

TRACKROD

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TRACKROD MAGAZINE

No. 132

OCTOBER 1981

EDITORIAL

This month sees the most important event this club has ever organised. Formerly the "Crest Stages", the event has evolved into the dual-permit "Rawlings Fruit Juices North Riding National Stages Rally". Needless to say, in order to sustain this elevation in status, maximum effort from all members will be required. More on this subject from Rod Parkin.

In this month's issue, you will find two reports on the "Lookout" Road Rally. Several new members joined the club as a result of this event, and I would like to welcome them to TRACKROD. The two articles give differing views of the Rally, which was not a success for everyone!

Our club bonfire has been arranged for FRIDAY, 6TH NOVEMBER 1981, at the Crown Hotel, Boston Spa. This is intended to be a family affair, with "lighting up" time being 7.30 p.m. Pie and peas will be available, and the club is organising a small fireworks display (still bring your own, please). Anyone with reasonable amounts of wood should give me a ring and collection will be arranged.

See you all in the Glenforsa - mine's an "Old Mull" malt!!

John Bean
Editor

COVER PICTURE

This month shows the up and coming Sean Muscroft in his "Leeds Tyre Service" Fiesta Supersport. Needless to say, Leeds Tyre Service, Buslinghorpe lane, Leeds 7, can usually manage a good "deal" for TRACKROD members (cards please).

FUTURE EVENTS

Social Diary

- 6.10.81 Noggin - Square & Compass, North Rigton.
- 11.10.81 (Sunday) Drinkies at the Glenforsa Hotel, Salen, Isle of Mull.
- 13.10.81 Noggin - Castle Hotel, Spofforth.
- 20.10.81 Indoor Rally - Crown Hotel, Boston Spa.
Also marshals meeting - Stages Rally.
- 27.10.81 Noggin - Shoulder of Mutton, Kirby Overblow.
- 3.11.81 Noggin - Square & Compass, North Rigton.
- 6.11.81 (Friday) TRACKROD BONFIRE, Crown Hotel, Boston Spa.
Pie and peas, and bring the kids. k.o. 7.30 p.m.
- 10.11.81 Rothman's Film night, Peacock Hotel, Yeadon.
- 17.11.81 Film Show and RAC Marshals meeting - Crown Hotel,
Boston Spa.
- 24.11.81 2nd round of the Indoor Rally championship,
Crown Hotel, Boston Spa.
- 1.12.81 Noggin, Square & Compass, North Rigton.
- 8.12.81 Scalextric night (Round 2). Crown Hotel,
Boston Spa.
- 18.12.81 TRACKROD XMAS PARTY. Peacock Hotel, Yeadon.

Competition Calendar

- 11.10.81 Wakefield Motor Club Autotest (Sheël League)
- 11.10.81 Ripon Motor Club PCT (ANCC).
- 17.10.81 62CC Stages Rally (including Olivers Mount)
- 24.10.81 TRACKROD's Rawlings Fruit Juices North Riding
Stages Rally. See Rod Parkin - plenty of marshals
and helpers wanted.
- 24/25.10.81 C.S.M.A. Highwayman Rally (ANCC). Maps 98,99 and
104. Start and finish Leeming Bar. Marshals
wanted - ring Martin Cantrill on Leeds 691431.
- 31.10.81 Alwoodley Motor Club's Larkspeed Pennine Rally.
(ANCC) Maps 94,99,100,101,105 and 106.
- 1.11.81 Trackrod Closed/Joint PCT. See Ronnie Moore.
- 6/7.11.81 Preston Regardless Rally.
- 6/7.11.81 Kirby Lonsdale C/J Rally.

Competition Calendar (cont'd)

27/28.11.81	Hall Trophy Rally - Clitheroe Motor Club (ANCC)
4/5.12.81	Snowdrop Rally - Airedale and Pennine Motor Club.
" " "	Beverly Motor Club Beaver Novice Rally.
" " "	Tony Mason Rally - Morecambe Car Club.
" " "	Buller Stages - Kirby Lonsdale Motor Club

Mike Wilson who recently provided us with the films for the last film show has extended an invitation to all Trackrod members who may be interested in a good day out at Harewood for next year.

It is hoped to have a rally class event in 1982 and marshals etc. are welcome and Harewood events are usually a good day out for the whole family.

