



TRACKROD

THE OFFICIAL MAGAZINE OF

TRACKROD MOTOR CLUB LTD

NAC REGN. NO 1230

NO 153

JULY 1983

(TEMPORARY COVER)

TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

No 153

JULY 1983.

EDITORIAL.

Not a lot to say this month, other than to give my apologies for the state of the covers - the best laid plans etc,. It now appears that the luxury of a different cover Pic each month will be a thing of the past, owing to the very high cost, although it is hoped to resurrect the 'picture page' with members photos.

I have been asked to give a plug for the Ilkley & District organised PCT to be run on 17.7.83, and is a round of the Shell League. We, apparently, didn't fare too well on the last round, the White Rose Bally, and therefore need a good turnout on the PCT if we are to maintain our challenge for overall honours. After the success of the clubnight PCT I would hope that some entries could be forthcoming. See John Renny or Ronnie Moore for details.

John Bean.
Editor.

CHAIRMAN'S CHAT.

Sorry for the lack of 'chat' last month - who said they didn't notice!!! Anyway, since this will be my penultimate (next to last for those without a dictionary) scribblings as Chairman, I thought I'd better put pen to paper.

Yes, at last, and as promised, I'm not standing for Chairman again, so this is a fine opportunity for someone else to take over and hopefully help mould the future of T.M.C.. We have a fine future - as with the country as a whole (hopefully) we are pulling out of the recession - we have run recent treasure hunts and an excellent 'training' PCT - well done Phil & Mark. The LOOKOUT is running at the end of July and the Costa Di Plenti in September, Plus the Wharfedale PCT on August 28th, so if you now have the taste for PCT's, try this one or help organise - see me.

Have you got your Bar B Que tickets ? - July 9th at Walton Village Hall & I'm told there's plenty of food laid on.

Finally, don't forget the AGM, August 2nd, at the Crown, Boston Spa - your opportunity to alter and / or improve the ideas of the club.

Rod Parkin.
Chairman.

FORTHCOMING EVENTS.

- 12.7.83 Noggin, Beehive, Thorner.
- 19.7.83 Round 3, Hunters Trophy. The Birdbrain Alcoholic Trail. Yes, a treasure hunt based on the Teams motto 'Down the hatch' !! Starts from the car park of the Eyrie Pub, off the Otley Old Road at Holt park, Leeds 16. NO MAP REQUIRED. Finish is at the Wharfedale, Arthington, if you get that far!!

- 26.7.83 TRACKROD ANNUAL ECONOMY RUN. Starts & finishes at the Bramham Crossroads Filling station, (A 64 next to A 1) I'm not sure if a map is needed, its on 105 to be on the safe side. Afterwards & results at the Shoulder of Mutton, Kirby Overblow.
(Entry forms will be available shortly from Mike Robson)
- 2.8.83 ANNUAL GENERAL MEETING, at the Crown, Boston Spa.
Starts at 8.30pm PROMPT.

Competition Calendar

- 10.7.83 Airedale & Pennine MC Autotest (RAC/BTRDA/ANCC)
- 17.7.83 Ilkley & District MC PCT, Rose Farm, Burley Woodhead.
(R)(Shell League)
- 24.7.83 Ripon MC Autotest (Shell League)
- 31.7.83 Shipley MC Autotest (ANCC)
- 30/31.7.83 TRACKROD MC DUCKHAM'S LOOKOUT RALLY (Novice event)
(See seperate article)
- 7.8.83 York MC Autotest (Shell League)
- 6/7.8.83 Ripon MC St. Wilfreds rally. Maps 99,100,93.
Trackrod invited. Marshals needed, see Stuart Marsh.
- 28.8.83 TRACKROD MC Wharfedale Trophy P.C.T. at Thorpe Farm.
See John Richardson/ Rod Parkib.
- 4.9.83 Knutsford MC P.C.T. (ANCC)
- 4.9.83 Slaithwaite MC Autotest (Shell League)
- 10.9.83 South Shore MC Autumn Stages Rally.
- 11.9.83 Lancs & Cheshire MC P.C.T. (ANCC)
- 17/18.9.83 TRACKROD MC COSTA DI PLENTI Rally (R) Maps 99,100,
105,106.
P.R.O. Assistance is urgently required. See Steve Mills.
- 18.9.83 High Moor MC Autotest: (ANCC)
- 25.9.83 Glossop MC Autotest. (ANCC)
- 2.10.83 Knutsford MC Autotest (ANCC/RAC/BTRDA)
- 9.10.83 Stockport MC PCT (ANCC)
- 16.10.83 Otley MC PCT (ANCC/Trackrod Invited)
- 22.10.83 TRACKROD MC National Stages Rally.
- 23.10.83 North Midland MC PCT (ANCC)
- 29/30.10.83 Alwoodley MC Larkspeed Trophy Rally. (Shell League)
- 30.10.83 North Humberside MC Autotest (ANCC)
- 6.11.83 Matlock MC Autotest (ANCC/EMACC)

TRACKROD MOTOR CLUB SUMMER BAR-B-QUE AND DISCO.

