

TRACKROD

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MAY 1983

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TRACKROD MOTOR CLUB LTD

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TRACKROD MAGAZINE

No. 151

MAY 1983

Editorial

This month's issue sees a few more articles, including one received from a colleague who wishes to remain anonymous - read it and you'll see why! Obviously, the fact that we are once again running events helps to swell these pages a little, so read all about the latest Autotest from three differing points of view.

I notice we have got off to a better start in the Shell League than for some years - please keep it up, as I have said before success in this competition can have some very beneficial financial results:

Please keep the photos coming, black and white preferred.

John Bean
Editor

Chairman's Chat

Well - we seem to have started to reverse the trend of lack of events by running the recent ANCC Shell League Autotest. An excellent venue at Wellington Street with 52 entries and although I was involved in the organisation and may be biased, I reckon it ran very well and was enjoyed by all. Dave Turnbull must take most of the credit, however, but my thanks to all who helped to make the day a success.

Dave Marshall has taken over as Equipment Officer so if anyone has ANY EQUIPMENT (including fluorescent jackets!:) please take this opportunity to return it because Dave is about to make an Inventory of all the equipment we have. May I also take this opportunity to thank Derek Lee for his work as the previous Equipment Officer.

There seems to be a tendency at the moment to 'knock' organising a National Stage Rally - let's have a look at some of the plus points:-

1. Membership involvement before and certainly on the day - after all being a member of a club isn't just about competing.
2. Keeping motor sport alive - someone has to do it and hopefully some of our members just might make the 'big time'.
3. Addition to club funds - lots of equipment has been bought and we have enough money to 'ride the storm' of the current recession.

Having said all that we must run many, many other smaller events and I hope with your Committee's leadership and all our enthusiasm we shall do just that.

Rod Parkin
Chairman

Forthcoming Events

Social Diary

- 10.5.83 Noggin, Horsforth Club, New Road Side, Horsforth.
17.5.83 Noggin, Beehive, Thorner (Private Room).
24.5.83 Noggin, Old Starr, Collingham. + Treasure Hunt. (See P.4)
31.5.83 Noggin, Shoulder of Mutton, Kirby Overblow.
7.6.83 Noggin, Crown, Boston Spa.
14.6.83 Club Night P.C.T., venue TBA, but afterwards at the
Wharfedale, Arthington.
21.6.83 ~~XXX~~ Round of the Hunters Trophy, Treasure Hunt.
Start T.B.A.
Finish at the Wharfedale, Arthington.
28.6.83 Noggin, Shoulder of Mutton, Kirby Overblow.
5.7.83 Noggin, Crown, Boston Spa.

Social Events

- 13.6.83 A visit has been organised to Alastair Naylor & Co.,
(Monday) Shipley, the well-known firm of M.G. Car restorers.
The visit is from 7.15 p.m. to approx 9.15 p.m., and
free of charge. For further details and to get an idea
of numbers, please see Caroline Nutter, any club night.
9.7.83 BAR-B-QUE AND DISCO, Walton Village Hall (Near Thorpe
Arch). An evening with a country and western flavour,
tickets available seen from Caroline Nutter. There
will be a FREE raffle, so the price of £3.50 (food
inclusive) looks about right!

Competition Calendar

- 8.5.83 Slaithwaite MC Single Venue Stages, Lindholme Aerodrome,
Nr. Finningley. TRACKRUD invited.
8.5.83 Airedale & Pennine MC Autotest (Shell League).
8.5.83 Sheffield & Hallamshire MC Autotest (ANCC).
15.5.83 Rippon MSC PCT (ANCC).
22.5.83 Porchers MC Uniband Stages Rally (Maps 121,122,130).
22.5.83 YSCC Horsfall Autotest, Bingley Car Park (ANCC) TRACKRUD
invited.
5.6.83 YSCC Hill Climo (Shell League (R)
5.6.83 Slaithwaite MC Autotest (ANCC)
12.6.83 Glossop MC PCT (ANCC).
14.6.83 TRACKRUD MC Club night PCT.
18/19.6.83 Leeds Motor Club Midnight Rally. Maps 99,100,105,106.
TRACKRUD INVITED.
25/26.6.83 Shipley MC White Rose Rally (Shell League) (R).
Marshals wanted, £2 for each control. Phone Gordon or
Roger Weldon 0274 585979.
26.6.83 TRACKRUD MC June Jesters Autotest (MC/BTRDA).

