roberts and Trevor Ward in the Mini slotted in at No.48 after being on the reserve list.

Scrutineering was at Harrogate Motors and was very quick and efficient. The start area being at the Victoria Grove Car Park with signing on in the Post Office Sorting Office. The route was given out 1½ hours before due start time with all SGW's and Black Spots to plot as well as 10 selectives and 42 time controls. The event started with a string of time controls in a loop North of Ripon to West Tanfield.

Trackrod crews were already in trouble, Ron Moore having his seat come adrift just after TC4, but a bit of wire soon fixed this. John Bean had his troubles too, his navigator suffering from the dreaded car sickness just after TC4. Selective 1 was run from just South of West Tanfield to Grewelthorpe, fastest here was Pearson/Jessop dropping 26 seconds. This selective saw the finish of Watkins and Leuchars rally, out with a blown engine. Selective 2 was run from the North of Grewelthorpe to the South of Masham, fastest here being the Cooper S of Brogden and Moore only dropping 3 seconds, this selective saw the retirement of Roberts and Ward. Selective 3 ran from East Witton on to Map 98 to West Burton with fastest being Pullford and Staker on 2.39. Selective 4 ran from West Burton to Gayle near Hawes with fastest being Bean and Greenwood on 1.48, Brogden and Moore had trouble with the Mini on this selective and found that the timing was out. Selective 5 was run over Butter Tubs fastest being Watkins and Smith on 52 seconds. Selective 5 was the end of Beam and Beamishes rally as they had a big off and had to retire. Selective 6 was on Map 92 running North from Keld using the Pennine Way white to Gelmanly, fastest here was Bean and Greenwood on 1.57.

There was a welcome stop for petrol at Bowes and a quick look round the car to tie things back on. MTC16 was on the yellow South of Boldron with Selective 7 on a few miles down the road running South through Stang Forest down on to Map 98 to finish just West of Healaugh, fastest being White and Harris on 2.12. Selective 8 ran South from Healaugh over Whiteside Moor to finish just North of Askrigg with fastest here White and Harris on 2.48. Selective 9 was a short run from the old white road just East of Carperly to stop just short of Redmire this was cleaned by 12 crews including two Trackrod crews, Good all and Tempest and Brogden and Moore. Selective 10 ran North from Redmire over Grinton Moor onto Map 99 to Leyburn Moor, fastest being Burton and Hill on 1.29, this selective saw the retirement of Trackrod crew Lightfoot and Masterman with a blown clutch on the Mexico. Now it was on to the remaining 25 controls to the finish at Ripon.

Ron Moore made a mistake just after the start of these controls by taking a minute early at TC18, thus getting penalised 2 minutes and just after TC20 wrong slotting his driver to the cost of another 2 minutes. On the run back to Ripon Wood and Ainley were having engine trouble on the Escort but managing to carry on at a steady pace, whilst Callaghan and Holstead had to cut and run after going off for quite some time. With only two controls to go Brogden and Moore were in trouble again when the petrol pipe fell off one of the carbs, but luck was with them, it happened in a neutral section so no time was lost. The last control was just out of Ripon near Studley Park and the finish was at Ripon Motor Club's Club House, where breakfast and first half results were. The results board showing that Brogden and Moore were leading the Semi-Expert class

HILLHOUSE HIGHWAYMAN Contd.

at the halfway stage, but had the navigators mistakes in the second half cost them this position?? There then followed a long nail biting wait until the second half results went up. Luck was with Brogden and Moore finishing 50 seconds in front of 2nd place semi experts.

The results were as follows:

1st O/A Bean and Greenwood	27.12
2nd O/A Pearson and Jessop	27.15
3rd O/A Haygarth and Coppin	27.29

Trackrod's results were as follows:

Ken Goodall and Ian Tempest	32.08	8th O/A AND 8th in class
Steve Wood and Alan Ainley	62.28	25th O/A and 8th in class
John Brogden and Ron Moore	39.09	10th O/A and 1st in class
Mike Callaghan and Paul Halstead	8F 82.24	47th O/A and 13th in class

With only 49 finishers out of 90 starters a really good tough event, well worth doing next year. I will anyway. Many thanks to P.O.A.C. and all the marshals (who got paid for doing it) as well.