WALTON VILLAGE HALL, Nr THORPE ARCH

Map Ref 105/439½477½

8pm to 12 Midnight. BAR/FOOD/MISS TRACKROD COMPETITION/FREE RAFFLE.

Tickets limited, Please Hurry. See Caroline !!

/3....

DUCKHAMS LOOKOUT RALLY.SAT/SUN 30/31st JULY 1983

The final weekend of this month brings us once again the LOOKOUT rally. This year's event is somewhat updated over its previous years, proving that we haven't been idly standing by when it didn't run last year!

Firstly, our new sponsors, Duckhams Oils. It has proved very difficult to find a sponsor for the event over the past 12 months, so it was with terrific pride and pleasure that the deal with Duckhams was concluded.

Secondly, the inclusion of a class for semi-experts without altering the usual novice and beginners format and awards system. To this end again Duckhams stepped in by putting up a silver salver, "The Duckhams Trophy" for the winners of this class. The route? well, wait and see.

It truly is a feather in our caps (I refer to T.M.C.) that Duckhams with their very heavy International commitments in motor sport, and the Audi Quattro in particular, have seen fit to diversify their support to the Clubmen's end of rallying, and to OUR rally in particular. Lets face it, the Hannu Mikkola's of this world started as clubmen. I would like at this stage, on behalf of our club, and my fellow organisers to sincerely thank Duckhams Oil for their support, Duckhams Competition Dept for saving some sponsorship (In cash and in kind) and in particular to Duckhams northern manager Mr Gwilym Jones without who's invaluable help the deal would not have been made.

On the evening of the rally Duckhams staff will be in attendance and their caravan will be used for competitors documentation and start facilities. Small items of goodies will be issued to both competitors and marshals at signing-on, and larger items of goodies as team awards and in the Marshals draw.

I would now like to draw your attention to the map of Tadcaster (Overleaf) ALL Marshals and spectators will use the Britannia Car Park, the Trackrod caravan will be in this car park for Marshals signing-on and equipment. Access ON FOOT to the start will be arrowed via riverside path approx 100 yards. NO vehicle other than competitors and course cars will be allowed into the start area unless asked to for a specific reason. Please observe this request to avoid congestion and harsh words.

Facilities at the start will be excellent. Tadcaster Albion F.C. will be allowing us full use of their club house INCLUDING LOUNGE & BAR. Not only will the bar be open until 11pm, there will also be available tea and coffee, and food in the form of sandwiches, beefburgers, hot dogs, and pie & peas. The usual other club facilities for children ie pop, crisps etc, and cigarettes for nail biting navigators apply!! "The Park" is a very pleasant tree lined area on the banks of the Wharfe, so if the day is nice, come along for the evening and enjoy the spectacle, better still, give your names to John Bean or Keith Hunn and marshal.

*MARSHALS*MARSHALS*MARSHALS*MARSHALS*MARSHALS*

WE NEED YOU URGENTLY.

CONTACT JOHN BEAN LEEDS 611132
OR KEITH HUNN LEEDS 860083

We look forward to seeing you all in one form or another on the night.