- 10.7.83 Airedale & Pennine MC Autotest (RAC/BTRDA/ANCC).
- 17.7.83 Ilkley DMC PCT (Shell League).
- 24.7.83 Ripon MC Autotest (Shell League).
- 31.7.83 Shipley MC Autotest (ANCC).
- 30/31.7.83 TRACKROD MC Lookout Rally.
Maps 104,105. Regs out soon.
- 7.8.83 York MC Autotest (Shell League).

"Willie Wonka" Indoor Rally Championship

Final Round - 12.4.83

This final round, organised by Team Sanderson (brothers Steve and Chris) and held at the Horsforth Club, was all that was expected. The route put on by Steve and Chris was an excellent finish to the Championship, quick and clean with just the right amount of difficulty to make you sweat to finish on time.

As predicted in last month's magazine, it was a close fought finish with the experts not having it all their own way. Last month's surprise victors really blew it this time by producing a "1 inch" map, Bird Brains once again lived up to their name, it beats me how these two navigators ever get their drivers round a road rally. White Rankers got it perfectly correct to romp away with a clear win by 15 points from 2nd place Champs, WR lifting themselves to a very close 3rd place in the championship and depriving Champs of overall victory. The "crafty old buggers" in Oscar Tango 90 blasted off to a very rapid start, but it became obvious to them that WR were doing the necessary damage to Champs to assure OT90 overall victory (AT LAST) so they "backed off" to save their energy.

One new team appeared on this final round, that of Caroline Nutter and Rob Buchan, and did not disgrace themselves, beating two far more experienced crews, well done to you both.

Once again, well done to Stephen and Christopher Sanderson for an absolutely top rate event that sorted it all out.

Round 5 Results

<u>Position</u>	<u>Team</u>	<u>Score</u>	<u>C'ship Points</u>
1	White Rankers	103	27
2	Champs	88	21
3	Oscar Tango 90	85	16
4	Papa Sierra	76	12
5	Nutter/Latimer	74	9
6	Steggles/Smyth	60	7
7	Nutter/Buchan	49	6
8	Bird Brains	46	5
9	Goodall/Tempest	44	4

Championship Position Final

* Teams marked thus, have completed 3 or more rounds, and their 3 BEST SCORES only count.

<u>Pos.</u>	<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>
*1	Oscar Tango 90	12	27	27	0	16	70
*2	Champs	27	16	0	16	21	64
*3	White Rankers	9	21	6	0	27	57
*4=	Sanderson	9	12	16	21	0	49
*4=	Papa Sierra	6	0	21	16	12	49
*6	Goodall/Tempest	0	9	5	27	4	41
*7	Backtrackers	21	7	7	0	0	35
*8	Bird Brains	16	6	9	7	5	32
*9	Nutter/Latimer	0	0	12	0	9	30
*10	Steggles/Smuth	0	0	4	12	7	23
11	Nutter/Buchan	0	0	0	0	6	6
12	Whitlock	5	0	0	0	0	5
13	Watson/Ingham	4	0	0	0	0	4

"Willie Wonka Trophy" Winners 1982/3 Championship Oscar Tango 90

Well that's it for another year, O.T. 90 have done it at last after three years of second place. Who will be next year's champions, I forecast an even harder fought series as many teams are gaining in experience and expertise. Let's be honest, if you can read a map, plot a rally route, then you can win, it's only a matter of how quickly and accurately you can do it. For any up and coming navigators, and indeed experienced ones, this is an ideal way to improve your performance, but more important, you become familiar with your maps and area. So come on, let's have a real cracker for 1983/4 Championship.

To ALL competitors, well done, keep up the good work and thank you all for your support. let's see you at the top next year.

To ALL ORGANISERS a special thank you for your efforts, without you, the championship cannot run.

NAMES PLEASE FOR NEXT YEAR.

John Westmoreland

Hunters Trophy Treasure Hunt Championship 1983

Round 1

May 24th 1983. Organiser Taddy Bootleggers (Champs 81 and 82).