RONNIE MOORE

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BONFIRE AUTOTESTS 4.11.79

Steve Mills and Sue Broadbelt masterminded this event and some competitors were more than apprehensive about Steve's possible thoughts on test design having witnessed his diabolically mind bending Shell League event earlier in the year. Fortunately the Leeds Crest Motel car park does not provide sufficient space for his devious mind to get into second gear, he did, however, produce some very straightforward tests which took in the now famous ramp in the corner of the car park and proved to be very enjoyable for competitors and spectators alike.

Being an A.N.C.C. Championship event, entries were attracted from the 'other' side of 'The Hills' in the shape of David Goodlad (Mini 1000) and Mike Elliott (Midget) but, alas not John North (Beagle who decided to let Ron Mackinnon (RS2) play with himself for a change (he doesn't get much chance usually)!! Paul Swift (Cooper S) also journeyed down from Darlington. These competitors were alongside the local Championship contenders; Graeme Bradford, Chris Miller, Mike Penrose (Mini 1000's); David Sowman, Gerald Taylor, Ed (1275GT's), Alan Forrest (Lotus 7) Paul Adleman (Midget) and Chris Cotton (Datsun).

Fortunately the rain held off to permit a dry day of competition which included 8 tests each done twice.

From the outset the pace was fast, Graeme Bradford ~~at~~ fastest in class on test 1 and maintained the pressure throughout the morning to be 3rd at the lunch halt.

In class 2 the Lotus 7 took the initiative after your scribes 'Min' grew an extra foot in length and hit two pylons on 1 test!! (definitely brains out for the rest of the day!!) closely following Alan Forest was Paul Swift who also

BONFIRE AUTOTESTS CONTD.

collected a pylon. Class 3 was really the story of Chris Cotton who is absolutely merciless with his poor Datsun 1200, proving that you do not need an L.S.D. for rear wheel drive to be fast, spectacular and very competitive - at halfway he was 30 seconds clear of his class and those included our new team captain John Renny, himself no snail.

If class 3 belonged to Chris Cotton, Class 4 surely belonged to Ronnie Mack's RS2, who was as spectacular, quick and erratic as ever!! collecting a pylon and a washout before lunch. Poor Ron paid the price of stardom when the event actually stopped because everyone flocked to see him on test 8 (the ramp). The rear wheel drive cars are much more spectacular when coming up the ramp and Ronnie had proved to be flying the highest, a feat which attracted all the attention for his run at test 8. - Under scores of watchful eyes he disappeared down the ramp and "chucked an enormous brain wobble" by driving into the garage instead of reversing in, thus collecting a washout, about which he could not argue as so many had witnessed it!!! He was still flying up the ramp though!

After Lunch David Goodlad piled on the pressure to take class 1 from Mike Penrose despite collecting a pylon. Graeme Bradford started the afternoon well but he also succumbed to the pressure from the gallery when his family entourage arrived to cheer him on!!

Paul Swift played a blinder in the afternoon, beating Alan Forrest on six out of eight tests and taking F.T.D. by 2.9 seconds and a meal for two at the Leeds Crest. Ed. overcame his blunders complex to sneak up and snatch 2nd in class from Gerald Taylor, but only on furthest clean basis as both were dead heated on 439.0 at the end of the day.

Try as he might John Renny just could not get on terms with Chris Cotton (Batsun) who 'walked' the class with an advantage of 75 seconds at close of play. Similarly, Ronnie Mack's exuberant style earned him a popular class victory from the Group 1 RS2 of Steve Hazeldine by some 50 seconds.

So concluded a super days sport and I would like to extend a big thank you to the organisers and the marshals who braved the cold to make the event the success it was.

RESULTS (Award Winners)

<u>Class 1.</u>	1st	D. Goodlad	Mini 1000	450.5
	2nd	M. Penrose	Mini 1000	453.1
<u>Class 2.</u>	F.T.D.	P. Swift	Cooper 'S'	420.1
	1st	A. Forrest	Lotus 7	421.3
	2nd	R. Ineson	Clubman GT	439.0
<u>Class 3.</u>	1st	C. Cotton	Datsun 1200	469.5
<u>Class 4.</u>	1st	R. Mackinnon	RS2000	527.5

Needless to say that the event was rounded off by the Bonfire and Firework display which proved to be a great success yet again - didn't hear from our dissatisfied member of last month's magazine either!

