

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

No 144

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EDITORIAL

I initially thought that this months issue would be a bit on the thin side, but a sudden influx of articles has changed all that! .B..... typical, when I've 101 jobs on before departing to Mull!

I have been asked to remind all members about the E.G.M. on 19th October 1982, at the Crown Hotel, Boston Spa, and draw your attention to the item for discussion and decision as shown on the first page of last month's magazine. I feel that this is an important subject, and members should make every effort to attend. Come what may, I promise a lively (to say the least) discussion.

The other important date is the following Saturday, 23rd October 1982. The Quip Forest Statges Rally is the most prestigious event ever run by TRACKROD, and, needless to say, plenty of helpers are STILL required. There will be a meeting about the rally after the EGM.

I'll keep it brief, there's plenty of typing (and translation) in all these articles!

John Bean
Editor.

FORTHCOMING EVENTS.

Social Diary.

- | | |
|-------------------|---|
| 10.10.82 | See you all at the Glenforsa, Isle of Mull. |
| 12.10.82 | Noggin, at the Horsforth Club, 209, New Road Side, Horsforth (A 65) Map Ref 104/233375 (200yds City side of the Fleece, other side of road) |
| 19.10.82 | E.G.M. & Forest Stages Rally Meeting, Crown Hotel, Boston Spa NOTE START TIME 7.30PM <u>PROMPT</u> . |
| 26.9.82 | Noggin, Shoulder of Mutton, Kirby Overblow. |
| 2.11.82 | Noggin, Square & Compass, North Ripton. |
| 9.11.82 | Noggin, Old Star Inn, Collingham. |
| 16.11.82 | Indoor Rally, 1st Round of 'Willy-Wonka' cup, At The Horsforth Club, New Road Side, Horsforth. |
| 23.11.82 | Noggin, Crown Hotel, Boston Spa. |
| 30.11.82 | Noggin, Shoulder Of Mutton, Kirby Overblow. |
| 7.12.82 | Noggin, Square & Compass, North Ripton. |
| 17.12.82 (Friday) | XMAS PARTY... Details to Follow. |

Competition Calendar

- 10.10.82 De Lacy MC Lambton Leisure Park, Single Venue Stages Rally. Marshals needed.
- 10.10.82 Wakefield & District MC Autotest (ANCC/Shell League)
- 17.10.82 Otley MC Production Car Trial. TRACKROD INVITED. A round of our PCT Championship.
- 17.10.82 Mablethorpe & D MC Wolds Rally.
- 23.10.82 TRACKROD'S QUIP FOREST STAGES RALLY. (N) (ESSO/BTRDA)
- 23/24. 10.82 C.S.M.A. Highwayman Rally. Starts Leeming Bar. (ANCC) Marshals needed. If you can help, Ring Brian on Horsforth 586107. £150 in Marshals Draw Prizes.
- 30/31.10.82 Alwoodley MC Larkspeed Trophy Rally (ANCC). Starts at Leeming Bar. Last round of the Shell League, TRACKROD entries needed. (Come on, Ken & all) There is a Best Trackrod award worth £25!
- 31.10.82 North Humberside Autotest (ANCC) Map Ref 107/099324.
- 7.11.82 North Midland Autotest. (ANCC)
- 7.11.82 York MC Stages Rally. (Venue n.y.k.)
- 21-25.11.82 RAC Rally. See separate item.
- 4.12.82 Stockport MC Single venue Stages, Oulton Park. ANCC Invited. 30 miles of stages.
- 5.12.82 Airedale & Pennine Single Venue Stages Rally.
- 11/12.12.82 111 MC Stowaway Shovel Rally (ANCC)

RAC RALLY.

TRACKROD's stage once again will be Boltby, to be run in the early hours of Thursday Morning (25th). Those who wish to marshal please contact Ronnie Moore (Chief Marshal) for more details at any club night, ortel Rawden 507780 .

We have also been invited by Alwoodley MC to help on their stage, Bramham Park, to be run twice, on Sunday & Monday 21st & 22nd November. The Sunday run will be the first stage of the rally.

Sign on Sunday Morning by 7.15am LATEST,
Sign On Monday Evening by 4.15pm Latest.

