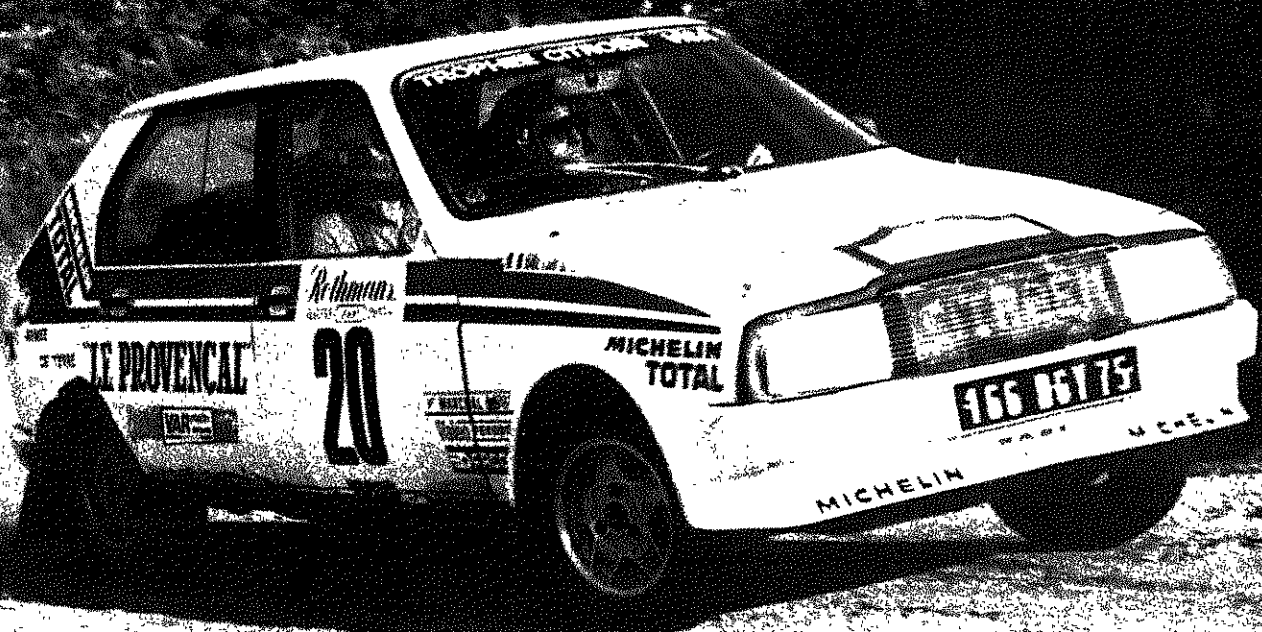


# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

143 September, 1982



## **TRACKROD MOTOR CLUB LIMITED**

### **Officers and Committee - 1982/83**

|                  |  |
|------------------|--|
| <b>Chairman</b>  | Rod Parkin, 15 Holly Drive, Leeds 16<br>Tel. Leeds 671918 (H)                      |
| <b>Secretary</b> | Keith Bowen, 107 Poplar Way, Leeds, LS13 4SU<br>Tel. Leeds 792047 (H) 509957/9 (B) |
| <b>Treasurer</b> | Richard Spurdens, 442 Stonegate Road, Leeds 16<br>Tel. Leeds 694805 (H)            |

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|  |   |
|--|---|
| <b>Editor</b>  | John D. Bean, 58 Moseley Wood Gardens,<br>Leeds 16 Tel. Leeds 611132 (H)                |
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| <b>Social Secretary</b>  | Caroline Nutter, 18 Kirkdale Terrace, Leeds 12<br>Tel. Leeds 792205 (H)                 |

TRACKROD MAGAZINE

NO. 143

SEPTEMBER 1982

EDITORIAL

As you should see inside this month's cover, a new committee has been formed. One important change is that the Social Committee no longer exists, the one "volunteer" being appointed Social Secretary. No doubt, Caroline will need plenty of help, so particularly the ladies of the Club - please note.

Yours truly has now taken on the task of booking the Tuesday night venues. This was the subject of much discussion at the last committee meeting, with several points of view being aired. What I would like to know is what do YOU, the member, think? Should we "Carry on regardless" as at the moment? Do we HAVE to meet on a Tuesday night (why not the odd Monday?) Do you have a favourite pub/club that could accommodate us? Whatever, PLEASE let me know what you think, you never know, we might even please everyone!

