

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

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TRACKROD MOTOR CLUB LIMITED

OFFICERS 1980/81

Chairman	Rod Parkin, 15 Holly Drive, Leeds 16 Phone Leeds 671918 (H) Leeds 577731 (B)
Secretary	Peter Silberberg, 91 Springbank Close, Farsley, Leeds Phone Leeds 551537 (H) Leeds 30281 (B)
Treasurer	Richard Spurdens, 24 Holt Park Road, Leeds 16 Phone Leeds 671962 (H)

COMMITTEE

Editor	Richard Moran, 1 Moorland Road, Pudsey, Leeds 28 Phone Pudsey 665368 (H)
Merchandise Officer	Frank Stuart-Brown, 75 Woodpark Drive, Knaresborough. Phone Knaresborough 863776 (H)
Trophy Points Secretary	Ronnie Moore, 61 Henshaw Ave., Yeadon, Leeds 19 Phone Rawdon 507780 (H) Ilkley 608733 (B)
Membership Secretary	Michael Ogden, 181 St. Chads Drive, Headingley, Leeds. Phone Leeds 786256 (H) Leeds 757121 (B)
Events Co-ordinator	Sue Broadbelt, 51 Hookstone Ave., Harrogate Phone Harrogate 871703 (H)
Competition Secretary & H.M.S.G. Officer	John Mason, 1 Nook Road, Scholes, Leeds 15 Phone Leeds 735594 (H) Bradford 392321 (B)
Equipment Officer	Derek Lee, 16 Coppice Wood Avenue, Guiseley, Leeds 20. Phone Guiseley 75231

15th March The Crown Hotel, Boston Spa. Scalextric evening.
 17th March " " " " " Indoor Rally.
 18th March " " " " " Film and open forum.
 21st March The shoulder of Mutton, Kirby Overblow.
 7th April The Square and Compass, North Ripton. Treasure Hunt.

REPRESENTATIVE EVENTS.

14th/15th March Roskirk Rally, South Shore A.C., 1st D. round.
 20th/21st March Binlomat Rally, Wakefield & Dist. A.C.
 21st March Sutherland Dukeries Rally, Wakefield A.C.
 14th/15th March Lindholme A.C. Rally.
 21st March Morecombe A.C., Lakeland Stages.
 25th/29th March GORTA DE PERMIS Rally.
 2nd April York A.C., National Rally.
 5th April Autotest, Kirby Lonsdale A.C., A.C.C., B.F.W.D., and round.
 6th April Hill climb, Yorkshire S.C.C., Shell League round.
 23rd April Ilkley & Dist., P.C.T., Shell League.
 1st April Bolton-le-moors A.C., Autotest A.C.C., round.
 1st/16th April Ribble Rally, A.C.C., round.
 1st May Slaithwaite A.C., Single Stage event, Shell League.

AUTOTEST, AUTOTEST, AUTOTEST, AUTOTEST, AUTOTEST, AUTOTEST, AUTOTEST.

MARCH.....22ND.....WILLIAM MORRISON - OSBORNE

This should be a mint event, so entries, marshalls, superstars, etc, etc.
 See Peter Silberberg for details.

GENERAL PRICES.

Well, February has been one hell of a month!!!! Infact its been such a hell of a month i can't think of anything to say.

See you next month.

Peter L. Silberberg.

Secretary.

THE 1981 RALLY

Wesley's were the sponsors for the Selby and District .C. Three
Wesley's Rally, which was the first round of the 1981 Shell League and
A.T.C.C. championships. There was a good entry of 78, but only 70
actually started. Trackrod had a full team of five crews spread over
the three classes. At 22 was Tom Whittaker / Derek Lee in the Shelby
with Leaders escort RS 2000, at 36 running as expert on his first
rally because of his navigators results was Jarl Comersal / Ronnie
Moore in an escort twin cam. The only semi-expert crew was at 47
Gez Waters / John Nichol in an RS2000. Next was Dave Hallsall /
John Bonness at 110 in an RS 2000. This was also Dave Hallsall's first
rally. The last crew for Trackrod was Dave Harrison / Nigel Latimer
at 116 in Daves 1300 escort. First car away at 11.30 was John, Opel of
P. Smith / J. Jobline. One crew in trouble as they lined up to start
was Comersal / Moore being told by the boys in blue that they had
a number plate light out and that it had to be on before they could
start. (D.H.M. bastards!!) Thus setting out late from .P.C.1. There
was a long run out to the start of competitive motoring on the B1238
just to the south of Highfield. From here the route looped round 6
controls to finish to the east of east Cottingham, then there was
a neutral with a restart to the south of Melbourne, on this section
many crews were caught out by the not as map junction at 77148 this
included Harrison / Latimer who tried to handbrake it round the
junction but broke the handbrake in going so. The next bit of trouble
was at the series of 90's at 735126, these were very slippery with
sand and on one of the 90's there was a small wall on the near side
and many crews hitting this wall with front or rear wheels and some
doing damage such as one mini bending it's rear radius arm and an
escort bending a track control arm, both having to retire. Comersal /
Moore also hit this with a front wheel but luckily they did not do
any damage. The competitive section finished to the east and restarted
to the west of Stamford Bridge. This was the start of selective 1 and
the fastest on this was Watkins / Leuchars dropping 17 seconds. Selective
2 was later cancelled due to police activity. Selective 3 started
from Strensall and finished at Flaxton, fastest being Watkinson /
Smith dropping 20 seconds in an Opel GT. Selective 4 ran from
Thornton Moor to Lilley Wood. Fastest being Smith / Jobline dropping
29 seconds. It was then back to time controls, these being to the
north of Sutton on the Forest and ran north to finish to the south
east of Ampforth. On this section there was a secret check at
645702 and 9 crews drove straight past it including Harrison / Latimer
thus picking up one fail.

