

TRACKROD

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TRACKROD MOTOR CLUB LIMITED

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EDITORIAL

At the Club Night on the 18th March, 1980 we had a Scalextric evening at the Lawnswood Arms, which, is reported on briefly elsewhere in this issue. I mention this only as a lead-in to what follows, As is now customary at our official clubnights, a member of the Committee, usually the Chairman or the Secretary, says a few words to, all those present, just to let you know what is going on, who we need help with, all connected with your club's activities. Well the 18th March was no exception, and our Secretary, after giving information of forthcoming events requested that people volunteered to help run two events for the club, the response was overwhelming they have both been cancelled!!! It is quite amazing that all those present, maybe 100 people, 50% at least interested in motorsport, find it beyond them to put something into club activities for a change. Clearly a lot of eloquent enthusiasts - all talk, no action!!! but all that is largely overshadowed by the fact that a lot of those people present on the 18th just did not have the decency to listen to what our Secretary was saying. Even after being reminded that someone was trying to say something to everybody, those ignorant (and that is putting it politely) few continued to talk, loudly, amongst themselves, making it more than difficult for those who did want to listen.

ED.

FUTURE EVENTS - COMPETITIVE

- 12th April, 1980 - Elcar Trophy Rally by D.B.M.S.S.C. All the favourite Yorkshire Forest stages. Further details from Ron Mackinnon.
- 12th/13th April, 1980 - North Humberside M.C. Moonraker Rally. Shell League event - team of 5 wanted see John Renny for details. 150 miles on Map 106 entry fee £14.
- 18th/20th April, 1980 - Springhill C.C. Ribble Rally. A.N.C.C. qualifying round on Maps 97,98, and 103.
- 20th April, 1980 - 1st round of our 1980 Treasure Hunt Championship, best 4 results from 5 events. This one is organised by Hugh Mantle and Haig Parry. The 'Hunt' starts from the Norfolk Gardens Hotel/St. George's Hall Bradford 4.00 p.m.
- 26th/27th April, 1980 - Alwoodley M.C. Ridings Rally (C.J.) Trackrod are an invited club.
- 27th April, 1980 - Ilkley & D.M.C. Production Car Trial (R.) Shell League event. Give your names to John Renny if you are doing the event, we need a team of 5.
- 27th April, 1980 - Bolton-Le-Moors C.C. A.N.C.C. Autotest Championship round 1. Also B.T.R.D.A. event.
- 4th May, 1980 - Slaithwaite M.C. Single venue stage rally. Shell League event, team of 5 required see John Renny.

Future events competitive contd.

- 4th May, 1980 - Trackrod M.C. (Us again) Production Car Trial, venue Thorpe Farm Guiseley. See Andrew Roddy for details. Regs on Notice Board in due course.
- 10th May, 1980 - Otley Woolpack M.C. Barratt Oak Rally A.N.C.C. event on maps 98/99/104.
- 11th May, 1980 - Y.S.C.C. Horsfall Trophy Autotest. Shell League event. Team of 5 required, also A.N.C.C. event. Multi-venue.
- 17th/18th May, 1980 - Trackrod M.C. (us again) Lookout Rally, (CJ) on maps 105 and 111.
- 18th May, 1980 - Sheffield and Hallamshire, Production Car Trial (no details available.)
- 18th May, 1980 - Ilkley & D.M.C. Autotest (CJ)
- 18th May, 1980 - Poachers M.C. Uniband Trophy Stages Rally, regs in due course.
- 20th May, 1980 - Round 2 of our Treasure Hunt Championship - more details next month.
- 26th May, 1980 - Huddersfield MC Scammonden Hill Climb (R)
- 31st May/1st June, 1980 - De Lacy M.C. Sandal Motors Novice Rally on Maps 110, 111 and 112.
- 1st June, 1980 - Slaithwaite M.C. C.J. Autotest at S. Marshall's Concrete Products, Southowram, Halifax. We are co-promoting - regs in due course.
- 8th June, 1980 - Lancs. & Cheshire C.C. A.N.C.C. Autotest at a Service Area on the M62 see next month.
- 14th/15th June, 1980 - Reckitts MC Cossack Rally, Maps 100/101/106/107 Road/Stages (2) A.N.C.C. event.
- 15th June, 1980 - De Lacy M.C. A.N.C.C. Autotest.
- 21st/22nd June, 1980 - Sheffield & Hallamshire, M.C. Rally of the Dams maps 110 and 111.
- 22nd June, 1980 - Ilkley & D.M.C. P.C.T. (R)
- 28th/29th June, 1980 - Morecambe C.C. Road Rally, A.N.C.C. qualifier.
- 29th June, 1980 - Trackrod M.C. June Jesters Autotest, sponsored by Monroe Shock Absorbers, at Full Sutton airfield. Shell League and A.N.C.C. event.