On the subject of response, once again I feel I must mention the subject of photos, reports, etc. Several members have been active on events recently, but seem to want to keep it a secret! You can't have ALL had embarrassing moments!! (Although some received more circulation than they bargained for, didn't they Clive? viz Yorks. Post & Evening Post of 9.8.82). I now have conclusive proof that the readership of TRACKROD magazine is greater than even I thought possible - so why not get YOUR name, YOUR sponsor, on the cover or at the least, in print?

Several intrepid members made the long trek to Longbridge the other day, to "see the Metro being built". A brief report follows, which may be of more interest than you think. I must stress that the views in that report are of a strictly personal nature.

John Bean  
Editor.

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Cover Picture

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NOTICE IS HEREBY GIVEN TO ALL MEMBERS OF THE TRACKROD MOTOR CLUB LIMITED THAT AN EXTRA-ORDINARY MEETING WILL BE HELD AT THE CROWN HOTEL, BOSTON SPA, TUESDAY, 19TH OCTOBER 1982, COMMENCING AT 7.30 P.M. FOR THE PURPOSE OF THE PRESENTATION OF THE ACCOUNTS OF THE CLUB FOR THE PAST YEAR.

IN ADDITION TO THE ABOVE ITEM, THERE WILL BE AN ADDED ITEM WHICH IS AS FOLLOWS. 'THAT ON EXAMINATION OF THE FINANCIAL ACCOUNTS FOR THE YEAR 1981/82 THIS MEETING WILL CONSIDER THE MATTER OF THE PRESENT LEVEL OF MEMBERSHIP FEE AND TAKE SUCH ACTION AS IS DEEMED TO BE REQUIRED'.

The Committee regrets that this meeting starts early, but it is obviously an important matter and they wish to allow enough time to discuss it fully.

The QUIP STAGES RALLY MEETING will follow the EXTRA-ORDINARY MEETING as soon as it is over.

## Forthcoming Events

### Social Diary

- 14.9.82 Noggin - Crown Hotel, Boston Spa.
- 21.9.82 Noggin - The Old Star Inn, Collingham.
- 26.9.82 Final round of Hunters Trophy. Starts 14.00 - 14.30 hrs,  
(Sunday) Riverside Car Park, Tadcaster.
- 28.9.82 Noggin - Shoulder of Mutton, Kirby Overblow.
- 5.10.82 Noggin - Square & Compass, North Ripton.
- 10.10.82 Noggin - Glenforsa Hotel, Salen, Isle of Mull.
- 12.10.82 To be announced.
- 19.10.82 Extraordinary General Meeting (Accounts). Followed by  
Marshals meeting for the Quip Forest Stages. Crown  
Hotel, Boston Spa.  
NOTE START TIME - 7.30 p.m.
- 26.10.82 Noggin - Shoulder of Mutton, Kirby Overblow.

### Competition Calendar

- 11.9.82 Telford Stages Rally (ESSO/BTRDA).
- 12.9.82 Lancashire & Cheshire M/Club PCT (ANCC).
- 19.9.82 Lindholme M.C. Norkin Alcan Stages (Shell League).
- 19.9.82 High Moor M.C. Autotest (ANCC).
- 26.9.82 North Humberstone M.C. Crystal Stages Rally.
- 26.9.82 Glossop M.C. Autotest (ANCC).
- 2.10.82 David Brown M.C. Elcar Forest Rally (See below).
- 3.10.82 Bridlington M.C. Single Venue Stages. TRACKROD INVITED.
- 9,10,11.10.82 Tour of Mull. 2300 Car Club. (M/News, ANCC).
- 10.10.82 De Lacy M.C. Lambton Leisure Park. Single Venue Stages  
Rally. Marshals needed.
- 10.10.82 Wakefield & District M.C. Autotest (Shell League, ANCC).
- 17.10.82 Otley M.C. PCT. TRACKROD INVITED. ANCC. A round of  
OUR PCT Championship.
- 17.10.82 Sheffield & Hallamshire Stages Rally. (Shell League).
- 17.10.82 Mablethorpe & D.M.C. Wold Rally.
- 23.10.82 TRACKROD'S QUIP FOREST STAGES RALLY. (See overleaf).
- 23/24.10.82 C.S.M.A. Highgayman Rally (ANCC). Marshals needed.

