

TRACKROD

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154 AUGUST 1983



TRACKROD MAGAZINE

NO. 154

AUGUST 1983

Editorial

By the time you read this, the AGM should be history, and you will have a new editor at the helm. To Steve Grant I wish every success with what is, without doubt, a very difficult and time-consuming occupation.

Over the past 2½ years, I have strived to ensure that this magazine has maintained its standards of providing TRACKROD members with up-to-date information, news of events that involved our members, and with a suitable mouthpiece for anyone to have their views published. Whether I have succeeded in my aims is a moot point. I feel that it is a pity that a) people who organise events do not keep the membership informed of developments; b) people who compete in events by virtue of TRACKROD membership like to keep it a secret and c) 98% of our membership have no opinions whatsoever on any subject.

Obviously, there are exceptions to the above, and I wish to express my thanks to all who have contributed during my term of office. To all members I urge that you try a little harder and give Steve Grant the support that he deserves.

Turning to more routine matters, I can report that the situation regarding the covers is hopefully to be resolved, with an all-new cover to be printed for a full 12 months. It is hoped to utilise the club's photocopier a little more to provide picture pages.

So, it's goodbye from me.....

John Bean
Editor.

Chairman's Chat

This, being my last chat, I thought I'd keep brief, leaving plenty of scope for your new Chairman to pen his thoughts in future.

I have every intention of remaining closely involved with the Motor Club and in particular, the National Stage Rally, which if I'm honest has almost become part of my life - ask any organiser how he feels about the events he's involved with!

For now however, I'll wish the committee goodbye and must take this opportunity to thank all those members who have served on the Committee with me over the years. Their friendship, help and co-operation has been much appreciated and thanks indeed to all club members, for it is the members who make a motor club with the committee steering it in the right direction.

It has been a privilege to be part of what I firmly believe is the leading motor club in the area - OK we 'knock' ourselves at times, but look at what we do achieve - then look around.

/2....

Forthcoming Events

Social Calendar

- 9.8.83 Noggin, Old Starr, Collingham.
Treasure Hunt. 3rd Round.
STOP PRESS.. Now postponed ...to run on 13.9.83 & Will be Very
different!
- 16.8.83 Noggin, Bardsey Sports & Social Club. MR 104/365439
(Keswick Lane, Bardsey - private road arrowed on the
right from Leeds road).
Radio Training Evening from 8.30 - 9.30 p.m.
- 23.8.83 Noggin, Beehive, Thorner.
- 30.8.83 Noggin, Shoulder of Mutton, Kirby Overblow.
- 6.9.83 Noggin, The Crown Hotel, Boston Spa.
- 13.9.83 Noggin, Beehive, Thorner. + Treasure Hunt.
- 20.9.83 Treasure Hunt. 4th Round. Starts in Leeds City Centre
and then at the Wharfedale, Arthington.
- 27.9.83 Noggin, Shoulder of Mutton, Kirby Overblow.

COMPETITION CALENDAR.

- 6/7.8.83 Ripon MC St. Wilfred's Rally (R) Starts Ripon Market
Place, Maps 99/100. Many TRACKROD crews entered!!
- 28.8.83 TRACKROD MC Wharfedale Trophy P.C.T. , Thorpe Farm,
Guiseley/Monston. See John Richardson/Rod Parkin.
- 28.8.83 Ilkley DMC Autotest at Minskip off A.1. TRACKROD
invited (Mini stages rally\$\$)
- 4.9.83 Slaithwaite MC Autotest (Shell League)
- 17/18.9.83 TRACKROD M/Club COSTA DI PLENTI Rally. (ANCC)
John Westmoreland is Chief Marshal, so please be prepared!
- 22.10.83 TRACKROD MC QUIP STAGES Rally (N) (BTRDA GOLD STAR)
- 2.10.83 Bridlington MC Single Venue Stages Rally. TRACKROD
Invited.
- 6.11.83 Slaithwaite MC Single Venue Stages Rally.

