

TRACKROD

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TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

.. NO. 141 ..

JULY 1982

Once again, I fear, this month's magazine is a bit of a "bumper bundle". Following the Editorial hols, it seems that you have all been saving articles. Still, I'll do my best to print them all.

The Club's A.G.M. is now on the horizon, on 3rd August to be precise. Once again, the venue is the Peacock Hotel, Yeadon, commencing at 8.30 pm PROMPT. I am aware that many of the present committee do not intend standing for a further year, particularly the Social Committee members. I feel that many of you have the necessary credentials to perform the jobs involved, and just need a little "shove" in the right direction. Well, your chance to ensure the continuation of the Club as we know it is nigh - a nomination form is enclosed, please put it to good use!

It now seems almost certain that our annual "Lookout" Novice Rally will not be held this year. A number of potential backers for the event have not carried through their interest, and so the very necessary finance has not been forthcoming. The 1983 event has changed dates with the Costa Di Plenti, so hopefully 1983 will see both events run, March for the novice event and September for the restricted rally. The Lookout could possibly have run without a sponsor, but it was thought that budding rally crews of the future should not have to pay the exorbitant entry fee that seems to be the norm for road rallies nowadays.

Finally, I have received a "letter to the Editor" from a former TRACKROD member. In the last issue John Renny wrote a report on our progress (or non-progress) in the Shell League. He referred to the former member by name, mentioning he entered an event under a different club. The whole point of this was to emphasise the lack of support for Shell League events from our own, current membership, a point which I wholeheartedly agree with. Two points emerge from this letter. Firstly, I am pleased to see that the readership of the magazine obviously extends far and beyond current members. Secondly, since our erstwhile Membership Secretary, Michael Ogden, took over the position in 1980, the question of "necessary forms" has not arisen - just your old card and the requisite fee have been sufficient. Furthermore, a campaign to encourage former members to renew their membership has taken place in recent months. Obviously, the writer's membership lapsed several years ago. To you, Mr. Jackson, I say this - put your money (5) where your mouth is and come along to any clubnight!

John Bean
EDITOR

COVER PICTURE shows Bill Gwynne on one of last year's Motoring News events and his rapid (and sophisticated £) Chevette.

Forthcoming Events

Social Diary

- 13.7.82 Noggin - The Wharfedale Public House, Arthington.
- 20.7.82 Round 3 Hunters Trophy. Starts 6.30 pm to 7.30 pm, Coronation Service Station, A58 Wetherby Road (Just above the Ring Road, M/R 104/349384). Organiser, Graham Steggles. Maps 104/105 will be required. Finish is the Crown Hotel, Boston Spa.
- 27.7.82 Trackrod Economy Run. Starts at Leafield Garage on the A65 at Guiseley. Organiser Ronnie Moore. Afterwards at the Station Hotel, Yeadon.
- 3.8.82 (NOTE VENUE CHANGE FROM JUNE ISSUE).
A.G.M. Peacock Hotel, Yeadon. Starts 8.30 pm PROMPT.
- 11.3.82 Watersportonoggin at the riverside, Otley. Organised by Ron Mackinnon, bring a towel! Afterwards at the Wharfedale, Arthington.

Competition Calendar

- 17.7.82 Border Counties M.C. Stage Rally. BTRDA.
- 18.7.82 Shipley D.M.C. Autotest. ANCC.
- 25.7.82 Ripon M.C. Autotest. ANCC.
- 25.7.82 Wakefield Motor Club. Diplomat Novice Rally. Maps 104 and 111. 100 miles. Trackrod invited.
- 27.7.82 Trackrod M.C. Economy Run. Leafield Garage, Guiseley.
- 7/8.8.82 Ripon M.C. St. Wilfred's Rally. Maps 92,98,99.
- 7/8.8.82 Kirby Lonsdale M.C. Devil's Own Rally. M/News & ANCC. Maps 90, 91, 97, 98. Starts centre of Kendal.
- 14.8.82 Halewood Stages Rally. BTRDA.
- 22.8.82 Ripon M.C. PCT. ANCC.
- 28.8.82 Dunfirmline Car Club. Ali's Shuffle Rally. (M/News).
- 4/5.9.82 Morecambe M.C. Illuminations Rally. ANCC.
- 5.9.82 Knutsford M.C. PCT. ANCC.
- 11.9.82 Telford Stages Rally. BTRDA.
- 12.9.82 Lancashire & Cheshire M.C. PCT. ANCC.
- 19.9.82 Lindholme M.C. Stages Rally. Shell League. WE NEED ENTRIES.
- 19.9.82 Utley M.C. PCT. ANCC.
- 19.9.82 High Moor M.C. Autotest ANCC.