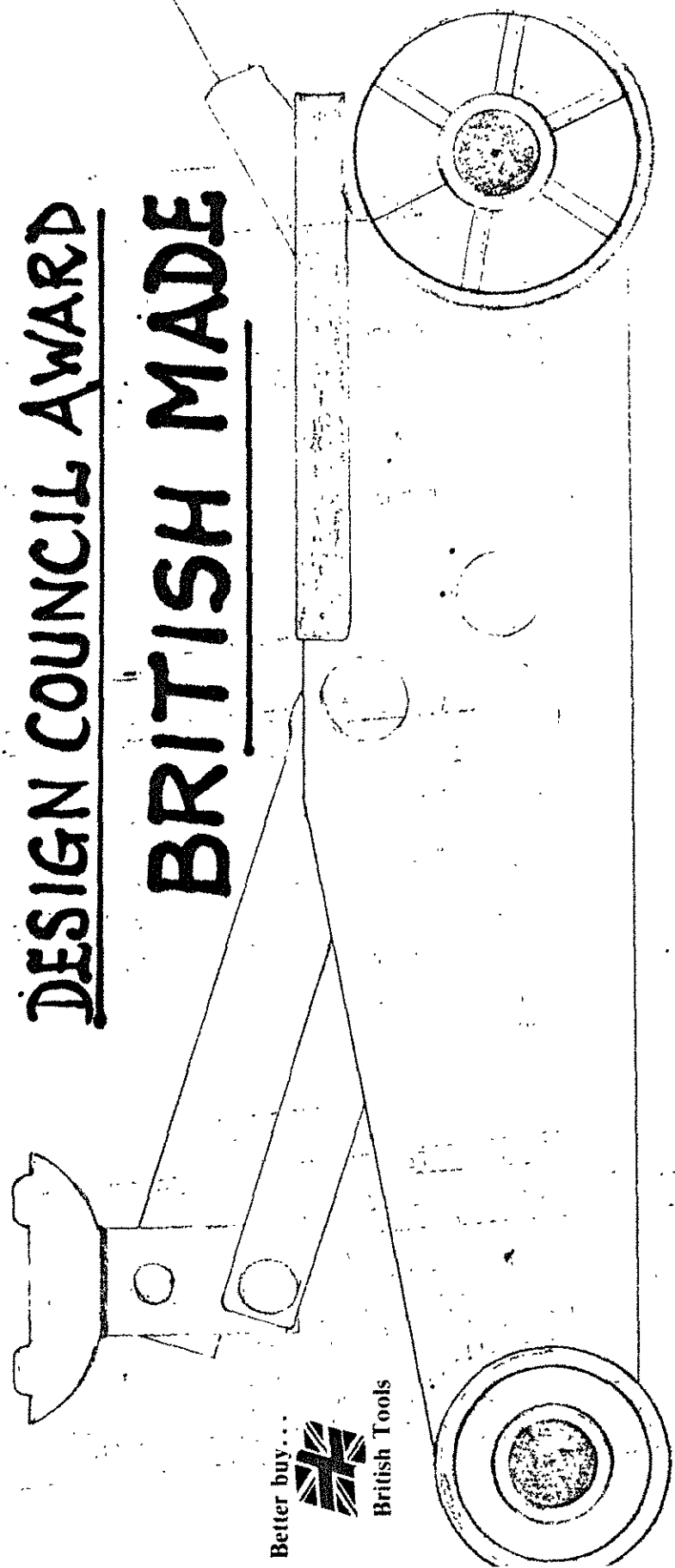
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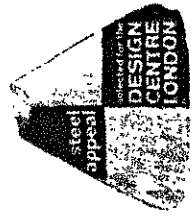
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- 30/31.10.82 Alwoodley M.C. Larkspeed Trophy Rally (Shell League & ANCC). Starts at Leeming Bar and carries a first Trackrod crew award worth £25!! Marshals needed.
- 31.10.82 North Hunberside M.C. Autotest (ANCC).
- 7.11.82 North Midland MC. PCT (ANCC).
- 7.11.82 Matlock M.C. Autotest (ANCC).