Selby & District MC are organising an inter-club quiz to be held on
Wednesday 24th August 1983 at their clubhouse at Brighton Map Ref
106/716345.

It is proposed to enter TWO teams of 3 people from TRACKROD. to help
with selection etc, anyone interested please contact our resident
quiz expert Rob Buchan on Leeds 463063 (Office hours) or at any club
night.

"Hunters Trophy" Treasure Hunt Championship

Round 3

Tuesday, July 19th saw the third round of the Hunters Trophy organised by team Birdbrains. The title of Birdbrain Alcoholic Trail was indeed apt for this huge pub crawl around West Yorkshire. The idea was excellent, as you were not creeping around lanes getting in everyone's way, but could knock on round the route stopping only when you got to a pub to answer the questions. The only disappointing factor of the event was the abysmal entry of only 4 crews, is it worth continuing I ask myself.

It is quite obvious to me that the three other crews know their way around pubs better than I. I shamefacedly admit that for a person who lives in a town with 4 breweries, 1 for every 1500 head of population, I don't even like the stuff. The consequence of this lack of interest shows only too clearly in the results.

To the organisers of the event, John Bean and Ronnie Moore, well done for a welcome change of event, hope you are soon sober.

Results Round 3

<u>Position</u>	<u>Team</u>	<u>Points</u>	<u>C'ship Points</u>
1	Crabs 83	141	27
2	Papa Sierra	137 $\frac{3}{4}$	21
3	Clan Crusader	129	16
4	Taddy Bootleggers	94	12

Championship Positions After 3 Rounds

<u>Position</u>	<u>Team</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Total</u>
= 1*	Papa Sierra	21	12	21	54
= 1	Crabs 83	27	0	27	54
3*	Clan Crusader	6	16	16	38
4	Taddy Bootleggers	0	21	12	33
5	Birdbrains	0	27	0	27
6	What's On	12	7	0	19
=7	Roundhay Lootbeggars	16	0	0	16
= 7	Jargra	7	9	0	16
9	Oldham Headbangers	9	0	0	9

* Teams having completed 3 rounds now on the best three scores system.

Round 4

August 9th. Organisers Team Shoestring.

STOP PRESS... This event is now postponed to 13th September 1983.
More details next month.

John Westmoreland

Bar-B-Q - 9th July, 1983

The evening began with Steve Sanderson and Alan desperately trying to get the bar-B-Q to light, grovelling in the charcoal in the process. Eventually, everything got off the ground with the help of the usual club stalwarts.

The weather was perfect as was the venue. The whole evening got better as the night drew to a close. Many thanks to "Renee", the beautiful dark-haired, well endowed beauty who brought a touch of light relief to the occasion. I hope the two who forced Christine and I to make fools of ourselves feel suitably embarrassed. My only regret was the price, I make no apologies, but I had to be sure of breaking even if only the usual 25-30 turned up. In the end 53 arrived and we make a profit of £39. Everyone seemed to enjoy themselves, so I was told later (after 8 wines who cares).

Thank you to everyone who came and helped to make the night a success. A special thank-you to Chris and Steve Sanderson for all their help, without them it would never have got off the ground (and I wouldn't have got all those trophy points). Hope you'll all come again next year.

Caroline Nutter

The Economy Run

As I had won last year's Economy Run, part of the prize was the running of the following year's, so I set to with a will and decided that this year's run should contain a bit of driving over as many different types of roads and conditions as possible.

So, having looked at the maps, I settled on starting from Bramham Cross Roads on the A64. This I thought gave me the possibility of a route that covered almost every type of road condition. The garage manager was approached and agreement reached, and a run round the route was taken (one trip - 27 miles). This was a bit short, so after another look at the maps, a bit more was added. The entry form and covering details were typed and 30 copies of each were printed, (expected number of participants 12-15). Fifteen copies were handed out, some put on the notice board and the rest kept for the night. The route was typed out and sent to my assistant for checking.