Start: Britannia Car Park, Tadcaster 6.30 to 7.30 p.m.

Finish: Od Starr, Collingham. NO MAPS REQUIRED.

ORGANISERS REQUIRED.

John Westmoreland

/5....

Shell League

The story so far.

The first round as usual this year was Selby's Three Swans Rally, and the week leading up to the event had everyone wondering if we were going to have a dry mild event. But with uncanny regularity, Saturday dawned with a clear sky and the promise of a very hard frost.

We managed a team of 4, so things looked good. With Ken Goodall making a timely return he lead our team away. Yours truly was next with the unlucky seeding of no. 13, our trouble as usual starting before we even set off with a burnt out valve. M. Brown was next with R. Mackinnon, rounded off with M. Thornton and J. McNichol, also making a timely return. All, except Ken, were in 1300's. The route looked good as usual and the organisation was good. Unfortunately, we got a W.D. very early on but carried on in hope and for the points, not to mention for the hell of it, only to have another valve burn out a few miles further on. But we didn't seem to be losing too much time due to it, so again we carried on regardless. Ken had made a steady start and was waiting to pounce as A. Larkin led at half way, when he got caught out on some ice and ended up wrong way up by a telegraph pole. Also finding things a little difficult were M. Thornton and J. McNichol, who had picked up a fail on a very unpopular triangle.

The second half supplied the usual fog, which at the same time supplied grip on the road, most uncanny! But we discovered that at 7,000 rpm we didn't miss the valve and even caught and passed someone but with the fail finished well down only scoring 38.00 points, which was 38 more than if we had given in. Thornton/McNichol picked up another fail but also 32.8 points, again well needed and much appreciated. Meanwhile, Ken Goodall/M. Tempest were sweating it out wondering if they had won or not as a hiccup with results delayed things. It eventually turned out that they were 4th overall, gaining 94 much needed points. So at the end of the day we finished 8th in the Shell League with all the scores being very close.

1. Selby	277.6
2. Shipley	247.7
3. Slaithwaite	238.6
4. Ripon	230.0
5. Ilkley	213.5
6. Alwoodley	177.0
7. Huddersfield	175.6
8. Trackrod	164.8
9. Delacy	161.0
10. M.G. (N/E)	148.2

Round 2 was our own Autotest and a full entry was received. In fact, the entry was so full that people were turned away, including our own Graham Bradford because his entry was late (make sure it doesn't happen next time).

Our team comprised the usual 3 - Richard Ineson, Ronnie Moore and yours truly, but as a surprise bonus we had Steve Wood in a Midget and

Hugh Mantle in a mini. It was very nice to have a full team for a change - keep it up!

The tests started on time but were very tight, even Richard was having to shuffle to get round in places but was keeping a clean sheet, which is more than I could say, collecting 2 bollards on the first test and only being one second quicker than a wash out time and then on test 3 getting a wash out. Ronnie Moore, however, was having a good steady start, keeping a clean sheet and setting some very quick times for an Estate! Meanwhile, Steve Wood and H. Mantle were having a battle royal between themselves, getting back into the swing of things as neither had done any autotesting for some time. By the end of the day, they had put in some very respectable times.

As the day progressed everyone settled down and there was some very good competition going on. Richard just lost out to David Haigh in his special by 1.5 seconds. Ronnie Moore kept a cool head and finished third in class, having kept a clean sheet all day, just beating yours truly by 2.6 seconds. H. Mantle got the better of S. Wood and finished 9th in class with Steve 12th.

The final scores were as follows:-

R. Ineson	2/15	96.7
S. Wood	12/15	30.0
H. Mantle	9/15	50.00
J. Renny	4/11	73.6
R. Moore	3/11	82.7

With the 2 lowest scores dropped, we ended the day on 253.00 and fourth behind Ilkley 286.7, NHMC 278.4 and YSCC 260.00. The overall placings now after 2 rounds show us having made a healthy jump up to 3rd overall.

1.	Ilkley	504.2
2.	Selby	458.5
3.	Trackrod	417.8
4.	YSCC	403.6
5.	Slaithwaite	395.3
6.	ShIPLEY	375.9
7.	Alwoodley	340.4
8.	North Humberside	278.4
9.	Huddersfield	257.9
10.	Ripon	230.0

The next event is the A & P's Autotest at Bingley on 8th May.