1982 Dates:

Sat. 10th April	Practice Spring National Climb.
Sun. 11th April	Spring National Climb.
Sat. 15th May	Practice Novices Climb (am) Comp. (pm)
Sun. 16th May	Practice Spring Champs. (am) Comp. (pm)
Sat. 10th July	Practice. RAC Champs.
Sun. 11th July	RAC Championships.
Sat. 21st Aug.	Practice M. Burton Climb.
Sun. 22nd Aug.	Montague Burton Climb.
Sat. 21st Sept.	Practice B.A.R.C. Champs.
Sun. 22nd Sept.	B.A.R.C. Championships.

The Lockout Rally - An organiser's point of view

Organising the Lockout Rally over the last three years has certainly taught me all about last minute panics, the fuel crisis in 1979 which saw us begging people to provide fuel at half-way, the sponsor going bust two weeks before the 1980 event, but in 1981 we had the last minute panics to beat all last minute panics.

Now THE most important document for any road rally is the Department of Transport Authorization Certificate, for without this, an event does not comply with the Motor Vehicles (Competition and Trials) Regulations. That is to say, the event is nothing more than a road race and totally illegal.

On the Friday immediately before the event, I thought it best to phone the RAC and make sure there were no problems, it was only then that I learned that the rally had not received authorization. PANIC. Somebody had dropped a b*??*ck. Several phone calls and some sterling work by Nigel Latimer, plus a lot of co-operation from the Rally Authorisation Division of the RAC saw a telex being sent to me to confirm authorisation. After the months of planning and public relations work, losing the rally over a point such as this (important though it was) would have been heartbreaking.

But that wasn't the end of it.....

On Friday evening, I learned that the original time car had been sold, and so it would not be available to us, and by that time it was too late to arrange a replacement. But my car would be available to double up as time car and course car, no problem, I thought.

Until Saturday morning.....

"Change the plugs" I said to myself. "A ten minute job" I thought. But then one of the plugs had seized into the head and in trying to free it, the insulator had broken. Who said something about doubling up as time car and course car? Eventually, however, I managed to free the offending plug and replace it with a new one, the broken one should now be in a shallow orbit of east Leeds.

And then it began to rain, and rain, and rain. The worst night in months just happened to coincide with the culmination of weeks of hard work and arranging. Everyone got soaked and blown about the start car park, even the usually hardy Chuck Wagon man was going to pack it in even before he had started. The weather service forecast six hours of heavy rain and high winds. Things, for a moment, looked bleak.

But it's always darkest before the dawn. The rain eased up (well a little). The Chuck Wagon man got set up. The marshals started to show up. Gradually, we were getting things together.

And then it was all over. A second course car was press-ganged into service (thanks Dave). A minor timing problem was sorted out. The results were declared final, and everybody went home.

If you think that I've not given much prominence to the Rally itself, that's how it seemed to me. Running thirty minutes in front of the rally meant that I saw nothing of the action. Indeed my most vivid memory of the event was of shifting wind-blown tree trunks from the roads, and trying to raise people on the radio. The event itself is in fact a small part of organisation, the planning and the P.R. work seem much more important. Arranging a results team seems as important as including a few map changes. Collecting the watches seems as important as giving the competitors a good night's spot.

Even now the work is not over. There's damage to tie up. Complainers to chase up. The finances to sort out, etc.etc. etc.

But yet I DID enjoy it, and if anyone can explain why, please explain it to me!

Stuart Marsh.

Lookout Rally 1981 - A Competitor's View

Trackrod's 4th Lookout Rally took place on the windiest, wettest night of the year, which is a shame if you've got thousands of pounds or hundreds of B.H.P. in your car - having neither, we were pleased.

We were even more pleased that we lived near the start, because we signed on and went home to watch "Match of the Day", while everyone else suffered exposure or steamed up windows.

From an entry of 50 cars, two thirds were Trackrod entries, though most were entries for the night; of regular members we had:-

- Car 5 - Mike Thornton/John McNichol (that's yours truly). Mike making a comeback with a car whose previous event was a trip to the Asda by his wife.
- Car 6 - The heavily sponsored TR7 of the Palmers.
- Car 8 - Clive Baty with an all one colour Mexico and new giant navigator, Ian Bostock.
- Car 18 - S. Muscroft/A.N. Mekwinski in their very smart Fiesta - front wheel drive and all that tyre technology on a wet night - must have a good chance.
- Car 31 - J. Docherty/D. Cotes in a Fiat.
- Car 42 - P.J. Thirsk with debutant navi, A. White, in a Saab 96.
- Car 46 - M.H. Vary/R. Jepson in their Mini, unfortunately due for early retirement.

