

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

No 129

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EDITORIAL

Summer came last Sunday, 29th June, and coincided with our Tip Top June Jesters Autotests. A splendid event, read all about it further on. In view of the one-day reputation of the English Summer, I took the Editorial family for break in the sunny Med. However, the time to relax ended abruptly some 12 hours after landing at the International Yeaton Airport when I was holding the maps for Jez Waters on the White Rose Shell League Rally. A Series of misfortunes meant that Trackrod failed to field a full team, and the remaining runners had more than their fair share of trouble, netting few points in the Shell League. Still, a reasonable performance by the off-road boys in the following round, the June Jester's, has helped put us back on course.

Many members have queried the trophy points run by the club (How they're arrived at.) To assist in your quest for more silverware, a full set of rules are published in this issue.

A VERY IMPORTANT item of news is the venue for the forthcoming A.G.M., due to be held at the PEACOCK, yeaton, on 4th August 1981. A change with tradition has been forced upon us due to the Square & Compass changing owners, and at the time of writing (When a decision HAS to be made) the intentions of the new owners are not known. We do hope, however, that our long-standing ties with the 'Square' can continue.

Keep the contributions coming, including any black & white photos, which are now urgently needed for future covers etc.

John Bean  
Editor.

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CHAIRMAN'S CHAT.

Well, judging by the responses recieved so far most people seem to agree with my comments from last month and judging from our activities this month we still have an active Motor Club.

The Sportonoggin at the Peacock, although not oversubscribed, ran very well and was most enjoyable to all. The film show the following week was audible to all and hopefully partly fullfilled our decision to start some training evenings.

The open forum provoked some lively discussion, but not many members attended- where were you?? ( 13 'Committee', 31 members - ED.) However the Disco at the end of the month was a tremendous success, enjoyed by all, some members getting wet outside as well as in!

To finish the month well, we provided the June Jesters Autotest, regrettably I had to work, but I'm told it went down very well - congratulations to all concerned. Remember it's the A.G.M. in August - nomination forms are in this copy of the magazine - why not stand for Committee- there will be always help and advice available. In the meantime prepare yourselves for the Economy run and Treasure hunt, scheduled for July.

Rod Parkin.  
Chairman.

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COVER picture shows Martin Kemp/ Ken White in a Cortina, Some years ago.

FUTURE EVENTSSOCIAL DIARY.

- 14.7.81 Treasure Hunt Round 4 of the Hunters-Trophy. Starts and finishes at the Beshivo, Thorne, 7pm prompt. Organiser Carl Gomersall.
- 21.7.81 Noggin, Crown Hotel, Boston Spa.
- 28.7.81 Economy run, starts Leaffield Filling Station, Yeadon. Finishes Station Hotel, Shaw Lane, Yeadon. See further details on following pages.
- 4.8.81 ANNUAL GENERAL MEETING. The one to make an effort to attend, come and have your say. Peacock at Yeadon, starts 8.30pm PROMPT.
- 11.8.81 Noggin, Square & Compass.
- 18.8.81 Treasure Hunt, Round 5. Will finish at Crown, Boston Spa. Details next Month.
- 25.8.81 Noggin, Shoulder of Mutton, Kirby Overblow.
- 1.9.81 Noggin, Square & Compass.

COMPETITION CALENDAR.

- 12.7.81 Airedale & Penhine Autotest. (ANCC, BTRDA)
- 25/26.7.81 Wakefield & District Calderford Rally. (ANCC)
- 26.7.81 Y.S.C.C. Autotest. (ANCC)
- 26.7.81 Ripon M/Club Autotest (Shell League)
- 1/2.8.81 Ripon M/Club St.Wilfreds Novice Rally.
- 8/9.8.81 Kirby Lonsdale Motor Club Devil's Own Rally. Starts centre of Kendal, maps 90,91,97,98. (ANCC)
- 9.8.81 York M/Club Autotest. (Shell League/ANCC)
- \*\* 16.8.81 Wharfedale P.C.T. (ANCC) TRACKROD'S own event, organised by John Richardson. Stump Cross Caverns. \*\*
- 23.8.81 Lancs & Cheshire PCT (BTRDA/ RAC/ANCC)
- 6.9.81 Knutsford M/Club PCT (ANCC)
- 6.9.81 Slaithwaite M/Club Autotest (ANCC)
- 5/6.9.81 Morecambe Car Club's Illuminations Rally ( ANCC/ANECC) Starts Empire Car Park, Morecambe, 23.30hrs Maps 97,98,102,103.
- 13.9.81 High Moor M/Club Autotest. (ANCC)
- 19/20.9.81 Lookout Rally, Sponsored by Morley Waste Traders. Trackrod's Novice Road Rally. Maps 100/105
- 26/27.9.81 Bolton Midnight Rally.(ANCC/M/News)
- 27/9.81 Gloseop m/club Autotest (ANCC)
- 24.10.81 North Riding Stages Rally. TRACKROD'S Dual Permit (Restricted/National) Stages Rally. Helpers wanted, See Rod Parkin.
- STOP PRESS STOP PRESS STOP PRESS.....
- 24.11.81 ROTHMAN'S FILM SHOW,, PEACOCK HOTEL, YEADON.
- 18.12.81 TRACKROD XMAS PARTY, PEACOCK HOTEL, YEADON..