Richard Ineson

THE RESULTS OF OUR GRAND SUMMER DRAW, MADE AFTER THE BONFIRE AUTOTESTS ARE AS FOLLOWS:-

PRIZE	NUMBER	WINNER
1. Television	2789	Kevin Richardson, Selby
2. Camera and Flash	5551	M. Halliday, B.M.S.
3. Suitcase	5556	Bill Rochford, Lancia
4. Bottle of Whisky	1846	Simpson's, c/o S. Broadbelt
5. Hairdryer	5020	Noel Wilson, c/o J. Renny
6. Two bottles of Wine	0162	R. Schofield, c/o P. Glover
7. Box of Chocolates	2304	S. Patel, Mirfield
8. Shellsport Holdall	2214	J. Smith, c/o J. Thompson
9. Andrex Puppy	5584	Mr. Greenwood, Leeds 11
10. Bottle of Wine	5987	M. Myer, c/o A. Longstaffe
11. Andrex Puppy	5171	Brian c/o J. Renny
12. 4 Cans of Beer	5999	Doreen Longstaffe
13. Shell Motor Road Atlas	6148	Mr. Fellows
14. Voucher - film developed	4023	Lynn Bromley c/o R. Moore
15. Voucher - film developed	2953	J. Stoker
16. 6 Glasses	5279	C. Ward c/o J. Thirsk

R.K. PARKIN Esq.,
15 Holly Drive,
Leeds LS16 6EF

MORE GOSSIP

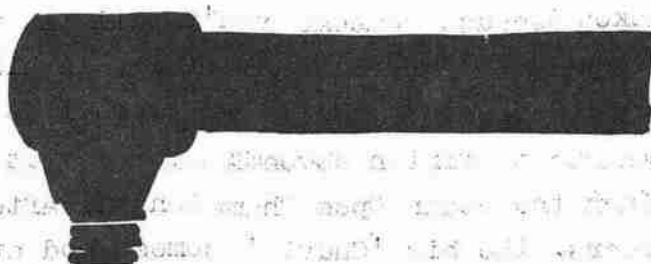
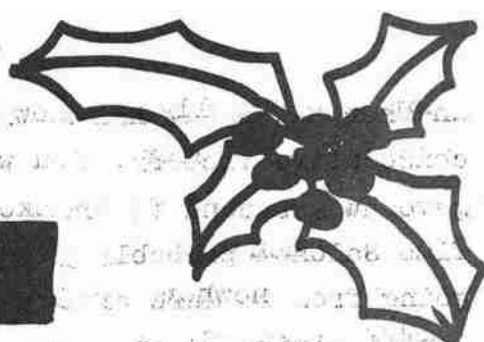
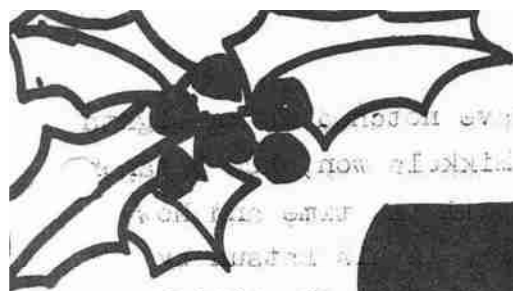
As you will be aware, from the report on the event, Steve Mills was the Clerk of the Course at our Bonfire Autotest at the Crest Motel. What most of you maybe don't know is that, after the event Steve was taken ill and was subjected to a few days in a hospital bed. Fortunately he is up and about again and we hope he is now fully recovered.

Martin Kemp, one time, camera shy RS2000 owner, is now trundling around in a Mk II 1300L Escort!!! By no small coincidence Alan Powell has acquired a Mk II RS2000 - yes it is the same one! and rumour has it that he is going to have a go at a few Autotests in 1980.

INDOOR RALLY CHAMPIONSHIP

The 1979/80 Indoor Rally Championship gets under way on 18th December, 1979, at the Duke of Wellington, East Keswick.

The Championship consists of five rounds, with the best four results counting towards your final score.



TRACKROD GRAND XMAS PARTY

ON

SATURDAY 15TH DECEMBER, 1979.