Map Reference for this stage is 105/422-423.

Anyone wishing to Marshal at Bramham please contact Ronnie Moore.

(As an added incentive the charges this year will be £2.50p on the Sunday & £1.50p on the Monday.)

Ronnie Moore.

/3...

NORKIN ALCAN STAGES RALLY 19.9.82.

TRACKROD were asked to run a stage on this event, at Sturgate Airfield, just to the South East of Gainsbrough. The stage was just over a mile long, so fortunately not many marshals were needed.

On the run down Ronnie Moore had a puncture, which was changed in record time. As we turned into the stage, Nigel Drayton's Range Rover was making some funny noises from the engine and blowing smoke out. Eventually we got the stage set up, ready for all the course cars. One of the first cars through was one of the Stewards in a Mk3 Cortina Estate which ended up stuck in a gravel pile on a 90 left at the end of the straight. The result was a bent front valence and wing. A minor adjustment was made at this location so that competitors could see the road more clearly.

We eventually got the competitors $\frac{1}{4}$ hour late due to one stage having not been ready before us. After about 10 cars there was a radio message from Nigel at the mid-stage near to the public road informing us that there was a dumper truck driving down the stage towards the finish. A few minutes later Keith Bowen radioed from the finish to say that it was clear, so off they went again.

Some ten minutes later Nigel once again radioed to stop the stage as a farmer needed to go through with his tractor. This we did for 6 minutes until he had got through. We had no sooner re-started when Keith Bowen announced over the airwaves that a local from the nearby village had driven onto the flying finish in his car and parked in the middle of the track. I stopped the stage and went through to the finish to see what the trouble was. The chap had been woken up by rally cars and spectator traffic passing his house in the village. Eventually, after getting in touch with the organisers, I arranged a re-route from the stage finish and persuaded him to move from the stage, but not without a few words from the lads on the flying finish whom he had nearly knocked down when they tried to stop him from driving onto the stage. The trouble was not over yet as when I returned to the start and was making out an amendment sheet for the re-route, I found Keith Hunn surrounded by angry competitors saying we should cancel the stage. I pointed out that they could argue all day if they wanted to stay where they were all day, so eventually they started to sign the sheet and the stage recommenced.

Our stage was being used twice (stages 11 and 13) and so things became hectic with cars running at 30 second intervals. We managed to get all the cars through with no further stoppages and cleared up the equipment for collection.

The next problem was to tow Nigel's range rover into the village and try and convince the RAC recovery to collect it. Quite a load for an escort estate! We parked up in the village (Upton) by 4.30 pm, leaving Nigel, Mike Ogden, Stuart Marsh and Tony Worrilow to wait for the RAC, which made it a long day out for some.

Thanks to:- Bob Leeming, Alan Sunley, Nigel Drayton, Tony Worrilow, Keith and Andrea Hunn, Elaine Longhorn (and 2 helpers), Keith Bowen (and friend), Stuart Marsh (and 4 radios, one that didn't work) and finally, Mike Ogden with foot pump and RAC membership card.

P.S. And thanks to the other 8 or 10 people who said they would come and didn't.

Ronnie Moore

/4....

Shell League Report

Just 3 rounds remain now in this year's competition and we are presently lying 6th overall. The next round is Sheffield & Hallamshire's PCT, changed at the last minute from the single venue event. The PCT will actually have happened by the time you read this and I am keeping my fingers crossed that someone from Trackrod can actually make the journey and save the day.

The other 2 rounds are Wakefield's autotest, 10th October 1982, when half of Trackrod emigrate to Mull, so once again it is left to Richard Ineson and Ronnie Moore to save face on this event and hopefully, one or two new faces perhaps.

The last round is Alwoodley's Road Rally on 30th October, sponsored by Larkspeed. A good turnout on this last event could save face and perhaps move us up to 4th or 5th? So come on all you Roger Clarks.

There then only remains the SHELL LEAGUE PRESENTATION AND DISCO on 13th November 1982, usually a very good event, so come on everyone tickets are available from John Rennie.