SOCIAL EVENTS

- April 8th..... Keith Bowen has kindly offered to provide films for this last Film Show in this series. The charges will be the same as before.
The venue is the Lawnswood Arms.
- April 15th.....Duke of Wellington , East Keswick.
- April 22nd.....The Castle at Spofforth.
- April 29th.....Shoulder of Mutton, Kirkby Overblow.
- May 6th.....Square and Compass, North Rigton.
- May 13th.....We're trying a new venue, the Miners Arms in Garforth- on the road to the Al. I'll find a map reference for you in the next Magazine.
- May 22nd.....Back to a very old venue of ours, the Beehive at Thorne.
- May 27th.....Shoulder of Mutton , Kirkby Overblow.
- June 3rd..... Square and Compass, North Rigton

SEC'S PERCE

We're into Spring now and what weather we've had during the first week Snow, winds, rain, its really like winter now, more so than during the winter months.

So whats been happening over the last month. The Dukeries Rally was a successful event eventually won by Bill Dobie/ Peter Mellor by 12 seconds from Peter Clarke/Phil Boland. Third went to Steve Reed a further 4 seconds behind. As you can see the day was very closely fought.

On to Huddersfield M.C. Autotest which I have no details about - even as to whether it ran. The last round of the indoor rallies was at the Duke of Wellington but I must admit I do not know as yet the eventual winners of the round or of the whole championship. Hopefully someone will tell me so that it could be published, if this has not been done already. Again with Slaithwaite M.C. P.C.T. I have no details of the event.

The 15/16th March saw Alan Powell/Hon Sec out on the Dunfab Danum Rally run by Lindholme M.S.C. First rally for Alan's new RS 2000 and first night navigation for me in 4 years. Ges Waters and Vince Fletcher were out on the same event after a route of 130 miles, car 1 - C.Hill in his Alfa win by 22 seconds from us in our standard car with nosump guard, cage lights etc. Ges and Vince finished 31st O/A.

The Blubs most successful event of late was I believe the Scalextric evening where a lot of people had a lot of fun and FTD didn't go to Bingley or Ed but to Nick Leuchars, obvious signs of a mis-spent youth.

And finally the Spring Autotest run by Ronnie Moore and Yvonne. It was an excellent event with all the trimmings, such as the caravan, the travelling tuck shop and even the weather. It may have been a little cold but it didn't rain. Bingley put in a superb FTD whilst Ed battled away with the valves on John Renny's Escort. After a series of Bollards and gear box problems I only just managed to be first in class. Alan Fowell won his class and I think Gerald Taylor won his. There were only two ladies entered so I'm afraid there wasn't a separate class for them, but they both enjoyed themselves.

Well folks thats all for this month

Ron Mac

Hon Sec

NEW MEMBERS

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

- Miss Judith Flavell
- Glenn Cox
- Simon Proctor
- Anthony Revell
- John Hart

The club membership now totals 162.

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REFLECTIONS - APRIL 1971

Well we had another 12 car rally which was won by Geoff Northmore/Dave Wise with 7 fails, Ken Goodall 4th with 14 fails and there were 3 retirements!!!

On the Hill Climb scene, Howard White had been having a good time at Harewood, spinning the Cooper 'S' rather spectacularly at Quarry Corner - the event being recorded for posterity on a B.A.R.C. film of the event - Howard still leaves the room whenever it is shown.