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ELCAR STAGES RALLY - 2ND OCTOBER 1982

We have a service area to marshal. All those members who can help please contact Ronnie Moore. The service area - MR 101/889 $\frac{1}{2}$ 890 $\frac{1}{2}$ , at Dalby Fire Tower. Sign on at 10.15 a.m. till 3.30 p.m. The rally goes through the service area twice, so there should be plenty of action. This is still as important as running a stage, so if you can marshal, please get in touch at any club night or phone.

Ronnie Moore:  
Rawdon 507780.

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NORTH RIDING QUIP STAGES - 23RD OCTOBER 1982

This is our big event of 1982 and we need plenty of marshals to do various jobs on the Friday night and Saturday.

If you can marshal, please get in touch as soon as possible, so that I can put names down against these various duties.

I hope to hear from you Trackrod members, soon.

Ronnie Moore  
Chief Marshal  
Rawdon 507780

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"Hunters Trophy" Treasure Hunt Championship 1982

Round 4. Tuesday, 10th August

This round of the Championship was organised by Team BITZA and started from the Wharfedale Hotel, Arthington. The event was supported by 8 crews, consisting of the usual annual regulars of Taddy Bootleggers and Crabs, this year's new regulars and a new team, Team YES!! The route followed the Wharfe Valley seaward, to the finish at Boston, through some pretty well used country. The route and questions were dealt with by Julie and Graham, and the treasures set by Rikardo, and what a trio of mind benders they proved

to be. It is to some degree of difficulty when the leading "expert" teams stop halfway and compare notes to try and find out just where the hell they are.

The action started within three feet of the car park entrance and the clues came thick and fast. Due to the nature of the main road and traffic through Arthington, all crews walked the first half mile for safety. Soon however we were off the main road and onto rural byeways, but due to the earlier footwork we had all on to finish in the dusk, let alone daylight. Despite the traffic problems at the beginning, it was an excellent event which my crew enjoyed to the utmost, and it is a credit to Bitza that they managed to get so many questions (new) out of such a well used area. The fight for first place was hard and it is true to say that first and second were only divided by a worm in a match box.

If you cast your mind back to the beginning of the series, the Motto was "Taddy Bootleggers will be beaten", well it's happened, but only just. Crabs Rule O.K.

Results

N.B. Team Latimer have changed their team name to "Black Label", something to do with Linda!!

| <u>TEAM</u>       | <u>POINTS</u> | <u>POSITION</u> | <u>C'SHIP POINTS</u> |
|-------------------|---------------|-----------------|----------------------|
| Black Label       | 87            | 3               | 16                   |
| Mini Watson       | 61            | 6               | 7                    |
| Crabs 82          | 109           | 1               | 27                   |
| Dixon             | 67            | 4               | 12                   |
| Whitlock          | 65            | 5               | 9                    |
| Nutter            | 42            | 7               | 6                    |
| Taddy Bootleggers | 102           | 2               | 21                   |
| Yes!              | 40            | 8               | 5                    |

Championship Position after 4 Rounds

| <u>TEAM</u>        | <u>Round 1</u> | <u>Round 2</u> | <u>Round 3</u> | <u>Round 4</u> | <u>Total</u> | <u>Position</u> |
|--------------------|----------------|----------------|----------------|----------------|--------------|-----------------|
| *Taddy Bootleggers | 0              | 27             | 27             | 21             | 75           | 1               |
| *Bitza             | 21             | 16             | 16             | 0              | 53           | 3               |
| *Crabs 82          | 21             | 0              | 21             | 27             | 69           | 2               |
| Shoestring         | 7              | 21             | 0              | 0              | 28           | 6               |
| Black Label        | 27             | 0              | 0              | 16             | 43           | 4               |
| *Dixon             | 12             | 0              | 12             | 12             | 36           | 5               |
| Backtrackers       | 9              | 9              | 0              | 0              | 18           | =9              |
| *Nutter            | 3              | 7              | 7              | 6              | 20           | 7               |
| Mini Watson        | 0              | 12             | 0              | 7              | 19           | 8               |
| Robson (York)      | 5              | 0              | 5              | 0              | 10           | 11              |