Present Position:-

Ilkley & DMC	1610.36
YSCC	1494.85
Selby MC	1210.89
York MC	981.48
Alwoodley MC	956.16
Trackrod MC	949.22

John Rennie
Shell League Captain

The ANCC 1300 Championship

Well, 5 rounds have been and gone, and we have managed to do 4 of them. The first round was Selby's Three Swans, an excellent event held in Yorkshire on some classic roads with the usual ice and a bit of fog thrown in for good measure. Ronnie Moore was navigator and mechanic on this event. At 3 pm on the Saturday afternoon my newly-acquired 1600cc engine died. At 3.30 pm, I started an engine swap with the aid of Mark Tierney, fortunately my old 1300 was still lying about the garage and intact. Ronnie arrived at 7 pm to find that the engine was just being lowered in and he set to helping. By 8.30 pm we were fired up and ready to go, arriving at the start at 9 pm still putting things together.

The event itself was superb because there were 4 rival crews all seeded together. Chris Cotton was in front of me with Don Muff and John Millington in front of him and being pushed by all were Jez Waters and John Bean. By halfway, Chris Cotton had retired with gearbox problems which left me chasing Don and John. At this point we were about 5th or 6th and going strong,

/5.....

the ice being a definite advantage as power was an embarrassment. We were also nearly 2 minutes in front of Jez and John, with Jez in a somewhat bewildered state at the speeds and times we were achieving. My main rival registered for the 1300 ANCC series was Steve Retchless, who was on home ground, going indecently quick and challenging for overall honours. The second half was even quicker than the first, which gave Jez inspiration and he pulled his two minutes back to beat me by about 10 seconds in the end. (Inspiration? B...ing..more like - Ed). Don Murf managed 3rd overall after some deliberation over a stand and give way where several crews overshot on ice and therefore got a fail. Steve Retchless was one of the unfortunate ones and therefore I picked up the full 10 points.

At this point I was unaware of another competitor who had retired and is now the man to beat - Jez Howarth. As I was to find out on the next round, the Roskirk, which was held over the classic roads of Lancashire and proved to be one of the best rounds. I again took Ronnie Moore and again had a reasonable run, starting at no. 10, we held our own considering we still had the bog-standard 1300. Jez Howarth made his presence known by finishing in the top 5, some 5 or 6 minutes in front of us. We came 13th o/a, so at this stage we were level on points, 19 each, as Jez Howarth got 10 in the Mini Miglia.

The next round was the Ribble, held in much the same area as the Roskirk, using a lot of the same roads. Jez Howarth was starting at no. 14 and I was no. 15. Jez Waters was down in the semi's at no. 40 (pot hunting), so Ronnie and I thought we would be able to keep an eye on Mr. Howarth and hopefully give him a bit of a run for his money. I couldn't have been further from the truth as on the first selective (Gisburn). He took 58 seconds from me despite my new engine, complete with Janspeed Manifold etc. On the second selective we had a couple of wrong slots and I made a mess of turning round at one point becoming wedged between 2 banks, and we lost a further 2 minutes. We wrong slotted again on selective 3 and with no reversing lights again took our time in turning round. On selective 4 everything went wrong. I suddenly found that we were flat out and couldn't slow down. The carb had jammed open, sudden panic!! I quickly went for the key and used that to drive which was hairy to say the least, whilst trying to find out from Ronnie how much further there was to go. The selective turned out to be a long one with 3 controls so I decided to stop at the next junction and rectify the fault. It turned out to be the linkage that had fallen off and unfortunately part of it was missing. We managed a temporary repair and set off again having lost a good 10 minutes and unfortunately, we only had the second choke which slowed us even further. Luckily, it was the half-way halt next and there would be time for further repairs or so I thought (wrong!). We were only 1 minute from OTL and so all we could do was make the temporary repair more permanent and off we shot. Meanwhile, Jez and John were making the most of their seeding and leading the Semi's. Ronnie and I carried on and found that we were not too far from the pace and in some cases actually pushing cars in front. Ronnie, however, was not having one of his better nights, and missed a control on a triangle, so by the end of the event, we had not fared very well but had picked up more points which was the main thing.

Jez and John on the other hand picked up a wall and promptly retired, making quite a mess and giving themselves a lot to do before the Coleman Tyres rally the following week. Jez Howarth had another incredible result and finished second overall.

