

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

115 May 1980



TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

MAY 1980

No. 115

EDITORIAL

Try as I might, I simply can't find anything to beef about this month (or anyone!), so I'll start by giving a well earned pat on the back to Martin Kemp and Steve Mills, together with their organising team, for all their hard work in putting on the Costa Di Plenti - a very well done to you all! It must be gratifying when you read a good, unbiased, write-up of "your" event, and I'm sure it goes a long way towards compensating for all the hassle leading up to the event and on the night - a super event once again!

Ah - something has just come to mind! - I refer, of course, to the recent Budget which again showed enormous favouritism toward the motorist - petrol and road fund licence being given their usual clobbering - however, I don't recall the Chancellor referring to increased Motor Club Film Show Fees!!! - it seems the far reaching hand is always after our money!! - Must write to my M.P. about that!!

ED.

ON THE COVER

Sorry it's not a club member - hope the situation will be rectified with the June issue.

ED.

FUTURE EVENTS - COMPETITIVE

- | | |
|--------------------|---|
| 4th May 1980 | - Trackrod M.C. (us!) Production Car Trial, venue Thorpe Farm Guiseley. See Andrew Roddy for details. Regs on Notice Board |
| 4th May 1980 | - Slaithwaite M.C. - Single venue stage rally, - Shell League event at |
| 10th May 1980 | - Otley Woolpack M.C. Barratt Oak Rally A.N.C.C. event on maps 98/99/104. Regs were on the Notice Board |
| 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. - Regs on the Notice Board |
| 17th/18th May 1980 | - Trackrod M.C. (us again) Lookout Rally, (CJ) on maps 105 and 111. Regs on Notice Board. Chief Marshall, John Westmoreland, needs HELP!! |
| 18th May 1980 | - Sheffield and Hallamshire, Production Car Trial (no details available) |
| 18th May 1980 | - Ilkley & D.M.C. Autotest (R) - Shell League event at Bingley - Regs on Notice Board |
| 18th May 1980 | - Poachers M.C. Uniband Trophy Stages Rally, regs in due course |
| 20th May 1980 | - Round 2 of our Treasure Hunt Championship by John Burdon, start from Riverside car park, Tadcaster. Map 105 required |

FUTURE EVENTS - COMPETITIVE, CONTINUED

- | | |
|------------------------|---|
| 26th May 1980 | - Huddersfield M.C. 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 the Birch Service Area on the M62 (Eastbound). Regs on notice board |
| 14th/15th June 1980 | - Reckitts M.C. Cossack Rally, Maps 100/101/106/107 Road/stages (2) A.N.C.C. event. (At time of writing the date was correct but it may change) |
| 15th June 1980 | - De Lacy M.C. A.N.C.C. Autotest |
| 17th June 1980 | - Round 3 of the Treasure Hunt Championship by Mike Robson |
| 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) Regs in due course |
| 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 Acaster airfield. Shell League and A.N.C.C. event |
| 8th July 1980 | - Trackrod Clubnight P.C.T. at probably Stubbing Farm, Otley Chevin. Organiser Chris Miller. More details next month |
| 13th July 1980 | - Airedale & Pennine M.C. A.N.C.C./BTRDA/R.A.C. Autotest at Hartshead Moor, M62 |
| 15th July 1980 | - Treasure Hunt, by Ron and Lindsay Mackinnon. Details next month |
| 20th July 1980 | - Wakefield & D.M.S.C. A.N.C.C. Autotest |
| 22nd July 1980 | - Trackrod M.C. Sportonoggin. Details in Social Events (with any luck!!) |
| 26th/27th July 1980 | - Wakefield & D.M.S.C. Calderford Trophy Rally. A.N.C.C./Motoring News/BTRDA Road Rally |
| 29th July 1980 | - Trackrod Economy Run by Derek Lee. (See Social Events) (again with luck!!) |
| 3rd August 1980 | - Trackrod A.N.C.C. P.C.T. - The Wharfedale Trophy and The TRACKROD PICNIC!! - hope the weather's good!! |