By now, it was one week before the event and a further trip was needed to the garage to see the manager about parking and a final run was made round the route to check the mileage. Corrections were made to the route, 30 copies were printed and the final twist was added in the way of time penalties.

Thus the night arrived - the organiser and assistant arrives at the garage, g.t set up and wait. The first competitors arrive in the shape of Chris Sanderson in a Vauxhall Astra. There is a big discussion on mph/1000 revs, so out comes the organiser's tape and their Haynes manual. John Westmoreland arrives next and proceeds to the air line, thinking that a bit more air in the tyres might give an improvement on last year's result.

S. Hitchcock arrives and thinks "Well, I haven't much chance with this 12 year old escort". He fills up, collects his route and proceeds to try. Rod Parkin follows next, fills up, then there is another discussion as to mph/1000 revs, but this is settled by his two passengers, who remind him that his 3 month old car does 6500 revs at 70 mph. All is sorted out and he sets off.

It is now 8 p.m. and only 4 competitors have decided to attempt the Economy Run, so I and my assistant prepare to wait. A forecourt attendant offers us coffee, which we accept (free gratis).

Competitors start arriving back with Chris Sanderson, who finds he requires over a gallon of petrol. He decides he must have air locked his tank when he filled up originally, and goes to the club night knowing that he has not won. John Westmoreland is next and has 0.66 gallons squeezed into his tank. He thinks he has a good chance and goes for his tea before continuing to the venue. S. Hitchcock is next with Rod Parkin about 5 feet behind him. S. Hitchcock says his tank is still full but the organisers squeeze half a gallon in. Rod Parkin is then filled up and finds that even with slip streaming tactics he has used half a gallon.

The results are quickly worked out by the organisers who then speed over to the club venue to hand out the results.

1st Rod Parkin. Acclaim 1300 cc. Bogey 47.96 mpg, Actual 57.81 mpg
2nd S. Hitchcock. Escort 1100 cc. 47.47 mpg, 57.09 mpg, 120.26 ⁵/_{120.53}
3rd J. Westmoreland. Allegro 1300 cc. 44.4 mpg, 47.35 mpg, 106.6
4th C. Sanderson. Astra 1300 cc, 43.97 mpg, 26.66 mpg, 60.63.

Many thanks to the above people for supporting the event, and to the staff of the filling station for their assistance and coffee. To the remainder of you that were at the club venue but could not be bothered to come along and participate, well, what can I say.

Printing is 5p per copy, petrol is £1.83/gall. The club made nothing and the event needed your support.

Mike Robson

The Lookout Rally

Having proffered my name some time ago, I was allocated the task of running two controls. Then a week ago, I found that I had volunteered to do an extra job on the day, that of taking the caravan to the start and finish. Many thanks to John Bean for an interesting afternoon in more ways than one.

As the time for the rally to start drew nearer, I moved off to SS1, just outside Bramham (my first control). This was the competitors first selective after about 4 time controls which took them round the Collingham area. A few crews reported various moments in the triangle and some police activity. With plenty to do as the cars piled up, but no arguments over times and a lot of competitors

asking about the timing of selective starts and why they could not go on the same minute, which was duly explained, we were kept very busy and the 1½ hours passed very quickly.

Then it was back to the start, where we picked up the caravan and moved it to the finish. We then went on to our second control which was the finish of selective four just outside Skipwith. We had just arrived and checked our position when the course car came screaming in. He was followed about 10 minutes later by Ronnie Moore who attempted to take the driver's door off the marshall's car. The clock was checked and reset with the comment that nobody was going to clean the selective.

This proved very entertaining with at least two crews on a number of occasions arriving very close together, and on one occasion two crews arriving side by side. Most crews were well into the swing of things and had to be reminded that a neutral and quiet zone followed. A lot of crews were enjoying themselves and reported that the event up to this point had been good with no undue police activity, but that there was a certain gentleman en route dressed in night shirt and cap that gave them a laugh.