Hunters Trophy Treasure Hunt Championship 1981

Round 3 June 2nd

The third round of the Hunters Trophy was held on Tuesday, June 2nd, and was organised by John Renny with help from John Millington and Lindsay Mackinnon. The event started from Asda's car park at the Holt Park centre at Adel and wandered its way via Eccup, Arthington, Pool and Huby to finish at the Square and Compass at North Rigton. John and his associates put on a very interesting and unusual event with a very novel twist to make this the most interesting hunt ever run in the club. The format of the event was not liked by everyone, but all admitted that it made a welcome change from the usual type of treasure hunt, and all participants finished and were satisfied with their results, except for Team Shoestring.

John, as you will know, was the innovator of Shoestring and organised the event in secrecy from the team, so who was it that protested most and caused delays at the finish, guess?? Part of the route contained pace notes compiled by John Millington. These quite frankly left me and many others guessing, but apparently the eventual winners understood these and was the section which gave them the necessary points to win. (Have you ever tried driving on pace notes on your tod - ed!!) Thus it was proven that the brawn of a big hairy BMW did beat the brains of us lesser and slower mortals, but only just.

Well done John and your helpers for an excellent evening's run and some new ideas, it was great.

<u>Results</u>	<u>Team</u>	<u>Pts</u>	<u>Max poss 200</u>
1st	BMW	157	
2nd	Shoestring	154	
3rd	Raddy Boot Leggers	145	
4th	Miller	140	
5th	Ine-Tomo	136	
6th	Crabs do it Sideways	132	
7th	Richards	120	
8th	Robson (York)	111	
9th	Editors Solo	108	
10th	Lilley Whites	79	

Overall Positions after 3 Rounds

<u>Team</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Total</u>	<u>Position</u>
Shoestring	111	172	154	437	1 *
Crabs etc.	76	156	132	364	2 *
Taddy Boot Leggers	0	186	145	331	3
Ine-Tomo	0	182	136	318	4
Lilley White	76	160	79	315	5 *
Editors Solo	75	0	108	183	6
Robson (York)	50	0	111	161	7
BMW	0	0	157	157	8

Overall Positions (contd)

<u>Team</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Total</u>	<u>Position</u>
Sayer	0	148	0	148	9
Miller	0	0	140	140	10
Richards	0	0	120	120	11
Withnell	0	82	0	82	12
Varey	0	52	0	52	13
Kellet	22	0	0	22	14
Breear	0	0	0	0	15

Teams marked \* have now completed three rounds, remember it's your Best Three Scores which count, so from now on they will drop their worst score on the next round on which they compete.

Round 4

This round starts and finishes at the Beehive at Thorner and is on Tuesday July 14th. The round is organised by Carl Gomersall and starts at 7 pm, see you all then.

John Westmoreland.

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White Rose Rally 20/21st June 1981

The Shipley & District Motor Club put on the successor to the CD Bramall Rally, now known as the Home Tyne White Rose Rally, a restricted road event of some 142 miles. The event attracted a full entry of 90 crews, and started from a large car park near the centre of Bingley. Top crews included Malcolm and Ian Wilson at no 1 in their Renault, Mal Graham/Charlie Woodward in their Datsun at no 3, top Trackrod crew being Ian Gurnett/Jack Coulthard at no 17. In the semi's were further Trackrod crews:- Dave Marshall/John McNichol at 29, followed by Jez Waters/John Bean at 30. Final Trackrod crew to start were John Buckley/T. Waterworth, in a 1275cc Mini at 88. Carl Gomersal non-started in his Twin-Cam at 54 due to an expensive engine blow-up the previous week-end. Unfortunately, this left Trackrod with a mere 4 starters for this Shell League event, compared to a club like Alwoodly, able to select from strength with 10 entries.

Crews had 1½ hours to plot the route which consisted of a mere 11 "selectives", so it was clear that competition would be fierce, with no room for error. From the start, the first two crews, Wilson/Wilson and Harris/Malins, dropped two minutes penalties at MTCL and SSL. The reason for this was not made clear, but the organisers stuck to their reputation for rigidly enforcing penalties, and these stood in the final results. The first selective started outside Bingley, running over Bingley and Hawksworth Moor, past Dick Hudson's, finishing near Menston. Quickest were Graham/Woodward on 0.26, a clear 36 seconds clear of anyone else, whilst almost all other crews dropped between 1 and 2 minutes.