PLEASE NOTE A DATE CHANGE FOR THE ILKLEY P.C.T. WHICH IS NOW TO BE HELD ON 17TH JULY.

John Renny
Shell League Captain

"The Motorist" and "The Law"

You can see them coming a mile away. There you are, having a pleasant noggin, and having just purchased a pint, when they cough and say "have you a minute, J...?" It's the same old story: They/a friend/the wife have been "nicked" for doing something terribly anti-social with a motor car. What should they do? Do I have a mate who can get them off? Should they flog their RS2000 and buy a mini??

In view of the number of times that the above has occurred, I feel it is high time some of you were reminded of one or two of the more basic ways of keeping neutral in the war between "The motorist" and "The Law".

Firstly, a motorist is never "Nicked" for anything. He is "Nicked" for being CAUGHT doing wrong. Let's face it, everyone commits driving offences at some time or other. So let's see why people get caught out. The main reason, in my own experience, is ignorance. No, not ignorance in general, but ignorance of what the speed limit on any particular road is. AT ALL TIMES a driver should know what limit applies to the road he is on. An easy way to remember is that where there is street lighting, it is 30 m.p.h. unless there are signs that say different. On an unlit road it is 60 m.p.h., unless there are signs that say otherwise. Obviously, dual carriageways and motorways are 70 m.p.h., unless street lighting applies, etc. So that is the speed you should be travelling at when a police car is around. What about the police car doing 40 m.p.h. in a 30 m.p.h. zone?? Do you assume it is alright to keep up with him? NO WAY. The Police are exempt from speeding offences. He may resent your presence and "Do" you!

Most modern cars are fitted with a windscreen to enable you to look forward, and a mirror to see behind. USE THEM - especially if you are using the throttle in the manner to which you have become accustomed. To be nicked for speeding, you have to either pass a Police Car, or be followed by one. It is logical, therefore, that you will see it, and be in a position to slow down, unless - ignorance rules!

What of those of us with "modified" cars? Three matters spring to mind. Firstly, they make more noise. This could lead to a bobby thinking that you are travelling faster than you actually are. Remedy: get an efficient exhaust/induction fitter! Secondly, you are travelling faster than you think you are. Remedy: ensure your speedo is working and accurate. Finally, despite that some people would have you believe, a bobby is usually impoverished, hen-pecked, and enjoys looking at expensive motor cars. Remedy: don't give him a reason to look at your car!

Now, if all that fails, and you come face to face with a cross between Michael Frost and Hitler, what can you do? Well, for a start, look at him. Is he wearing a hat with a white top? If he is, then he is a member of the Traffic Department. These people should be treated with great care. Firstly, they have no sense of humour AT ALL. Secondly, their technical knowledge of motor cars and the law is second to none. Therefore, you cannot "fanny" them, neither can you "humour" them. All I can suggest is that you are honest, and apologetic, but do not grovel - they will think you are "trying it on".

If the bobby isn't wearing a white-topped cap, then he is as near as you are going to get to a normal human being. If he is very young-looking, then watch out. He will have a ba.....d of a sergeant on his back to "do" lots of motorists. However, if your car is well maintained,

you should have little to fear. The most usual reason for a "pull" from such a bobby is that you have one or more lights out. If that is the case, I would suggest that you are in a position to tell him that you checked your lights before starting your journey, and they were alright then - so the bulb must have just blown (make sure there is a bulb there!)

Finally, and the subject of much discussion, what about those unfortunate evenings when you've had a drink too much? Well, if drink makes you the ignorant motorist mentioned earlier, tough luck, you are a near cert for a pull! However, for those who can still think for themselves, a few tips:-

1. Use back streets/country lanes. Most bobbies prefer to park-up where there is lots of traffic, i.e. main roads.
2. Try not to use your rally car with a drcin pipe for an exhaust and a colour scheme designed to make it stand out like a sore thumb.
3. The last resort - when it comes to the "stick-and-lift" - you can't beat a sudden attack of "perforated ulcers", "burst appendix" or similar maladies, whilst in the basement of the Town Hall or Police Charge room. If you scream long enough, they'll get rid of you to the nearest hospital, etc., hopefully with enough delay to allow your blood to loose the alcohol.