|             |   |   |   |   |    |     |
|-------------|---|---|---|---|----|-----|
| Whitlock    | 0 | 0 | 9 | 9 | 18 | =9  |
| Falklands   | 7 | 0 | 0 | 0 | 7  | 12  |
| Steggles    | 0 | 6 | 0 | 0 | 6  | =13 |
| Roundhill   | 0 | 0 | 6 | 0 | 6  | =13 |
| R.R.        | 4 | 0 | 0 | 0 | 4  | 16  |
| Yak Rolling | 2 | 0 | 0 | 0 | 2  | 17  |
| Yes         | 0 | 0 | 0 | 5 | 5  | 15  |

\* Denotes teams who have completed 3 or more rounds and best 3 scores counting.

Round 5 Final

Sunday, September 26th - bring the family.

Start Riverside Car Park Tadcaster (over river bridge on the right).  
2.00 to 2.30 p.m.

Finish Happy Eater Restaurant (grub available).

\* NO MAPS NEEDED \*

As you will see from the results above, this round could cause a unique finish as Taddy Bootleggers (official team) will not be competing, and it could result in a tie for the championship. Whether Taddy Bootleggers win or not entirely depends on how Crabs 82 finish. Come along and enjoy the fun, it will be a straightforward family outing.

John Westmoreland

British Leyland Trip - 25th August 1982

The trip to Longbridge was undertaken by 25 of the keener "lads", including several Alwoodley Motor Club members. After a dreary run down to Birmingham, the coach paused for lunch at a fine-looking establishment, where we all discovered the delights of a brew known as "Eleven". The "steward of the meeting" and "clerk of the course" (Stuart Marsh and Ian Dixon) finally managed to convince us all to leave, although my policy of "first in, last out" paid dividends.

Once at the giant new British Leyland Metro plant at Longbridge, we were treated to a slide/tape show, which outlined the various stages of construction of the Metro. The tour began in the bodyshell assembly area, which features the famous "Robots". However, the process is not as automated as the PR men would have you believe, and despite the denials of the smooth-talking guide, I saw the "big hammer" treatment being used on more than one occasion.

We were then moved on (by coach, it is a BIG area) - but not to the next stage of production. We were led to the engine assembly lines,



where we witnessed the 1.7 litre "0" series engines being built (or rather, "put together"). I have had little experience with these engines, but the technique involves an engine block, followed by a tray of bits, which are added in sequence. The sight of pistons, con rods etc. being thrown around with little regard for the possibility of putting a dent in the tray - or of the highly skilled production line workers inserting pistons and gaskets into and onto blocks at the rate of one every five seconds, all this left a lasting impression.....

And so on we went, but not to the Metro assembly area as we all thought, but to a big, new, pre-delivery inspection area. Here, all the Metro and Mini range receive their final check, and rectification of minor faults. (We never found out what they do with the really bad ones). It is also at this point that the first "test drive" is given. They MUST be conducting an exclusive test of start and stop times - that can be the only explanation for the driving techniques. So that was that.

What did we learn? We saw many variations, and heard one or two snippets of information. Seen in a VERY private drawing office (these TRACKROD members get everywhere) were plans for a 5-door Metro, and the Metro H.P.D. (High Performance Derivative). This latter features a 998 turbocharged engine, and a special alloy/steel lightweight shell. The bodysells had been IN PRODUCTION for the past two weeks, but apparently there have been delays in the engine department. Needless to say, a very exciting motor car is in the making.

Also seen was the Metro Van - very predictable, and the Mini Mayfair - a slightly "posher" version of the Mini

All in all an enlightening experience. I was left wondering how our Metro's at work (the ones that go "nick-nick") stand up to the hammer - thinking on, they don't; and why it is that the 1.7 "0" series engine is NEVER seen in motor sport (I wonder why?).

Many thanks to Stuart and Ian for their hard work in not only organising the trip, but on convincing enough people to attend to make the whole thing viable. Once again - I know who were the losers, and it wasn't those who attended!

(And don't forget where you read about the H.P.D. first!)

Editor.

