## TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

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#### TRACKROD MAGAZINE

APRIL 1980

#### EDITORIAL

ED.

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 40%. 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.

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#### 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.

19th/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's 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	<u>-</u> .	Sheffield and Hallamshire, Production Car Trial (no details available.)
17th May, 1980	-	Ilkley & D.M.C. Autotest (CJ)
18th May, 1980	-	Poachers M.C. Uniband Trophy Stages Rally, regain due course.
20th ™ry, 1980	-	Round 2 of our Treasure Hunt Championship -more details next month.
26th May, 1980	<u>-</u>	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	<u>-</u>	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	<del>.</del>	De Lacy M.C. A.N.C.C. Autotest.
21st/22nd June, 1980	<del></del>	Sheffield & Hallamshire, M.C. Rally of the Dams maps 110 and 111.
22na une, 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.

1997 ...

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.

a perior week to

April 29th ..... Shoulder of Mutton, Kirkby Overblow.

May 6th ..... Square and Compass, North Rigton.

June Sud..... Square and Compass, North Rigton

#### SECIS PIECE

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 Jellington 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 no sump guard, cage lights etc. Ges and Vince finished 31st 0/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 act 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 Powell 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

#### 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 wenue 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.

#### 

#### SHELLSPORT LEAGUE 1980

Santa da Baranda da Ba

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 Meswick, 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 -acouple of errors whilst Nick kept his cool.

Maybe another similar event late in the year!

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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 RS20002????

### 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. 58 JF 79-7

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.

The route then went through Penistone and Holmfirth and the white over Gadding Moor to finish just before the A635 at Cawthorne, fastest here were Hoffman/Hoffman (despite bent strut) by 43 seconds this being their home ground.

Having a trouble free run were David Lightfoot and Neil Masterman apart from when a wall jumped out and made contact with the near side front wing, but this did not stop them taking the Best Trackrod Crew ahead of John McNichol and Richard Hart.

The rally finished at Woolley Edge Services on the M.1. where results were posted and showed that Trackrod had 6 finishes from 11 starters.

#### RESULTS

		O/A	CLASS				
David Lightfoot/Neil Masterman (2nd Novice)		5	4	34:n	54 \$	secs.	
John McNichol/Richard Hart (2nd beginners)		6	2	36m	32 \$	secs.	
		11	8	40m	37 s	secs.	
John Stephenson/Barry Dove		12	. 9	41m	01 9	secs.	
Chris Miller/Martyn Miller		19	10	63m	43 5	secs.	
Phillip Howell/Ian Sharp	5F	25	11	51m			
George Mathle/J. Watt	18F	36	12	79m	48 :	secs.	
Stephen Hoffman/Ian Hoffman	101	Retir					-
John Mason/Brian Wainwright		Excli					
Richard Moran/Ronnie Moore		_					
Chris Naylor/Richard Harrison		Reti					
Andrew Revell/Simon Proctor		Reiir	rea				

Chris Miller

#### SPRING AUTOTEST - 23rd March

Sundar 23rd March saw 19 competitors out at Acaster Malbis airfield for our Spring Autotest. There were 5 tests set out but they were run four times via various routes to get 20 different tests in all.

All the classes ran in their own groups, without merging, and Trackrod had a good entry of 13. In class 1 there was Chris Miller and Grame Bradford plus Ian Burn from Ilkley. Class 2 had Dave Sowman, Gerald Taylor and Glen Cox (1275's) and Glen Simpson (Fiat 128). Class 3 saw John Renny, Vicky Spurdens and Richard Ineson all sharing John's 1300 Escort, together with Bob Stoker (Escort) and John Mason (Sunbeam). In calss 4 there was Brian Wainwright (Escort 1600), Alan Powell (RS2000) and Mr. Doughty (Alfa). Finally in class 5 was Ron and Lindsay Mackinnon in the Midget, which had the novelty of some brakes for this event together with the Midget of Brian Long and from Slaithwaite M.C. Mr. Marshall in his Spitfire/Ford.

Eventually things got underway, the delay being due to a lack of marshals but we just had the right number to do the tests. Things were a bit bad in the visibility department due to vast amounts of dust, particularly on test 1 but this did not deter the intrepid competitors. John Renny and Richard Ineson were soon engaged in what was to become a needle-match of the year whilst the third driver of the same car, Vicky Spurdens was having a very steady run round the sests. John Mason had trouble with his Talbot when a wire to the coil detatched itself. Alan Powell and Mr. Doughty were another pair engaged in heated competition whilst Ron Mackinnon pulled out a comfortable lead in class 5. Lindsay did well not to touch a pylon or have a penalty all day - well done Lindsay!

Class 2 had it's own struggle for supremacy between Gerald Taylor and David Sowman (1275 GT's) but it was class 1 which was providing the great revelation. — Grame Bradford pounding his class opposition into the ground to lead the entire field at the lunch break, the other 2 in class 1 could only try to keep in touch. The lunch break also saw David Sowman beating Gerald Taylor by

10 seconds, and Richard Ineson rubbing John Renny's face in it by leading the car owner by  $1\frac{1}{2}$  seconds. Alan Powell was in command in class 4 by 15 seconds and (Rono Makinen) had a 43 second administration of the class 5.