Obviously, there are a lot of other ways to "beat the system", but to learn about those, you'll have to get to the bar before I buy my pint!

PC 49

Lancashire & Cheshire Car Club Autotest

20th March 1983

Forty entries for a BTRDA/RAC/ANCC autotest in March is I suppose quite good especially as approximately 15 were ANCC contenders for the Yorkshire Bank Trophy.

Trackrod's entry totalled one, i.e. me, hence the trumpet blowing, but we won't play it too long.

As a brief resume:-

Russ Swift was as swift as usual in his Moke but two pylons relegated him to 3rd overall, which left the way open for Dick Squire in his "Frogeye" to take FTD but John Underwood's Cooper 'S' missed out on FTD by less than 10 seconds, which may not seem significant but he did collect one bollard without which all would have been different. As for me - well with opposition of this calibre where can we be but behind - at the end of the day 40 seconds behind J. Underwood and 4th overall but what the hell, next time I'll try to make that 30 seconds!

Richard Ineson

Trackrod M.C. Ltd. Spring Autotest, 17th April, Shell League/ANCC

A new venue, on the Wellington Street Car Park in Leeds, and a new organising team headed by Dave Turnbull, provided the ingredients for Trackrod's Shell League event which attracted an entry of 56 (2 non-starters) competitors.

These ingredients were well stirred before and during the event and came up trumps, aided by a glorious but draughty day, with a very good event that ran on schedule without a hitch (after the first round of tight tests were opened up) to an early conclusion after 16 varied tests - excellent.

Hopefully, there will be details of the Shell League results for the event elsewhere in this issue.

Trackrod were represented by six competitors:- (Steve Wood (Midget), Hugh Mantle (Cooper 'S'), John Renny (1300 Escort), Ronnie Moore (Escort Estate) and your scribe (Clubman GT) - not the best spread across the 4 classes for points but there we are!!

Scribe was locked in combat with David Haigh's Honda Special from the word go with David Sowman and Mick Penrose not far adrift but the masterplan started to go wrong on test 5 with a pylon for scribe, followed by a time consuming stall on test 10 which also didn't help. Also in Class 1, Howard Paterson running first set off to try to claim the most bollards of the day with a total of 9!! (This was perhaps bettered by B. Hall of Shipley who ended up with 8 maximums and one penalty!) The battle for the overall honours did however go "right down to the wire" - David Haigh collected a line fault on test 14 which put him not far from level with Scribe, but two further demon tests by David assured him of victory - only just - by 1.5 seconds!!

Class 2 was won by P. Cherry of North Humberside MC, again very close - just 6 seconds ahead of Ian Burn of Ilkley - both classes 1 and 2 were each made up of 16 entries - a pair of big classes!

Class 3 had 11 entries and had our Team Captain John Renny and Ronnie Moore scrapping amongst themselves with Ronnie emerging a very creditable 3rd in class ahead of John Renny by a mere 3.4 seconds. The winner of this class was Lionel Firth of Selby who really had his Datsun wound up to score a 61.2 seconds victory over Ron White's spectacular and noisy Colt.

Class 4 belonged to Allan Forrest, whose pristine MK II Escort demonstrated to perfection the art of "putting power down" on the road. His winning margin was 15.7 seconds - comfortable!

As already mentioned, proceedings were wound up at a very respectable hour with the clearing up operation following the last car, all very efficient!! This underlined the co-operation of all concerned - quite the biggest turnout of Trackrod membership on an event for some time - and a lot of you seemed quite impressed with your first taste of autotesting - certainly Dave Turnbull has had his enthusiasm fired up - he's fixed the same venue for another later in the year.

Finally, as a competitor, I would like to extend a sincere word of thanks to all those of you involved in marshalling, scrutineering/ noise check! (first autotest I've ever been through a noise check!) Because there is no doubt that without you we wouldn't have an event, in which to compete and it's rewarding to see a new team, with our Chairman as Clerk of Course (who admitted it was a bit different

to organising a rally!) making a really good job of it and demonstrating to the rest of us what can be achieved - if the word is put out that guidance is needed - it is often forthcoming.

