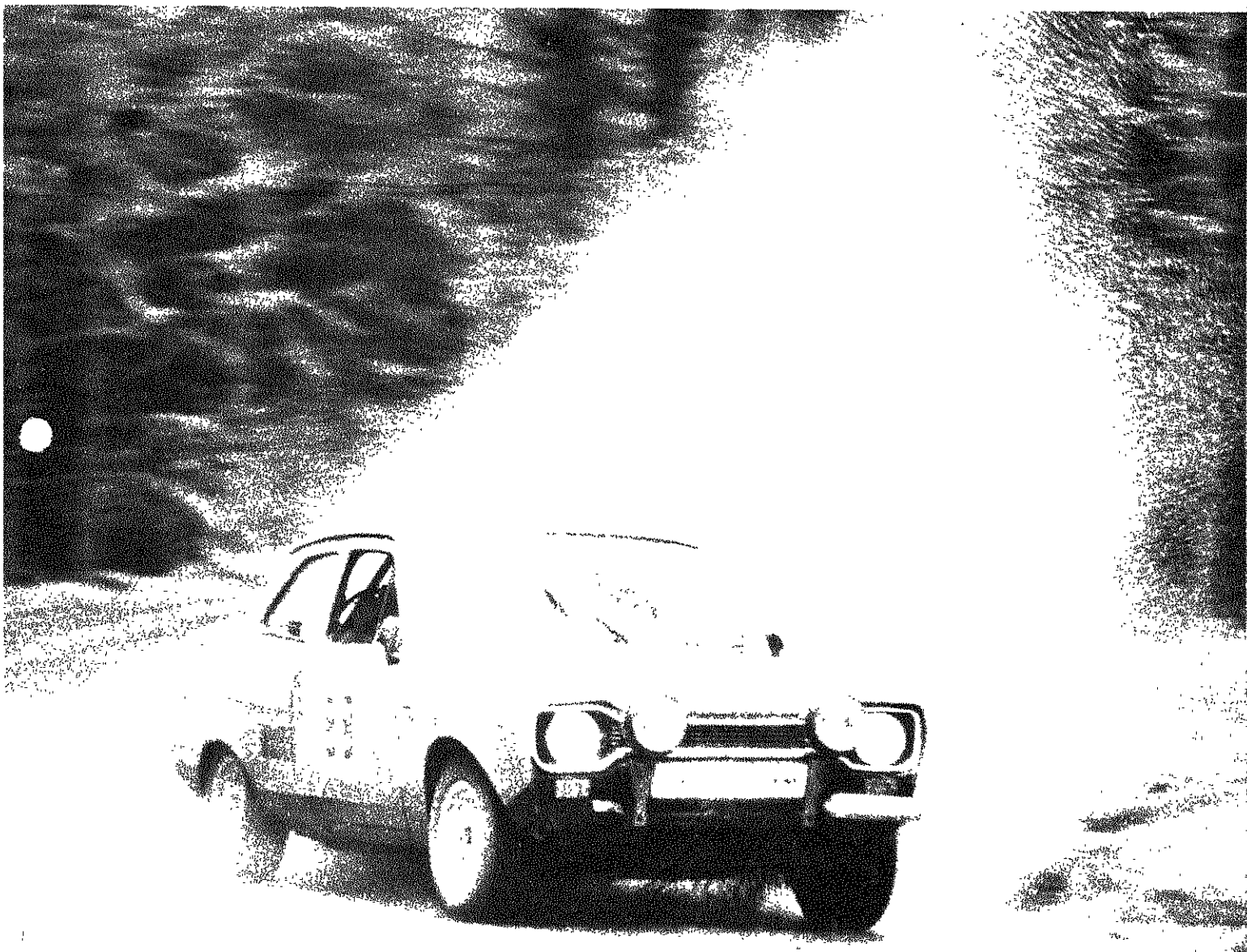


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MOTOR CLUB LIMITED

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NOVEMBER 1982

EDITORIAL

Firstly, The Apologies !! This issue appears a week late, and is due to two major problems : one is that Anne, who assists considerably with the typing etc is unfortunately detained in Hyde Terrace Hospital. (Awaiting the birth of our second.), and secondly (As if that wasn't enough) the covers were not available until the last minute. The two things together meant that the magazine could not make the publication date. Never mind, better late than never!

An other apology was due to a late change of venue from the Square & Compass on the 2nd November. Many of you may have noticed that we have not been made as welcome at the 'Square' as in days gone by, and a decision had to be made about the annual dinner/dance which we had provisionally booked there. This has now been re-arranged at the Parkway, Otley Road, Leeds 16. Our earstwhile Secretary duly informed the 'Square' of our decision by letter, and didn't pull his punches about the reasons. Unfortunately, the letter would have arrived just before we were due to visit for a noggin - needless to say, a hasty change of venue was arranged!