25/26.9.82 Bolton Le Moors. Midnight Rally. ANCC.
26.9.82 Glossop M.C. Autotest. ANCC.
9/10/11.10.82 2300 Car Club Tour of Mull Rally. (M/News, ANCC).
23.10.82 Trackrod M.C. North Riding Stages Rally. BTRDA.
Based at Scarborough.

AUSTIN ROVER TRIP

A date has been fixed on Wednesday 25th August. Cost for the coach is £4.00. 40 places maximum.

Names to Ian Dixon (852109) or Stuart Marsh (644674).

TO BE SURE OF A PLACE CONTACT US BEFORE 25 JULY - after this date the trip will be open to other clubs.

LETTER TO THE EDITOR

" Dear Sir,

I would refer to the article in your June '82 edition, no. 140 of Trackrod, by John Renny the Shell League Captain.

The article in respect of Round 2 of this year's Championship, at Castle Howard, made reference to myself, and I quote, "Richard Jackson by the way was running under YSCC's banner for those who remember him when he was a regular competitor for Trackrod and proud of it (Gone are those days).

It is in respect of those remarks that I wish to place on record why after being a Founder Member, long serving Committee Member and Chairman of the Club, that I am no longer a member, never mind being involved.

Some years ago my membership was not renewed as I never received the appropriate reminder. I did ask, on a number of occasions, for the appropriate document and indeed after failing with that request, asked various Committee Members and at the end, and as a last resort, had the matter raised at an A.G.M.

Despite all those requests to renew my membership nobody had the decency to follow up my enquiry, despite all I had done for the Club. That is why I am now using the media of your magazine to qualify the remark in John Renny's article (Gone are those days).....

Yours faithfully

C. Richard Jackson "

"Hunters Trophy" Treasure Hunt Championship 1982

Round 2. The Team Crabs Cannonball "Pub to Shining Pub" Memorial Run '82

Tuesday, June 15th, saw the above-mentioned mouthfull start from the Beehive at Thorner, circumnavigate by tulip arrow Shadwell, Bardsey and Scarcroft to finish back at the Boehive. The event was very ably organised by Team Crabs 82 (brothers Steve and Chris Sanderson and Rob Buchan) and proved a very testing and teasing, yet very honest, treasure hunt. I would go so far as to say it was the best treasure hunt I have ever been on. Unfortunately, the evening was rather wet and only 7 crews turned out to brave the elements. Crabs had warned us it would be tough, and for weeks before took great delight in telling team Taddy Bootleggers that they wouldn't crack this one. Having interviewed the lady members of team T.B. after the event, I was informed that it was only laziness on the part of their map man (J.W.) not wanting to get out of the car and get wet, that stopped them getting 100%. (HA! HA!)

Team Shoestring obviously didn't like the comments I made in last month's magazine about their ex-member Graham Bradford being the brains of the outfit, as they set about the new team Bitza to get their own back, and indeed they did. Two other new teams turned out, namely "Mini Watson" the father and son outfit of Mika and Chris. I don't know what happened here, but they started off in Chris's 1438cc Clubman and finished in dad's Pokemobile Mini (the one Chris and I used on the practice night autotest). The other new team out was "Steggles Fiat", who got themselves rather, well, you know, what's the word for it, oh dear me, oh yes, beaten.

Despite the weather, it was an excellent evening's run and was well enjoyed by all who took part. Well done Crabs, you certainly kept us up to scratch.

Results Max. possible 114 points

<u>Position</u>	<u>Team</u>	<u>Points</u>	<u>C'ship Points</u>
1	Taddy Bootleggers	101	27
2	Shoestring	89	21
3	Bitza	73	16
4	Mini Watson	70	12
5	Backtrackers	56	9
6	Nutter	29	7
7	Steggles Fiat	27	6

HUNTERS TROPHY CHAMPIONSHIP POSITIONS AFTER 2 ROUNDS

<u>Team</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Total</u>	<u>Position</u>
Bitza	21	16	37	1
Shoestring	7	21	28	2
Latimer	27	-	27	=3
Taddy Bootleggers	-	27	27	=3

Crabs 82	21	-	21	5
Backtrackers	9	9	18	6
Bixon	12	-	12	=7
Mini Watson	-	12	12	=7
Nutters	3	7	10	9
Falklands	7	-	7	10
Steggles	-	6	6	11
Robson (York)	5	-	5	12
R.R.	4	-	4	13
Yak Rolling	2	-	2	14

REMEMBER It's your best 3 scores that count.

ROUND 3

TUESDAY JULY 20TH. ORGANISER CHRIS WATSON AND GRAHAM STEGGLES.