Results

F.T.D. David Haigh - Honda Special 639.6

Class 1

1st	R. Ineson	1275GT	641.1
2nd	D. Sowman	1275GT	663.7
3rd	M. Reed	Sprite	742.3

Class 2

1st	P. Cherry	Mini	706.5
2nd	I. Burn	Mini	713.2
3rd	G. Simpson	Mini	717.6

Class 3

1st	L. Firn	Datsun	769.8
2nd	R. White	Colt	831.7
3rd	R. Moore	Escort Estate	858.4

Class 4

1st	A. Forrest	Escort 1600	784.7
2nd	J. Haygarth	Opel Kadett	806.4
3rd	P. Carha t	Escort 1600	862.3

Richard Ineson

Bolton-Le-Moors Warburton's Bakeries Autotest

24TH APRIL - BTRDA/RAC/ANCC

Briefly, Russ Swift was almost beaten for the second time this year, the attack by John Underwood's Cooper's' was thwarted by the wet weather on the last two tests - collecting two line faults!! Scribe collects a washout - 7th in class at halfway but put brain on the little passenger seat in the back and recovered to second behind Mr. Underwood - very satisfying!!

David Haigh just out of touch with Swifty but interesting to note that without a 30 second penalty Scribe and Haigh would again have been within a second of each other!!!

Alan Forrest just can't get on terms with the electric Arthur Robinson's RS2000 (MK1) - if Alan's car puts power down, this RS just lays it a foot thick!!

Customary bag of bread from event sponsors to each competitor - they know we're all hungry!

A nice touch was a video of the event shown on a portable TV whilst the results were finalised - very good too - it also picked up the fine running commentary by the organisers!!

Richard Ineson

/11....

Burtons of Barnsley Stage Rally, Round 2 of Rotherham MC Stage
Championship (Single Venue) 10th April 1983

6.30 a.m. and waiting at our rendezvous were Graeme Kellett, Martin Midgley and yours truly, but "where was Dave Turnbull?", you may ask. Yes, you guessed, he'd slept in (very enthusiastic these drivers). Finally, arriving at 7.15 a.m. we set off at a much hastier speed than was planned, arriving at Kirton quarry, near Scunthorpe, at the exact due time for scrutineering.

Due to a lack of organisation, Dave and Graeme had to wait 55 minutes as there was only one scrutineer and one girl doing the whole of the documentation.

A quick look at the entry list showed no less than FIVE Trackrod entries (stand up that man who said Trackrod couldn't field a team).

The organisers, for reasons unknown, had seen fit to run the 1300 class first, followed by the 1600's and finally the 2000's and twin cams.

Trackrod entries were:-

at 15 was John North/Anthony Lee in their Mini.Cooper 1300;
at 23 was Dave Marshall/Rod Parkin in their Escort 1600 sport bearing new sponsorship of "Dickinson Auto Spares (Horsforth)";
at 38 was Dave Turnbull/Graeme Kellett in their Escort 2000 with Dave Harrison/Allen Hirst in their Escort Twin cam at 48, and finally bringing up the rear at 60 was new member Colin Davidson in his Escort RS2000 (sorry, navigators name unknown).

After a quick look at the quarry surface and the black clouds above, Dave Turnbull decided to have a tyre change to Colway Remoulds. (Fred Henderson and Keith Bowen swear by them). The stages were tight and slippery with well disguised rocks and concrete slabs for the unwary. It was obviously a chance for the Minis to do well (power being a disadvantage in the wrong hands).

It was to be a day of predictions, Dave Turnbull predicted his main rival would be Chris Asquith/Geoff Hague (Escort BDA), in true "Hudi Elbow" style Graeme predicted rain and Rod (back from the brinks of retirement, yet again!!) predicted if they kept going they would finish!!

The first 2 stages brought rain and saw Minis taking the first 3 places with Dave Turnbull off to a bit of a sluggish start down at 14th overall, but things were to change as the rain continued to pour, washing away some of the slippery surface and giving a little more grip as the day went on.