The second selective ran along the Roman Road, Yorkgate, at the top of Otley Chevin past the Royalty, to end at the main Bradford/Harrogate Road. A large crowd gathered at the junction of Yorkgate with Old Otley Road, which was not marked as a Standing Give Way, expecting some excitement at this junction, which has a vicious yump at the end of Yorkgate just

before the junction itself. Unfortunately after the first 20 or so cars the boys in blue arrived (due to a break-down in communications, no-one had told the Inspector that a rally was passing through his "patch") and well intentioned spectators began flagging down the quicker crews, including Jez/John, who thought from all the arm waving that there had been a major accident. Still, they managed 7,000 rpm in top before the end of the selective,  $\frac{1}{2}$  mile further on!

A long neutral led to SS3, which started near Huby, and ran via Beckwithshaw and the long straight roads over Stainburn Moor to finish at Nurwood. Trackrod's fortunes began to slide, literally, when Dave/John put their Avenger off at the 90 degree left and right at 253497, just emerging from the undergrowth as Jez/John arrived a minute later. It was also on this selective that Jez realized that there was something amiss with the brakes on the RS 2000.

Some demon, new pads had been fitted the day before the event, and they had worked splendidly up to now. Initially, a loss of fluid was suspected, but as the event wore on the sound of metal against metal told its own story. The parts had worn down to metal in two selectives. Jez and John continued, almost without brakes, for the rest of the event. Fastest on the 3rd selective were Wilson/Wilson on 2.05, from the improving A. Larkin/G. Whittaker on 2.33.

The fourth selective ran from Fewston, near Timble, through Blubberhouses, and around the hairpins at the head of Thruscross Reservoir, with 2 passage controls, and down Yorke's Folly to finish near Glasshouses, on map 99. Quickest were Wilson/Wilson on 2.34, with Midgley/Whittaker on 2.37 and Shields/Morton on 2.38.

SS5 used Brimham Rocks, and then ran via Sawley and Fountains Abbey, finishing just north of the Abbey. Shields led here on 1.42 from Midgley on 1.43. The final selective in the first half was also the longest, starting near the end of SS5, skirting Grantley, along Dallowgill, the rough Bagwith House White, to finish outside Masham. With 31 minutes allowed, and 4 passage controls, many crews were worried about going OTL, especially Jez/John who had been delayed with a puncture near the end of SS4, changing the wheel in the neutral section and dropping more time to overall lateness. However, they made it in time, finishing on 7.01, from quickest crew Larkin/Whittaker on 3.07. 23 crews were not as fortunate, being OTL at the end of this selective, including Trackrod's Buckley/Waterworth. Even more unfortunate were Dave Marshall and John McNichol, who rolled their Avenger into a write-off on the not-as map bends at 201735.

Patrol at Masham showed Alan Larkin (a trackrod member but entered under Alwoodly Motor Club) to be leading on 12.35, from Shields on 13.01 and car 8, Clarke/Johnston on 1.38. Ian Gurnett and Jack Coulthard were having a good run lying in 7th place on 15.12, whilst Jez/John, still without brakes were 33rd, on 22.20. In fact, they were unfortunately unable to find any replacement pads at the petrol halt, and were obliged to continue and finish with virtually no braking whatsoever.

The seventh selective was a blind along the yellows from Fearby past Ellingstring, finishing near Jervaux Abbey. Quickest was Larkin/Whittaker, on 1.44. SS8 ran from north of East Witton, along the north bank of the river Ure. Slaney/Kitson in car 9 led here on 1.59 from Larkin/Whittaker on 2.02. Jez/John took a wrong-slot, dropping some 4 minutes more than they should. This must have had some effect, for on SS9 using the B6268

and the fast yellows to the east of Masham, Jez/John really got it wound up (7 thou in top, again) and took fastest time, 2.23, from Larkin on 3.00. Who needs brakes?

SS10 started outside West Tanfield, and ran via 2 passage controls to the A1 at Baldersby. Unfortunately, Ian Gurnett/Jack Goulthard received a fail for missing a passage control. It transpired that Jack had made a very, very rare error and plotted the control 2 squares out..... which fitted the route, but led him to believe the route used a different road. This was to result in the loss of a certain 5th place on times. If only?

This was the final selective, as SS11, using the yellows between Ripon and Boroughbridge was cancelled due to an errant watch. Penalties of a different kind were applied here, however, some crews falling foul of a radar trap, others of a patrol car.

