

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MOTOR CLUB LIMITED

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No 127

MAY 1981

EDITORIAL

With the summer months allegedly upon us now motor sport for the clubman takes off in a big way, or should do! We have already lost a Shell League P.C.T., and several bits of rallies, due to six foot snow drifts - surely it can't last?. On the subject of the Shell League - an article by John Renny follows. For the uninitiated, the Shell League is an important source of club funds, and those who participate receive plenty of recognition. The next round is a road rally, so let's show the flag for the club - looking at some of the cars "on display" on the car park on club nights we should have some potential winners.

The Committee would like to apologise to the people who attended the non-existent Treasurers Hunt the other week. The matter has been resolved, in that by the time you read this, the first of our annual series of Treasurer's Hunts will have been run, from the Square on 5th May. Details of the remaining rounds follow. Most of the club events have now found organisers, thanks to the sterling efforts of Events co-ordinator, Keith Hunn. Keith is still looking for one or two potential organisers, notably for the club night P.C.T. on Tuesday, 21st July 1981. Anyone interested, please see Keith on any clubnight. On the same subject, if you are an organiser of an event, if you have a word with me I'm sure that the burden of preparing regs etc can be eased - I have the typewriter and equipment at hand.

The Committee have noticed that several members have had a lot to say recently regarding the way in which the club is run, and what is or isn't club policy. In order that you may all air your views, and to give the committee chance to reply, it is proposed to hold an open forum, on a date to be fixed. (At the time of writing it looks like July). A pro-forma is attached to the magazine for those who like to give notice of their questions - (anonymous or otherwise) - please use it (for questions) and hand to any Committee member.

I mentioned last month that one or two new ideas would be forthcoming under my Editorship. Well, what about the ladies of the club?... We all have ladies in our lives, many of which no doubt wonder what we do each Tuesday night. If one or two of the more literary minded ladies would like to consider writing an article, for ladies, I would be glad to publish it. Almost on the same subject, I'm sure that most have you suffer problems, technical or otherwise, connected with motorsport. I have at my disposal a panel of experts, technical, mechanical, and otherwise, who could help you. Let me have a note of your problems, and we'll sort them out. Needless to say, the most interesting will be published.

Well, that's all for now. Keep the articles coming, and sort out your black and white photos, 'cos I shall need some for the cover soon.

John Bean
Editor.

SOCIAL DIARY.

- 5.5.81 Treasure Hunt & Noggin. Square & Compass, North Rigton.
12.5.81 Treasure Hunt, Round 2. Start & Finish, Peacock Hotel,
Yeadon traffic Lights. Time 6.30pm x 7pm. Organiser
Dereck Lee.
19.5.81 Film show, Crown Hotel. Boston Spa.
26.5.81 N oggin, Shoulder of Mutton, Kirby Overblow.
2.6.81 Treasure Hunt, Round 3. Starts Asda Carpark, Cookridge,
finishes Square & Compass, North Rigton. Starts 6.30pm,
organiser John Renny.
9.6.81 Sportonoggin. Details next month.
16.6.81 Film show, Crown Hotel, Boston Spa.
23.6.81 Details next month.
26.6.81 (Friday) DISCO.. Square & Compass. Featuring the Jos Waters Sound.
30.6.81 Noggin, Shoulder of Mutton, Kirby Overblow.
7.7.81 Sportonoggin. Details next month.
14.7.81 Treasure Hunt, Round 4. Starts & Finishes Beehive,
Thorner, 7pm. Carl Gomersal.
21.7.81 Closed to club P.C.T. (Details later)
28.7.81 Economy run, by Ron McKinnon. Details later.

COMPETITION CALANDAR.

- 9/10.5.81 Colenan Tyres Otley Rally (M/N ews, BTRDA, ANCC)
17.5.81 Sheffield & Hallanshire P.U.T.
Ilkley & District Autotest (ANCC)
31.5.81 B olton-Le-Moors P.C.T. (ANCC)
30/31.5.81 Sandal Motors Night Rally.
7.6.81 Moreconbe F.C.T. (ANCC)
13/14.6.81 Midac Rally, Moreconbe. (ANCC)
14.6.81 Glossop & District M/Club P.C.T. (ANCC)
20/21.6.81 Shipley & District Night Rally. (Shell League)
28.6.81 Trackrod's June Jester Autotest. Thorpe Arch Trading
Estate. Organiser John Westnorland.
12.7.81 Airedale & Pennine Autotest. (ANCC, BTRDA)
25/26.7.81 Wakefield & District Calderford Rally (ANCC)
26.7.81 Ripon n/Club Autotest. Shell League.
Y.S.C.C. Autotest. (ANCC)
1/2.8.81 Ripon n/Club. St.Wilfreds Novice Rally.