After 6 stages things had really started to hot up. Dave and Graeme had moved up to 4th overall, though a couple of spins had lost them valuable seconds to new leaders Keigh Arnold/John Wright (Escort 2.0). Dave Marshall was getting used to the handling of the new car, realising the need for a missing "Quick-rack" and collecting the odd arrow or two along his way. Dave Harrison seemed to be getting the hand of things throwing his car round with confidence and Colin Davidson, also trying out a newly acquired car, couldn't work out if he had gone deaf or his navigator had gone dumb whilst on the stages. Sadly though, Chris Asquith had retired due to clutch failure. And still the rain poured.

Stages 7 and 8 saw DM/GK climbing further up the leader board, now in 3rd spot with a close eye being kept on Darrell Quirk (BDA) and Chris Asquith in 4th and 5th respectfully.

Dave Marshall had been closely inspecting the odd mud bank and Colin Davidson, not to be outdone, doing likewise.

Stage 9 saw the retirement of Darrell Quirk and leader Keith Arnold taking a maximum. Dave and Rod were listening intently for the death rattle when their oil light started to flicker, but this was later traced to a faulty oil pressure switch. Dave Turnbull had his little worry too when the battery holder broke its welds and had to be roped down firmly.

Stage 10 gave Dave Turnbull a little moment when he spun the car in a full circle, dropping nine seconds in the process, but nevertheless promoting himself to 1st overall, 3 seconds ahead of early leader Keith Bird and 5 seconds ahead of Chris Asquith.

Tension was at fever pitch with all eyes on the leader board. "Could Dave T. hold on to top spot on the last two stages?" Alas, it was not to be. Asquith really pulled out all the stops, giving the rain-soaked spectators a fine display of BDA powered driving, with Dave and Graeme having to settle for 2nd overall despite several fastest times and 2nd fastest to Asquith on the last two stages.

There was, however, an anti-climax to the event, as there was no finish venue whatsoever, (This particularly annoyed Rod, who as we all know, likes a quick liquid refreshment when taking his Phillisan) and the awards are not to be presented until the Wakefield & DMC dinner dance in November.

RESULTS

1st O/A Chris Asquith/Geoff Hague
2nd O/A Dave Turnbull/Graeme Kellett
3rd O/A Keith Bird/John Marsh.
23rd O/A 13th class Dave Harrison/Allen Hirst
37th O/A 11th class Dave Marshall/Rod Parkin
39th O/A 20th class Colin Davidson/???

This puts Dave and Graeme at the top of the championship after two rounds. Let's hope they can keep it up. Next round at Lindholm on 8th May.

Steve Grant.

Spring Autotest - 17th April

Wellington St. Car Park (Restricted)

At 8.00 a.m. things got underway with a clean up campaign and a paperwork check.

Dave decided that if the two f.....g buses (German) didn't move by 10.30 things would be very awkward. But the German chappie came

at 10.00, solving that problem.

We had a marshals' meeting to sort out who was going where. By 10.30 the first car was ready to roll, with lines measured to the blue book - it got a bit sticky with the larger cars. After the first run, and a few suggestions, the lines were widened for the remaining tests. With the sun beating down and all the marshals dusty, the day's tests ended around 5.00 p.m.

Talking to the competing drivers, I was told that day/marshals/ and officials had done a very well worth job with no complaints.

I would like to thank all marshals and officilas for an enjoyable day out.

Keith Hunn
Chief Marshal

As many members will be aware Ron Mackinnon is in Saudi Arabia for a spell and would welcome a letter from anyone in Trackrod.

His address is:-

c/o Foodic, Int. Food Co.,
P.O. Box 3181
Dammam 31471
Saudi Arabia

W A N T E D

A pair of Mini doors (wind up windows) very low price is more important than condition.

See Richard Ineson

PICTURE QUIZ.

Well, did I nick a few points from you last month?

The top pic of the airborne car was, Derek Scarrow (1 point) in a Ford Fiesta (1 point).

The lower pic of the Mk 1 Escort was Makinen (2 pts) and Liddon (2pts) on the 1970 Monte (2 pts).

Ed.

P.S. Apologies for no mention of the front cover Pic this month, unfortunately I haven't seen the B...y things yet, as I go to press!

PHOTO PAGE



← WHO? (DRIVER ONLY)
(1 POINT)

↓ WHO - DRIVER + CO-DRIVER? WHAT EVENT (3 POINTS)
(1 EACH)