The P.C.T. mentioned last month took place at that superb, but now defunct venue at Whil Park, Arthington with 21 entries on a beautiful day, the winner being that very versatile man of the slopes (ski and P.C.T.) Dave Lawton! Ed finished a lowly 13th O/A deciding there and then that P.C.T.'s were not his forte.

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SHELLSPORT LEAGUE 1980

April 12th/13th sees the Moonraker Rally, hope you have all got your entries in, our team will be decided when the entry list becomes available.

The next round of the Shell Quiz will be on 10th April which is a THURSDAY at the Duke of Wellington, East Keswick, please go along and support our team.

This is followed by the Slaithwaite M.C. single venue stage rally on 4th May regs will be available from me in due course.

JOHN RENNY TEAM CAPTAIN

SCALEXTRIC EVENING - 18th March.

Well, what can one say, a super do with some 50 participants (a bit down on last time) the eveing being marred only by the malfunction of a couple of items of rather important equipment (transformer and hand controller) but things did eventually run smoothly, that is, until, John Westmoreland spilt his beer over the aforesaid equipment and brought about a temporary halt in proceedings.

The event took a similar format to previously i.e. 2 times laps or more precisely two laps timed, the fastest 8 going into a knockout competition - each pair being run as 5 lap races with a 20 lap final. Needless to say there was much bickering and interference from the Grandstand - and a rather persistent John Westmoreland

who kept rabbiting on about how he had been cheated out of victory. The final between Nick Leuchars and Grame Bradford, went in favour of Nick after GB made a couple of errors whilst Nick kept his cool.

Maybe another similar event late in the year!

Ed

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GOSSIP

The Editorial clubman GT recently spent two days in the Cookridge equivalent of Papworth Hospital for a heart transplant. The patient is doing fine, though surgeons are a bit apprehensive as the critical period for possible tissue rejection is not yet over!!

Funny how people know where an event like the Costa is going to go before the route is announced. Obviously competent navvis can by deduction, establish which route is more than likely. Not surprising then, to hear stories of certain will known cars traversing sections of the route repeatedly in both directions, before the event. Now who is it that owns a white RS2000????

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THE DIPLOMAT NOVICE RALLY

Saturday 1st March saw the start of the Wakefield & District Motor Sports Club 'Diplomat 'Novice Rally from Polar Motor Company Barnsley. The event was cancelled last year due to snow but this year it had attracted a full entry of 75 crews and the weather was a lot kinder despite it being a cold night for marshalling.

Trackrod were well represented and were headed by George Mathie/J. Watt in the Mathie (Builders) RS1600, the Miller Brothers were at 8 in the Hall Farm Garage Mini followed by Richard Moran and Ronnie Moore in an Avenger 1600 at No. 11. Stephen Hoffman/Ian Hoffman were at 14 in a 1600 Sport, David Lightfoot/Neil Masterman took to no. 16 spot in an Escort Mexico. Finishing off the novice class were John Mason/Brian Wainwright in the ex Alan Powell Escort and John Stephenson navigated on this occasion by Barry Dove who was originally entered to drive, but that's another story.

Trackrod crews in the beginners class were: John McNichol/Richard Hart in a Dolomite Sprint, Phillip Howell and Ian Sharp in a 1275 GT, Chris Naylor and Richard Harrison in an Imp, and Andrew Revell and Simon Proctor in a Mini.

Competitive motoring started South West of Barnsley and the first selective crossed under the M1. twice and over it once - fastest time going to George Mathie on 1m 52 secs. followed by eventual winners Sharples/Smith on 2m 01 secs. It was on this selective that Richard Moran got the tail of his Avenger sliding a bit too far and clouted a bank with the back end, luckily without sustaining too much damage.

John Mason and Brian Wainwright were not quite so lucky and ended up totalling the Escort at Map Ref. 332991. Apart from a cut to Brian's head the only injuries were to John's car and that of car No. 18 which managed to get in the way!!! It is understood that John has already found a new shell and a rebuilding process is about to be undertaken.