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#### Uniband Stages Rally

On Sunday, 23rd May 1982, the above rally was held in the Grantham area. When the regulations became available, although it was a restricted event and open to member clubs of ANEMMC, it was also open to 5 other motor clubs, one of which was Trackrod Motor Club. Therefore, Malcolm Davey and myself entered the event in Malcolm's Escort RS 2000, having paid our dues to the organisers, everything was ready to go. Then Malcolm, who had been fancying a change of car, had a bid for his RS2000 from no other than the Alan Larkin, a bid

which eventually Malcolm accepted. This left Malcolm without a car for the Uniband Rally a week before the event, after a few visits and looking at various cars he decided to buy the Escort BDG, fuel injected from Jim Evans of Selby.

When the final instructions arrived we were given no. 13, not a bad number for the first outing!

The start of the event, with 140 starters, was from the Guildhall at Grantham and after some 22 stages of various surfaces the event finished at the same place. The first stage was Prince William Barracks just outside Grantham and comprised of tarmac and concrete. The intention was to take things steady to start with but we later found out we were equal 4th fastest. We then moved east to a very tight and dusty quarry at Popsley, from there we moved west to Normanton Airfield for two runs round this fast concrete route, again troubled by dust, and on the first circuit achieved 2nd equal and the second circuit were third fastest. From here we moved onto the popular Fulbeck Airfield for two separate stages although part of it did use a common route. On the first of these 2 stages we achieved the fastest time by some 12 seconds but learnt at the halfway halt that the stage had been cancelled due to a later competitor accidentally setting fire to a haystack and the ensuing delay to let the fire brigade have access meant that the stage had to be cancelled.

Stages 7, 8, 9 and 10 were farm tracks which had a combination of tarmac, concrete and typical farm track. On these stages were one or two nasty 90's left and right over very deep dykes which caught out the unwary and on stage 8 there were twenty crews who cleaned the stage, the only stage to be "cleaned" on the event. Stages 10 and 11 were again farm tracks a few miles south east of Lincoln and gave us two good times, being 2nd fastest and fastest respectively. The last stage before halfway, both of which were at Castle Leisure Park between Horncastle and Sleaford, gave us our first problems. We arrived as first on the road and waited for our service crew to effect a tyre change, the first so far. The service crew got lost and we just managed to start the stage within our time limit. The heavens now opened and on the soft and gravel surface gave us traction problems from just after the start to the finish, where we found we had a rear puncture and resulted in the other wheel digging in and we were suspended on the diff. This problem dropped us to just within the top ten at halfway.

After the restart, were a string of four farm tracks and since the change in weather and tyre conditions, we seemed to be slightly slower. We then moved onto Folkingham, which seems to have been an old airfield, for two identical circuits - mostly tarmac and concrete, but with many obstructions, i.e. large earth-moving vehicles and caterpillar tractors. Having said that, we again achieved 2nd fastest on each of the two circuits.

The last four stages were again farm tracks but on stage 20 this included crossing a grassy field with a 90° left uphill on grass over a crest and an immediate 90° right which we did not negotiate and the car would not respond in any direction but straight on and as such collected a wire mesh fence which tangled in the front wheels, but friendly marshals rushed to free us and we were quickly on our way.

We then progressed to the finish at the Grantham Guildhall where there was a very good video presentation of the day's proceedings and even filmed our misdemeanours with the fence. The results were slow in coming out but when they did we were delighted with 3rd in class and 6th O/A.

A good event, no rough stuff, well selected farm tracks and an enjoyable but rather a lot of road miles (151 in total) for approximately 50 stage miles and a long way back home. Unfortunately not many familiar faces and only 2 Trackrod crews, the other being D. Harrison/P. Noon in an Escort 1600.