6.30 PM - 7.30 PM. MAPS 104/105 REQUIRED.

START CORONATION SERVICE STATION MR 104/349384 (A58 JUST PAST RING ROAD)

FINISH CROWN HOTEL, BOSTON SPA.

Rallying Belgian Style - 24 Hours Ypres 1982

The following is our own personal impressions of this rally - for a more detailed report of the actual event see the weekly magazines.

Having been over for the Manx International Rally for the past two years, we decided we needed a change this year and therefore decided to sample European tarmac rallying, and therefore 24 hours Ypres, a round of the European Rally Championship, Co-efficient 4.

The rally is centred on the town of Ypres, close to the Belgian-French border, approximately 40/50 miles from the Channel ports.

During the week prior to the event there is a gradual build-up with two of the major sponsors, Bastos and Belga (both tobacco companies) making their presence felt in a similar manner to Rothmans!! if it moved it had a Bastos/Belga sticker on it!! if it didn't it still had a sticker on !!

We arrived in the area on the Tuesday prior to the rally, staying in a small hotel in a village called Kemmel, approximately 6 miles from Ypres. Also sharing the same hotel was the York Minster Rally Team from Belfast, whose owner and driver was David Macauley and who started the event at no. 31.

We first went into Ypres itself late on Tuesday and upon noticing some British lads asked what maps etc. were required. They pointed us in the direction of the Cafe De Kollobloemme, Club-house of the organisers A.C. Targa Florio Ieper. It was to this cafe that all the British would

congregate and there was even a British notice board for competitors headed "Pongo News". Here we found British Co-ordinator, Richard Harris, who was also co-driver for car no. 21, a Ferrari 308GT, driven by Geoff Jackson (the highest seeded British Clubman). He informed us .. of the maps required and told us we could copy the route onto the map from his. However, as the shops were now closed we couldn't get a map, but wandering around the town we spotted a tobacconist selling maps with the route and stages marked on for 50f (approx. 60p) and the road book could be purchased for 300f. We later found that these items could even be purchased from a butchers!

However, now we had the route we could start receiving for suitable spectator points. Like the Manx International, all stages are published well in advance of the event to permit competitors to make pace notes.

During the week prior to the event, competitors are out making pace notes of the very narrow twisty lanes that are used. The notes are completed at very near competition speeds with the local population standing on corners etc. watching the competitors going round checking their notes and with some competition, this can be quite spectacular.

The locals wave at the competitors and when mistakes are made the locals point them in the correct direction!!

Some youngsters were even stopping cars at stage starts, asking for autographs - they even stopped us. It was obviously the attraction of a foreign car.

One of the major problems that we encountered was that the maps did not show all the roads or didn't agree with the roads and we wished later that we had acquired a road book which showed the complete route in tulip diagrams- obviously, a very good investment. The organisers didn't seem to use any equivalents of O.S. maps, although on some stages it was possible to stay on the stage route by following the tyre marks from competitors practising, e.g. where corners had been cut.

Scrutineering is done on the Friday morning in the Cloth Hall, a building totally demolished during the 1914-18 war but now rebuilt identically to the original. Parc Ferme is between the Cloth Hall and the Cathedral, a magnificent setting, contrasting the past with the present.

The entry of 238 contained some really exotic machines such as a BMW MI, the Lancia Rally, Ferrari 308GTB, Renault 5 Turbo's, numerous Porsches with only 4 Ford Escorts in the top 50.

The rally starts at 6. 0 p.m. on the Friday and runs on lap basis, there being two laps the first night returning each time to Ypres. A shower of rain before the start made the stages slippery for the early runners before the stages dried and we spectated on the 2nd stage run by the English. The BMW MI was unable to use all his extra power as the car was twitching badly on the wet roads and he later retired on this stage. We then went on to watch another couple of stages before returning to Kemmel and our hotel as we had a time control outside the hotel and the stage start 200 yards further up the centre of the village, so we got a drink and walked up to the hairpin left within the village. This stage is the notorious Kemmelburg where spectators turn out in their thousands, similar to Sutton Park on the RAC. Being so close to the stage we even got a beer refill as the cafes/hotels/pubs stay open from Friday morning until Monday morning when the 24 hours is run. McRae and Colson,

both in Opel Ascona 400's were both very spectacular and sideways, but Colsoul has the advantage as he lives in Kemmel. After watching the first 30 or so cars through, including David Macaulay and Bernard Smith, the Irish lads staying at our hotel, who we were cheering along, we decided to call it a day and go to bed at 4.00 a.m. We were also watching car no. 112, a Sunbeam driven by Derek Crothers from 62 C.C.