SOCIAL EVENTS

- May 13th..... The Miners... a new venue for us to try.
Its on the road between the Old George at
Garforth and the A 1... the A 642
M.R. 105/ 405335.
There is a room which we can have to ourselves
but we will be able to overspill into the rest
of the pub.
Let the social committee know whether you would
welcome other noggins at this pub.
- May 20th..... We have a Treasure Hunt organised by John
Burdon. It finishes at the Beehive at Thorner
but you'll have to see John to find out where
to begin.
- May 27th..... Shoulder of Mutton, Kirkby Overblow.
- June 3rd..... Square and Compass, North Rigton.
- June 10th..... Hopefully we will be having theaternoggin
at Otley followed by, for those who haven't
drowned, a noggin at the Lawnswood Arms.
- June 17th..... Another Treasure Hunt , and once again we do
not yet know from whence it cometh... but it
will be finishing at the Castle at Spofforth.
- June 24th..... Shoulder of Mutton , Kirkby Overblow.
- July 1st..... Square and Compass, North Rigton.
- July 8th..... A noggin at the Beehive at Thorner.
- July 15th..... The Sun Inn at Norwood Edge.

SEC'S PIECE

The Hon Sec regrets that due to pressure of work he
has to refrain from his journalistic tendencies this month
but wishes you all happy motoring and he'll be back
next month.

NEW MEMBERS

WE would like to extend a warm welcome to the following new/not so new, members. We trust that their association with the Club will be one which is long and happy:-

Ian and Janet Robson, 6 Fletcher's Croft, Copmanthorpe, York
Richard Clark, The Grove, Thorne, Leeds
Garry Price, 91 Coppice Wood Avenue, Yeadon
Terry Jones, 22 Camberidge Crescent, Basingbourne, Herts.
Neville Styles, 83 Venning Road, Aborfield, Berks
Paul Taylor, "Breamer", Pentwyn Road, Gwent
Richard Braithwaite, 5 Woodlea Close, Yeadon
Neil Brownridge, 59 Westway, Garforth
John Fairweather, 87 New Laithes Road, Horsforth
Christopher Sanderson, 3 Church Causeway, Thorp Arch, Wetherby
Paul and Ireson
Roger Close, 1 Roper Avenue, Leeds 8

Membership now stands at 179

COMMITTEE CHANGES

As many of you will know, two of the Committee, Jim Stoker and Martin Kemp, recently resigned from their posts on the Committee due to pressures of work, and from other areas!!! - We would like to thank both members for their service, and hope they will return at some future date.

Their places have been taken by Derek Lee who will take on the role of Equipment Officer, and Brian Wainwright who will take on the task of Competitions Secretary.

ED.

MERCHANDISE

Just a brief announcement to let you know that Red Sweatshirts bearing the Trackrod emblem are now available from Chris Miller at £6.50. each (and very nice they are too!). There are only 4 or 5 left from the original batch, so if you aren't Medium or Large, give your name to Chris for the next order.

SUNDAY, 20TH APRIL

Believe it or not, we had a Treasure Hunt on this date, and an extremely disappointing entry of 6 cars took part.

Initial reaction was that it wasn't known about, despite it being in your last magazine - and some of those who obviously don't read this work of art are committee members!!! - need I say more??

Your lack of interest in our events is seriously jeopardising the willingness of future organisers - I ask you yet again - WHAT DO YOU WANT FROM TRACKROD MOTOR CLUB.

ED.

JUNE JESTER AUTOTEST '80

This year's Autotest is bigger and better than ever, and Munroe Shock Absorbers, in their infinite wisdom, have seen fit to generously sponsor this event in association with Tow-Star Limited, Ossett. The venue has now changed to Acaster Airfield, but is virgin (!!) land, as far as Autotests go. Our two sponsors are putting up the trophy for FITD and FTD Trackrod member. Coupled with these two awards will be a generous cash award donated by G. Eric Hunt Limited. We require numerous marshals to make this event a success, as it is a dual championship event. Will all prospective marshals give their names to either Hugh Mantle or John Westmoreland. N.B. ALL MARSHALS GET A FREE LUNCH!!