Many thanks to John Westmoreland and his team for an interesting night's work which was thoroughly enjoyed by Gerald Tumber and myself. Also thanks to Gerald for driving me around.

Mike Robson

Shempar Stages (single venue) - Fulbeck.

The event was held on a very warm day which may have accounted for Trackrod members being out in force.

At 7 were Dave Turnbull/Graeme Kellett, with yours truly servicing, Dave Harrison/Alan Hirst at 11, with service crew, Dave Marshall/Rod Parkin at 56 with a service barge containing Mark "Frank" Dawes and Martin Midgley complete with his wife and dog. Keith Bowen was also on the scene doing his "David Bailey" bit.

After the first 2 stages, Dave Turnbull /Graeme Kellett were 6th O/A, having had no early problems, whilst Dave Harrison was trying to save some tyre wear by taking every bend on three wheels.

Stage 3 turned out to be the turning point of the event. Dave Marshall stalled after a spin, losing some four minutes when the car refused to start up again. Unfortunately, this stage saw the retirement of Dave Harrison when the propshaft parted company with the car. Three out of the top 5 cars also came to grief on this stage, promoting Dave and Graeme to 3rd O/A, despite a 360° spin near the infamous rock piles. Fighting off some hard challengers, Dave and Graeme maintained their position to the end, whilst Dave and Rod could not make up for the lost time and had to settle for a "finish".

That wasn't the end of the fun though. After a long delay for the results and awards, there was a pleasant surprise when Dave and Graeme were awarded a second "pot" for being the highest placed Ford. (First and Second O/A being Vauxhall Chevettes). The return journey home was not as pleasant for some though. Dave Marshall's service barge broke down. Then Dave's Dad ran out of petrol, towing

it home on the motorway. Mark then thumbed a lift for some petrol (aided by Dave's wife Karen showing a bit of leg). Only when returning to the car was it mentioned that there was about 5 gallons of petrol in the service barge's tank. Ah well, that's life Mark.

Steve Grant.

Darts & Doms Vx Alwoodley MC

With 2 dart boards and 4 doms tables and a bar extension, the Crown at Boston Sps was a good place to be on Tuesday 5th July. Last time we had a match we lost at Doms so we had to do well this time, and we did, beating them 19 games to 16. The darts was a reverse of last time, Alwoodley beating us by 11 games to 7. Needless to say everyone had a good time and I thank all who took part. Lets hope Alwoodley can get one or two more to turn out next time.

Ronnie Moore.

LOOKOUT RALLY.

Only a brief mention this month, a full report will appear next month.

As Chief Marshal I was extremely pleased (& relieved) to be able to report that all controls were manned, even if strong-arm tactics had to be used. To all Marshals on the night, Keith Hunn & I would like to express our thanks, the reports from the competitors were very complementary, well done.

To all who enquired, the course closing car is now on the road to recovery, as is my marriage!

TRACKROD RESULTS.

<u>Car No</u>	<u>Crew</u>	<u>Penalties</u>	<u>O/A</u>	<u>Class.</u>
9	John Cope/John McNichol	15.54	4	2 Semi
56	D.Rawlings/A.Elliott	19.18	16	2 Beginner
60	I Dixon/D.Dixon	20.12	18	4 "
59	A.Nutter/S.Sanderson	26.14	31	12th "
6	S.Muscroft/T.Bradley	1F 20.37	37	12th Semi
46	P.Jordon/N.Ward	1F 27.25	45	18 Beg.
26	D.Harrison/A.Sunley	9F 30.26	61(Last)	15 Novice.

John Bean.

Photo page.

Sorry, it didn't work out to a page this month.

Last month's pic

(Top) showed Jacques Laffite in a Formula 1 Williams.

(Centre) was Rauno Altonen in a Mini

(Lower) showed Innes Ireland in a Lotus 18.

Ed.

..... and from him!