Saturday morning in Ypres was chaos, traffic everywhere with the rally taking precedence over everything else. After an early lunch the rally re-starts at 3 p.m. with a stage set on the industrial estate and run as a race as cars are at minute intervals and 5 laps of the estate are done, so there are some strange sights of 2/3 cars coming into a corner at once. Armco barriers are erected on the estate together with barriers for the crowds, but some idiots climb over and safety is disregarded and a Renault 5 Turbo spun off into the crowd when it rained after the first 20 cars had been through. This thunderstorm caused many problems as 'slick' racing tyres do not grip wet tarmac. After service, the rally re-starts at 4 p.m. from Ypres with a further 2½ laps before the finish in Ypres at 10 a.m. Sunday morning.

Showers continued, making some stages dry and others wet and with a tight service schedule, the going was tricky. Car 31 was going well but we later discovered they had been in a river with water up to the driver's door window, half filling the car with water. They were unable to lift the car out, but a spectator who was a farmer, disappeared and returned with his tractor and with the luck of the Irish and a tow-start they were on their way again. They continued to the finish despite losing 11 minutes here to finish 20th o/a and to collect the best British Clubman Award.

Sunday was a day to relax after the past hectic 48 hours. The official results were posted in the afternoon with a Post Rally banquet and prize-giving in the Cloth Hall in the evening.

We were invited to the banquet by the Irish lads who said they could get us in as their service crew. However, admission was by ticket only and we had eight people and only three tickets so things were to be difficult. Only the Irish could achieve this, and we all got in and it seemed all the English were on one table. We are not sure what the speeches were about, only that some of the English competitors won awards. After a couple of hours people started to drift away and we all returned to Kemmel. The Chevette was loaded on the trailer and the party began. There were the 6 Irish lads, 2 lads from Craven Motor Club, Ian Donaldson/Peter Rushforth who were competing in a Sunbeam, plus a certain club member, Nigel Gledhill who was servicing for them and his wife and ourselves. The party continued until around 3 a.m. and the highlights included the Irish lads trying to drive the service barge and rally car into the hotel via the front door, Peter Rushforth miming someone playing a double base whilst one of the Irish lads played a real guitar.

With the Irish contingent departing at 3 a.m. to catch the 7 a.m. ferry home, the party cooled down and the other lads returned to their hotel, although Mr. Gledhill had to be woken up to shouts of "Car coming, fill it up and change the tyres all round".

Generally, an excellent and compact Road Rally, but there seems a disregard for spectator safety and pace notes are essential, as there are no arrows on the stages. There seem to be good incentives to compete, such as discount on ferry fares and accommodation, and the English are made very welcome. So if you want a change from forest rallies, go to Ypres to see the 24 Hours and some excellent machinery.

Tip-Top June Jesters Autotest '82 - June 27th 1982

It is just over three years ago, early in 1979, when June Jesters Autotest was conceived. Hugh Mantle and I, both novices in the field, agreed to organise the club's contribution to the ANCC Autotest Championship. This first event held at Tockwith airfield, was a terrific success, so much so that for the following year two events were merged, ANCC and Shell League. We decided to make the double event a splendid affair, but too much effort was put into the "show" and not "the sport". The result was disaster. The harm done was terrible, to the extent that Hugh decided he'd had enough.

After careful thought, consultation and expert advice, the new event was formulated with Ron Mackinnon as clerk of course. The new venue at Thorp Arch was found, and with support from Tip-Top Stores and Power Plus Autos, the mixture was right for success. The new venue proved far better than we hoped for, it was excellent both for competitors and spectators, and with the sun shining all day the event lived up to its name of "Tip-Top" June Jesters and was a 120% success, killing completely the bad name of the previous year. Riding on this success, we decided that the format for 1982 would be the same, with only small modifications to meet BT & RDA rules, who were making interested sounds. The current success of this event is due directly to the efforts of Rohnie Mack, and you club members who marshalled on that day, to you all my sincerest thanks.

THANK YOU ALL.

As stated above, this year's event was to follow the same format of 1981's success. Scrutineering and documentation was carried out at Power Plus Auto's new premises, some 200 yards away from the test site, the mechanical side being carried out in the work shops, and the paperwork in the sumptuous reception office. Some competitors took advantage of the mass of electronic gadgetry on display, and advice from proprietor Andrew Haw. After the necessities of scrutineering, competitors moved down to the test site at Tip-Top Stores to play the walking game before the start. During this time, the threatening rain clouds began to disappear and the sun came out, and stayed out all day. Once again the event was a round of the Shell Sport Shell League and the ANCC Autotest Championship for the Yorkshire Bank Trophy, but this year it was open to members of the BT & RDA nationwide. Due to a clash with two other events, the entry was small at 35, but was a "class" field with top drivers from near and far.