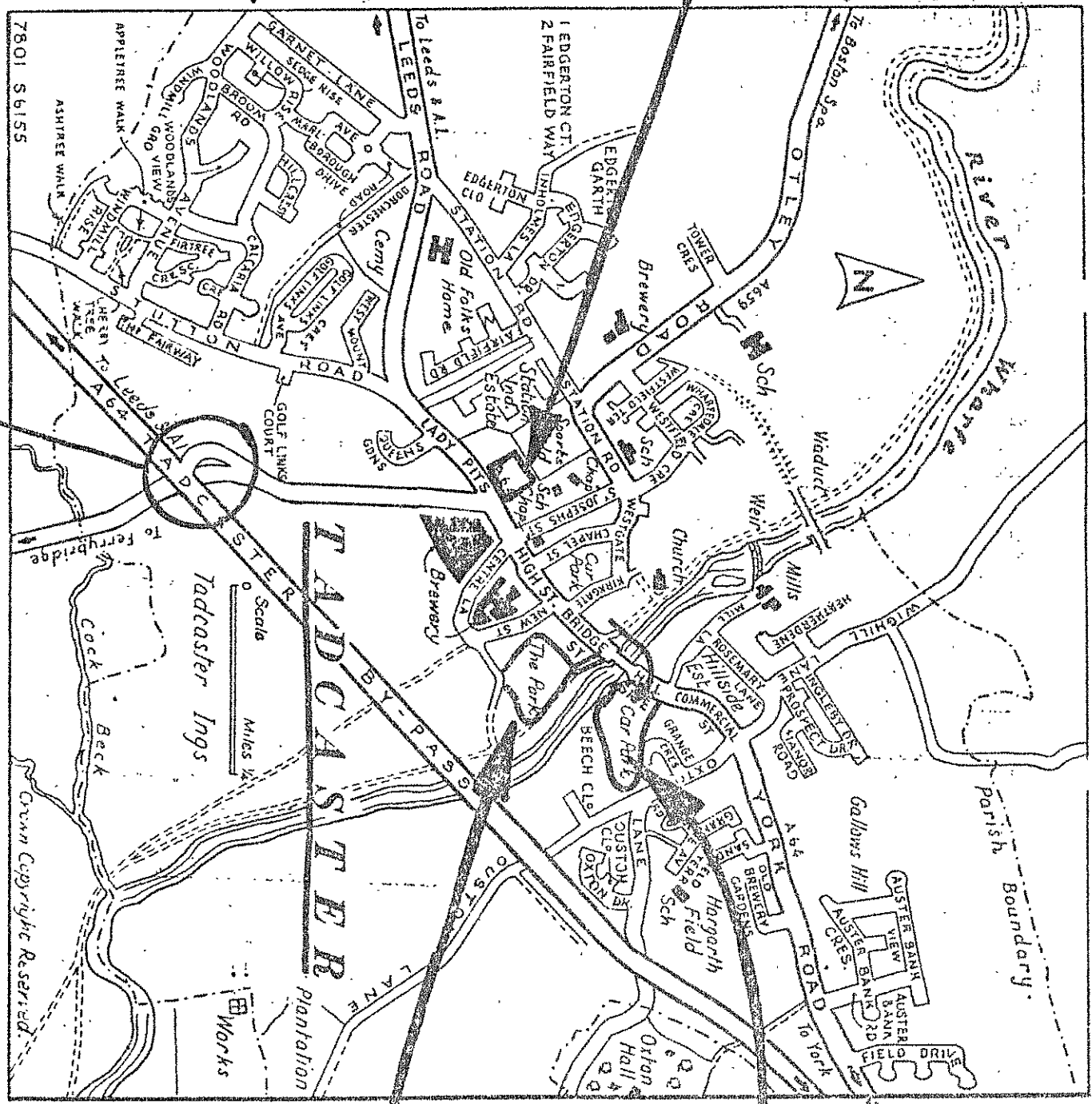
J. Westmoreland & D. Loe.
Clerks of the Course.

/4....

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FROM LEEDS →

FROM AUSTIN ST



BRITANIA CAR PARK
ALL SPECTATORS AND MARSHALS AND THE CARAVAN

ACCESS TO STREET ON FOOT VIA RIVER SIDE FOOT PATH.

FOOTBALL GROUND START

N.B. NO ACCESS TO TADCASTER AT THIS JUNCTION FROM LEEDS

Based upon the Ordnance Survey Maps with the permission of the Controller of Her Majesty's Stationery Office.

CLUB NIGHT P.C.T. (TRAINING EVENING.)

Tuesday, June 14th had a gathering of club members at Stubbings Farm, Otley, for Trackrod's PCT Training evening, organised by Phil Sykes and Mark Dawes. 5 tests had been laid out in the field; these were to be varied and run 3 times.

The competition got underway at 7.15pm and competitors did one round, the only thing wrong was a terrible lack of marshals, but those present managed until more marshals attended. There were 16 entries in all, 7 in class 1 (F.W.D.) and 9 in class 2 (R.W.D.) There was a battle in class 1 with Chris Watson (Mini) and John Westmoreland (Allegro) and Sean Muscroft (Mini) trying to keep up with them.