Breakfast at the very pleasant 3 Arrows Hotel, Boroughbridge, soon saw the results posted. Needless to say, there was much discussion about the first two cars penalties at MTCl and SS1, but the results stood.

Results were:-

1st car	16: Larkin/Whittaker	21.03pens.
2nd car	6: Shields/Morton	21.52 pens.
3rd car	9: Slaney/Kitson	23.59 pens.

Trackrod crews:-

Car 17,	I. Gurnett/J. Coulthard	1F 25.09 pens. 20 I/C, 50 O/A.
Car 29,	D. Marshall/J. McNichol	Rolled, 556.
Car 30,	J. Waters/J. Bean	38.42 pens., 9 I/C, 32 O/A.
Car 88,	J. Buckley/T. Waterworth	1F 31.27 pens, 16 I/C, 53 O/A.

A well run event, with every control manned, but not every black-spot, as we observed one or two "short-cuts" being taken without penalty.

John "Ed" Bean.

ECONOMY RUN 28.7.81.

This event will start at Leaffield Filling Station, New Road Side, Yeadon Map ref 104/198½411, and also finish there. Results, and the club venue for this evening, will be the Station Hotel, Henshaw Lane, Yeadon, Map ref 104/ 205½405½

Several details about your car will be needed to compute your overall performance on this event. These details are:-

Exact cc (Engine size)  
Miles per Hour per 1000 RPM in top gear.  
Kerb weight in Kilogramms.

All these details will be in your car's handbook, which the organisers ask you to bring with you to the start.

ED.



TIP-TOP JUNE JESTERS AUTOTEST '81

There is an old saying 'Third time lucky', and in this instance, absolutely true. Sunday, June 28th saw the third June Jesters Autotest, a qualifying round of the ANCC Autotest Championship for the Yorkshire Bank Trophy, and a round of the inter-club Shell League. This years event was held at the premises of, and sponsored by, Tip-Top Stores Ltd, Thorpe Arch Trading Estate, near Wetherby. Additional sponsorship came from Power Plus Autos by way of donating the prize money for the major award winners. On the day, with a combination of beautiful sunny weather, a fantastic location and test area, and a top quality entry, the mixture was right, and proved to be so, for a TIP TOP June Jesters Autotest.

I would like to pause a while here and give our sponsors a mention. Also a heartfelt vote of thanks for allowing us to use what promised to be a good venue, and indeed turned out to be far better than expected.

The Thorpe Arch premises are the headquarters of the large, and growing, chain of Tip-Top Drug Stores in the north, catering for our household needs, toys and gifts. With their Managing Directors hands firmly on the wheel, Fred Brown is steering the company to greater heights of success. Of course you may be familiar with the other wheel Fred holds equally firmly, and that is the wheel of the always immaculate Tip-Top Stores RS 2000 on special Stage events. A successful year for Tip-Top Stores in this quarter too, with an outright win on a recent northern stages event. I am sure you will join with me in wishing them every success in future outings, and especially on our own National Stages rally in the autumn.

No matter how good a driver, if the car fails, so does he. And here we come to our other sponsor, Power Plus Autos, who repair, maintain, transport and service the RS on all its outings. Word has got around about Power Plus, who have been so swamped with work, that they are, I believe, shortly moving into larger premises on the estate, complete with 'rolling road', to meet this demand.

Now back to the days sport. It really was a beautiful day, the sun beaming down all the time with a gentle breeze to keep us cool and blow away the rubber dust. With everything set and ready, early arrivals began passing through scruteneering and documentation by 8.45am. With an entry of 43, we had a top quality field and a very varied selection of cars.

Class 1, front wheel drive up to 1100cc, had a lone Datsun 100A versus the Minis, the likely lads in this class being Ian Burn, Mike Penrose, and Alan Murray.

Class 2, now taking in the sports cars and specials which were once class 5, was by far the biggest class and promised to be the most spectacular. With arch rival Mini bashers Dave Sowman (Monroe Trophy last year) and 'four fingers Ineson' (Tow-star Trophy last year) sparks were certain to fly. You could hear their chins drop when they saw the late entry of Englands 'A' Team Mini man Russ Swift, In the sports cars we had the very rapid lotus 7 Allan Forrest and the equally rapid 'JO 1000' of Paul Adelman, with the very manouverable specials of David Haigh, Eric Wood and Chris Fishwick.

Class 3, the rear wheel drives up to 1500cc, promised to be a battle between the similar styles of Chris Cotton in the Datsun, and John Renny in the Escort, with Graham Oldfields 1300 Sport to keep them both on their toes.

Class 4 sported the big Escorts versus a lonely Alfa Romeo, all looked to be equal here and difficult to pick out a winner, although we hoped that Ken Goodall's RS would be the one.