AT

COOKRIDGE VILLAGE HALL, GREEN
LANE, LEEDS 16 (MAP REF /)

8-30 UNTIL MIDNIGHT

DISCO DANCING TO THE
COOL SOUND OF
GEZ. WATERS

BAR - RAFFLE - BUFFET

MEMBERS 50P
(MEMBERSHIP CARDS PLEASE)

NON MEMBERS £1.00



Lombard RAC Rally 1979

Another RAC Rally has now past and with it, Ford have notched up an eighth consecutive victory. You will now be aware of how Mikkola won, how Vatanen gave away second to Brookes because someone can't tell the time and how Timo Salonen probably produced the drive of the rally in his Datsun by going from nowhere after the first day, to third overall at the finish. Pentti Airikkala only managed to finish seventh overall but he secured sufficient points to clinch the Sedan Open Championship after being very close the two previous years. The big 'Chuvit' comes good at last!

Our stage ran very uneventfully this year and I thank every one of you who came out to Boltby to assist. Whether you were timing or marshalling, if you were there all day setting up or merely arrived during the night, you all did your bit to ensure the safe passage of competitors. We have already received compliments from the organising team of the event and it is very satisfying to know that so many of you will turn out for the big one and do your bit, thank you once again for all your efforts.

Sue Broadbelt now has the RAC year bars so form an orderly queue with your 'Thirty Five pees' at the ready and you will be duly rewarded.

For your interest, the top crews on Boltby were as follows:-

Mikkola	4.18
Alen	4.20
Vatanen	4.24
Airikkala	4.25
Pond	4.26
Waldegaard	4.27
Brookes	
Buffum)	4.28
Salonen	4.30
McRae	4.33
Taylor	4.34
Clark	4.35

J.H.R.

Cupboard Clearout

A large quantity of motoring magazines have to go!! This comprises Triple CCC's, Rally Sports, Autocars, Motors, Autosports. Many hours of interesting reading if you have the time, (I don't)!!

All free to a good home, assuming you can read. Will deliver to Trackrod club night by prior arrangement.

John Richardson. (0757 702048)

At 11.00 p.m. on Thursday, 25th October John Palmer, Martin Midgely and myself set off to do Jersey Motor Clubs Big Five Tour of Jersey, stages rally.

It took just under nine hours to get to Weymouth Dock, where we caught the ferry for St. Helier, Jersey. (A further eight hours travelling). Despite problems with British Rails ferry authority regarding the length of the Landrover and Trailer, we arrived at 8.45 on Friday.

The event started at the Wolves Caves in Fremont, with scrutineering at 8.00 a.m. and first car away at 10.00. One problem I had was obtaining the maps (2½:1 mile) and even when I got them, they were very sparse in detail. Seeded number 1 were local rally champions, David Carrel/Miss J. Arthur, in a rather tired looking Escort. Another reputable quick man was J. Lees-Baker, and he had his Lancia Fulvia at number 2. We were seeded number 7, handy really, as the loose stages cut up very quickly over there.

SS1, La Ferme 1 was a classic example, after only six cars had been through, it was cancelled. Due to the previous nights torrential rain the whole stage was reduced to a swamp. And so to SS2, Vicart 1. A short tarmac stage running down the side of the infamous Water Works valley. Car number three (which was a Hillman Imp powered by a 2.2 litre Mazda rotary engine) took fastest time by a frightening margin. It was here that we had our first problems - the fuel lines decided to part company with the car, forcing us to come to a halt. Luckily, we had passed the flying finish board (by about ½ a yard) and we managed to collect a fairly good time. A hasty session of plumbing in petrol lines ensued, and having been given a gallon of petrol by another competitor, continued to the next stage, stopping briefly to fuel up.

La Ferme 2, was very rough and muddy, giving minis and Imps an advantage over the bigger escorts and Lancias. Taylor/Taylor in their indecently quick rotary imp were pulling away from Thomson/Glendewar (Imp) and Lees-Baker/Blandin (Lancia). The roughness of the stage caught us out, it seems an important part of rally preparation in Jersey is armour plating. But we completed it, albeit with a few loose nuts and bolts. From there it was back to Vicart for SS4 (same as SS2). This time we managed a fourth fastest time, and the Lancia of Lees/Baker/Blandin seemed to be waking up a bit as well.

So up to now we had had no serious problems, apart from the fact the breaks were becoming a little spongy, and with only one more stage to go before service (it was the dreaded La Ferme again) we felt we were doing O.K. But, pride before a fall (or so they say), about 500 yards from the stage finish on La Ferme, the battery lead came off, delaying us for quite a while, due to the fact we couldn't find the clamp. However, we wedged it back on and continued on our way. We were not the only victims at La Ferme, car 12, Thomson/Glendewar's Imp had its rear wishbone break, and arrived at service with a trolley jack under the back axle, Co-driver running alongside steadying the jack, and being towed by the course car!