Class 2 had a clear leader with Ronnie Moore (Escort Estate) , with John Bean (Talbot) and Alan & Caroline Nutter (Chevette) all within 1 point of each other fighting for 2nd in class. Class 3 (Modified) started with one entry, Dave Marshall (Escort rally car with LSD & knobby tyres) , but he completed 2 tests then called it a day with overheating problems. He completed the tests in Steve Grant's cavalier to finish the event. Other entries in class 1 were Chris & Steve Sanderson in Steves FWD Escort, and Rob Buchan (Escort 3 Estate) and Dave Turnbull (Astra). Class 2 had Robert Leeming improving in the last round (Marina) and Mike Robson trying hard in his cavalier. Also trying hard was Steve Hitchcock (Escort) and Graeme Kellett in a Chevanne. Alan & Caroline Nutter using the same car gave up on the last round after trouble getting to the start of test 3, and lost the chance of a good class finish.

Results were soon posted, and after cleaning up it was down to the Wharfedale at Arthington for a drink and the presentation of awards.

A very good event and thanks to phil & Mark and all the Marshals for an excellent event. And to all those who didn't turn up - you missed a very good and worthwhile evening.

Results:-

Class 1.	<u>Rd1</u>	<u>Rd2</u>	<u>Rd3</u>	<u>Total</u>	<u>Clas</u>	<u>O/A</u>
Sean Muscroft (Mini)	10	21	19	50	4	6
Chris Sanderson (Escort 3)	27	19	29	75	5	10
Steve Sanderson (")	27	27	26	80	6	11
Chris Watson (Mini)	7	8	8	23	2	3
John Westmoreland (Allegro)	8	6	8	22	1	2
Rob Buchan (Escort 3 Estate)	41	37	41	119	7	16
Dave Turnbull (Astra)	12	9	13	34	3	4
Class 2.						
Ronnie Moore (Escort Estate)	2	2	3	7	N/A	1
Steve Hichcock (Escort)	13	30	24	67	2	8
Rob Leeming (Marina)	23	20	13	56	3	7
Mike Robson (Cavalier)	18	34	34	86	7	14
Alan Nutter (Chevette)	11	15	44	70	4	9
Caroline Nutter (")	13	24	45	82	6	13
John Bean (Talbot Sunbeam)	11	16	16	43	1	5
Dave Marshall (Cavalier)	30	42	35	107	8	15
Graeme Kellett (Chevanne)	35	22	24	81	5	12

Ronnie Moore.

CLUB NIGHT PCT 14.6.83 'A COMPETITORS VIEW'

Following weeks of wet weather it was a wonder that this event ran, but run it did, and an excellent event it was, organised very ably by Phil Sykes, and the Papa Sierra team. Yours truly, who always looked forward

to this event, turned up in the family Allegro to do battle with the unofficial Team GB, with team mate Chris Watson in his very 'hot' Mini-Cooper.

There was an excellent entry for the event consisting of 16 crews, 7 in class 1 (my class) and 9 in class 2. As this is my view of the event, I shall only be referring to class 1, so my apologies to you guys in class 2. (Write your own article!) (If only time allowed... ED)

There was instant needle between Chris and I for personal grudge reasons (the looser bought the coffees at work the following day), but the abuse from the unofficial Ford Team (Brothers Sanderson and Rob Buchan) proved groundless, as the three leyland cars and Dave Turnbull's Opel rubbed the FWD Escort drivers noses well and truly into the 'cow pies'. Of the two Minis in the class, theoretically Sean Muscroft should have had the edge of the 'big Mini' of Chris Watson, but with all credit to Chris, he kept the power of his hairy beast under control and 'feather footed' it with great skill which nearly paid off with a class win.

Hill 1, we all got up to No 2 at least, except for the Fords who didn't get off the line, Hill 2 the Fords did better, equalling team GB's allegro and big Mini on 4 points, with the Turnbull Opel on 3 and the Muscroft Mini slipping on 6. Hill 3 we all cleared except... long faces at Dagenham, who got 9 each. Hill 4 saw success for ford with Steve & Chris Sanderson cleaning the hill, as did the two Minis, leaving the allegro, Opel and Escort Estate unable to get around the very acute hair-pin. Hill 5 caught everyone at the top with only the allegro creeping over, clear to victory. At the end of the first run though, Chris Watson's 'Big Min' was 2nd overall, and leading class 1 just 1 point ahead of the Allegro in 3rd place overall.