LOOKOUT NOVICE RALLY - 17TH/18TH MAY

John Westmoreland is the Chief Marshal for the above event, and is in need of your assistance on the night.

Those of you who are interested should contact John at any club night, or by telephone:- Leeds 484148 (work); Tadcaster 833064 (home).

Those of you that aren't interested may be tempted by the Marshals free prize draw, which has £100 worth of prizes to give away!

REFLECTIONS - MAY 1971

The 4th May saw our first Sportonoggin at the New Inn, Eccup, which set a precedent for this popular evening event. John Solk and a certain Frank Stuart-Brown scooped the novices award on the Highwayman Rally from start no. 76!! this result after bribing a farmer to pull them from a ditch for the sum of 12 shillings! (that's 60p. in monopoly money!).

Howard White continued his saga of sprinting and hillclimbing with a visit to Topcliffe where, after one run the car was found to be jammed in 1st gear - tough on Howard's partner, Barry Spink, who was next off in the same car!! - Meanwhile, Richard Jackson blew up the engine of his Imp on his way to Loton Park Hillclimb.

Ken Goodall/Richard Ashcroft won our 12 car Rally on the 22nd of the month in Ken's Cortina GT - the same event saw the debut of those other "rally men" Steve Rathbone/Ian Gurnett in Steve's Mini.

FR *****

TREASURE HUNT CHAMPIONSHIP

The Treasure Hunt Championship this year is being run in a slightly different format to last year's, due to changes in blue book and also to reduce differences and complaints that were caused last year.

All rounds, with the exception of the first round (already run) will be of either one or other OF TWO BASIC TYPES.

There will be no clues in small villages and it can be done any way. (This eliminates the need for Public Relations work to be undertaken by organisers). There will be a maximum of 250 points for each event, with the first three events for any one competitor/team to count. Competitor team to enter under the same name in each round.

Last, But not least, the cost per event will be £1.00 per car and one passenger, 50p. for each additional passenger over 15 years.

The organisers' decision is final and protests will only be accepted when written on 3 x £5 notes. All proceeds (not protests) are going to club funds, which benefits all members, so a good turn out on each round would be appreciated.

THE ORGANISERS - M. ROBSON & J. BURDON

GOSSIP COLUMN

Not a lot happening this month - it's time the old Stork paid its landing fees again!!

Rumour has it that Richard Moran is to modify his Avenger's bodywork to increase its carrying capacity for more spare wheels and a bigger petrol tank! - Richard ran out of petrol on the Moonraker and a 2nd puncture on the "Costa" cost him dearly, as he had already used his only spare!

NOTICE

Will the kind person who loaned a roamer to John Riley of Selby & D.M.C. at the start of the Moonraker, please claim it from the Editor.

BARRATT OAK RALLY - 10TH/11TH MAY 1980

Woolpack Otley M.C.C. are appealing for Marshals for the above event. Will anyone who will be going out to watch and is interested in marshaling, please contact the Chief Marshal:

Nigel Stewart
5 Weston Park View
Otley
Tel: Otley 465557

N.I. The marshals meeting is to be held at the Yeadon Aero Club, Yeadon on Wednesday, 7th May at 8.00 p.m.

THE MOTORING NEWS COSTA DI PLENTI - 29TH/30TH MARCH

Our own Costa Di Plenti, which was run this year thanks to the lack of snow, had a full entry with all the top names included. Trackrod was represented by 7 crews on the entry list, but only 5 actually started the event, these being Richard Moran/Ronnie Moore (Avenger) at No. 49; Steve Hazeldine/Mike Tempest (Mitchell Fox RS2000) at 54; Alan Larkin/G. Whittaker (Larkspeed RS2000) at 56; Tom Whittaker/Vince Fletcher (Morley Waste Trailers Escort) were in the Novices at No. 68 after being on the reserve list, and finally, at No. 74 came P. Halstead/M. Callaghan (Ascona) running in the Semi Experts. Moran/Moore were in trouble before the start, their Avenger sprung a leak in its new oil cooler, which had to be removed on the way to the start. Following the Noise Check and scrutineering, crews went to sign on and take down the list of amendments which took quite a bit of time as everyone was queuing up to read them. Crews were issued with their roadbook 1½ hours before their start time, which gave ample time to plot all the information given.