After lunch John Renny threw his brain away and overtook Ed in no uncertain terms but he almost threw it away with a washout on the very last test! (Brain definitely out - Ed) In the other classes the lunchtime positions remained, with the exception of Class 2 where Gerld Taylor eventually beat David Sowman by  $6\frac{1}{2}$  seconds. Grasme Bradford had a slight setback by collecting a line fault but that wasn't going to affect him at all it was definitely his day and he was only going to be beaten by a blindfold - a great performance in the face of unquestionably good opposition.

After the 20 tests, the customary 10p thrash was held and was led by Gerald Taylor right until the last car, Graeme again!! and his good driving chopped 1 seconds off Gerald's time. rumour has it that he is buying drinks with his winnings (£5 for FTD from G. Eric Hunt Ltd. and £1 from the thrash kitty.

Finally I would like to thank all the competitors and marshals who stood out in the biting wind all day and also Jim Stoker and his new employers G. Eric Hunt Ltd. for their F.T.D. donation and use of their Daihatsu as course car in the morning.

#### Ronnie and Yvonne Moore

#### RESULTS

CLASS	NAME	TOTAL	CLASS POSN.	O/A POSN.
1	Chris Miller	632.5	1	5
1	Ian Burn	642.8	2	7
1	Graeme Bradford	563.5	1	1
2	David Sowman	582.4	2	3
2	Gerald Taylor	575.9	1	2
2	Glen Simpson	668.5	3	9
2	Glen Cox	683.7	4	12
3	John Renny	705.7	1	13
3	Richard Ineson	711.4	2	14
3	Vicky Spurdens	1048.9	5	19
3	John Mason	865.7	4	18
3	Bob Stoker	718.7	3	15
4	Brian Wainwright	815.5	3	17
4	Alan Powell	642.3	1	4
4	Roger Doughty	680.4	2	11
5	Ron Mackinnon	620.1	1	4
5	Lindsay Mackinnon	753.5	4	16
5	Brian Long	652.6	2	8
5	? Marshall	679.0	3	10

WWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWW

#### 'IN AT THE SHALLOW END'

Right - Simple Rallying Part 2. Last month's article produced absolutely no reaction, so either nobody read it, or everyone know all about plotting anyway!! This month, however, we delve into the black art of navigation timing. I very much doubt that this will be the definitive article, as (a) there are literally hundreds of little tricks with timing that would take volumes to describe, and (b) I completely forgot that I was meant to be writing this article, so it is being written at the Shoulder of Mutton, with all the distraction of birds, booze and pre-Costa rally talk.

Anyway, here goes. The basis of nearly all road raily 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 - try 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-sdart 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}{4} 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}{4} 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.

#### TROPHY POINTS 1980

#### Shell League Trophy

- I. Gurnett 101.6
- J. Coulthard 101.6
- J. Stephenson 88.3
- J. Bownass 88.3
- T. Whittaker 55.0
- P. Crouch 55.0

#### Rally & Speed Autotest Trophy

G.	Bradford	31
R.	Ineson	31
R.	Mackinnon	30

- A. Powell 20
- J. Renny 19
- L. Mackinnon
- 17
- B. Stoker 17

#### Marshal Trophy

9 members on 10 points 55 members on 5 points

#### Service Crew Trophy

N.	Gledhill	5
R.	Parkin	5
$\mathbf{p}_{\bullet}$	Silberberg	5
G	Kellett	5

#### All Round Club Member

B.	Wainwright	45
R.	Moore	35
	Renny	30
N.	Leuchars	27
R.	Mackinnon	20
G,	Bradford	20

#### F.S.B. Rally Driver

D. Ashford 27 - 3 events
L. Gurnett 20 - 1 event A. Powell 19 - 1 event J. Stephenson19 - 2 event D. Lightfoot 16 - 1 event M. Callaghan 14 - 2 events

#### F.S.B. Rally Navigator

Mrs. J. Ashford	27 - 3 events
J. Coulthard	20 - 1 event
R. Mackinnon	19 - 1 event
N. Masterman	16 - 1 event
T. Ward	14 - 2 events
J. Bownass	11 - 1 event

#### Apecial Stage Rally Driver

Đ.	Ashford	171.7	3	events
м.	Callaghan	86.8	1	event

### Ladies Challenge Cup Best Lady Comp.

J.	Ashford	27
L	Mackinnon	10
٧.	Spurdens	.5
S.	Broadbelt	5

Hope to have a full record of points next month when there has been a few more events run.

So keep yourresults coming in to me.

Thank you. Ronnie Moore Trophy Points Secretary

### -PHOTO PAGE

INN CHENEIT/SHEE CONTINED ON THE 1977 TOLD OF MULL TIMISHING TIME CHERTLE



PHOTE BY T COLFIED

& JIM BULLCUEN DON BARRELY ON A 1970 MN. EVENT