The 5 hills were tackled again with only a slight alteration at the ends of hills 1 & 3. Unfortunately the scores for hill 9 were entered on the score-board against hill 14, and vice-versa, thus the official results show the allegro winning this run by 2 pts from the 'Big Min', where in fact they were both equal 1st on 8 pts for the second run with the Mini still leading the class by 1 pt, and still 2nd overall.

Hill 9 I shall never forget. Determined to master the hairpin turn, smart application of the handbrake was called for, but the Allegro spun too quickly and clipped the 2 marker although clearing the hill. Being angry with myself for this over exuberance, I totally forgot to turn left at the end and turned right ... straight into a bog. Thank god for Range Rovers, two of them, to get the Allegro out. I decided not to go around with the hat later for the free entertainment, Richard Ineson was 'clicking' away with his camera, when he could stop laughing, that was. I was busy trying to think up a good reason why the Allegro "PRISTEENCONDITIONJUSTOUTOFSHOWROOMGLITTERWASHEDANDPOLISHEDYESTERDAYBYWIFE" was reduced to a mobile dung heap when I got home, excuse!

Despite this momentary excursion and hilarity for everyone else, the battle for class honour and overall position was at fever pitch. On 4 of the final 5 hills Chris and I were dead level inch for inch with Chris holding his 1 point lead due to my cock-up on hill nine. With Chris on the line of the last hill, I could see me buying coffees all the following day, as he set off it looked as if he would clean the hill, but fortunately for me, his big toe twitched enough to blip the throttle and unleash the ferocity of the Big Min which barked in protest as the wheels spun and he stopped 2 points from the top. Sweating profusely and muttering endearments to the Allegro, I just, and only just, managed to claw over the top of the hill and gain the magic 2 points necessary to claim the class win and 2nd O/A, pushing Chris to 2nd in class and 3rd O/A.

The results as posted showed Dave Turnbull brought the Opel to a healthy 3rd in class, 4th O/A, and the Muscroft Mini to 4th in class, 6th O/A. the Escort drivers were left for dead, hills 1,6 & 11 being absolute disasters for them., as they failed to get off the line.

As stated earlier, this was my view of class 1, do not be down hearted class 2, I'm sure you will be mentioned elsewhere in the magazine. My heartiest congratulations to Ronnie Moore who's rear wheel drive Escort Estate was Overall winner with only 7 points lost.

To the organisers, well done for a superb event, here's to next year.

Team GB Autos,
John Westmoreland
Chris Watson.

HUNTERS TROPHY TREASURE HUNT CHAMPIONSHIP.

Round 2. 'Summer Scenic Cruise' by Crabs 83.

Tuesday 21st June saw this second round in the Championship organised by Team Crabs 83. The route ran through some very scenic countryside on a beautiful fine evening. As there is a write-up elsewhere in the Magazine, I will say no more than, well done lads for an excellent evenings run.

Results.

<u>Team</u>	<u>Score</u>	<u>C'ship pts.</u>
Birdbrains	146	27
Taddy Bootleggers	111	21
Clan Crusader (Ex Wortley Winos)	103	16
Papa Sierra	96	12
Jargra	86	9
What's on	71	7

Championship positions after 2 rounds.

<u>Position</u>	<u>Team</u>	<u>Rd1</u>	<u>Rd2</u>	<u>Total.</u>
1	Papa Sierra	21	12	33
2=	Birdbrains	0	27	27
2=	Crabs 83	27	0	27
4	Clan Crusader	6	16	22
5	Taddy Bootleggers	0	21	21
6	What's On	12	7	19
7=	Roundhay Lootbeggars	16	0	16
7=	Jargra	7	9	16
9	Old headbangers (I.Dixon)	9	0	9

5 rounds, your best 3 to count for Hunters Trophy.

Round 3 July 19th.
Organisers Team Birdbrains.

Starts Eyrie Car Park, Holt Park Leeds 16, NB 7pm x 7.30pm.
Finishes anywhere you like, most folks will be going to the Wharfedale, Arthington for refreshment!

John Westmoreland.

ROUND 2 OF THE HUNTERS TROPHY.

The 2nd round of this year's championship started from Otley, and with a sunny summer's evening on 21st June, where were you all?