Indoor Rally Championship contd.

The first round being organised by Derek Lee will take place on 18th December and you will require Metric Maps 99 and 100. The start will be at 7.30 pm. So you just have time to blow away the cobwebs and sharpen your pencils.

The other four rounds will be organised for the third Tuesday of the following four months. More information will be given prior to each round.

DEREK LEE

LETTERS TO THE EDITOR

Dear Sir,

Firstly, may I emphasise that I am writing to you in my private capacity as a Trackrod Motor Club member. The purpose of my letter is to add to your comments in response to the letter published in your November issue from "a dissatisfied member" on the topic of the combined Autotest, Firework Display and Bonfire organised at Leeds Crest Motel on Sunday 4th November, 1979.

Unfortunately, this year, I was unable to attend the proceedings but my wife and three children had a thoroughly enjoyable time on the day and it seems to me that this event alone is well worth the annual subscription to be a member. Such combined competitive and social events can form an important and very worthwhile part in the overall activities of any sporting Club or Association. There are just as many Motorsport widows and orphans as there are Golf or Fishing widows. It is through such combined events as this that many motor club members can involve their families in their activities and I would imagine that many motor club members were first attracted to their clubs as a result of attending a social function as a guest of an existing member.

Yours faithfully,

DAVID RIACH

(HERE HERE!!! Ed.)

Service and lunch halt were back at the Wolves Caves, where we changed the Escorts battery, and fitted stronger fuel lines. Our big surprise came when we looked under the bonnet, the radiator was held in place with a single self tapping bolt, endorsing my comment about rough stages. This was quickly remedied by Martin, and after doing the brakes we were back in business.

A short run out took competitors to the first of the afternoon stages, Mont Rossignol. This was an old defensive complex kindly left by the Germans after World War Two. It had since been used by Jersey's Water Authority, and it was fantastic! It started on loose, with a downhill 90 r. with steep banks either side, then onto broken concrete (as per Thorpe Arch) for the finishing stretch. We did it 2 seconds slower than the leader, quite complementary to us in a way bearing in mind most of the competitors knew it like the backs of their hands!

It seemed a shame that after Mont Rossignol we had to tackle another rough stage - Les Mouriers - this had a ridiculously tight hairpin between two large gateposts, two big yumps and a huge boulder (which caused a mini to spin twice). It was of great surprise to us that the Lancias of Lees-Baker/Blandin, and Jean/Orkiszewski managed quick times here, but the Imp of Thompson/Glendewar (the crew having sorted out their wishbones' troubles) became airborne 90% of the time and showed everyone a clean pair of M & S!

But the roughness of Les Mouriers became of little importance when compared to SS8, Surville 1. This was an all tarmac stage, using the private roads round the manor of the same name. We managed another quick time here, pulling time off our rivals, (car 8 and eventual winners, car 6) despite having damaged the brakes on the previous stage.

By the time we got back to the Mont Rossignol stage again, the brakes had become noticeably worse, and during the stage they became almost non-existent, resulting in us having to use the large banking either side of the 90R. to prevent us having a big off! A short halt before Les Mouriers 2 gave us time to bleed the brakes, although they still required a great deal more attention. The stage (Les Mouriers 2) was a re-run of the early afternoon stage, though unlike La Ferme it hadn't cut up badly. We improved on our first stage time here, but at the expense of a Bilstein. A short link section took us back to the Surville stages, by which time our brakes had started to play up again, and on a slippery downhill 45R we left the road and came to rest head on into a tree! This action re-organised our lighting arrangements, and our front end a little. However, not to be outdone by Taylor/Taylor, who removed most of their Imps bodyshell on the same tree, we slammed it into reverse, and were quickly back on our way. At the end of the Surville and Surville Manor farm stages a quick inspection of the front end revealed not only Cibie and body damage but also our oil cooler had been punctured, and was now throwing oil out. It was certainly decision time - with the Mont Rossignol stages to do again, and the road mileage in between, we calculated that we would soon run out of oil. On the other hand, we had the foresight to use Molyslip oil, and this was, after all, Jersey. Therefore we decided to press on regardless, and just hope to find Martin before the last stages.