The Coleman Tyres was the next event and for this one Rod Parkin got his overalls out of moth balls and dusted off his potty, as Ronnie Moore was committed with another driver. This time I thought we might stand a chance against Mr. Howarth, being on home ground and all that. What rubbish. Two overshoots on the first selective due to trying too hard on home ground and then to cap it all, just before halfway we bottomed out going onto a white, broke an engine mount, bent the steering and also the crossmember. The car handled like a pig from there on. Jez Howarth was running behind me and I half expected him to pass. Don Muff was also out again, also behind and chasing hard. Jez Waters, however, after a last minute rush was late to the start and not allowed to start. Steve Retchless was also out again, along with the Motoring News 1300 contenders. At halfway, we were 2nd 1300 behind, you guessed it, Jez Howarth, but with the handling as it was we slowed in the second half and towards the end slowed even further with the oil light flashing and smoke pouring out of the back and going round corners. We limped in to finish another round. Jez Howarth took maximum points and Steve Retchless took 9. We managed 8 and 26th o/a. Positions at the halfway stage of the Championship showed Jez Howarth 1st in the 1300 Championship and 2nd in the Open Category, with myself 2nd in the 1300 Championship and 5th o/a. Jez Waters was unfortunately down but hopefully not out.

My next event is Mull with a new car and no Jez Howarth, so fingers are crossed for a good result and to get back in there fighting.

John Rennie

Trackrod Motor Club Ltd - Hunters Trophy Treasure Hunt Championship

Final Round - Sunday 26th Sept. 1982

To say this final round of the championship was a wash out, would be an understatement. For the first 40 minutes of the event it absolutely bounced it down, then the weather cleared and it was a beautiful afternoon. Now the bad news, only 4 cars turned up, regulars Team Crabs 82, Team Black Label, Team Steggles (who non-started due to car trouble) and new team, Team $\frac{1}{2}$ Pint (Jonathan North and Corine Pitts). To avoid disappointment, Steggles and $\frac{1}{2}$ Pint teamed up together in Corine's 1275GT, so officially only 3 teams competed. Out of 17 crews who have contested the Championship this year, this was very distressing to say the least. THIS IS YOUR CLUB YOU KNOW.

On to better things. The route left Tadcaster and meandered round the myriad of lanes in that triangle of land between the A64, the Ouse and the wharfe. Crews were told maps were not necessary and the route card told them to ignore no-through roads, despite the map warning, two crews tried to plot the route on o/s map and came to grief in the complex of roads around Acaster Malbis. One NTR does not bear a sign, so it appeared on the route card,

this caused the local knowledge of Crabs and map work of Black Label to arrive at Acaaster Malis 1 junction too early. Both crews attempted to turn right at a junction where they should have gone straight on, several times. Yours truly, in the GB van (hiding in the bushes), was entertained greatly here, will explain shortly. Team $\frac{1}{2}$ pint, not using a map, plodded on following the directions and were surprised when they passed the BG van from a totally different direction and disappeared down the road, the other two were scratching their heads. The answer was simple, a cunning figure of eight loop in the route. It is very picturesque in this area, with occasional glimpses of the river and boats, and the blue sky and sunshine made the last half of the route a most enjoyable afternoon. It was tea time as the three crews arrived at a packed Happy Eater for the finish, all were sorry that more had not turned out to enjoy the fun and make a better competition.

Results

<u>Team</u>	<u>Pts.</u>	<u>Position</u>	<u>C'ship Pts.</u>
Team $\frac{1}{2}$ Pint	149	3	16
Black Label	164	2	21
Crabs 82	208	1	27

Organisers. Team Taddy Bootleggers.