There was a short run out up the A1 to the first of 8 selectives, and this was the shortest of them all - named Hackforth, which finished to the north of Patrick Brompton. Fastest here were Beecroft/Millington on 1.03, but it was on this selective that Trackrod lost Hazeldine/Tempest, who had a vehicle malfunction of an undisclosed nature.

Selective 2 was Sugar Hill which ran from the yellow, west of Patrick Brompton, via 3 passage controls over Barden Moor, to finish just south of Bellerby. This selective saw Whittaker/Fletcher lose 12 minutes when their fuel pump ceased to function temporarily. Fastest time again went in favour of Beecroft/Millington on 0.33.

Selective 3 was Bellerby which ran from the yellow, west of Bellerby, across Stainton and Grinton Moors, where the police were active at the junction just south of Grinton. Another problem on this section was a wedding party that was on its way home over Grinton Moor in the opposite direction to the rally!! The gate into the Redmire Pastures yellow was causing problems for some crews on this selective, which finished to the north of Redmire. Fastest was again Beecroft/Millington who took 30secs. off 2nd-fastest man Bloxham.

There followed a 4 minute section between NTCl and TC2 which ran from the west of Redmire to finish on the white just before Corperby, it was on this section that Moran/Moore had a rear wheel puncture, just after leaving NTCl, but decided to complete the section on the "flat" and then change it.

Selective 4, Whitaside, ran from the west of Corperby, over Summer Lodge Moor to finish just outside Healaugh. Fastest here were Car 25, Reed/Jobling, who took 15secs. off second fastest who were Pattison/Taylor. Selective 5, Tan Hill, was next and longest at 30mins., running from Healaugh on to Map 92 and over Arkengarthdale to a finish just before West Stonefield. This was very fast and yumpy, and yet again Beecroft/Millington took 30secs. off Bloxham. Tan Hill brought an end to Whittaker/Fletcher's rally when the engine retaliated and dropped 2 valves!!

Selective 6, High Oxrop, started east of Muker, over Satran Moor to a finish down Harrabank. Halstead/Callaghan had bother when they overshot the white - they reversed back and took the correct route, only to collect a W.D. from the marshal who spotted their error.

Selective 7, Semerwater, started on the yellow, east of Buntersett, over Bainbridge High Pastures to finish just outside Bainbridge. Beecroft/Millington were again fastest on 2.26.

There was then a long run to the next selective, with a noise check on the way.

Selective 8 (the last) was Middleham Moor and started on the West Burton white. On to Map 99 to finish just before Middleham. Car 10, Hill/Jones were fastest by 5secs. from Beecroft/Millington and Pattison/Taylor, both on 1.11. Then came petrol at Leyburn. Bloxham had lost a wing on selective 8 and an officer of the law would not permit him to restart with his car exposing a wheel. So Bloxham went back and found the offending panel - still straight - on a recently visited white and refitted it (it bolts only) to restart without any loss of time!! The halfway results showed Beecroft on 17.46, Bloxham on 19.35, Pattison 20.40, Briant 20.55, and Hughes 21.12. The second half was all Targa Sections on Map 99, starting from the east of Hornsby, the first section had 5 controls and 1 passage control on the yellows around Thornton Steward, most crews dropping 3 minutes except for the top men who only lost 1 or 2. The next string of controls started after a Neutral through Abbey Hill and ran over the yellow through Ellings Plantation, past Loughton Reservoir and over Patt Moor, which was very slippery on the high section, with a hoary frost on the road for about a mile, the route then turned on to the white over Masham Moor. Having a good run on this section were Moran/Moore, who caught and passed one car, and were about to do the same to a second when they collected a front wheel puncture which, on investigation, was found to have damaged the wheel so it had to be changed for the other flat (only one spare!!), which was inflated with one of those patented puncture menders but the operation had cost them some 12 minutes, and the resultant slow driving (tyre going flat) was costing them an increasing amount of time, and eventually they had to cut from TC19 to M.T.C. in order to get a finish. Larkin/Whittaker also had trouble with a battery lead and lost so much time they went from TC14 to M.T.C.4 to get the required finish.