Bang on 10.00am, Ronnie MacKinnon zapped off down test one in the course carto set the day in motion. The performances of all competitors were shot into insignificance on this test when Richard Ineson's run came to a sudden stop in the centre of the test with a shattered C.V. joint. Many hands whisked away the 1275GT to the paddock, and working in relays between their own runs, they quickley had the CV joint changed. Disaster struck again when the job was almost finished, as the car slipped off the jack and damaged a flexible brake hose. By this time nearly all the other competitors had completed test Two, so to keep in the 'running' Richard tackled this test with ONLY the hand brake working. Despite this he still managed 9th fastest time. A quick inspection of Power Plus's stores did not reveal a correct hose for the Mini, so an even quicker visit to a nearby scrapyard and everybody was looky-looky, and LUCKY-LUCKY!!! By this time every competing member of Trackrod was as black as the Ace of Spades and Richards 1275GT was back fit and well on the start line for test three, PHEW! With brains totally disengaged, Richard threw the car around in classic style for the rest of the day to raise himself from last in-class and about 300/a to finish 4th in class and 5th o/a. Very well done, Richard, and the lads for their help and teammanship.

Meanwhile, back on the ranch, the contest continued.

In class two there were three separate dices taking place, Richard Ineson having settled down, was at Dave Sowman's throat with the two 1275 GTs. The two specials of Chris Fishwick and David Haigh were scrapping for all they were worth with the very lightweight Cooper 1275 S of Russ Swift. Russ, as his status in the England Team demands, gave everyone a perfect demonstration on how it should be done, the car NEVER stopping, no matter what the manoeuvre, pure poetry in motion. The other ding-dong in the class was between Allan Forrest's Lotus 7 and Paul Adelman's Midget. The honours swaying back and forth test by test. Their times were so close that it was only penalties that decided the fight. Allan winning with 40 penalty points, and Paul with 60.

There was one young man in this class whose style and confidence is improving event by event, and this is Alan Lilley. A careful and consistant drive with only one error gave Alan 11th in class and 18th o/a. Keep at it Alan, we will see you amongst the winners soon.

The class three battle between Chris Cotton and John Renny was as predicted, with Mancunian Graham Oldfield pressing hard. Chris eventually won the class as John collected two wash outs which cost him dear, and almost second place to Graham. Ronnie Moore was on form with the Escort Estate in fourth place, well clear of his nearest rival. Having collected two wash outs spoiled Ronnie's chances of third in class, but was still an excellent performance against the top three as they all had LSD's.

In class four, Anthony Bilham's Alfa Romeo took an instant lead. Anthony kept his head and drove faultlessly all day, collecting only one penalty, whilst the rest of the class got rattled, and in trying to catch him, tried much too hard, scattering pylons all over the place and getting WD's, it was like a battlefield.

The final two tests of the day were identical with the cars on each test starting together at the drop of the flag. This provided excellent sport and spectacle for the crowd, with some very hairy driving. An excellent finish for a fine day's sport.

The day came to a close with the presentation of the awards. This was done by Mrs. Janet Brown, Director and wife of the Managing Director of Tip-Top Stores Ltd., before a very happy, if not tired and dusty, crowd of competitors, officials and public. The day ran like clockwork, and every credit is due to Ron Mackinnon for some very slick tests, and to Tony Longstaff for the changeover of marshals, which enabled the event to run non-stop.

Talking of credit, please forgive me if this sounds like my comments after the Costa-di-Plenti Rally, but EVERY CREDIT is due to all you good folk who turned out to marshal. You did a really professional job which was noticed and remarked upon by many of the competitors. Some small mistakes were made, but they were only small, and they were rectified quickly and instantly with no bitterness or hard feelings on either side. You all are respected for it by the drivers, and your standards were beyond reproach, to each and everyone of you, VERY, VERY WELL DONE INDEED.

The event received some rather nasty and harassing comments from one particular quarter and individual, both before the day and on the day. It seems to me very wrong that an individual should be allowed to do this, which amounts to an attempt to sabotage an event before it has run. Whether the attack is against the organising Club, the actual event or a more personal level, I do not know, but any Club member of any club must surely owe some respect for his fellow organisers and the Sport in general. It is being considered that action may be taken against the offending person.

I feel that it is worth noting here the comment made at the award presentation by Russ Swift; remember, Russ drives for his country at home and abroad, and his opinion is highly regarded, (quote) "It was an excellent event, the organisation and marshalling was faultless, and the event is worthy of a higher status" (unquote).

So what the HELL is up with the other guy!!!

It now only remains to say a most sincere thank-you to all who helped in the organising, running, marshalling and results of the event, and made it the TIP-TOP event that it was.