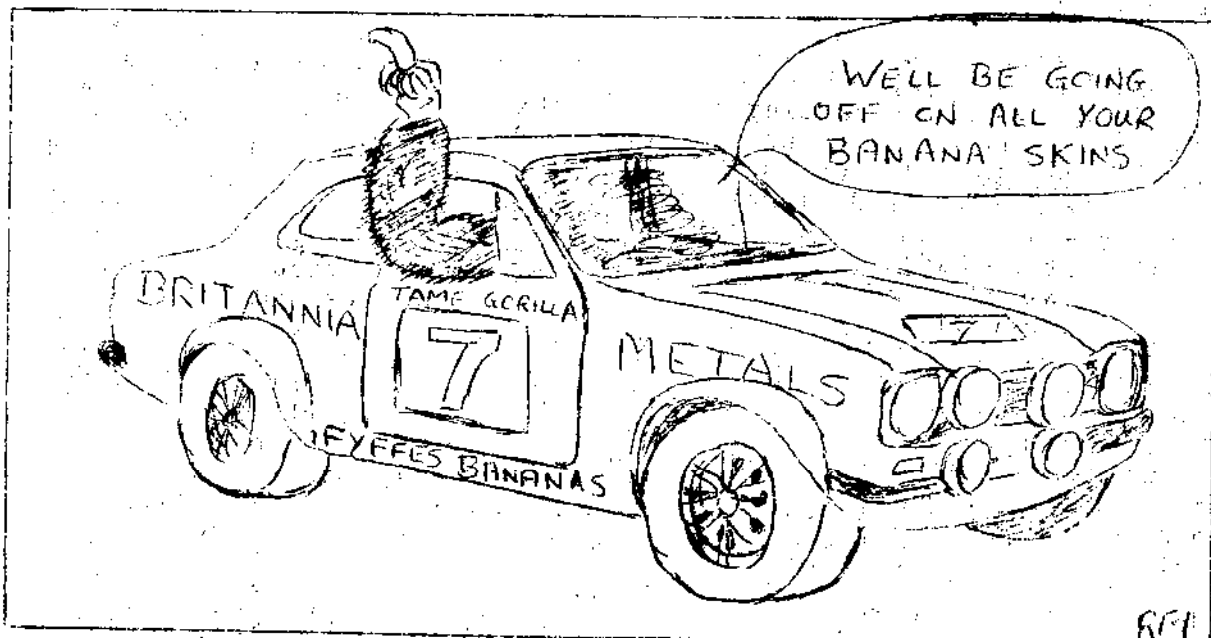
However, unbeknown to us a hold up at Les Mouriers had delayed Martin, and consequently we tackled the Mont Rossignol stages with only Molyslip lubricating the engine. From Mont Rossignol it was a

short run back to the finish at St. Helier's football stadium, and the adjacent superb club House of Jersey Motorclub.

Results were quickly produced, and the Escort of J. Perchard/R. Hollick took the overall honours, just 2 seconds down from the Imp of K. Thompson/S. Glendewar. Local rally champions D. Carrel/Miss J. Arthur were third, with the Rotary Imp of B. Taylor/C. Taylor, and the Lancia of J. Lees-Baker/I. Blandin close behind.

We overcame our problems to finish 14th overall in a very enjoyable event, both socially and competitively. I think it's hard driving against the locals, and with only a limited supply of stages available in Jersey, obviously people are going to know just what to expect, both on the rougher stages, and the smooth fast tarmac stages. But nonetheless, a really enjoyable event. (The only hassle we had was on the packed ferry back - ever felt like a sardine?)

CHARLIE PALMER.



ANNUAL CLUB AWARDS

Once again it is time to hand your annual award back for engraving, so that they will be ready in time for the Annual Dinner Dance.

Could you please let me have these trophies back before the 31st December, 1979. This is the dead line and after this they will be too late for engraving.

The following people have these awards:

JOHN WILSON
PAUL NOON
ANDY RODDY
DAVID TAYLOR
RICHARD JACKSON
ALAN POWELL
FRANK STUART BROWN

STEVE WOOD
ROBERT SPENSLEY
NICK LEUCHARS
CHRIS MILLER
VICKY SPURDENS
SUE BROADBELT

If there is any difficulty in returning these trophies please ring me at Rawdon 507780.

Trophy Points Secretary
RONNIE MOORE

STOCKSHILL-OPEL SCARBOROUGH STAGES RALLY

This years Scarborough Stages rally (organised by 62 CC) boasted support from Opel Cars, with additional support coming from Opel main dealers Stockhill Garage.