In class one, Ian Burn and Mike Penrose were to continue their fight for leadership in their class in the championship. Graham Bradford was coaxed along to challenge Ian and Mike, but a nasty eye injury prior to the day caused him to withdraw.

Class two promised fireworks with Russ Swift, Richard Ineson and Dave Sowman always scrapping in the big Minis. Paul Herbert from Solihull was bringing his "big-wheeled" 1275GT and promised to upset the applecart.

Class three having only two entries was merged with class four, which brought Datsun man Chris Cotton into the same class as John Renny. Another regular, new to the Escort class, was Allan Forrest who in past years has entertained us with his very rapid Lotus 7. From the other side of the Pe nines was John North with his VW Polo, this being the only FWD car in the class proved very interesting.

Class five also was short on entries and merged with six, so the MG Midgets were to battle against the specials. This annoyed Paul Adelman a little, as he knew he couldn't beat the very quick special of David Haig.

Punctual at 10.30 a.m, things got underway. The morning session of six compact tests needed precision rather than speed, but despite this, some power motoring was in evidence. The expected dice in class 1 between Ian Burn and Mike Penrose swayed from one to the other all morning with Mike finally leading Ian and the class at lunch-time.

In class two, Russ Swift leapt into a 4 sec. lead on the first test, with Dave Sowman next and Richard last in class, but only because he clattered a cone. Russ held onto his lead up to lunch with Richard trying very hard to catch up, often the rear wheels of his 1275GT leaving the ground such was his force, but he could not recover from his 10 secs. penalty. The rest of the class were left behind by the fury of the leading pair, but Dave Sowman managed to lead the bunch and Paul Herbert from Solihull just could not get to grips with his big Clubman, saying he was out of practice.

Class four, the biggest class got off to a good start with John North's Polo taking the lead with Chris Cotton equal 4th. Chris took the next test with the Polo second just ahead of John Renny's Escort. The power battle between John Renny and Chris started to liven up, but the Polo running last in class was not giving way and by lunch was second in class 8 secs. behind Chris's Datsun. It never ceases to amaze me how both Chris and J.R. always get the better of the more powerful Escorts in their class, remember that both cars are only 1200cc and 1300cc respectively, I know they both have LSD's, but so do many of the bigger Escorts. Perhaps they are nuttier?

In class six a real ding-dong was going on between Paul Adelman's Midget and David Haigh's special "Noddy", leaving the rest some considerable distance behind.

By lunch time the positions were as follows:-

Class 1 Mike Penrose 228.2; Ian Burn 238.5; Malc Skilbeck 285.6
Class 2 Russ Swift 183.4; Richard Ineson 208.8; Dave Sowman 237.2.
Class 5/4 Chris Cotton 227.4; John North 239.0; John Renny 249.7.
Class 5/6 David Haig 207.9; Paul Adelman 224.6; Chris Fishwick 232.7.

During the lunch break, the test area was altered to two tests side by side, and identical to each other, both starting together at the drop of the flag. As this site is popular with spectators, and there were many, to add interest to the afternoon dices, the clubs P.A. system was used, giving a full commentary including interesting information about the drivers and their cars as they proceeded on the tests. This proved very successful with competitors as well, as they could keep a track of times without having to visit the caravan.

The afternoon runs created some terrific driving and personal duels. Due to the ferocity of the tempo some casualties did occur. Phil Urukalo's Escort snapped a drive shaft, but managed to limp away under its own power thanks to an LSD. One of the Minis spun so viciously that it completely removed one tyre from its rim. Chris Cotton's Datsun was revving so hard, that when asked what RPM he was doing, he said "Haven't a clue, the rev counter only goes to 8000"!! Very few of the leading positions altered during the afternoon, notably a very fine drive by Lionel Finn in the other Datsun 1200 (non LSD) managed to oust J.R. from 3rd in class, and a really forceful drive by John North's Polo, closed the gap to 5 secs. behind Chris Cotton.

The most spectacular runs of the day were on the final two tests, 11 and 12. Russ Swift's red Cooper S stood at the start of test 12, on his left at the start of test 11 was the yellow 1275GT of Richard. Yours truly, giving the commentary, warned everyone that this would be the dice of dices.

The crowd was so quiet with anticipation you could have heard a pin drop, apart from the bap, bap of the two cars. As Ronnie Mack dropped the flag the two Minis leapt forward. It must be stated here that these two are arch rivals with identical driving styles. The sight was terrific, the two cars absolutely mirror imaging their manoeuvres, their speeds identical - it can only be likened to the excellence of world champion pair skaters, Torville and Dean. The two Minis screamed to a halt on their respective finishes, each driver indicating to the other that he was second. The spectators and watching competitors alike burst into cheers and applause well deserved for two fabulous drivers, and awaited the official times. Russ won by 0.8 secs., both 7 secs faster than anybody else on these tests, fantastic. As Russ had now finished the competition, it was very interesting to note that when Richard did the final identical test, with the pressure off, he was 5 secs slower, but still 5 secs faster than the next fastest on this test.