Onto better things. Our premiere event, the Quip Forest Stages Rally, passed by very smoothly the other weekend. The entry was, as expected, under-subscribed, and this years event will make a small loss. However, as the result of 'good housekeeping' in previous years this loss will be minimised, and will not effect either club funds or the future running of the event. The rally itself was full of incident, with several severe 'offs', not to mention the odd panic over a dead body!! We did loose one stage, the first in the history of the rally, to one of the more spectacular feats of destruction, but a complement to our efficiency can be seen in the letters column of Motoring News of 3rd November. Hopefully a fuller report next month.

Other Rallies in the busy month of October included the Tour of Mull, The Highwayman, and the Larkspeed Trophy (Nee Pennine). Each had its fair measure of success for the Club. Mull had 5 TRACKROD entries, an improvement over previous years, and 4 of them made it to the finish, quite an achievement considering the high (Suicidal) rate of attrition on this years event. Ken Goodall showed what the game is all about, by venturing out for only the second time in three years and finishing 4th on the Highwayman, in his near-standard RS 2000. The Larkspeed Trophy is the final round of the Shell League, and I believe a good team effort has pulled us up a place or two in the final positions. On a sad note, however, a well known car, LMB 6 L, finally met its end, in Dave Turnbull's hands, with a goodly off, his navigator, Graham Kellett recieving head injuries to boot. Fortunately Graham was released after a day in hospital, and when seen the following Tuesday appeared fit & well again, although no doubt still shaken. My commiserations to both, especially after Dave had rebuilt the engine after Mull to obtain an excellant result on the Promenade Stages (See seperate report)

Finally, a note to all members, and first the GOOD news. At the EGM on 19.10.82 it was decided that membership fees for 1983 would stay at their present level. (£5 individual, £7 Husband/Wife). The BAD news is that Mike Ogden is now taking renewals, all you need is the necessary folding stuff and your old membership card. Contact Mike at any clubnight, or write to his H/a. (Details on cover).

John Bean.
Editor.

Cover Picture.

How to make a splash! Gez Waters and yours truly in Fishnish Bay, Mull '81. (Photo : SPR 3 Productions)

Once again, a plea for the loan of your photos, Black & White Preferred. Boost your ego with an action shot, of or by yourselves! You never know, that blank cover is not far away!!

Ed.

FORTHCOMING EVENTS.

Social Diary

- 16.11.82 Indoor Rally, Round 1, at the Horsforth Club, New Road Side, Horsforth. Organised by Graham Steggle & friend, Map 99 required.
- 23.11.82 Noggin, Crown Hotel, Boston Spa.
- 30.11.82 Noggin, Shoulder of Mutton, Kirby Overblow.
- 7.12.82 Noggin, Crown Hotel, Boston Spa.
- 14.12.82 Noggin, at the Old Starr Inn, Collingham.
- 17.12.82 (Friday) TRACKROD XMAS PARTY, at the Lower Wortley Community Assn. Hall, Opposite Ringways, Ring Road, Leeds 12. Disco & BAR EXTENSION arranged, lots of fun in store. Tickets available soon, see next months issue for more info.
- 21.12.82 To Be ARRANGED.
- 28.12.82 Noggin, at the Shoulder of Mutton, Kirby Overblow. Show off your xmas pressies !!
- 4.1.83 Noggin, Crown Hotel, Boston Spa.
- 28.1.83 ANNUAL DINNER/DANCE, to be held at the Parkway Hotel, Otley Road, Leeds 16. Tickets soon to be available from Keith Bowen & Rod Parkin. Price TBA.

Competition Calendar

- 21-25.11.82 RAC Rally (Int) See separate item.
- 27/28.11.82 Hall Trophy Rally, Clitheroe & Dist. MC ANCC. Maps 97,98 & 103.
- 4.12.82 StockportMC Single venue stages Rally, Oulton Park. 30 miles of stages. We are an invited club.
- 5.12.82 Airedale & Pennine M/C Single venue Stages Rally.
- 11/12.12.82 111MC Stowaway Shovel Road Rally. (ANCC?)

RAC RALLY 1982.

Once again we are running Boltby Forest. This year it is on the last loop of the rally, early Thursday Morning. Marshals sign on at Map Ref 100/502 1/2 871 1/2, no later than 11PM WEDNESDAY. If you can attend, let Ronnie Moore, Rod Parkin, or John Richardson know.