The route for the Hunt went via Asquith to Low Snouden, down to Timble and across the reservoir to Fewston, where there were bonus points to be

scored by getting out of your car and visiting the churchyard. The route then recrossed the reservoir and headed for final clues in Leathley and then to the finish at the Wharfedale.

With straightforward directions and easy clues, and 10 items of treasure the teams were set on their ways. Chris Watson was game enough to attempt it on his own, until Team Birdbrains arrived with a 'chick' (Sorry Bob) who caught Chris up and kicked Bob out of the team. In all, 6 crews started, and as the results show, the hunt was very close with the exception of the surprise winners (to us at least) because at the start the driver (& Editor) was all for ignoring the treasure questions because he 'couldn't understand them.' Yet at the finish they were the only ones with all 10 items!!

Thanks to all who took part, we hope you all enjoyed the ride, hopefully more people will support the next event which is organised by Team Birdbrains, so anything can happen!!

Crabs 83.

Breaker Break!!

19, 19, Black Bear, Black Bear, do you copy windbreaker ?

Roger Black Bear, that's a Big 4 on your last transmission, good bud. Give me a 10/5 to QSO on a 10/45.

It's a definite 13/24 you're giving us Black Bear.

So 'till we meet again it's 10-10 Black Bear.

Translations.

Big 4 (10/4)	Message received & understood OK
10/5	Pass Message on (Relay)
QSO	Communicate with _____
10/45	_____ anybody within range
13/24	You make more sense when you're smashed
10/10	Messages completed, Standing Bye.

Windbreaker.

Scunthorpe Stages Rally

Round 4 of the Rotherham M.C. Stage Rally Championship

The event started from Scunthorpe Civic Centre and was to return there twice within the event. Servicing had been made easier by running all the loose stages in the morning and all tarmac in the afternoon.

There were two Trackrod entries, Dave Turnbull/Grace Kellest at 14 and Dave Marshall/Rod Parkin at 56.

There was a short run out to stages 1 and 2 (the local steelworks). The stage was approximately 3 miles long with one extremely large car breaking yump, but all in all a very good opening stage. Stage 2 was a repeat run with service after.

Dave Turnbull had got off to a better start than usual - getting his head in gear before stage 4 or 5 was previously unheard of.

/9....

However, Dave Marshall had a longer service halt than planned. The yump had caused the engine mounts to shed a few bolts and he had to change the front wheels which were giving handling problems.

Stage 3 was of the farm track variety and yet another big yump damaged Dave Turnbull's exhaust and dislodged some of his engine mount bolts (though this wasn't to be found until service after stages 4 and 5).

Stages 4 and 5 were part farm track, part quarry, and Dave and Graeme were slowed somewhat by the vibrations coming from under the bonnet and not knowing the cause.

At service, the offending articles were replaced by ones borrowed from the engine of friendly rival Keith Arnold's service barge.

Stages 6 and 7 were a repeat of the first stages around the steelworks with Dave Turnbull getting baulked considerably on stage 6.

Half-way was held at the local General Motors garage, the only food available being a mobile fish and chip van (yuk!). Just the thing for your stomach when blasting over yumps at a ton plus.

As well as a wheel change to tarmac tyres, we found the alternator on Dave Turnbull's car had packed up (again) and longer bolts had to be found for the engine mounts because the brackets had bent under the stress from before. A quick trip to the strategically-placed local car breaker soon put that right.

As for the times and placings so far? God knows. No half-way times were to be seen anywhere, so it was just "keep the pedal to the metal" and hope for the best.

The eight remaining stages were split between Blyton and Habalstow airfields with nothing really drastic happening, although Dave T. had a time-consuming spin off S.S.8.

A quick check was done after the last stage and then it was back to the finish venue (The Wortley Hotel, Scunthorpe, who were the sponsors for the event).

Whilst waiting for the results over a few beers (they had ordered an extra barrel knowing Rod was in town), we were treated to an excellent video of the event which, it must be said, is now an expected item at the finish of any decent stage event.

The results were:-

1st O/A	M. Bennett/T. Thomas (BDA)	46.23
2nd O/A	P. Bayes/T. Cooke (BDA)	46.41
3rd O/A	G. Steel/B. Credland (BDA)	47.17
4th O/A 1st Class	T. Ashby/M. Filleul (BDA)	49.12
5th O/A 2nd Class	D. Turnbull/G. Kellett (Escort)	49.13
7th O/A 13th Class	D. Marshall/R. Parkin (Escort 1.6)	56.44

This result puts Dave and Graeme back at the top of the championship after missing the previous round due to a last minute hiccup with their engine, and takes Dave Marshall to 2nd having competed and finished on all 4 rounds.