The above threw into insignificance all other efforts, but an equally ferocious dual took place on these last two tests between David Haigh and Paul Adelman. David took the honours side by side, but Paul beat David on individual times on test 11.

So the end had arrived, final results (provisional) were announced some five minutes after the last car had finished, and with no protests being received in the allotted period, the awards were presented by Mrs. Janet Brown, wife of Tip-Top Stores Managing Director, Fred Brown. It is the first time that the entire crowd of spectators and competitors stayed for the presentation, a sign of the success of the event, and very rewarding for Ronnie and I.

The event lived up to its name again, a truly TIP-TOP June Jesters autotest, and goes forward now into 1983 with the supreme accolade and challenge. The date for 1983 is Sunday June 26th, and I would like you all to note this date and keep it free for we shall require every help possible from club members. As well as being in the 1983 ANCC Championship, the event is definitely a round of the 1983 BRITISH TRIALS AND RALLY DRIVERS ASSOCIATION Autotest Championship and All Rounders Championship National. We also have been asked by the RAC for next year's date, and although not yet officially confirmed, at the time of writing this article, may well be in the 1983 RAC National Autotest Championship. Watch out for details. It now only remains for me to thank you all, competitors, marshals, and spectators for your invaluable support, and here's to 1983.

Results

Fastest Time of Day "Monroe Trophy" Russ Swift, Cooper S.
Best T.M.C. Member "Tow-Star Trophy" John Renny, Escort.

1st in Class Award

Class 1	Mike Penrose	Mini 1000
Class 2	Richard Ineson	1275GT
Class 3/4	Chris Cotton	Datsun 1200
Class 5/6	David Haigh	Noddy Special

2nd in Class Award

Class 1	Ian Burn	Mini 1000
Class 2	Dave Sowman	1275GT
Class 3/4	John North	VW Polo
Class 5/6	Paul Adelman	MG Midget

T.M.C. Results

Richard Ineson	3rd O/A	1st in class (ANCC Class win)
John Renny	14th O/A	4th in Class (Best TMC)
Ronnie Moore	26th O/A	11th in Class

John Westmoreland Sec.
Ronnie Mackinnon C.o.C.

JUNE JESTERS AUTOTEST (MARSHALS VIEW.)

Sunday, 27th June saw once again a very good and enjoyable days Autotest. Everything fell into place from the word go, each person being aware of their responsibilities, and ensuring that everything ran smoothly.

Following a walk around the tests, things got underway by 10.30am. The marshals had a good mornings timekeeping, before lunch at 1.00pm. The format of the afternoon session (Tandem tests) kept us all enthralled, especially the tussle between our own RFI and Russ Swift. Unfortunately Richard lost out in the end, after collecting some cones.

At the finish the results were ready for 5.30pm, and the prizes presented. I would like to thank the marshals who turned up on the day, and without whom the event could not have run :-

Andrea Hunn/ Robert Leaming/ Stuart Marsh/ Martin Holmes & crew/
Mick Robsen & crew/ Graham Steggles/ Ken & Christine Goodall.

Thanks to all, Organisers, competitors, Marshals, and to Tip Top Stores, for a wonderful days sport.

Keith Hunn (Chief Marshal.)

SPORTONOGGIN 5th JULY 1982.

This years venue was the Music Hire Group car park at HOWARTH LANE, yeadon (Many apologies for the wrong location in last months mag!) With only six entries the event was poorly supported, despite a lot of effort by the organisers, and a full team of marshals. Still, those who 'gave it a miss' were surely the losers, as all who competed had a thoroughly enjoyable time.

The idea of a sportonoggin is basically 'games with cars', each vehicle having a crew of two. Venues and 'tests' are particularly selected to be of a non-damaging nature, thus the competition is down to the skill of the individual driver (and passenger!). Needless to say the vehicle used has little bearing on the outcome.

There were 4 tests, each tackled 3 times with different variations to them. After Round 1, John Bean was leading from John Westmoreland and Clive Baty with Chris Watson, Phil Pease and Rod BMW Parkin trying to keep up. The second round saw a new lead after John had made a

b.....cks of it on test 7. This was John the June Jester Westmoreland. The last series of tests had a bit more running involved for the competitors who all looked kn.....d after the last test.

A quick clear up and over to the Square & Compass for results and a well-deserved pint for all who took part.