To Tip-Top Stores Ltd., and Power Plus Autos, our deepest thanks for a first class venue and your excellent support. We look forward very much to the possible furtherance of our association.

To all the competitors, without whom the event could not have run, THANK YOU for a brilliant day's sport.

John Westmoreland, Event Secretary.

#### RESULTS

1st Overall	'Monroe Trophy' & £10	Paul (Russ) Swift.	1275 S
1st Trackrod	'Tow-Star Trophy' & £5	Richard Ineson	1275 GT
1st Class 1	Award & £5	Mike Penrose	Mini
1st Class 2	Award & £5	David Haigh	Special
1st Class 3	Award & £5	Chris Cotton	Datsun
1st Class 4	Award & £5	Anthony Bilham	Alfa Romeo
2nd Class 2	Award	David Souman	1275 GT
2nd Class 3	Award	John Renny	Escort
2nd Class 4	Award	Stevan Broughton	Mexico
3rd Class 2	Award	Chris Fishwick	Mini Special
3rd Class 3	Award	Graham Oldfield	Escort Sport

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I have received two articles concerning the Tip-Top June Jesters Autotest, each giving a different view-point and the second being from Ronnie Moore. I, therefore, make no apologies for including them both.

Ed.

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TIP-TOP JUNE JESTERS AUTOTEST

Sunday, 28th June was Trackrod's turn to put on their contribution to the Shell League Championship, in the shape of the Tip-Top Stores June Jesters Autotest. The event was organised by John Westmoreland with Ron Mackinnon as Clerk of the Course, and was held at Thorpe Arch Trading Estate on the sponsor's premises.

There was a good entry of 42, with 37 actual starters to do the 14 tests, which were laid out two at a time, thus giving competitors 30/40 minutes inbetween runs. Trackrod had 6 entrants - Alan Lilley, Ian Reid and Richard Ineson in the big-engined mini class, with Ronnie Moore (Escort Estate) and John Renny (Escort) in class 3, and Ken Goodall (RS 2000) in class 4. John Renny could only choose 5 for his Shell League Team and so Alan Lilley was left out.

The first test was trouble for Richard Ineson when a C/V joint broke. He was pushed back to the car park to change it, but as he put the wheel back on the car fell off the jack and split the flexible brake hose on his brakes. As a result he did not have a foot brake for the next two tests. Graham Bradford came to the rescue by going to a scrap yard for another brake hose, which was fitted as soon as possible, and Richard set about pulling himself back up the class.

Alan Lilley seemed to be having trouble with his hand brake, which was not locking the rear wheels correctly but he was still trying hard. Ronnie Moore also had trouble when his foot slipped off the brake onto the accelerator as he was going into a garage, thus incurring a line fault. John Renny was trying a bit too hard to keep up with Chris Cotton and was hitting one or two pylons on his way round the tests. Ken Goodall just could not get into the swing of things and decided to call it a day after test 10 and retired. Ian Reid was having a steady run and keeping about middle of the class.

The last 2 tests were identical and run simultaneously. They were great fun to watch, with cars not only trying to get a quick time but also trying to beat the car on the other test. The results were very quick, and in addition, by the time the awards had been presented, printed results were available. Richard Ineson managed to pull up to 4th in class of 16 and did very well after such a bad start.

The results were as follows:-

1st o/a Paul Swift Mini GT 576.5

Richard (no brakes) Ineson	675.4	5th o/a	4th in class + best Trackrod
Ian Reid	755.9	13th o/a	9th in class
Alan Lilley	832.8	18th o/a	11th in class
John (pylon) Renny	802.8	16th o/a	2nd in class
Ronnie Moore	914.6	25th o/a	4th in class
Ken Goodall		RETIRED	

Shell League Results On the Day

Overall Shell League

Y.S.C.C.	260.0	Y.S.C.C.	1166
Ilkley	255.3	Ilkley	1097
Trackrod	238.8	Selby	1058
Selby	230.0	Alwoodly	947
York	178.3	Trackrod	945
Shipley	77.9	Lindholme	890

A great event with very good marshalling and organisation. Thanks to all the marshals, the organisers and the results team, roll on next year.

Ronnie (if only I had an LSD) Moore.

LETTER TO THE EDITOR.

4, Moseley Wood Drive  
Leeds 16.

Dear John,

Tip-Top Stories  
June Jesters Autotest 1981.

I would like to thank, through the pages of the magazine, the organisers and all marshals, helpers, and whatever, who made the event such a great success.

After the debacle of the 1980 event a lot of people were more than sceptical, however it turned out to be a really superb and enjoyable event, certainly the most efficient in which I've competed in during recent months and fully deserves inclusion in the BTRDA/RAC championships for 1982, as requested by the organising team.