The last 12 controls and 2 passage checks ran from the east of Mickley to a Neutral through West Tanfield, then down through Nosterfield and up the Binsoe White to the yellows around Halfpenny Houses and Cowling Manor to finish at Firby Grange which left just a short run to the finish and results at the Leeming Bar Services.

RESULTS:-

1. Beecroft/Millington	31.46
2. Bloxham/Harper	34.35
3. Pattison/Taylor	35.40
4. Hutchinson/Harris	36.38
5. Briant/Kirkham	36.55

TRACKROD RESULTS:-

49th O/A	R. Moran/R. Moore - 16 fails	58.14
50th O/A	A. Larkin/G. Whittaker - 21 fails	39.02
43rd O/A	P. Halstead/M. Callaghan - 1 fail	61.33
	- (Best Trackrod Crew)	

S. Hazeldine/M. Tempest - Retired
T. Whittaker/V. Fletcher - Retired

Finally, the organisers and marshals must be congratulated on staging a really good event, I only wish we could have completed all the route - I suppose there's always next year (weather permitting - Ed!) to try again.

RONNIE MOORE

MOONRAKER RALLY - 12TH/13TH APRIL

The 12th/13th April saw the second and final Road Rally of the Shell League, when N.H.M.C. promoted the Parish's of Hull, sponsored MOONRAKER Rally. With a team of five required prospects looked good for Trackrod with seven entries, but unfortunately by the night of the rally, owing to mechanical gremlins, the seven crews found only four cars to share between them, these being crewed by IAN GURNETT/JACK COULTHARD (No. 1), RICHARD MORAN/JUDITH FLAVELL (No. 16) both experts, and GEZ WATERS/VINCE FLETCHER (No. 49), DAVE LIGHTFOOT/NEIL MASTERMAN (No. 81) in the Novices. Start facilities were at Parish's of Hull, with all competitive motoring being on the very fast roads of Map 106. The first half was to contain 12 selectives, with countless mobile secret checks manned by marshals in funny blue suits who were to completely spoil an otherwise excellent event, as Ian and Jack, along with several other crews, found to their dismay, within the first two selectives, being booked for speeding and retiring automatically.

For those crews who managed to avoid these early obstacles, the route looped steadily Northwards by MARKET WEIGHTON and MIDDLETON-ON-THE-WOLDS, the boys in blue still being much in evidence, and on these very fast roads found plenty of FODDER to prey on. Selective 6 was to see Gez and Vince catch the car in front almost immediately, unfortunately, it being a police escort didn't help very much, and selective 7 being even worse when they ran straight into a speed trap, politely being asked to join the queue! where someone would shortly be along to explain this idea they had about speed limits and 77 m.p.h. wasn't what they really had in mind, needless to say cars stopped here had any chance of a good finish ruined, but Gez and Vince decided to carry on.

The remaining five selectives took the cars further north, using Millington Pastures where car No. 46, which started the event with every panel bent, fell off the road and out of the rally, bending a few more panels (if that was possible). Selective 11 (Great Givendale) brought the crews south again towards halfway, an appointment Richard and Judith were unable to keep when they had to pull up and retire, with what looked like mechanical problems (lack of petrol in tank - Ed). By halfway, at The Little Chef, Pocklington, only two TRACKROD crews remained, but Dave and Neil provided some consolation for Trackrod's ill luck, having motored well and were well in for class honours, and determined to consolidate this position in the second half. The second half was to be relatively short with only 14 T.C.'s, interspaced by nearly as many neutrals owing to P.R. problems, although the police, having done enough damage, decided to stay in the background. The roads continued as in the first half, flat, and very fast, and headed out towards Elvington and down to Wressle, before heading back North round Melbourne Airfield, with the last two T.C.'s containing the three nasty YUMPS! at WALBUT BRIDGE, PINWOOD FARM LOCK and BIELBY BECK. Crews headed back to the LITTLE CHEF for breakfast and results, Gez and Vince keeping their fingers crossed, hoping they would not be excluded, not for speeding, but getting caught. Provisional results were soon up, and showed that not only had David and Neil won their class but won it well, coming 10th overall into the bargain. As expected, PETE SMITH/RON SHIPP took 1st overall, but only by 21secs. from NEWNS/SMITHSON, with PULFORD/STAKER in 3rd spot. GEZ/VINCE? Well, provided the organisers don't find out about their little misdeed, 28th O/A, 10th in class, and despite Trackrod's bad luck, we should still net some 200 Shell League points.