The route went South towards Sheffield before turning North up through Bradfield and to the care at 272912 where a Toyota rolled and also Stephen Hoffman went off with his Escort damaging a front strut.

Anyway, here goes. The basis of nearly all road rally timing is the 'Targa' system, first used by one John Brown on a rally called the Targa Rusticana some years ago. The system is widely used because it is very simple to operate (for the next few lines forget about B.B.C. times and any relationship to the 24 hour clock.) Now the watch will at the start be set so that car 1 leaves at 00.01, car 12 at 00.12,, (one minute intervals) and car 62 will leave at 01.02 (not 00.62, as there are only 60 minutes in one hour) The time given for the first section may be 10 minutes - so the watch at the next control will be set back 10 minutes, so that, hey presto car 1 is due at 00.01, car 12 at 00.12 etc. And so on all through the rally.

Now let's run through an example. You are car 12, and you leave the start when the marshal's watch shows 00.12 - this is your 'due time'. Drive sedately on the run-out to the control at the start of the first competitive section. The marshal's watch shows 00.08. - so you wait for your due time 00.12. NEVER leave a control before your due time at any control, otherwise you will be heavily penalised - Golden Rule Number One.

So, taking 00.12 off you charge on the competitive section. You could go off at the first corner, but that would make for a very short article. Instead, the first competitive section has three controls. By hint of superb driving or slack timing - the watch at the first control of the three shows 00.12, congratulations you have completed the first section with out penalty. Award yourself a plastic Hannu Mikkola. Get your card signed quickly and go! But the watch at the next control shows 00.13 (one minute dropped) and the next control gives 00.14 (another minute down).

The following section is a 'Neutral' through a village. Drive slowly, and quietly, with dipped headlights (I don't care if you normally drive through this village on full beam, with spinning wheels - fray that on a rally and you will be excluded on the spot and good thing too) The control at the end of the neutral is logically a 'Neutral Time Control' - (usually written as NTC with competitive controls written as TC) Now Golden Rule Number Two. You can never make up time in a Neutral. So if the watch shows 00.10 you wait for not 00.12 but 00.14 which was your time at the last competitive control.

So, when 00.14 comes, off you shoot again - and again you start to lose time on competitive sections. Now, here is the rule, you are only allowed to drop a certain amount of time - usually 30 minutes. Any later (i.e. if a control watch shows 00.43 or more) and you will be deemed not to have visited a control and the dreaded fail results. So when you start, memorise your due time + 30 minutes i.e. 00.12 + 30 = 00.42. If a watch shows later then you Must try and cut out a section of the route to get back into allowed time.

But, if you lose time on competitive sections and you can't make up time in Neutrals, how can you stop going OTL??? (Over time limit). The petrol halts will be timed for you to be able to refuel and re-start on due time (and make sure you do, otherwise you will be penalised) and it is unlikely you will make up time on competitive sections. However, one or two sections (possibly called Relaxed) will be timed slackly, so that you can pull back time.

Which leads into Golden Rule Number Three the ' $\frac{1}{3}$ Rule' usually cause of much confusion. In effect, on a section timed to take 8 minutes or less, you can pull back as many minutes as you want, longer than 8 minutes (or 4 miles) you can only recover $\frac{1}{3}$ of the time given for the section - so quickly,

up to 8 minutes	- take as much as possible
9-15 minutes	- take back ONLY 3 minutes
16-19 minutes	- take back ONLY 4 minutes

and so on.

Can't write any more. Last orders have been called, and Mr. Editor Ineson is just about to beat me over the head. Any problems, see me any club night. Otherwise see you next month, with the final article of the series on cockpit procedure.

PHOTO PAGE

INN (CURNETT/JACK CHRISTARD) ON THE 1977 TOUR OF MULL FINISHING 12TH OVERALL



PHOTO BY T. COLFIELD

JIM BURRUGH/DON BARRETT ON A 1970 M.N. EVENT



PHOTO BY "ACTORINE NEWS"