Hunters Trophy Treasure Hunt Championship - Final Position

<u>Team</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Rd 4</u>	<u>Rd 5</u>	<u>Total</u>	<u>Position</u>
*Taddy Bootleggers	0	27	27	21	0	75	=1
*Crabs 82	21	0	21	27	27	75	=1
*Black Label	27	0	0	16	21	64	3
*Bitza	21	16	16	0	0	53	4
*Dixon	12	0	12	12	0	36	5
Shuestring	7	21	0	0	0	28	6
*Nutter	3	7	7	6	0	20	7
Mini Watson	0	12	0	7	0	19	8
Backtrackers	9	9	0	0	0	18	=9
Whitlock	0	0	9	9	0	18	=9
Half Pint	0	0	0	0	16	16	11
Robson (York)	5	0	5	0	0	10	12
Falklands	7	0	0	0	0	7	13
Steggles	0	6	0	0	0	6	=14
Roundhill	0	0	6	0	0	6	=14
Yes	0	0	0	5	0	5	16
R.R.	4	0	0	0	0	4	17
Yak Rolling	2	0	0	0	0	2	18

* Denotes teams who have completed 3 or more rounds, thus three best scores count towards the final position.

/B.....

Well, there we have it, an unprecedented position of a tie for 1st place. Had someone else organised the final round and the Taddy shower competed, it may well have been a different outcome, who knows. For the third year running Taddy Bootleggers have not been beaten, but they have been equalled by arch rivals Crabs 82. Both names will go onto the trophy and each will hold it for 6 months, will they be beaten next year, come on you lot, you can do it.

To all you teams who have taken part this year, well done, and thank you for your support, we wish you better success next year. To all the organisers, a special thank you for your efforts and look forward to your support in the future. Once again to you all, THANK YOU.

John Westmoreland TADDY BOOTLEGGERS RULE OK

HUNTERS TROPHY 1983

During the course of 1982 many people have said to me that it is quite an expensive evening doing a round of the championship, with petrol and entry fee, I agree. It has always been the custom to give prizes at the end of each round to the first 3 places, thus an entry fee is necessary. For 1983 I propose to alter this, firstly to cut down competitors' costs and secondly to encourage you to take part more often. A small fee must be charged, say 50p per car, as the organiser does encounter expenses, and it is not fair that he should be out of pocket for our pleasure. But this would mean stopping giving prizes per round with only the Trophy at the end for the winner. Hopefully, there would be sufficient residue after organisers' expenses to go into Club funds, whereby a "runners-up" award to second in the championship could be given.

I would be very pleased to hear your comments with regard to this, or possibly an alternative idea, before next season.

John Westmoreland.

The Sunday Treasure Hunt?

On behalf of the other 2 cars (yes, there were only 3!) who bothered to turn up for the Sunday afternoon family treasure hunt, we would like to thank John Westmoreland for organising the event.

This treasure hunt was supposed to be for all the family, with straightforward clues, simple directions (we got lost, it was a bit confusing) and collectable treasure. So where were you all?

Finally, our team would also like to thank John for running the championship again, and for organising 2 of the 5 hunts.

Many thanks from CRABS 82

P.S. The name CRABS comes from the initials of our team.

TROPHY POINTS 1982

Marshal Trophy

K. Hunn	55
A. Hunn	55
E. Longhorn	45
R. Leeming	35
M. Holmes	30
D. Lee	25
R. Mackinnon	20

Service Crew

N. Gledhill	30
A. Sungreley	30
K. Bowen	30
G. Draper	25
I. Glendenning	15
N. Duckett	10
M. Armitage	5

Shell League Trophy

J. Renny	254.7
R. Moore	178.9
R.F. Ineson	136.6
A. Munnis	98.9
S. Muscroft	98.3
A. Makwinski	98.3

Rally & Speed Autotest Trophy

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

Off Road Events Trophy

R. Mackinnon	620.9
R. Moore	194.1
R. Ineson	120.0
J. Renny	93.3
A. Roddy	71.6
Watson	23.1
H. Mantle	15.0

Ladies Challenge Cup

J. Ashford	8
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ANCC Rally Driver

J. Renny	299.5	4	events
G. Waters	141.6	4	"
P. Jordan	104.3	3	"
I. Gurnett	30.1	1	"

ANCC Rally Navigator

R. Moore	299.5	4	evts.
A. Munnis	200.2	3	"
J. Bean	141.6	4	"
P. Crompton	104.3	3	"
R. Parkin	63.3	1	"

FSB Rally Driver

J. Renny	33	5	events
S. Muscroft	29	3	"
P. Jordan	26	4	"
D. Turnbull	25	5	"
G. Waters	22	4	"
K. Goodall	19	1	"

FSB Rally Navigator

N. Gledhill	33	2	national events
A. Munnis	32	3	events
A. Makwinski	29	3	"
R. Moore	28	4	"
P. Crompton	27	4	"
G. Kellett	25	5	"
J. Bean	22	4	"