In addition to our own stage, we are officially assisting Alwoodley with the running of the Bramham Park Stage. This venue will be used twice, Sunday & Monday. The Signing-on point is Map Ref 105/422-423, by 7.15am Sunday, or 4.15pm Monday. Come early & beat the rush, Bramham will resemble Wembley on cup final day, particularly on the Sunday when it is the first stage of the Rally!

Ronnie Moore.

QUIP FOREST STAGES RALLY 23RD OCTOBER 1982.

I would like to thank all Trackrod members and friends for their help on the Forest Rally. Without your help the event would not have run so well. No matter how big or small your job was on the rally, you all did a fine job. I would just like to thank you all very much and hope to see you all again next year.

On Behalf of the Organisers,
Ronnie Moore.
Chief Marshal.

ELCAR - A NOVICES VIEW OF MARSHALLING.

As we are new to marshalling I thought this might be of interest to other new members and help them take the plunge., and have a go.

We arrived at the Lookout tower in the middle of Dalby Forest around 10.30am, having first picked up Rob Buchan (His car had been dented), and depositing our two children on a poor unsuspecting Aunt. (luckily I come from Thornto - le-Dale). Everyone else had already arrived except Ronnie Moore, once we all agreed he wasn't important anyway we settled down to the more vital business of coffee. When he arrived it was decided that as we had no idea what we were doing Alan & I had better stay with Rob, Chris & Steve (Sanderson), as they were the experts. Everyone else was laughing at this, but we had faith in these three fellas !!

Chris & Steve were to man the radio and we three would be controlling entry to the far end of the service area. We set off in our cars, ours by the way was also a little ill so we had borrowed my brothers Honda Civic, which was to become known affectionately as the Tonka Toy.

Having been pre warned how exciting it would be I had brought a book with me, but reading a sexy book in the middle of Dalby in the mud & rain with these four fellas seemed a bit of a waste so I didn't bother. After a few hours of intense excitement and loads of activity we decided there was enough of us to cope so Chris and I went for a walk to see some of the rally. Good idea thought I, if only we'd gone the right way, still, it was a pleasant run. No, that's not a typing error (As if - ED) for anyone who knows Chris, he is 6 foot plus, and I am 5 foot plus nothing, and when I say I was running believe me, I was running. On our return Chris and Alan set off down another road, after all, we could hear them, so we knew they were in there somewhere. I was by now leant against the tonka having a quiet heart attack.

Eventually they returned having watched some spectacular rallying, Chris explaining everything to Alan as they went along. Rob, Steve and I set off to see some of this action, we walked down the stage with me being flung up the banking every few minutes as the cars flew past. When we finally reached the right hand bend where it opened out to give a good view of the cars flying down the long straight we noticed a somewhat lack of cars, then an ambulance hurtling by. (I thought he should have won). Rob said he wasn't in the rally, there had been an accident. We waited and waited, then set off back, Steve saying it could be held up a while yet. It wasn't, though, it restarted just as we headed for the start line!

On our return to the cars it began to rain heavily. Alan & Chris were nicely dry, listening to the radio in Chris's car and had heard all about the crash. They were sorry we hadn't seen anything and got wet!!

To be serious for a moment, Alan and myself really enjoyed the whole day and whilst by comparison it was an uneventful area to marshal, we had a great day.

So, for all their funloving help, thanks fellas, to Rob Buchan, Chris & Steve Sanderson.

Caroline & Alan Nutter.

WALLASEY M.C. PROMENADE SINGLE VENUE STAGES.

5.30am on Saturday 23rd October 1982 saw 2 Trackrod Crews leaving for the distant shores of New Brighton, those being Dave Turnbull/Graham Kallett, and Steve Roundhill/Steve Grant, the latter making his return to the hot seat after a 3 year lay-off.

Heavy fog was in evidence so it looked like a long trek, how right can you be? Only 400 yards onto the M62, Steve's fanbelt broke. Does the well equipped Rallyman have a spare? No Chance! After two trips by Dave to the nearest garage (wrong belt first time), we finally got underway.

Arriving on Merseyside we were treated to a tour of Wallasey thanks to yours truly wrong-plotting the noise check (Well, it has been a long time since romer touched map). Eventually it was found and then we proceeded to scruteneering. (It was arrowed from noise). Whilst being firm, the RAC scruteneers also offered useful information and advice on ways of improving the car. Signing-on was a bit of a task as Steve's entry had been a last minute job with a phone call on Thursday night and nobody seemed to know who had the authority to back-up the phone call. Eventually all was sorted out and we were given our finals and stage diagrams.

These showed 11 stages of 100% pure tarmac, taking in 6 roundabouts with a split on all stages but the last.

At No 1 was D.Simpson/D.Fisher (Sunbeam Cosworth), No 2 M.Moore/M.Elliott (JR7V8), so, barring accidents, everyone else was fighting for third place.