<u>Results</u>			<u>Total</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>
1st	John Westmoreland	Escort Van	376.0	154.2	107.0	114.8
2nd	Rod Parkin	BMW 323i	454.6	175.2	113.2	166.2
3rd	Phil Pease	RS2000	468.4	170.2	156.4	141.8
4th	Clive Baty	Escort 1300	492.8	154.2	138.9	199.7
5th	Chris Watson	Mini	555.5	180.2	125.2	250.1
6th	John Bean	Old Cortina Estate	610.8	141.6	244.4	224.8

I would just like to thank M.H.G. and Keith Bowen for the use of their car park, and all the marshals and Derek Lee for their help on the night. We could have done with some more entries. No wonder people will not organise events if you, the member, cannot be bothered to support them.

Ronnie Moore
Organiser

NEW TROPHY

It has been decided by the Committee that there should be a Rally Co-Drivers Trophy.

All stage events to count including single venue events, BUT you must do 2 multi-venue stage rallies in the year to qualify. Points are awarded to the number of competitors you beat in your class. If you require any more details, contact me at any club night.

Ronnie Moore
Trophy Points Secretary.

A Week-End with a Difference

Have you ever thought what a delight it would be to have a week-end in sunny Scunthorpe with the chance of seeing and servicing for a top rally crew in an exciting event?

You have? Well, this is a story of such an adventure with many members of Trackrod Motor Club taking part. However, you are warned it is not for those who have no sense of humour.

It all started with a phone-call from Ian Gurnett, who painted a picture and in a weak moment I agreed to service for him and Jack Coulthard on the South Bank Stages.

Trackrod was well represented with Steve Roundhill taking over Dave Marshall's entry with Rod Parkin sitting in the hot seat. Dave Turnbull had Graham Kellett along with him in the RS2000.

Because of early Sunday morning scrutineering, it was decided to stay overnight and taking the first hotel? on the official list, off we went.

It was a joke that such accommodation would be the Salvation Army Hostel, as it was only £5 per night, but that was not the case, it was worse! Ian went into the place only to come out and warn us what to expect. What we didn't expect were tables screwed to the floor and walls, a sign which said "Cash in Advance" and each bed had a number.

Having decided to stick it out, we waited for Rod and Co. to come and see their faces. It would be worth £5 to see what they made of the pieces of felt that were supposed to be blankets.

The Magnum, having been refettled after its shunt, passed through without any problems and we retired to the hotel and then moved out to the film show the organising clu had laid on. This turned out to be the late late show, as the projector failed to work until 10.15 p.m., by which time Rod, Steve and Dave had appeared.

After getting enough quantities of sleeping draughts down the non-driving members, I took them all back to the hotel where, because of the tremendous heat, we had left the window open. This now caused us a problem as the coke ovens had been belching sulphur smoke all evening and were still going, so we either closed the window and sweated to death, or opened the window and breathed sulphur fumes all night.

About 1.30 a.m., two other residents came in and with a conversation that went "Sees you'se Jimmy, I just got out today after doing 10 months. Aw it was stupid but I just went bang bang bang and bailed this punter and got 10 months". This conversation just stopped Ian who was about to get out of bed to tell them to shut up.

It turned out that the hotel was a half-way house for evicted families, and people just released from prison. Breakfast was a real laugh, with a group of five roofing contractors sharing the dining room with us, one of them being able to get bacon, egg, sausage and bread in the mouth all in one go and still discuss football at the same time - fantastic!

After that the rally was an anti-climax with Steve and Rod rolling on the second stage and as their service had failed to turn up and Dave Turnbull had no crew, we had agreed to service for all three crews.

During the event, thunder storms played havoc with the whole affair, so that front runners had dry fast stages, middle numbers ran in torrential rain, and the back numbers had slippery mud to deal with.

With stages being cancelled due to flooding, Ian managed to beat Dave by a mere 10 secs., and Steve ended up looking for a new shell to replace his twisted rolled shell.

The moral to this story is never stay at 32 West Street, Scunthorpe unless you want to sleep with your suitcase in your arms all night.

Koith Bowen

/14.....

The Opposite Lock Rally (Slaithwaite M.C.)

Welcome to yet another (boring?) tale of the YAK TRANSPORT team's adventures in the dauntless quest for bankruptcy, heartbreak, and hospitalisation. Never fear though, folks, this time we have a different ending - read on.

Having gone off backwards flat out on the last stage of the Tour of Lincs (and still managing 11th O/A!) we were left with one week in which to replace the Limited slip diff and repair and re-spray a rear-end, resembling Arrikala's escort on the 1981 circuit. This was due to the car being needed at a "customer's" wine and cheese evening at the main YAK warehouse the following week-end.