to reach half way was Varcy / Craven running at 13 who hit a telegraph pole at 579732 and neatly parked the escort at the side of the road on its roof, luckily with no injuries. The second half started with selective 5 over Cockayne Loop, run from west to east. Going well on this section was Kelsall / Bowness who east two other competitors on the way round. Fastest was Watkinson / Smith dropping 4-14 seconds. They also took fastest on selective 6 which ran from Padmoor down to the A170 taking in the ford at 6764856, this caught alot of crews out as it is usually dry, but this time it had about 3 inches of water in it. One crew in trouble was Harrison / Latimer who booked out early at 686 and got 2 fails for it. Also Waters / McMichael where having trouble with a bad misfire on revs over 5000, but managing to keep going. The next sections were controls right to the finish which started to the west of Dellam and ran south east down to Barton-Le-Street and then restarted to the south of Hovingham and going past Bechleton Moor and turning west to take in Snargate Bank and finish at Sheriff Sutton. Competitive motoring restarted south of Easton and took in the very bad level crossing at 648692 and ran across the A64 to take in the very slippery white at Barton-le-Willows and then ran out east to Gally Gap and then turned south to run back on to map 105. Making a mistake at the second to last control was Derek Lee who spoilt a top 20 placing by leaving the control in the wrong direction, thus picking up a fail. The finish was at the Corn Mill, Stamford Bridge where results were very quickly posted by Rod Parkin and his crew. Well done to all the Trackrod crews who finished in one piece and thanks to Selby M.C. for a very good event.

Ronnie Moore.

SEAFIELD & SALAMONSIRE JACKSON TROPHY RALLY

With a good entry and a fair turnout of 85 starters, it was a rough tough and ready competition, with no let up for heavy metal 1500's. The route worked on a basis of 1 full stage followed by 2 x 2 30 sec. stages in the morning, with the afternoon being 2 full stages and 2 x 2 30 second sectors. This caused quite a bit of havoc on the second run, with the high placed cars chasing the lower group, but car 7, a Fiat 131 with a bog standard 1600 cc engine decided to re-arrange his car, by giving us a twirl. Its right what they say about green cars. They jumped through the fresh air partition where the windscreen was after an inspection at the top of the hill and a bump start. The only damage was to the body work of the car.

The driver were experiencing problems with the engine, something like fallen panel work, but after appearing from the bomb huts and heaving up the hill, they seemed to have what is commonly known as gear box failure, the gear having sheared from the housing, and had to retire. This bit of follow-me-leader took its toll, when an escort (GREEN!!) hit the now uprooted curb stone on the far bank where we were standing and sheared his half shaft clean, leaving the wheel and drum completely intact still with the heat from the drum causing steam to form. Another escort bounced off a curb stone, but on appearing from the bomb huts hit the bank, exactly where the fiat stopped and severley bent the track control arms, but after repair at service they were back on the road and gave thanks for the help we had rendered earlier.

For the marshalls there was no let up, no lunch break. For the second half the route was reversed with certain exceptions but this time it was just two full stages. By 5.00p.m. the rally was finishing due to the cold and heavy snow falling, making driving very difficult. Dave Ashford finished well up the field at 4th in class and 10th O/A.

Keith Dunn & Co.

INDOOR RALLY C A P I O N I E R 1980/81.