VINCE FLETCHER

TREASURE HUNT - 20TH APRIL

On Sunday, 20th April, the first round of 1980 Treasure Hunt took place. The total entry of 6 cars - not a misprint started from St. George's Hall in Bradford, and 5 of these finished at The Black Bull in Denholme - the casualty being Henry Shires who, on his first Treasure Hunt, retired after an altercation with his navigator (sister). A good time was had by all those who competed. The results were (out of 250)

- | | |
|----------------------|-----|
| 1. Team Shoestring | 250 |
| 2. John Westmoreland | 230 |
| 3. Richard Ineson | 195 |

After much time and trouble had been put into organising this event by Haig Parry and myself, we were, at the least, disappointed with the turnout. I remember a couple of weeks ago, Ronnie Mackinnon appealing for organisers for club events. Whilst I agree with this, we need competitors so that we have events which need organising. The event was a non-damaging event, unlike P.C.T.'s and Autotests, and even though Sunday events are in the calendar specifically to attract the family unit, very few people bothered to come.

BEWARE, APATHY IS SPREADING!

HUGH MANTLE

EDITOR'S LAST WORD

Should anyone have any written material/articles for next month's magazine, will they please give them to Julie Thompson at any club night, or post them to my home address as, for most of May I shall be on holiday - Thank you in anticipation of a sackful of mail!!

ED.

STOP PRESS GOSSIP

To Mr. & Mrs. Ray Sutcliffe - a bonny bouncing boy - Christopher Scott, who weighed in at 7lbs 4ozs. on 21st April, Congratulations.

Finally just heard that Ken Goodall has a golfing handicap - rumoured to be a set of left handed clubs - he's right handed!!!

OBITUARIES

Many members will be saddened to hear of the recent death of Harry Ahearn, after a short illness. Harry was deeply involved in the motorsport of the Humberside area and has been so for a great many years. He was a senior official of the R.A.C. rally in Yorkshire and usually looked after the Cropton Forest area. Harry will probably be best remembered by Trackrod members as the main instigator and only Chairman of the Humberside Motor Sport Group. There would surely be no finer tribute to Harry than the liaison and co-operation between the member clubs of the Group which came about as a result of his efforts. He will be greatly missed by his friends in Humberside Motorsport.

The same weekend also brought the news that Jack Tate had died suddenly while at work. Jack was a member of both Trackrod and Wakefield Motor Clubs and used to

rally his RS1800 with great verve in local events and also the tarmac of Irish stage rallies. Of all the local rallies, he always had a soft spot for the Costa, having won the Novice class and the Semi Expert class in consecutive years in the mid-seventies. He was a rally enthusiast in every sense of the word, often being found spectating or marshalling on events when not competing, this being somewhat unusual for a really quick driver. To Jennifer and son Jeremy our sincere condolences from all members of Trackrod.

SHELLSPORT LEAGUE 1980

Round two of the Shell League took place early in April with the Moonraker and with a good result in the first round we were looking for another hard battle with Ilkley. Unfortunately we were at a disadvantage from the start with three of our prospective entries having to drop out, but we still managed four entries so things weren't too bad. The entries were Gurnett/Coulthard at No. 1, Moran/Flavell at No. 17, Waters/Fletcher at No. 47 and Lightfoot/Masterman at No. 101.

What promised to be a 'cracking' event on a perfect night was spoilt by the 'Fuzz' being out playing with their new radar guns and booking several of the crews (40+). Ian Gurnett being the first of many and not wanting further trouble went home, Gez Waters was the other from our club but continued to gain a good finish after losing 5 minutes to the Police. Moran and Flavell were next to hit trouble with a lack of petrol and they consequently ran out of time and went OTL. But, Lightfoot and Masterman drove a great rally to take first in class and gain 107.4 points for the club.