SHELLSPORT COSTA DI PIENZI RALLY 1981

TO ALL WHO MARSHALLED.

The night of March 28/29th saw our annual foray into the Motoring News Championship series, which turned out to be another highly successful event. Before I start to rabbit on about various little incidents, I must not forget my banners, so here are the nice bits first.

There were some very nice comments overheard at the finish with regard to the marshals, so I will comment about those later in the text. The most important thing about the night was YOU. From both Gez and I, our deepest and most sincere thanks, you ALL no matter how important or menial your task, did it EFFICIENTLY and PROFICIENTLY to the betterment of our sport, some above and beyond the normal call of duty. More about that later. YOU ALL made the event the success that it was (See Motoring News write up, even they noticed the high standard of marshalling.)

The night got off to a shaky start with a fair bit of harrassment from the local boys in blue (Due to their own internal lack of communication) but tempers soon cooled down to the point where they assisted with the start by providing floodlighting and warning flashing blue beacons, well done, gentlemen. One over zealous passing motorist managed to run over one of the blue flashing beacons and before he had gone 100 yards was surrounded by two traffic cars and nicked for driving without due care and attention!! The rest of the night went off without any police activity at all except for normal patrol cars about their normal duties. The one exception to this was caused by some spectators in the fountains abbey area, hope it was none of you.

The fear of god was put into the competitors running immediately before car No 75 at T C 1, as a certain joker, who shall remain nameless, shouted 'Lookout, here comes the law' panic, then, "The crew of car 75 are coppers". Can anyone tell me what a ('***+*'+?? Wassack) is ?. (That's the way you, Westmorland... Ed.)

The biggest PR problem of any rally is the villages which the rally passes through, and the noise and disturbance caused. On this years event we used a new technique to control this, and it worked an absolute dream. The success of this technique was due entirely to the teams of marshals who managed to keep the quiet zones, to you all goes a very special thanks as there were NO COME-BACK OR COMPLAINTS AT ALL. The one marshal who deserves a special mention here is Mike Knowles, an excellent job, Mike, and a special thanks from the Clerks of the Course. The first two quiet zones of the rally were Grewethorpe and West Tanfield, and both were 'blitzcrooged' with marshals, three teams in the first and two teams in the second, each team with concise details of what to do. Mike was the first team of all at the first village, and 'we nt to town' on competitors. Any competitor who even looked like going fast or making more than a whisper was stopped and verbally 'rollocked' and warned of impending doom, anyone who didn't heed this warning would make it no further than the end of this village, or West Tanfield at the most. It worked, well done to you all.

With regard to myself on the night, I saw very little of the rally as I was belting about at the end with the course closing cars dishing out the prizes of the Marshals draw (List of winners later). In the second half I had four prizes to deliver and the shortest way was down selectives 6 & 7!! Having given the last man on the road, No 85, a five minute start, I followed him off down the selective. Blow me if in two miles he appeared from a side road (?) in front of me and then slid off at the next junction to let me past. I must confess that I knew the road and had no navigator to hinder me, so I set about the white Citroen in front of me pulled up at Barry Doves control a short distance behind. I agree, it's not very ethical for one of the officials to mix it with the tail end of the Novice class, especially in an escort van, but it was rather fun.

Marshals Prize Winners :-

1. Mains digital clock/radio.	David Cunningham	SS 7
2. Bottle whisky	John Docherty	PC 1
3. 3 cell torch	Rob Grant	PC 21
4. 3 cell torch	Malcolm Burton	PC 9
5. 2 cell torch	Martin Holmes	TC 7
6. 2 cell torch	Dereck Lee	QZ Harrogate
7. Gallon Oil	Dave Gogan	PC 20
8. Gallon Oil	Dave Sayer	PC 6

Well, thats it folks, for the more interesting bits about the rally I'm sure there will be another article elsewhere in this magazine. But for all you hard working marshals, it only remains to say once again thank you, but this time on behalf of :-

Martin Kemp and Steve Mills, Clerks of the course,
 Mike Robson, Public Relations Officer,
 Shellsport (Sheal U.K.) Sponsors,
 Motoring News & BTRDA, Championship Organisers,
 The results team and all others on the organisation,
 Myself and Gez Waters, Chief Marshals,
 The Competitors,

and one in particular who said quote " IT has been a pleasure to compete in an event where EVERY control has been manned with marshals who knew EXACTLY what to do, and did it quickly and efficiently and in a most professional way " Unquote.

TO YOU ALL, OUR MOST SINCERE THANKS FOR A GOOD JOB VERY WELL DONE.

John Westnorland.

THE COSTA. A PERSONAL VIEW.