Very well done.

Richard Ineson.

NEW MEMBERS.

The following new member have joined the club and the Committee wish them every success in their association with the club :-

John Burnell, Leeds 11.  
A. Walker, Bradford 3,  
I.Reid, Stockton, Cleveland.

Club membership now stands at 180.

M.Ogden. Membership Sec.

ADS, GOSSIP, NEWS, ADS, GOSSIP, NEWS, ADS, GOSSIP, NEWS, ADS, GOSSIP, NEWS, ADS, GOSSIP, NEWS, ADS, GO

### TRACKROD SUMMER DISCO

Friday 26th June 1981 saw the night of the Trackrod Summer Disco at the Square & Compass, and a very good turn-out it was too. There were 70 to 80 people present, most being Trackrod Members. The Social Committee had put on a raffle with some very good prizes indeed, also there was the fantastic sound of the Jez Waters Disco. A good time was had by all, and I would like to thank the Social Committee and Jez for a great night out and lets have another soon.

R.M.

### ADS

A Trackrod Member who has 'Taken things into his own hands' is Anthony Mitchell (Tony), who has started his own business trading in the type of 'goodies' that we all spend a fortune on, at some time or other. Trading as ANTHONY MITCHELL MOTOR SPORTS, Unit K, Marshall Mills, Marshall Street, Water Lane, Leeds 11 ( Tel 460862 ), Tony is an agent for the following well-known names :-

Ford Rally Sport Parts

Gartrack (David Sutton/Team Toyota) INCLUDES MKIII ESCORT BITS

Goodyear Race/Rally Tyres ( Micheldover)

Safety Devices Cages.

Aeroquip

Magard (Dealer Team Vauxhall)

Pace Products

A Very impressive list. I'm sure you'll agree. But thats not all. Tony is offering all his parts at Genuine discount prices. Good? It gets better. EXTRA discounts will be given to any Trackrod member (Card please) using Tony's franchises.

ED

Another member in the news is Roy Fox 'Me old pal' who, due to impending doom (OOPS - Marriage) is offering for sale his immaculate "W" reg RS 2000. This car has been lightly rallied, and extras include twin 45's, full Janspeed manifold & system, etc. The asking price is £4000.

Roy also has for sale the following items :-

RS Vented disc brake kit, complete, £50

RS Anti-dive kit complete with Mk\*1 Escort Anti-roll bar. £30

Safety Devices rear cage, Mk 11 escort, £30

Pair Corbeau GT 6 reclining seats c/w sub frames & headrests. £60.

Pair Britax full harness belts £20.

Roy can be contacted on Leeds 611675.

Ed

### NEWS

just to mention, by popular request, one or two decisions reached at recent committee meetings.

The maximum number of starters in a rally to qualify fo a 'Best Trackrod' award has been reduced to 5. This applies from the Barratt Oak (Coleman Tyres) rally onwards.

The Editor is to undertake some minor P&R. work on behalf of the club. This will be in the way of liason with weekly & monthly mags etc. z More next month ED.

## TROPHY POINTS SCORING SYSTEM

You must have full membership of Trackrod Motor Club Ltd., to qualify for any Trackrod award.

For claiming points results must be in to the trophy points secretary within one month of their publication.

### Rally & Speed Shop Trophy, Autotests Donor Mr. & Mrs. White

Only Trackrod events to count for this trophy.  
Scoring as follows:-

Fastest time of the day	11 points
1st in each class	10 "
Down to 5th in class	6 "
All other finishers	5 "
All none finishers	3 "

### P.C.T. Trophy Donor Mr. & Mrs. Dickinson

#### Driver Only

Only Trackrod events to count for this trophy.  
Scoring same as Rally & Speed Autotest trophy system.

### Marshals Trophy

Every event you marshal on, rallies, autotests, P.C.T.'s etc. you score 5 points.

### Service Crew Award

Servicing on any rally scores 5 points for each rally whether restricted, national or international.

### Trackrod Trophy All Round Club Member Donor Mr. J. Wilson

Only Trackrod Motor Club organised events to count for this award.

These score as follows:-

<u>Autotests</u>	Driver 5 points for every event.
<u>P.C.T.</u>	Driver and passenger 5 points for each event.
<u>Marshaling</u>	5 points every event for all including Clerk of the Course, Secretary of the Meeting and Chief Marshal.
<u>Organising events</u>	15 points for all events.
<u>Rallies</u>	Just Trackrod events to count. Scoring the same as F.B.B. Trophy system.
<u>Other Events</u>	i.e. Sportonogginns, Economy Run, Treasure Hunts and Indoor Rallies, driver and passenger both score 5 points each and all non finishers of any event 3 points.

/contd.