Points Scored	-	Gurnett/Coulthard	N.F.	5.0
		Moran/Flavell	N.F.	5.0
		Waters/Fletcher	9/43	89.0
		Lightfoot/Masterman	1/43	107.4

Overall position after two rounds

1.	Ilkley & D.M.C.	703.7
2.	Trackrod M.C.	551.9
3.	Wakefield & D.M.C.	546.9
	N. Humberside	508.5
5.	Selby & D.M.C.	485.1

Round three saw Ilkley's P.C.T. at Rose Farm and after the disappointment on the Moonraker we really needed some points out of this to keep in touch with Ilkley. Unfortunately this was not to be with only three entries from Trackrod. Out of over 170 members?!!? One wonders whether we should rename the club Trackrod Social Club. I am sure there must be enough members with Competition Licences and Production cars to get a team of five, let's hope so with Sheffield & Hallamshire's PCT coming up on Sunday 18th May. Anyway back to the event. Trackrod crews were Ron Moore, Derek Lee and myself, with only Ronnie having any previous experience. The day was fine and dry and there was an entry of 70 plus crews. Ilkley by the way accounted for 19 of them. There were 14 hills done 4 times giving value for money. Unfortunately with none of our team having a good first round things looked disastrous but an all out effort on the next three rounds saw Ronnie Moore move up to 10th in class, Derek Lee finished 10th in his class and I finished a low 20th out of 30. My thanks go to all members who have competed for us this year so far.

The approx scores for PCT are -	Ronnie Moore	70.00
	Derek Lee	29.20
	John Renny	33.00

Shell League contd.

Overall positions after three rounds

1.	Ilkley	1,168.1
2.	Slaithwaite	748.4
3.	Selby	726.5
4.	Wakefield	717.0
5.	Trackrod	684.1

The next round is the Y.S.C.C. Autotest at Bingley on May 11th regs are available from myself so let's get back into second place and cut Ilkley's lead.

The Shell League Quiz

April 17th saw the Quarter Finals of the Shell League Quiz held at the Duke of Wellington. Our team consisted of Richard Ineson, Nick Leuchars and David Taylor, but unfortunately after a good battle with B.A.R.C. our reactions proved too slow against their teams super brain Dave Scratchard and we lost a good show though and I would like to thank all those that took part.

John Renny
Team Captain

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A.N.C.C. AUTOTEST CHAMPIONSHIP FOR THE YORKSHIRE BANK TROPHY

ROUND 1. - BOLTON-LE-MOORS 27th April

This Warburton's Bakeries supported event attracted a full entry of 50 cars, 22 of the drivers being ANCC contenders, which indicates keen interest in the Championship. The event was also a qualifier for the B.T.R.D.A. and R.A.C. Championships.

As one would expect, an event of this status attracted a good few of the well known names: Dick Squire, John Larkin, David Robertson, Russell Swift and Neville Smith to name but a few.

Trackrod were represented by Ron Mackinnon and Richard Ineson, though Gerald Taylor was also present but driving this time under the Huddersfield M.C. banner.

The event kicked off on time which indicates the high standard of organisation for which the event is well known and immediately the B.T.R.D.A. men asserted their authority on the event beating our own heroes by anything up to 3 seconds per test - these guys are absolutely electric to watch! however, it is pleasing to report that they were at the head of the 'rest'. Alas, Gerald Taylor (1275GT) collected a washout on test 1 which gave him an instant 'task for the day' in trying to recover it. Richard Ineson last some 25 seconds on test 3 when driver error prompted an engine stall and only a push from the marshals brought it back to life.

One ne test, Ron Mackinnon actually equalled the time set by Dick Squire but the pace began to tell, or it went to his head! because he began to collect penalties one pylon during a superb (till then)! slalom (no reversing) test and another line fault at the finish line on a later test. Richard was way back in 8th in class out of 10 after his GT hiccupped and in recovering a couple of places to 6th, by the close of play managed to equal some of the times set by John Larkin, however, the class was won by David Robertson's GT who was some 45 seconds ahead of Richard at the finish.