Results

|      |                           |                  |
|------|---------------------------|------------------|
| 1st  | J. Haden/P. McBride       | 45.07            |
| 2nd  | S. Johnson/J. Smith       | 45.28            |
| 3rd  | W. Philliskirk/C. Parling | 45.55            |
| 4th  | C. Pearson/P. Dalton      | 46.11            |
| 5th  | B. Simpson/P. Williams    | 46.30            |
| 6th  | M. Davey/G.S. Whitaker    | 46.41 (Trackrod) |
| 65th | D. Harrison/P. Noon       | 65.14 (Trackrod) |

Graham S. Whitaker

Trophy Points 1982

Shell League Trophy

|              |       |
|--------------|-------|
| J. Renny     | 199.7 |
| R. Moore     | 178.9 |
| A. Munnis    | 98.9  |
| S. Muscroft  | 98.3  |
| A. Makwinski | 98.3  |

Off Road Events

|              |       |
|--------------|-------|
| R. Mackinnon | 329.1 |
| R. Moore     | 194.1 |
| A. Roddy     | 71.6  |
| J. Renny     | 38.3  |
| Watson       | 23.1  |

Rally & Speed Autotest Trophy

|             |    |
|-------------|----|
| R.F. Ineson | 10 |
| J. Renny    | 7  |
| R. Moore    | 5  |

ANCC Rally Driver

|            |                  |
|------------|------------------|
| J. Renny   | 299.5 - 4 events |
| P. Jordan  | 104.3 - 3 "      |
| G. Waters  | 94.3 - 3 "       |
| I. Gurnett | 3.0 - 1 "        |

ANCC Rally Navigator

|              |                  |
|--------------|------------------|
| R. Moore     | 239.2 - 4 events |
| A. Munnis    | 200.2 - 3 "      |
| P. Crompton  | 104.3 - 3 "      |
| J. Bean      | 94.3 - 3 "       |
| R. Parkin    | 63.3 - 1 "       |
| J. Coulthard | 3.0 - 1 "        |
| G. Hogg      | 3.0 - 1 "        |

F.S.B. Rally Driver

|             |               |
|-------------|---------------|
| J. Renny    | 33 - 5 events |
| S. Muscroft | 29 - 3 "      |
| P. Jordan   | 26 - 4 "      |
| K. Goodall  | 19 - 1 "      |
| A. Hanson   | 18 - 1 "      |
| D. Harrison | 18 - 4 "      |

Ladies Challenge Cup

|            |   |
|------------|---|
| J. Ashford | 8 |
|------------|---|

F.S.B. Navigators Trophy

|              |                        |
|--------------|------------------------|
| N. Gledhill  | 33 - 2 events national |
| A. Munnis    | 32 - 3 events          |
| A. Mekwinski | 29 - 3 "               |
| R. Moore     | 28 - 4 "               |
| P. Crompton  | 27 - 4 "               |
| I. Tempest   | 19 - 1 "               |

S & M Lloyd Special Stage Trophy

|             |                  |
|-------------|------------------|
| D. Harrison | 167.6 - 4 events |
| A. Hanson   | 95.9 - 1 "       |
| Turnbull    | 57.0 - 1 "       |
| S. Muscroft | 53.0 - 1 "       |

Single Venue Stage Rally Driver

|              |                  |
|--------------|------------------|
| S. Roundhill | 122.0 - 2 events |
| D. Ashford   | 101.7 - 2 "      |
| A. Hanson    | 87.0 - 3 "       |
| D. Marshal   | 31.8 - 2 "       |
| D. Harrison  | 3.0 - 1 "        |

Stage Co-Driver Trophy

|                |                          |
|----------------|--------------------------|
| P. Pease       | 185.9 - 4 events         |
| G. Ellingworth | 122.0 - only S.V. events |
| Mrsh Ashford   | 101.7 - " " "            |
| G. Whittaker   | 93.0 - 1 "               |
| G. Kellett     | 57.0 - 1 "               |
| A. Mekwinski   | 53.0 - 1 "               |
| P. Noon        | 50.1 - 3 "               |

Service Crew Trophy

|                |    |
|----------------|----|
| N. Gledhill    | 30 |
| K. Bowen       | 25 |
| G. Draper      | 25 |
| J. Glendinning | 15 |
| N. Duckett     | 10 |
| M. Armitage    | 5  |

Marshal Trophy

|              |    |
|--------------|----|
| K. Hunn      | 35 |
| A. Hunn      | 35 |
| M. Holmes    | 30 |
| E. Longhorn  | 25 |
| J. Limber    | 25 |
| D. Lee       | 25 |
| J. Leeming   | 25 |
| R. Mackinnon | 20 |