F.S.B. Rally Driver

Donor Frank Stuart-Brown

F.S.B. Rally Navigator

Both score equal points within their relevant sections. All road and stage rallies score for these trophies, the best 8 scores to count which may include maximum of 2 nationals or 1 international.

Eligibility

To claim points competitors must enter under Trackrod Motor Club or entrant Team Trackrod.

Closed/Joint or Restricted Rallies

Scores as follows:-

Overall position if in top 5  
1st overall 20 points  
down to 5th overall 16 points  
After this scores go on class position.

1st in class	15 points
down to 10th in class	6 points
all other finishers	5 points
all non-finishers	3 points

National Rallies

Scores as follows:-

1st overall	25 points
down to 5th overall	21 points
1st in class	20 points
down to 10th in class	11 points
all other finishers	10 points
all non-finishers	5 points

International Rallies

Scores as follows:-

1st overall	35 points
down to 5th overall	31 points
1st in class	30 points
down to 10th in class	16 points
all other finishers	15 points
all non finishers	10 points

Arnold G. Wilson

A.N.C.C. Rally Driver

Donor J.W. Wilson

Rally Navigator

A.N.C.C. Rally Navigator

Donor R.A. Dickinson

Both score equal points within their relevant sections, only ANCC Rally Championship events to count, best 6 scores to go forward for relevant trophy.

Classes will be stated, i.e. Expert/Semi Expert or Novice and not capacity unless CC classes are stated.

Eligibility

To claim points competitors must enter under Trackrod Motor Club or Team Trackrod.

/contd.



Scoring will be as follows:-

As a percentage of the number of competitors you have beaten in your individual class, e.g. 4th in class and 30 starters in class, therefore you have beaten 26 competitors, so your score is

$$\frac{26}{30} \times \frac{100}{1} = 86.6\% + 5 \text{ for starting} = 91.6\%$$

All non-finishers score 3 points.

Shell League Trophy

All Shell League events to count, scoring is the same system as ANCC rallies on percentage in class.

Off Road Events Trophy

Events to count for this trophy are autotests, PCT's, Hill Climbs, Sprints and Rally Cross. These events have to be organised by clubs other than Trackrod Motor Club.

Scoring

Same system as ANCC Rallies on percentage in class.

Lloyds Special Stage Rally Trophy Donor Mr. & Mrs. S. Lloyd

Only Special Stage Rally events to count.

Awarded to the driver who scores highest number of points on special stage events.

SPY 44 Trophy Donor Mr. & Mrs. C.R. Jackson

All round competitor.

Eligibility

Competitors must be entered under Trackrod Motor Club or Team Trackrod. All events to count except ones organised by Trackrod Motor Club.

Events to Count

Autotest (Driver) Rally Cross (Driver) Sprints (Driver)  
P.C.T. (Driver) Hill Climbs (Driver) Rallies (Driver/Navigator)

Best 5 events to count with minimum of 3 types of motorsport (as above). Competitions to be organised by clubs other than Trackrod.

Scoring

Based on ANCC Rallies system.

Mrs. Newman Trophy Donor Mrs. Newman

All round lady member

Highest scoring lady member in the Trackrod Trophy.

Ladies Challenge Cup     Donor C.J. & B.W. Taylor

Best lady competitor

To be awarded to the best lady competitor. All events to count.  
P.C.T. Rallies both driver and navigator, autotests, etc.

Myers Memorial Trophy     Donor Philip Myers

Best Novice Award

Awarded to the most successful competitive newcomer to Motor Sport over the year. All nominees will be looked at through the year and the Committee will decide who will have the award.

Ronnie Woods  
Trophy Points Secretary

NEWLY DONATED TROPHIES.

J. & B. Trophy.     Donor Jim and Beryl Stoker.

For the best Trackrod organised event of the year. This excludes rallies as there is usually a team to organise these. All events are looked at throughout the year and the committee will decide who receives the award.

The hunters Trophy.     Donors Ron & Lindsey Mackinnon.

This goes to the winners of the Treasure Hunt championship for that year.

Willy Wonka Trophy.     Donor An extremely good friend of John Westmoreland.

This trophy goes to the winners of the annual Indoor Rally championship.

NOMINATION FORM 1981/2

MAIN COMMITTEE

NAME	SIGNATURE	POSITION (If Officer)	PROPOSER'S SIGNATURE

SOCIAL COMMITTEE

NAME	SIGNATURE	PROPOSER'S SIGNATURE

THESE FORMS MUST BE SIGNED BY BOTH THE NOMINEE AND PROPOSER AND DELIVERED TO THE SECRETARY BY 28TH JULY 1981.

AGENDA ITEMS (Items for discussion)

Signed. \_\_\_\_\_