We finally managed to complete the car ready for the Slaithwaite M.C.'s Opposite Lock Rally (a single venue blast around the infamous Hemswell airfield).

This time we arrived on time! Our first impression of the event's organisation came on entry to the service park - it was covered in broken glass! - perfect for a car setting off to a stage on tarmac rubber. Having "sussed out" the service area we found a spot clear of sharp stuff and set off for a visit to the temporary public conveniences (boy! - were they temporary - literally a steel drum with the top cut out!).

However, not wanting to dwell on the event's bad points we set off for signing on. At this point we nearly "blew a gasket" - our road insurance certificate was required or we wouldn't be allowed to start (fair comment the blue book does require them now - but no mention was made in the final instructions or regs). Luckily the G. Mathie crew were kind enough to loan us their certificate (sssh!).

Stage one had about 200 yards of rough and the rest was reasonably smooth tarmac, not using the bomb-shelter area. Arrowing proved unique (hairpins were arrowed with two 90° flags). At this point we were lying 7th o/a and 7th in class, being outpaced by the Simpson bros' crew, amongst others. The following stages were run twice with a split. This effectively meant that four stages were run between services, proving slightly more challenging than the usual single-venue format.

In case anyone out there in club-land wonders why our rear-end is jacked up at every service, it is because of a series of problems in that general area (brake shoes, shockers, torque tube bolts etc.).

However, fate got the better of us on stage six (out of eight total) as we approached an open 45° right flat-out in top. Unfortunately, due to our worn out tarmac racers, we were running on Yokohama TR03 (intermediate) rubber and we slid very wide across the track. We would have made it, - IF ONLY - a certain 2 x 2 concrete boulder wasn't lying peacefully on the edge of the airfield - WHAM! guess what?! - we hit it with the front nearside, launching us up (a good five feet according to witnesses) into the air and, after what seemed ages in flight, landing on one side (the navigator's side, of course). As we slithered to a halt, Phil was trying desperately to escape out of his window, which unfortunately was obstructed by the ground!

Having "shuvved" Tony up and out of his window one of the spectators shouted that we were on fire! So Phil jumped back inside the car, grabbed a C.C.F. and tried to put out what turned out to be oil smoking on the exhaust. Then Phil decided to turn the battery cut-out switch off,

so he climbed back inside the car, which was a bit dense 'cos he'd spent all the afternoon painting "PULL" on the outside cut-off switch!

It was at this point that Tony and Phil began to realise their injuries, bruised ribs, brain-ache etc. A certain Trackrod "nutter" (who shall remain nameless) then came blasting round 'our' corner, taking the same line as we had, though without the same results as us, and moved the offending lump about 50 ft!

The stage was then closed as the car was a hazard. The two range rover rescue units arrived in full flight to tow us to a safer position. Our 'crew' then arrived on the scene commenting to Tony "You've been trying again - haven't you?!").

The stage was re-opened as soon as the rovers had returned to the finish. However, as soon as the last two stages had been completed, the Mercedes course car came flying up to take Phil to the St. John Ambulance in order to have a check-up by the doc just to ensure that the sore bits were all in their proper places. This turned out to be quite an exciting run as Sue (who's Tony's fiancée, and also a nurse - hence she was told to ensure Phil saw the doc and was more than capable of looking after Tony's sore bits - say no more!) hadn't been driven at speed around a stage before - and this Merc even without a cage was lifting wheels! Mind you, it wasn't exactly the most wanted thing on Phil's behalf.

Meanwhile, Jez Draper (our chief mechanic) sorted out the loading of the wreck onto the trailer (which was loaned off Dave Marshal - to whom we extend our gratitude), and returned to the service area in order to hand in our damage declaration form and retire us from the event that finally caught up with DWY 69T.

The car is being repaired by Simpson brothers of York and will be up for sale in full 'works' GP 2 trim towards the end of the year, as we are hunting for a Group 4 spec Chevette.

The team wishes to thank Dave Marshal for the trailer and the Mathie crew for their help at the start, not forgetting Sue and Jackie who supplied the grub!

YAK TRANSPORT RALLY TEAM:-

Tony Hanson, Phil Pease, Jez Draper, Ian Glendenning (big un~~z~~)

Tour of Mull 1982.

just a reminder about this years event, which will be run on 9/10/11th October 1982. I have access to several VERY reasonably priced cottages for those who are contemplating the migration. Feel free to ask, but you'll have to do the booking yourselves, so don't leave it too late.

Gez and myself will be competing once again, and we require the presence of a SERVICE CREW. Only those with some mechanical knowledge and enthusiasm need apply. Accomadation (£10 for 10 days) transport to Mull, and a service barge will be provided. Contact myself or Gez A.S.A.P. !!

John Bean, ED.