From the other side of the Car

I don't normally drink but after having two halves of shandy one evening, I found that I had offered my services to co-drive with Dave Ashford on the Hopkinson's Summer Stages on the 12th June 1983.

Now you may not think that was anything to get uptight about until I say that I get car sick and the last time I was at Lindholme I rolled my new motor. To find that we had a start number of 13, was the final straw, but having committed myself, off we went.

Dave (I'm not getting serious) Turnbull and Graeme Kellet were also entered at 7, along with their service crew of 'roofing bolt' Marshall and Steve Grant. As usual the DT hospitality unit in the form of Ian Watt's caravan was in evidence and with the sun shining, we seemed set for a good day.

Having put my own seat and belts into Dave Ashford's car, I felt reasonably relaxed about the whole affair (lies, all lies). We found that we had picked up a puncture when putting the car on the trailer, so the first job was to change all the wheels round and go through the normal checks.

Peter Croft appeared on the scene and as an ex-codriver to Dave, promptly told me that Dave cannot see very far and certainly cannot see the arrows. This was confirmed by Dave when I asked him just how he liked the bends called. By now my lay-back attitude was looking a little lean forward.

Stage one, no turning back now but surprisingly enough I felt quite alright. Countdown and we were away only to make a cock-up of the second square left in front of the crowd but once that was over we settled down and were away.

All the stages were run twice then changed and the organisation was quite slick and there was very little waiting about.

Stage 5 came up and off we went again with me really enjoying myself despite my earlier fears. Halfway down one of the long straights we saw a spectators car come out onto the track in front of us. Fortunately it was only a Lada and he blew us off (Soory Dave !) nevertheless it was most unnerving.

If that was not enough, on stage 6 we came around the buildings which was a tight right into a tight right to have an 8yrs old boy running directly into our path and our only options appeared to be either we hit the boy or we hit the buildings. As it happened, the boy turned away just in time, and Dave had enough room to squeeze through. It was the most scary of moments.

After the finish, Dave sought out the Father of the boy, who promptly told Dave that he couldn't care less. With that attitude we protested to the Clerk of the Course about the safety aspect, any any further problems were resolved by the club banning spectators from the area.

by now we were 16th O/A but making little progress over the leaders in class 2. With two stages to go Dave Turnbull's car decided to eat a plug and drop a valve, which put an end to his rally.

By now I was getting quite tired, I never knew that co-driving was such hard work, but by the end of the event we had pulled up to 13th O/A and I was quite pleased with our first outing.

As a driver I was amazed by everything that was going on about me when sat on the other side of the car. My opinion of co-drivers has gone up a lot. Getting myself seated firmly and safely meant that I had no need of

grab handles etc., and I could see just why works co-drivers seem to be so much at ease, and I would suggest looking at some of the attitudes adopted by co-drivers that they could do themselves a favour by looking at their seating arrangements.

My thanks to Dave Ashford for the experience and to Dave Marshal and Steve Grant for their help when we lost an exhaust bolt. To all you drivers may I suggest that you try sitting on the wrong side of the car some time, it will give you quite an insight into a different world.

KBB.

HOPKINSON TRUCKING SUMMER STAGES RALLY.

Lindholme Airfield 12th June 1983.

After a good result on the previous week's Scunthorpe Stages (See Seperate item) Dave Turnbull and Graeme Kellett were trying for a repeat performance. They were seeded at No 7, with other TRACKROD crews being Dave Ashford/ Keith Bowen at 13, and John North/Alan Lilley at No 48.

Dave T. was trying out some recently acquired racers for the first time whilst Dave A. stuck to well used bald A2's he has used on unlimited previous occasions.

Dave T. got off to another good start, taking 4th fastest on the 1st stage, but sadly John North collected a puncture withing 200 yards of the start and stopped to change the wheel. On Stage 2 Dave T's clutch cable came off, loosing him about 10 seconds, and then lost its adjustment towards the end of stage 3. This dropped him down to 9th O/A, meanwhile Dave & Keith were getting to grips with the stages, although Keith was heard to report his anxiety about Dave's braking distances.

Stages 4 & 5 saw Dave T climbing back to 7th, with Charles Hill set in his sights, Dave and Keith were getting quicker all the time.