Apologies for anyone I've not mentioned.

A short run out to start competitive out of Sherburn saw a wait at NTC 1, which the Lotus Sunbeam at No. 1 could not stand - so he went 12 mins early, thus incurring 12 fails before he turned a wheel in anger (laughs up sleeve - that's one less!).

First competitive consisted of 2 TC's running down the duck pond road to Lotherton Hall and then to Towton - T C 2 saw people losing 5-6 mins (gulp) but TC 3 caused even more worries for us navis who have forgotten their $\frac{3}{4}$ time rule when we had chance to take time back.

With the field jumbled up a little, next competitive ran out of Ryther through Biggin, Bishopwood and used the infamous Wistow Lordship. Here ended the rally for the Palmers, when having been caught and passed by Thornton/McNichol on the road, they tried the undergrowth instead and had to be pushed out by the Trackrod Supporters Club to retire.

A passage control up a white layby caused problems for several people with Docherty/Cotes giving it a miss and Thirsk/White losing time finding it.

A short selective 1 saw Phil Hewitt/Dave Swain fastest in their RS2000, car 9 going off at a 90 left. Selective 2 was cleaned by 12 crews, then back to two targa sections, the second using the very fast roads round Skipwith, Escrick, Wheldrake and Crockery Hill.

Half way at Hazelbush, saw WD40 in demand and onto 2nd half.

First section was again targa with PC's and TC's and then to selective 3, a 3 mile blast up one of those roads, which looks almost straight on the map and goes all over the place. The next short section was cancelled because the marshal had died of exposure or not turned up, but then into more TC's with navigators left arms getting tired, not to mention very wet. The final selective was long and covered in twigs and branches, blown down by the gales, which made life difficult, particularly for Phil Hewitt, who had to stop and move a small tree to get through. The final string of 4 TC's became 3, when a mighty oak tree fell, blocking the road and just missing Clive Baty/Ian Bostock (push a bit later next time lads!) and so off to breakfast at the Happy Eater, where half way results were already on display.

After breakfast, a sleep and a long time, results were posted provisional at 8 a.m., which showed the winners to be: Wilson/Jarvis in a Saab, less than 3 mins in front of Hewitt/Swain (but for that tree?)

RESULTS

15	Wilson/Jarvis	Saab 96	26.42	1st O/A
3	Hewitt/Swain	RS 2000	29.35	2nd O/A
10	Bentley/Knowles	Escort 1600	32.35	1st Nov.
24	Sykes/Burn	Mini 1275GT	32.44	1st Beg.
5	Thornton/McNichol	Magnum 1800	33.29	2nd Nov.
23	Crossland/Munnis	Escort 1600	33.44	2nd Beg.
8	Baty/Bostock	Mexico	34.31	

Muscroft/Mekwinski in the Fiesta lost a top ten place due to a fail at TC19, while Docherty/Cotes and Thirsk/White both found trouble in the second half but made it to the finish.

Having done all four Lookout Rallies, I can only say that I look forward to it every year, and am never disappointed. This year the organisers again put on an excellent event, despite some terrible weather and to them and the marshals, should go all the competitors' thanks and appreciation for a job well done. What about an experts event next year lads?

N.B.

Mike Thornton's wife has taken the car off him again - anyone want a navigator for the Highwayman, Pennine, Snowdrop? Tel 866318

John McNichol

Illuminations Rally - 5/6th September 1981

Morecambe Car Club put on their re-juvenated Illuminations Rally on 5/6th September 1981. The event, which counted for both ANCC and ANECC Road Rally Championships, started at the ill-lit coach park near the promenade at Morecambe. Plenty of time was allowed to plot the

route, TRACKROD crews Gez Waters/John Bean (no. 66) and Dave Kalsall/John Bownass (No. 67) having time to "Psych" each other before the off.

The route was split into 3 parts with two petrol halts. Several classic sections were included - Lythe Fell, the Trough of Bowland, and Melling White - to name but a few. The first section saw a string of Targa sections, but a re-route handed out at TC 1 caused havoc when the marshal would only give the amendment to the car actually before him, with the result that many crews should have been OTL before starting the event! That should have been a good excuse for yours truly getting a WD and 1 fail at TC 4 (confused - honest!) but the map told all. (How about a new nom-de-plume? - Wrong-plot?) Dave and John set a good pace here, arriving at 1st petrol at Dunsop Bridge only 6 mins down and leading the Semi's.