S/V Stages Rally Driver

S. Roundhill	122.0	2	events
D. Turnbull	113.3	2	"
D. Ashford	101.7	2	"
A. Hanson	87.0	3	"
D. Marshal	31.8	2	"
D. Harrison	3.0	1	"

S & M Lloyd Stage Rally Driver

D. Harrison	167.6	4	events
D. Turnbull	115.3	2	"
A. Hanson	57.0	1	"
S. Muscroft	53.0	1	"

Stage Co-Driver

G. Kellett	229.6	4	events
P. Pease	185.9	4	"
G. Ellingworth	122.0	SV	only
Mrs Ashford	101.7	"	"
G. Whittaker	93.0	1	evt.
A. Makwinski	53.0	1	"
P. Noon	50.1	3	"

All Round Lady

A. Hunn	85
E. Longhorn	70
J. Lee	45
J. Limber	30
J. Thompson	25
P. Gurnett	15

All Round Club Member

R. Moore	130
J. Westmoreland	110
K. Hunn	100
D. Lee	90
A. Hunn	85
R. Leeming	65
G. Staggle	60
G.A. Watson	55
R. Parkin	55

SPY 44 Trophy

No one as yet has qualified.

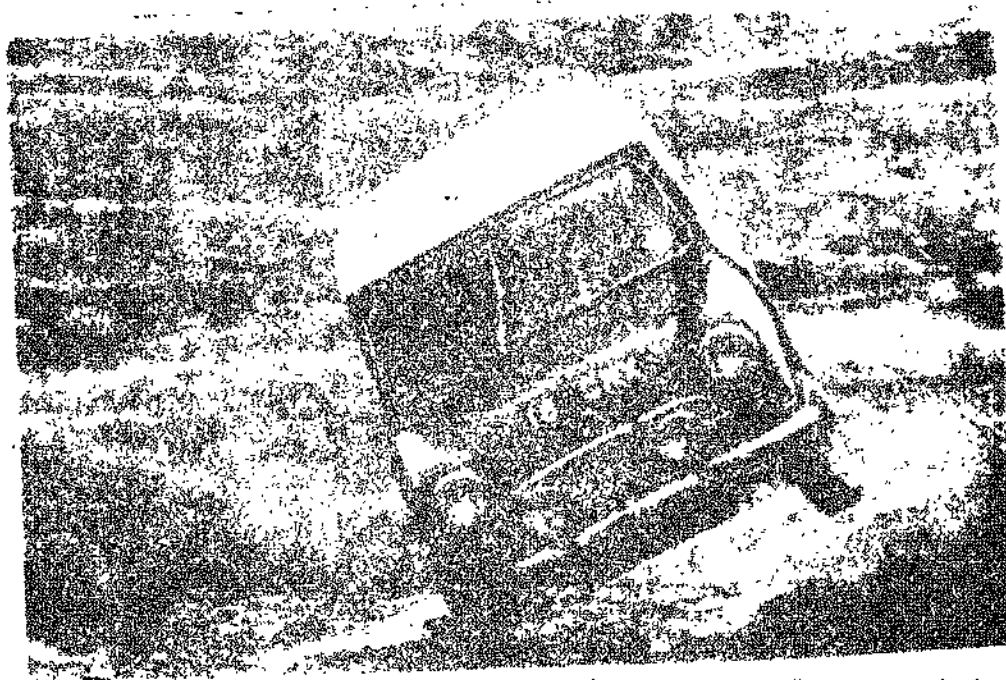
PCT Trophy

Otley Motor Club's event will count for this trophy (17.10.82)

PHOTO PAGE



↑ TIM RIDDAN'S MINOR 1000 ON A SLACKBOUGH WEEKEND RALLY IN THE LATE 70'S



↑ "TINY FALL 'DESTRUCTION TESTING' A WORKS COOPER 'S' - SOMEWHERE IN WALES