Graham Elsmore/Hans Sylvan headed the entry list (the former standing in when B.L.'s Per Eklund was required to do a rally sprint). Previous winners David Thompson took the number 2 slot with Vauxhall works co-driver Mike Nicholson occupying the left hand seat.

With the event being the final round of the Esso B.T.R.D.A. Championship all the usual contenders crammed the entry list. Trackrod were well represented, with Charlie Payne at 22, Alan Powell/Ron Mackinnon at 38, Mike Desort/Dave Lambourne at 49, George Mathie/Ian Watt at 52, Ian Gurnett/Rod Parkin at 74 and Gez Waters/Charlie Palmer at 140.

SS1 was the infamous Olivers Mount with the slippery morning surface making quick motoring interesting. Mike Jackson took fastest here, finishing on 4.07. A quick service halt at Weaponess provided time for changing on to forest tyres, so with comedy relief being given by Bob and Rob, some sound advice by John and a quick check over things by Neil we were ready for the first of the forest stages. Wykeham 1. Steve Bannister set the pace here with a fastest on 2.45, Wykeham 2 was more interesting for us though as we caught a forlorn Sunbeam putting us in a more competitive frame of mind for the demanding Dalby stages.

After Wykeham 2 we met up with our service crew again, who found that the oil dipstick holder had sheared off, providing us with our own Duchams fountain under the bonnet, but with time against us here, they decided to patch it up as best possible with the hope of fully sorting out the problem at halfway. Steve Bannister had edged into the lead, whilst Elsmore's TR7 had already started to destroy it's first gearbox of the day.

Scarborough Stages contd.

The Dalby stages were in excellent condition and only on the bad bends (which were badly cut up for us) did we miss not having an LSD. The gearbox change on the TR7 certainly seemed to have been a good idea as Elsmore recorded joint fastest on Dalby 1 with Derek Evans. However, Steve Bannister bounced back to record fastest times on the two remaining Dalby stages.

A short link section took competitors to halfway and lunch halt at Flamingoland, where our service crew sorted out the dipstick problems with the minimum of fuss, this was a weight off all our minds, and apart from the usual checking of oil, tyres and brakes nothing else had to be done to the car. It was at the halfway halt that I had my first admin problem. A dubious watch at MTC 3 coupled with a competitor leaving on his wrong minute nearly cost us penalties, when the marshall informed me that I would have to leave the service halt a minute late. Which would mean of course, I had technically spent too long in the service halt. However, with the aid of a fellow co-driver (who would also incur the same penalties as me) we managed to avert the crisis.

Back then to the rally, and two stages in Cropton forest provided the first of the afternoons action. A little bit of over-enthusiasm on Gez's part saw the Firenza entering a downhill 90 L boot first - novel, but it's not the sort of thing that gets fastest times. Despite this though, we still managed to beat our rivals in the Sunbeam by 9 seconds. Cropton 2 was next (a much shorter stage) and we managed to keep ahead of Penton/Rawnsley but this time it was a mere second that separated us.

From Cropton, competitors headed for Croftswood and Stockshill (no not a stage sponsored by the Opel dealers of the same name) By this time Messrs Elsmore/Sylvan's TR7 had gone through another gearbox and having it changed consequently set up two more fastest times.

A brief halt before Dalby 4 (the course car getting lost in the stage extended the brief halt to a more positive 45 minute one) gave service crews a last chance to fettle machines for the final string of stages. We elected not to fit spotlights for the final forest stages, but wait for the Weaponess halt (we were not going to lose a set of cibies in the undergrowth, I mean you never know)... It was back to Dalby for SS11 where Bannister took joint fastest with Hill, on 4.16 with Elsmore and Smith 8 seconds behind. The very fast Langdale was next where the powerful TR7 of Elsmore and the Escort of Bannister tied for fastest on 6.50 (meeting the bogey time exactly) Broxa Forest saw the retirement of Hill/Warley and the first fastest of the day for the Simpson brothers.

The low runners had run out of daylight now, so consequently we tackled the Harwood Dale stage in darkness, relying only on headlights (for us anyway) to give driver vision. It was here that Gez and I had the first heatstopping moment of the day when suddenly, having landed a little heavily after a jump, the engine emitted a nasty sound, (not unlike a deranged forester being let loose with a chain saw) It turned out to be the fan which had made contact with the radiator. We drove the fairly long road section with all eyes glued to the temperature guage. Luckily it had not gone through and we made the Weaponess halt in time for the service crew to give the car a clean bill of health. After fitting spotlights and tarmac tyres we headed for Olivers Mount - the last stage.