It was with a great deal of anticipation that Roy & I arrived at Pannal Auction Mart for the start of the Costa Di Plenti 1981, the premier local road rally. The car was right, the maps marked (for safety of course) and I had recovered from a week in bed (With 'Flu). Unfortunately, we arrived early. No - everyone else was late. An hour and a half later, and after risking Roy's pristine paintwork, we were through scruteneering. Not to worry, we still had plenty of time to admire the machinery on view before receiving the route. It began to look as if our choice of Ultragrip tyres for the wet (sic) weather were a mistake. It was to be bone dry. The top ten were all on tyres that looked to be straight from the race circuit, although some did have a couple of grooves in. Not to worry, we thought, we'd have them on the whites.

We received the route, and when plotted realized that massive concessions had been made for the top boys. No fountains Earth, and only a mile of whites in the whole route. So much for ultragrips! So much for the recce of Fountains Earth the week before!! At least one thing was in our favour - 90% of the roads had been used in our last two events - the Highwayman, and the Snowdrop. We managed to plot in time, despite the car park floodlights going off as the first car departed.

So we were waved off by a marshal who didn't wish us "Good Luck", and a bobby who looked as if he'd prefer to arrogate Town Centre at midnight, Saturday, to the middle of the A 61 at Pannal.

The competitive motoring started at TC 1, near Fountains Abbey. You should have already read what happened when a certain Chief Marshal put the fear of god into the cars in front of us, but it must have worked because we had passed several of them by the end of the first section of T.C's. That was despite having to convince Roy that we went right out of TC 8, not straight on like the car in front! SS1 outside Grewelthorpe (there were a lot of fans in Grewelthorpe - they all waved like mad at us?) saw Ken Goodall forget his watch, and inspect Roy's car for damage, and enquire if the price had gone down yet? Despite that, we had a good run through that selective, and the following one, to go to the petrol halt at Leering Services on the A1. A quick top-up saw us have time for a coffee whilst the cars in the 70's and 60's arrived, rushed about, and left again.

The second half started with some TC's over familiar roads, including the Cocked Hat yumps. Roy lost faith in me when I miscounted, and called 'Flat over brow', when it wasn't. Still, we regained the road a lot quicker than we might have done if we had been doing less than a three figure speed.

A long neutral led to one of our favourite roads, over the ranges onto nap 98, and back onto nap 99 to finish near Leyburn. A certain spectator with an aerial festooned Range Rover accused us of 'playing to the gallery' on this road, but Roy swears blind he never saw any spectators. In any case, we had another good run, passed three cars, and kept up the pace.

After the next couple of selectives came ss6, down the side of Gouthwaite reservoir. We came unstuck a little here. We pulled into the control, and I told the marshal the time we wanted. He immediately said "FIVE, FOUR, THREE, TWO, ONE, GO!!", so we went. I never saw the watch, and looking at the results in retrospect I see that we lost a clear minute to cars

we had beaten all night - yet we flew on this selective. You live and learn!

Selective 7 was a long affair, using some roads that were made possible by the removal of some black spots, and obvious good PR work. The Hampsthwaite Maze is correctly named is correctly named, with the added complication of code boards to collect. We managed it first time, more by good luck than anything else. The end of that selective saw an amendment handed out giving an extra selective, this being anticipated as the original route ended in the middle of nowhere! The last two selectives were over roads used in my courting days, and included a white at Leathly re-surfaced courtesy of Yorkshire Television. It appears they grew tired of pulling 15 ton equipment wagons out of the mud when filming Emmerdale Farm! It was here that we saw our second Bobby of the night. He waved us out of a PC/SGW with more enthusiasm than the spectators - I wonder if he knew us?

At the finish it was obvious that we had had a good run, so we splashed out on an extortionately priced breakfast, and sure enough we found that not only were we 1st novice, but had beaten the first Semi-Experts by two clear minutes. We managed 24th overall. (47.07)

Other Trackrod crews numbered only two : Tony Marshall and Jack Coulthard, at No 48 (Best Trackrod crew, 38 O/A, 3F, 58.34), and Dave Harrison/Nigel Latimer at No 86, 52nd o/a, (7F, 58.46).

A well run event - I must echo the views of John Westmorland, the marshalls were great (Except SS6). I hope, despite the rumours, that the Costa can continue next year as the best Road Rally in Yorkshire.

John Bean.

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A NCC RALLY CHAMPIONSHIP.

Following the AN CC meeting on 26th March 1981, it was agreed by all member clubs that the motion listed below would be introduced with effect from 1st July 1981.

"All competing cars on a road rally organised by member clubs of the ANCC will be fitted with paper element or foam type air induction filters, Wire gauze filters will not be acceptable."

Did you hear about the brothers Gomersal(Carl & Craig)?? Had a go on Fountains Earth and met with a slight mishap.... Lets put it this way, it costs a lot of money to get a landrover & crew from a pub to tow you out, when there's not a lot left of the front end showing above the mud.