F.T.D. went to Dick Squire on 362 seconds - again some 45 seconds ahead of Ron Mackinnon. The big saloon class was won by the Opel Ascona of Peter Swire from Blackpool and this is the man I tip for the Championship in 1981, if that's advisable after one event! Perhaps the RS2000 brigade will sort him out when things get really underway with the new few events. Just have to pray that BTRDA events keep him away.

RESULTS.

		Penalties		A.N.C.C. Score
F.T.D.	Dick Squire	Sprite	362.3	-
1st class 1	D. Everett	Mini	414.6	-
4th class 1	Ian Burn	Mini	501.8	52.85
1st class 2	David Robertson	1275 GT	367.6	-
2nd class 2	John Larkin	"	386.1	-
3rd class 2	Russell Swift	Cooper S	387.2	80.00
5th class 2	David Sowman	1275 GT	408.8	60.00
6th class 2	Richard Ineson	"	411.1	50.00
8th class 2	Gerald Taylor	"	438.2	30.00
1st class 4	Peter Swire	Opel Ascona	422.3	100.90
2nd class 4	Mike Elliott	RS2000	452.6	91.81
3rd class 4	D.W. Dodd	Escort/Fiat1400	466.3	-
1st class 5	Peter Cox	Midget	380.6	-
2nd class 5	Kevin Savage	"	381.7	-
3rd class 5	Paul Adelman	"	397.2	81.42
7th class 5	Ron Mackinnon	"	410.8	60.00

Richard Ineson

Championship Secretary

"IN AT THE SHALLOW END" - SIMPLE RALLYING PART 3

With the Lookout Rally approaching rapidly (have you got your entry yet?) (if not why not?) - we come to the final part of this short series on simple rallying, in which we will cover cockpit procedure. Understanding plotting routes and rally timing are clearly vital, but there are literally hundreds of little tricks of navigational practice that will make your job much easier and more enjoyable. So this article might be a little bit disjointed, (writers excuse) as I will remember things as we go along. I'll try to stick to some definite categories, but don't say I did not warn you if it gets a bit chaotic towards the end. (Apologies to Mr. Editor Ineson as well).

But, as they say, on with the show. First category to consider is not how to say 'next minute please' in Finnish, calling brows flat or playing Perry Mason with the RAC Blue Book, no best beloved, before anything else, you think of SAFETY. Serious accidents in rallying are few and far between, thank goodness, but they do happen and you owe it to yourself to take care of your safety. So seat belts, diagonals are OK but full harnesses are best, and always make sure the straps are across your hips (not your beer gut) and make sure they are tight (keep checking as they often slacken off on competitive sections). Check your seat belt mountings, your seat mounting, and that anything else heavy is well secured - it is no use being strapped safely in your seat during a roll if you then get bopped on the head by a 2.5 kg BCF fire extinguisher is it??? Tell the driver to install as much roll-cage as he can afford - Saabs and Land Rovers excepted, perhaps - they seem designed to fall over) and if you feel a need to hold on to something when cornering hard, put a grab handle on the roll cage - whatever you do DON'T put your hand round the cage, rolls happen very quickly, and if your fingers are round the roll cage when you go over, I'll leave the rest to your imagination. Finally, your map board. Use something like stiff cardboard, possibly scored down the middle - certainly something that will bend under impact, rather than something like plywood which at impact won't bend. - again I'll leave the possible consequence of that to your imagination too.

Next pre-event procedure. From your final instructions, plot your noise check scrutineering and start locations before you leave. Also check that you have the following - correct maps, competition licence, insurance cover letter, magnifier, romer, pencils etc. torch, travel pills, lucky mascot, driver etc.

PHOTO PAGE



↑ "CLOSE" RACING IN THE USA. - THEY EVEN ALLOW THEM TO SMOKE !!

↓ ARI VATANEN - 1976 TOUR OF BRITAIN



PHOTOS BY "AUTOSPORT"