The middle section saw six selectives, and the downfall of Dave and John. They went off on a 90 left, and into the undergrowth to such an extent that a tractor was needed to drag them out - but when it did, a door was left open a sorry sight was the result. Their's was not the only carnage - a total of 28 crews retired on this section, many with spectacular offs.

At the second petrol halt, it was close at the top, at least 5 crews within a few seconds of each other. Much further down, Gez/John were getting it all together, and catching a few cars, from the second petrol at Kirby Lonsdale, the route meandered back across map 97, with more Targa sections and four selectives. With the onset of daylight, SS 9 saw Gez and John get it all together, with a fastest time, but to no avail.

The finish venue was the new Morecambe "Super Drome", where a few remained to hear the results. Gez/John managed 33rd O/A and 6th in class, the fail being very costly. Winners were Sissons/Savage who have virtually sewn up the NACC Championship.

Ed.

"Willie Wonka Trophy"

Indoor Rally Championship 1981/82

Once again the Winter season is upon us, and another Indoor Rally Championship. As last season, this year's event will consist of 5 rounds, with your BEST THREE scores counting for the championship. The points/position system will be as last year, and each round will be of 60 mins without penalty, plus a further 30 mins on penalty, and OTL at 90 mins.

The amount of marks for each section and penalty points is entirely at the discretion of the individual round organisers, and will vary from round to round. Thus to equalize each round the FINISHING points will be as follows:-

1st, 27 pts - 2nd, 21 pts. - 3rd, 16 pts. - 4th, 12 pts. - 5th, 9 pts
6th, 7 pts. - 7th place onwards reducing by 1 pt. per place to 13th or lower on zero pts.

Round 1

Will be on October 20th 1981 and will be held at THE CROWN HOTEL, BOSTON SPA. The event starts from 7.30 p.m. on O/S maps 98 and 99 METRIC. Organiser: J. Westmoreland.

Round 2

Will be on November 24th, at the CROWN HOTEL, BOSTON SPA.
Organiser - J. Coulthard. O/S Map 111.

Round 3

Will be organised by Mike Robson and Gerald Tumber in January 1982.
Date and venue to be announced.

Round 4

To be organised by Derek Lee and Ronnie Moore in February 1982.

Round 5

To be organised by Alan Lilley in March.

WATCH FUTURE MAGAZINES FOR FURTHER DETAILS.

John Westmoreland.

RAC M.S.A. Club News

From the August Club News, the following may be of interest to you:

Citizens Band Radios and Special Stage Rallying

Organisers, competitors, marshals and spectators are reminded that the use of Citizen Band radios is still against the law. Until it is made legal, they must not be used for any purpose for the following reasons:-

1. They are illegal.
2. Their use could lead to the loss of the legal frequencies held by the RAC MSA Ltd.
3. Under certain circumstances they interfere with the legal frequencies and other equipment being used on events.
4. Monitoring of CB frequency has already proved that (a) false messages have been passed on events (b) use of CB has increased spectator problems.
5. It is not possible because of local use and/or 'skip' to guarantee sole use of any one channel.

Once CB is made legal, competitors should find great use from the system. Organisers must not consider its use for safety purposes for the reasons given in 4 and 5 above.

It is to be made quite clear, however, that the above is specifically aimed at Special Stage Rallying and that the situation over the use of CB as regards Road Rallying and the competitors is very different.

A Snippet of News!

Trackrod members Liz Roughton and Jack Coulthard recently competed on the navigational Scatter Rally organised by NAT West Motor Club. They started as NOVICES and finished as Experts, with no penalty points, thus taking first place! Quick learner our Jack! Congratulations to both.

Merchandise

After taking stock of the Trackrod Goodies, it's about time you all knew what there is available.

There are plenty of stickers (inside, outside, large and small).

Cloth badges.

One small Trackrod Sweatshirt.

Trackrod shoulder holdalls (these are in very limited supply at prices that beat Abduls in Leeds market!)

In the future we hope to be able to offer a woollen pullover of superior quality, and keyfobs, all with Trackrod logos.

If anyone has any ideas/information/criticisms on what should be available, please contact myself or any committee member.

Nigel Latimer

H E L P W A N T E D

North Riding Forest Stages Rally on October 24th 1981.

Help wanted to run this event. If you can marshal or help in any other way, please contact RONNIE MOORE, CHIEF MARSHAL on Rawdon 507780 Home or Ilkley 608733 Work.

I hope to hear from you soon. Please.

Ronnie Moore
Chief Marshal.