Congratulations to Roger Close and Rosemary Holland who were married on Easter Monday. There are more ways of increasing the membership than one!!!

SHELL SPORT LEAGUE REPORT.

Well, here we are in May, 5 rounds on, or should be, and this is the first report by the shell league captain. (Disgusting). No wonder the editors don't last! Anyway, my humble apologies to those of you who have competed for us so far this season, and haven't received their due praise and thanks from me.

A quick run down the events so far shows that after an initial good start by our up and coming rally stars, D.Kelsall/J.Bowness, G.Waters/J.McNichol, & T.Whittaker/D.Lee, we were lying in a strong 3rd place ready to pounce, with Ilkley down in 7th place.

Round 2 promised to be good with 5 members making up the team, or so it was thought, unfortunately however D.Kelsall broke his wrist, and had to withdraw, at T.Whittaker (I think) had engine problems. So it was left to 3 : Ashford/Ashford, Roundhill/Kellet, Waters/McNichol. Unfortunately Roundhill/Kellet did not finish, so only gained 5 points, which left us with 177.9, and 8th on the day, and dropped us to 4th overall. Ilkley were in more trouble, finishing 10th, and 9th overall.

Which took us to Castle H toward for round three, and YSCC's controversial Hill Climb. Controversial in that in the majority of cases a prepared car had to be found along with a speed licence if your usual licence did not comply, and then £11 was the fee for 2½ minutes of motor sport! Puts you off before the start. Yes, well, it did with Trackrod members as only three entries were gained and then only thanks to Gez Waters lending yours truly his RS 2000 Yes, folks, J.R. in an RS 2000! This was rumoured to be the big Daddy of the show down's, J.R Vs G.W., G.W. being in his own car and J.R. with all that power. After an early start at 8.30am from Leeds J.R. started the day with a scintillating run of 37.9 secs taking some 3 secs off G.W.. The glove was down, but G.W. was playing it cool and when the time came G.W. showed J.R. the was home and beat him on the first timed run, and J.R. could only make a mess of the remaining run. Meanwhile, back on the ranch, D.Kelsall was playing a blinder and on his final run nipped in to beat both well and truly, a great day was had by all, especially yours truly and my thanks must go to Gez Waters for trusting me with his car. Unfortunately the enjoyment of the event was marred by the fact that the Shell League Organiser made a slip with the results leaving us out of sight and out of mind and if the points aren't rectified leaves us down in about 10th place, and a long way from the leaders. Ilkley are now in front of us, but hopefully this will all be put right before the next event.

The fourth round should have been Ilkley's P.C.T. on 26.4.81, but was cancelled because of the snow!! Some year! The next round is Slaithwaites stage rally at Henswell, on 3rd May. Some of you will already know the outcome; I am just keeping my fingers crossed for a good day.

The next round is Shipley's Road Rally, so lets have a full entry for 20/21st June. Thanks again to all those who have entered for the Shell League, and not yet been in the scorers. You were all in the team, but due to the scoring system this year only the best three scores count, from a team of 5. See you around,

John Renny. Captain.

ROUND 5 INDOOR RALLY CHAMPIONSHIP.

This was the final round of the series and held at the Crown Hotel, Boston Spa. The event was organised by the fearless left-hand seat man Frank Stuart-Drown. This round was contested by only 4 crews, which was rather disappointing as Frank came 'Hot Foot' back from the Circuit of Ireland to run the event. The route meandered around map 111 and caused some headaches for crews, especially the newer ones to the game, as some old navvies tricks were used. A good 'n tricky event to finish off the year.

I would like to thank all who have taken part, and all who took the time and effort to organise the various rounds. Below are the results for round 5, a more detailed and final overall list will follow in next months issue.

A.Lilley	120pts	1st
C.Gomersal	70 pts	4th
S.Richards	99 pts	3rd
M.Robson/G.Tunber	104pts	2nd.

J.Westmorland.

NEW MEMBERS

The committee would like to welcome the following new members to the club:-

Nigel Cuddy
Maurice Marcus
Paul Sheard
Peter Walsh,
Bill Withnell.

Total membership now stands at 170.

M.Ogden
Membership Sec.

Looking through the stencils, I see I have made one or two errors in the typing. I would like to apologise for these, which would have been corrected had time allowed. However, I made a late start this month, due to waiting for the arrival of promised articles. (They never came). I don't want to put anyone off, please let me have the articles, they will appear next month.

ED.

OPEN FORUM.

Please use this sheet for any questions you would like to put to the Committee. ALL questions put in advance WILL be answered.

NAME

QUESTION.

PLEASE HAND TO A NY COMMITTEE MEMBER.