Ronnie Moore  
Trophy Points Secretary

All Round Lady Member

|             |    |
|-------------|----|
| A. Hunn     | 65 |
| E. Longhorn | 50 |
| J. Lee      | 45 |
| J. Limber   | 30 |
| J. Thompson | 25 |
| P. Gurnett  | 15 |
| C. Goodall  | 10 |
| J. Ashford  | 8  |

All Round Club Member

|                 |     |
|-----------------|-----|
| R. Moore        | 115 |
| J. Westmoreland | 95  |
| K. Hunn         | 80  |
| D. Lee          | 75  |
| A. Hunn         | 65  |
| G. Steggles     | 60  |
| C.A. Watson     | 55  |
| R. Parkin       | 55  |
| E. Longhorn     | 50  |
| R. Leeming      | 50  |

SPY 44 & PCT Trophy

No events run or no one has qualified.

New Members.

The Committee would like to extend a welcome to the below-named new members, and hope that their association with TRACKROD is both long and successful.

N. Whitlock, Gledhow, Leeds.

C. Plummer, Roundhay, Leeds.

M. Ogden,  
Membership Sec.

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NEWS & COMMENT.

At great personal expense, and when still on the crest of a wave, following the trip to Longbridge, I have successfully negotiated a deal with the Major Austin/Rover and Unipart Distributors, 'ROCAR', Dewsbury, Ltd.

On production of a TRACKROD Membership card, members will be entitled to 10% discount on all Unipart & Leyland parts.

ROCAR are at Aldams Road, Dewsbury, WF12 8 AD.

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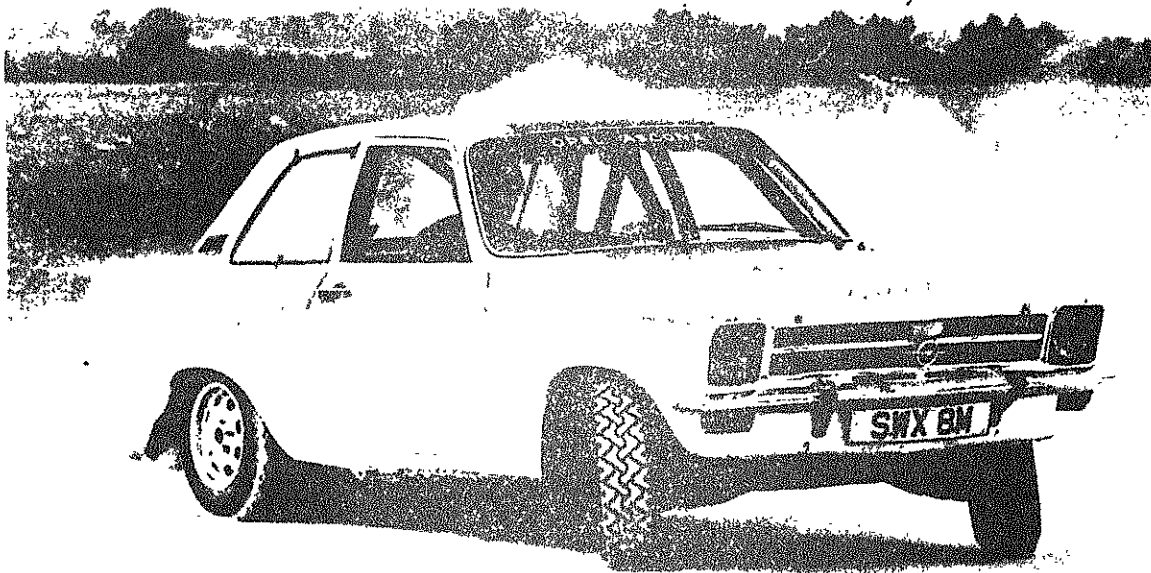
I note that many TRACKROD members are planning the annual track once again. Although GEZ & I have provisionally arranged the services of a near-professional Service crew, the original offer of VERY cheap accomadation, transport to MULL, and the use of a vehicle whilst on the Island, still exists. I wish such offers were on the go when I was a lad !! Please contact Gez or myself ASAP.

ED.

PHOTO PAGE



↑ ROGER CLARK



↑ 'MAD DAN' GREWER'S OPEL ASCONA ON THE  
SCARBOROUGH WEEKEND AUTOTEST CIRCA 1977