TROPHY POINTS 1981

ANCC Rally Driver

G. Waters	280.9	- 4	events
R. Fox	162.8	- 2	"
C. Gomersal	143.9	- 3	"
T. Mitchel	143.1	- 2	"
D. Kelsal	109.4	- 4	"
I. Gurnett	98.6	- 1	"

Off Road Events Trophy

R. Ineson	441.6
R. Moore	316.2
J. Renny	154.3
K. Goodall	77.7
A. Lilley	65.1
R. MacKinnon	65.0

ANCC Rally Navigator

J. Bean	234.4	- 3	events
J. Coulthard	214.3	- 3	"
J. McNichol	179.1	- 2	"
R. Moore	149.8	- 2	"
J. Bownass	109.4	- 4	"
N. Letimer	81.1	- 3	"

Shell League Trophy

R. Moore	316.8
J. Renny	275.8
R.F. Ineson	263.7
G. Waters	263.6
J. McNichol	162.7
D. Kelsall	147.5

FSB Rally Driver

D. Ashford	78	- 6	events
G. Waters	48	- 6	"
D. Kelsall	44	- 6	"
J. Bunnell	42	- 3	"
D. Marshall	26	- 4	"
D. Harrison	25	- 6	"

Marshal Trophy

K. Hunn	90
A. Hunn	90
E. Longhorn	90
H. Ruddick	90
M. Holmes	55

65 to 70 on 45+ under.

FSB Rally Navigator

J. McNichol	71	- 6	events
Jennifer Ashford	53	- 4	"
N. Gledhill	45	- 4	"
J. Bownass	44	- 6	"
J. Bean	40	- 4	"
C. Thorley	30	- 5	"

SPY 44 Trophy

R. Moore	334.6
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Ladies Challenge Cup

J. Ashford	20
V. Spurdens	5

Special Stage Rally Driver

D. Ashford	524.7	- 6	events
J. Bunnell	290.5	- 4	"
G. Waters	133.0	- 2	"
D. Harrison	41.0	- 1	"
I. Davis	40.8	- 1	"

P.C.T. Trophy

A. Roddy	8
S. Kemp	8

Newman Trophy - All Round Lady Member

A. Hunn	99
E. Longhorn	99
H. Ruddick	99
J. Lee	46
V. Spurdens	44
S. Broadbalt	41
J. Thompson	23
J. Ashford	23

Service Crew Award

P. Wamsack	15
N. Gledhill	10
K. Bowen	5
C. Gomersal	5
C. Thorley	5
J. Renny	5

Trackrod Trophy - All Round Club Member

D. Lee	146
J. Westmerland	134
R. Moore	129
K. Hunn	109
A. Hunn	99
E. Longhorn	99
H. Ruddick	99
M. Holmes	65

Rally & Speed Autotest Trophy

J. Renny	28
G. Bradford	22
M. Tierney	18
S. Debson	16
A. Lilley	14
M. Perkins	9
S. Muscroft	9

PLEASE! PLEASE! PLEASE!

I need a volunteer organiser for the PCT on 1st NOVEMBER, SUNDAY
(Closed Joint).

The venue is organised by Ronnie Moore, but I need somebody to run the event.

If you are willing, please see me any club night within the next two weeks.

Events Co-ordinator
Keith Hunn

I would like to thank you up to now for the support given towards the events run or washed out due to lack of entries (i.e. Autotests, Sportonoggins, P.C.T.s).

This year's calendar is now full, but if you would like to organise an off road event for 1982, Please print your name below and give details of which type of event you would like to be involved in.

Thanking you.
Events Co-ordinator
Keith Hunn

<u>NAME</u> (& Phone No.)	<u>EVENT</u> . (PCT, Autotest, etc.)

PHOTO PAGE.

Aren't you the lucky ones?? Once again an odd No of pages, so you get the benefit of extra Pics....

This month shows Makinen/Easter in a Healy 3000 on the 1965 RAC Rally, and below is Tony Pond in a TR8 on the 1978 Circuit of Ireland.

ADS.

George Mathie is having a sale of many MKII Escort parts Incl Carbs, axle, gearboxes (Including a demon Qickfit 2000E box) etc etc. Prices are very reasonable, ring George on Pudsey 570008 after 6pm.

Stop Press.....

There will be a meeting for Stage Liason officers etc for the TRACKROD stages rally on Wednesday 21st October 1981 at the Yorkshire Bank Social club, just off Moortown Corner, Leeds 17. All welcome.
(Last year there was a free pint for those who attended.)

PHOTO PAGE