Round 3. This round, organised by Tony Longstaff, was held at the "Duke of Wellington", East Goswick on Thuesday, February 10th and was contested by 7 crews. Tony put on an excellent event on map 110 with a few "sting-in-the-tail" sections, especially the herringbone section with one too many bongs. Timing was crucial and a very close sprint for the finish was made by the leading crews. Simon Richards made up for the finish or non-finish on round 2 (he bought the wrong map) by showing everyone how it was done and took first place. Well done Simon and well done Tony for the superb event.

1st S. Richards	21pts.	
2nd J. Westmorland/A. Nowles	20pts.	(Total possible number of points 35.)
3rd R. Close (time penalty)	20pts.	
4th C. Robson/G. Tumber	17pts.	
5th K. Dunn/A. Holmes	13pts.	
7th D.A. Lee/R. Moore	9pts.	
8th A. Lilley (time penalty)	5pts.	

Round 4. March 17th "Crown Hotel", Boston Spa. Mike Nowles.
Map: O.S. Sheet 106 metric (No radar speed traps)

It has been pointed out to me that due to scoring differentials of each round, the present system of obtaining the OVERALL position of the championship is not totally fair. It is therefore proposed to use a points system based on your finishing position in each round. Your best three positions will still count in the final calculations.

...the proposed is: 1st-37pts, 2nd-31, 3rd-25, 4th-19, 5th-13pts, 6th-7pts.

Then reducing by 1pts per position down to 13th or lower with Op... should there be any objections or suggestions to improve this, pl... contact me by round 4 on March 17th at the latest. If no comment received by this date it will be assumed all concerned are in

POSITIONS IN TOP TEN AFTER 3 ROUNDS. (Figures in brackets are proposed new system.)

M. Robson/A. Tumber	1st-	(1st)
J. Westmorland/A. Knowles.....	2nd-	(2nd)
R. Close.....	3rd-	(3rd=)
A. Lilley.....	4th-	(6th)
D. Lee/R. Moore.....	5th-	(5th)
S. & C. Sanderson.....	6th-	(10th)
J. Bean.....	7th-	(11th)
S. Richards.....	8th-	(3rd 3rd=)
C. Gomersall.....	9th-	(7th)
.....	10th-	(8th)

John Westmorland.

AD. AORE. Sorry you have not got the full score sheet only this edit is being knocked together at pretty short notice.

SCALEXTRIC CHAMPIONSHIP.

The next round of this championship will be held on:

10th MARCH, at CROWN HOTEL, BOSTON SPA.

...had an electrifying first round which was very much of an... ment. If people wishing to take part in the championship would... up a little earlier it would be much obliged as it would mean... could fit more in and would not have the dash at the end of the... ing. The rules and scoring system are basically this:

1. Best out of four rounds, three scores counting.
2. Best two CONSECUTIVE timed runs added together to give you number of points for that round.
3. Person with least number of points at end of championship from at least 3 rounds.

Top Five Places after First round.

1. S. Richards.....	57.2sec.
2. J. Renny.....	60.0sec.
3. T. Longstaff	60.4sec.
4. I. Gurnett.....	61.6sec.
5. J. Westmorland.....	62.4sec.

SO WHY NOT COME ALONG TO THE CROWN HOTEL AND HAVE A GO ON TUESDAY 10TH MARCH. FUN GUARENTEED.

SHELLSPORT COSTA DI PLENTI RALLY MARCH 28th/29th, 1981

Another year is nearly past and our PREMIER ROAD RALLY is nearly here again. The organisers team is & very pleased to announce that once again our event will be included in the MOTORING NEWS CHAMPIONSHIP as well as a qualifier in the above series it is also a qualifying round in the B.T.R.D.A. 1300cc. series and a round in the Shell Sport Shell League. To make this years event the success our status demands we shall be requiring a veritable army of marshalls for all kinds of duties. To volunteer please contact the chief marshall or assistant, informing them of what times you would be available and what you want to do. WE DESPARATELY NEED YOUR ASSISTANCE SO ALL YOU WOULD BE MARSHALLS COME FORWARD.

PHONE....GEZ WATERS ON LEADS 651456.
JOHN WESTLORLAND OF TADCASTER 833064.

OR FILL IN THE FORM BELOW.

COSTA DI PLENTI.

NAME	NO. OF PEOPLE IN TEAM.....
ADDRESS.....	TIMES AVAILABLE.....
.....	EXPERIENCE.P.C. SELECTIVE
PHONE NO.....	Please T.C. START....
	tick. H.T.C. SELECTIVE
	FIN

When complete send to; JOHN WESTLORLAND,
46, HILLCREST,
TADCASTER, LS24 9LJ.