Olivers Mount had dried out a lot since our morning run, Gez really got to grips with the tarmac and we improved on our morning time by a slight margin. A short run back into Scarborough found us at the Prince of Wales Hotel and the finish. Results were soon published and Steve Bannister took the overall honours, with Graham Elsmore in the number 2 slot. From a Trackrod point of view, the finishing record was almost impeccable with Charlie Payne finishing 13th, Alan and Ron finished 29th and 5th in class, Mike and Dave finished 20th, George and Ian were 97th whilst Ian and Rod had their problems too, but overcame them to finish 73rd. Gez on his first visit to the forests did well finishing 98th. A superb event with excellent organisation. CHARLIE PALMER

TROPHY POINTS 1979

SHILL 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

P.C.I. TROPHY

R. Moore	17
B. Scoresby	17
J. Renny	10
V. Spurdens	9
C. Miller	8
A. Roddy	6
J. Richardson	5
J. Thirsk	4

AUTOTEST TROPHY

R. F. Ineson	31
G. Bradford	30
B. Stoker	27
J. Renny	20
C. Miller	12
6 members on 10	

OFF ROAD EVENTS

R. F. Ineson	892.7
R. Mackinnon	673.6
R. Moore,	639.3
C. Miller	331.0
A. White	208.8
G. Bradford	203.1

MARSHALS TROPHY

V. Spurdens	50
D. Lee	45
J. Lee	35
N. Drayton	35
R. Moore	35

SPY 44 TROPHY

R. Moore	386.8
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A.N.C.C. RALLY DRIVER

K. Goodall	499.2 -6 events
S. Wood	493.8 -6 events
M. Watkins	399.3 -6 events
J. Bean	248.1 -6 events
M. Kemp	103.5 -2 events
R. Atcliffe	90.7 -1 event

A.N.C.C. RALLY NAVIGATOR

M. Tempest	499.2 -6 events
R. A. Spensley	421.5 -6 events
N. Leuchars	399.3 -6 events
R. Beamish	145.5 -4 events
S. Mills	103.5 -2 events
R. Moore	101.2 -1 event

F.S.B. RALLY DRIVER

M. Watkins	75 -8 events
K. Goodall	64 -8 events
G. Waters	61 -8 events
S. Wood	60 -8 events
J. Bean	51 -6 events
D. Ashford	47 -6 events

F.S.B. RALLY NAVIGATOR

N. Leuchars	75 -8 events
M. Tempest	64 -8 events
V. Fletcher	54 -7 events
R. Moore	52 -5 events
R. A. Spensley	47 -6 events
J. Bownass	44 -8 events

SPECIAL STAGE RALLY DRIVER TROPHY

D. Ashford	313.1 -6 events
J. Renny	245.5 -3 events
C. R. Jackson	159.9 -3 events
A. Powell	90.2 -1 event
I. Gurnett	52.2 -1 event
D. Turner	48.5 -1 event

SERVICE CREW TROPHY

N. Gledhill	50
J. Wilson	15
P. Glover	15
G. Bradford	10
G. Ellingworth	10
G. Kellett	10
J. Renny	5
D. Lee	5

BEST LADY COMPETITOR

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

ALL ROUND LADY MEMBER

V. Spurdens	88
S. Broadbelt	70
J. Lee	64
J. Thompson	51
L. Mackinnon	31
J. Moulson	28
J. Thirsk	21
B. Stoker	16
B. Howell	13

TRACKROD TROPHY

ALL ROUND CLUB MEMBER

R. Moore	128
N. Leuchars	126
R. Mackinnon	122
D. Lee	91
Miss V. Spurdens	88
N. Drayton	85
M. Watkins	75
K. Goodall	74
J. Richardson	70
Miss S. Broadbelt	70

RONNIE MOORE
TROPHY POINTS SECRETARY

PHOTO PAGE



↑ JOHN RICHARDSON / RONNIE MOORE TAKING PART IN THE ILKLEY & DMC PET ON 30th SEPT. 1979



← NOW HERE'S A
LIKELY LAD!
HOW MANY OF
YOU CAN IDENTIFY
THIS COMMITTEE
MEMBER?