Stage 1 saw Simpson go straight on over the first roundabout, cracking a wheel in the process and losing an estimated 30 seconds, with Dave & Graham 3rd fastest. Unfortunately for us we virtually ground to a stop on the back straight, just managing to trickle over the flying finish line. The problem was thought to be one of fuel starvation, so we jumped out of the car to fix it. Wrong! Ever tried jumping out of a car with helmet and intercom still on?.

Desperately trying to repair the thing we were doomed to miss stages 2,3 & 4. The fault finally being traced to a broken pin in

the distributor driveshaft. This was replaced at a cost of 6 pence from a local garage. In the meantime Dave & Graham were going extremely well, taking 5th, 4th & 6th fastest times respectively.

Stage 5 after lunch saw our return, and boy, were we going to enjoy what was left of the day, leaving D & G to uphold the Trackrod honour. The next 5 stages saw them take another 3rd fastest, and never lower than 7th. They had, however, dropped behind car 17 who had become their arch rival, after borrowing some slicks from a retired crew, leaving D & G to fight on using their goodyear kojaks.

With only 2 stages left and few seconds between him & car 17 for 4th o/a Dave decided it was time for the brains to be thrown out of the window, Graham thinking he'd already done this on stage 1. The outcome? - loosing 3 seconds to car 17 on stage 10 and equal on stage 11.

The rally finished at 5.30pm, and everyone went to the finish venue for a well-earned pint to await the results. These were announced provisionally at 6pm and final at 6.30pm, immediately followed by the prizegiving. Dave & Graham were pleasantly surprised to find they had come 4th o/a and 1st in the big engine class, beating car 17 by 1 second.

Results :-

1st Moore/Elliott TR7V8
 2nd Simpson/Risher Sunbeam Cosworth
 3rd Langley/ Langley Escort BDA
 4th Turnbull / Kellett Escort RS.2000
 5th Kennaugh/ Wilson Escort RS 2000.

Steve Grant.

TROPHY POINTS 1982.

Shell league Trophy

J. Renny.	285.3
R Moore.	209.5
R. Mackinnon.	186.6
S. Muscroft	152.0
A. Mekwinski	152.0
r. Ineson	136.6

Off-Road Trophy

R. Mackinnon	829.9
R. Moore	194.2
R. Ineson	120.0
J. Renny	93.3
A. Roddy	71.6
A. Watson	23.1
W. Mantle	13.0

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	S/V only
Mrs Ashford	101.7	"
G. Whittaker	93.0	1 Event
A. Mekwinski	53.0	1 "
P. Noon	50.1	1 "

Rally & Speed Shop Autotest Trophy

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

Ladies Challenge Cup

J. Ashford	8
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Service Crew Trophy.

K. Bowen	35
A. Sunley	30
N. Gledhill	30
G. Draper	25
I. Glendenning	15
N. Duckett	10
M. Armitage	5

Marshal Trophy.

K. Hunn	70
A. Hunn	70
E. Longhorn	60
R. Leeming	45
S. Marsh	35
M. Holmes	30
D. Lee	30

Spy 44 Trophy.

J. Renny	339.7
R. Moore	335.5

All-Round Lady Member

A. Hunn	105
E. Longhorn	95
J. Lee	55
J. Thompson	30
J. Tumber	30
P. Gurnett	20

All-Round Club Member

R. Moore	155
J. Westmoreland	140
K. Hunn	125
D. Lee	110
A. Hunn	105
R. Leeming	100
E. Longhorn	95
R. Parkin	80
C. Sanderson	80

R. Moore
Trophy Points Sec.

ANCC Rally Driver

J. Renny	330.1	5	Events
G. Waters	187.6	5	"
P. Jordan	104.3	3	"
M. Brown	98.3	1	"
I. Gurnett	90.3	2	"
S. Muscroft	53.7	1	"

ANCC Rally Navigator

R. Moore	269.8	5	Events
A. Munnis	200.2	3	"
J. D. Bean	141.6	4	"
P. Crompton	104.3	3	"
R. Mackinnon	98.3	1	"
J. Coulthard	90.3	2	"

FSB Rally Driver

J. Renny	38	6	Events
S. Muscroft	34	4	"
D. Turnbull	28	6	"
G. Waters	27	5	"
P. Jordan	26	4	"
K. Goodall	19	1	"

FSB Rally Navigator

A. Mekwinski	34	4	Events
R. Moore	33	5	"
N. Gledhill	33	2	Nationals.
A. Munnis	32	3	Events
G. Kellett	28	6	"
J. Bean 2	22	4	"

Single Venue Stage Rally Driver.

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

PCT Trophy.

No results for Otley PCT as yet,
if any member has any, please let
me know.