In service after stage 6 we had to change Dave T's racers for road tyres as the smooth but abrasive surface had worn the soft compound through to the canvas. Dave was also complaining bitterly that his new LimSlip wasn't working. Dave A's only problem so far had been to lose an exhaust manifold bolt.

After Stage 9 Dave T came into service folowed by a cloud of smoke, and a loud rattling under the bonnet. Early diagnosis was a broken plug and a dropped valve, but was later found to be a much bigger problem. (Dave himself will reveal all in detail should you buy him a pint and lend a sympathetic ear).

Anyway, that was the end of the rally as far as we were concerned, but Dave and Keith upheld Trackrod honours with a fine 13th O/A and 7th in class. Due to the early puncture and an unknown time-consuming delay on the final stage John and Andy could only manage 56th O/A and 19th in class.

Steve Grant.

ANCC AUTOTEST CHAMPIONSHIP.

I have the latest positions to hand. They show Alan Forrest leading on 408.09 with leading TRACKROD member Richard Ineson currentl 4th on 333.21. These are after 6 rounds, there are another 9 rounds to go, with the best 8 to score, soG Graham Bradford and John North, together with John Benny, all of whom are registered, could well feature before long.

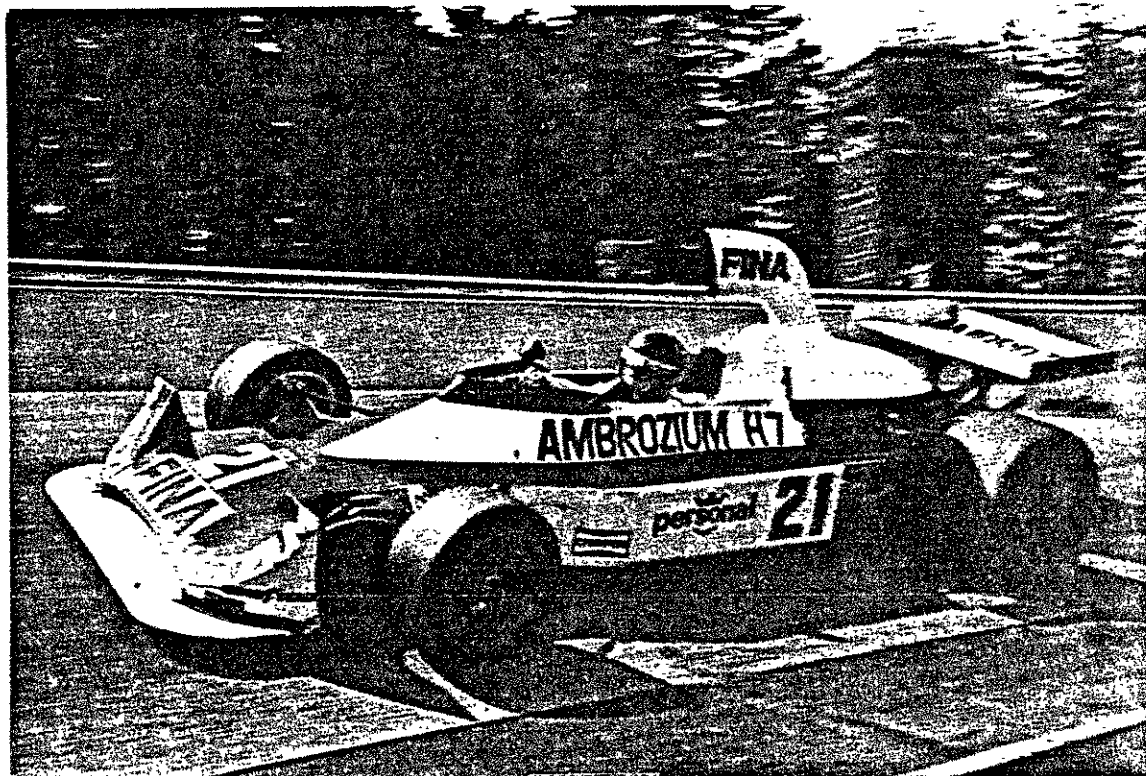
ED.

Picture quiz.

Last month's issue : (Top) The 'yankee job' was a STUDEBAKER. (Lower) was Chris Sclater/Martin Holmes.

ED

PHOTO PAGE



↑ WHO? WHAT? (4 POINTS)
(2 EACH)

← WHO? (1 POINT)

↓ WHO? WHAT? (4 POINTS)
(2 EACH)