New Membership

The committee would like to extend a warm welcome to the following new members and hope that their association with TRACKROD is both long and successful:-

Ian Dixon

Mark Middleton

Christopher Watson

Graham Steggles

Membership for 1981 now stands at 239.

Membership renewal for 1982 is now open. Members please let me have your subs. at your convenience.

How to renew your membership for 1982

Just let me have your 1981 membership card and some money -

£5 for single member.

£7 for joint membership.

Thank you for your support.

Mike Ogden

Membership Secretary

ITEMS FOR SALE

2No. 2.5Kg B.C.F. Fire Extinguishers with travel brackets.

1No. Fire Wall for Escort Mk II.

1No. Smith's Pod Tachometer.

1No. Smith's Volt Meter.

All these items are brand new and I am open to offers.

Peter Silberberg

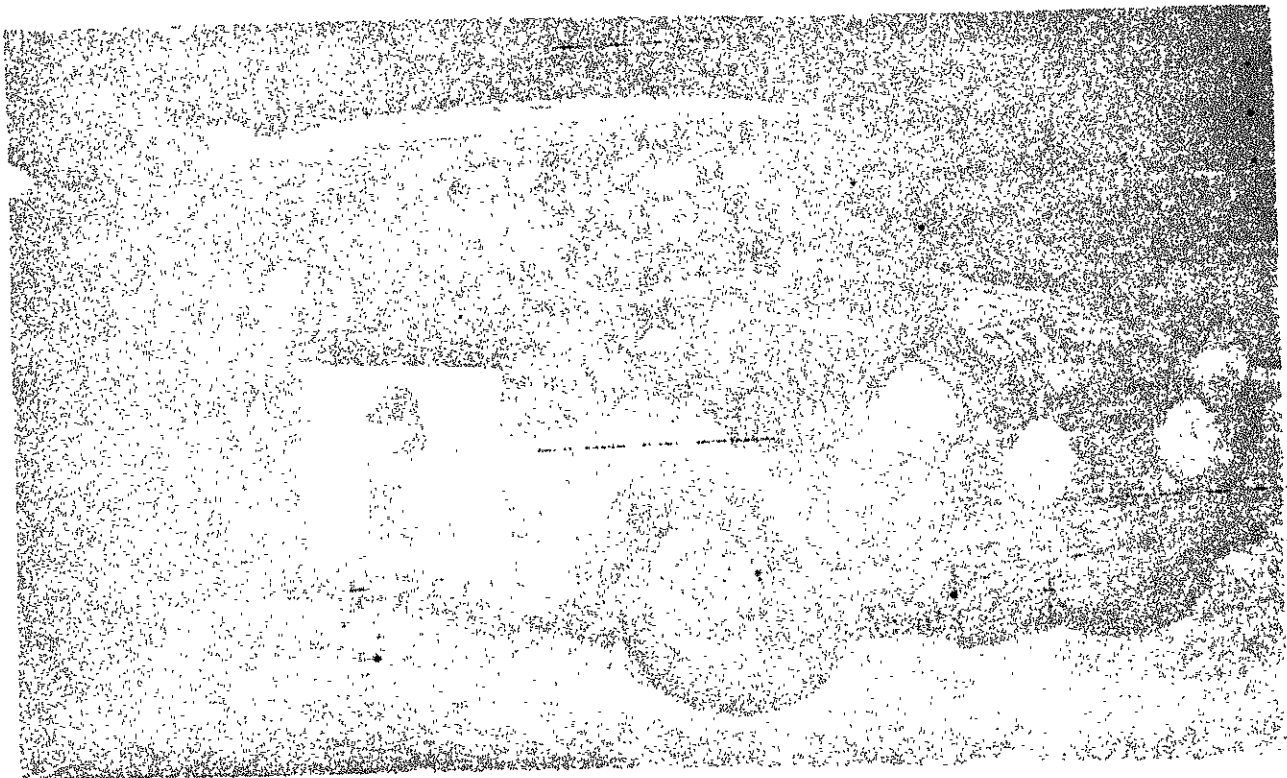
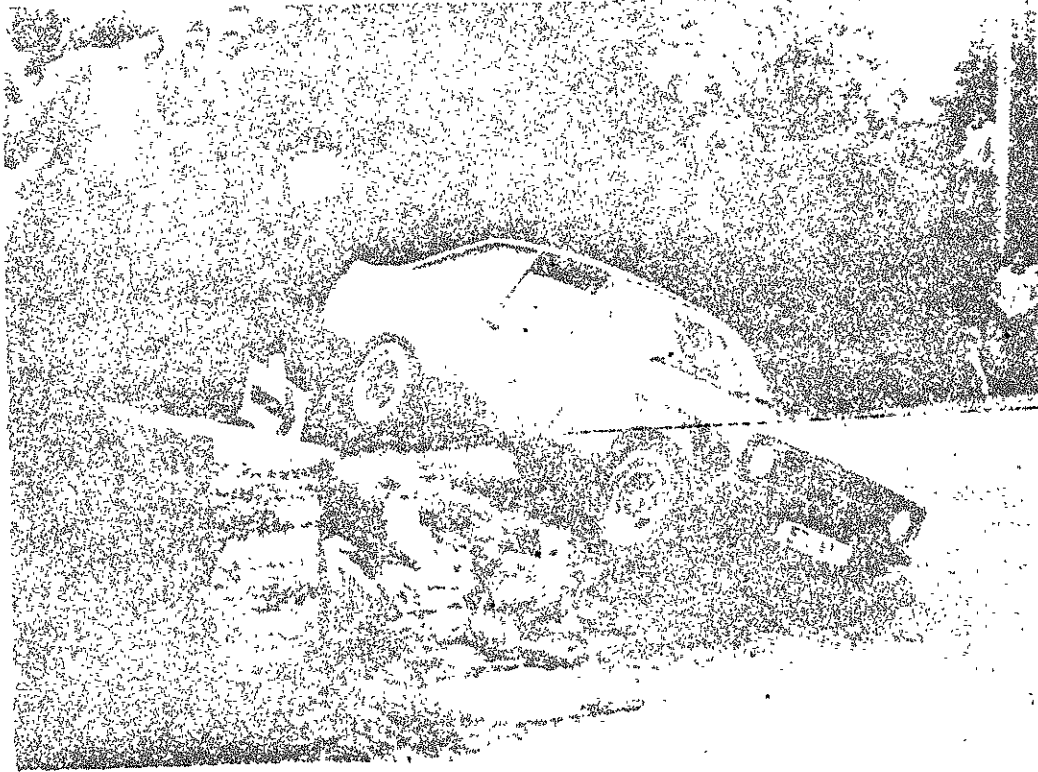
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COVER PICTURE

This months picture page depicts , (Above) an Irish Angle - believed John Lyons, on the Circuit.

(Below) shows Timo Makinen/ Paul Easter on the 1967 Monte.

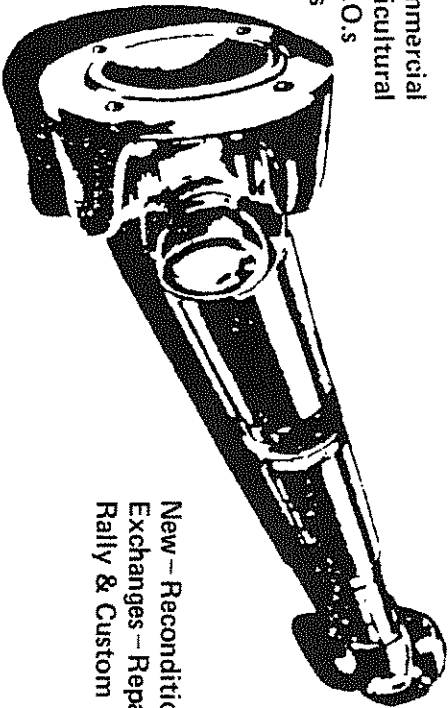
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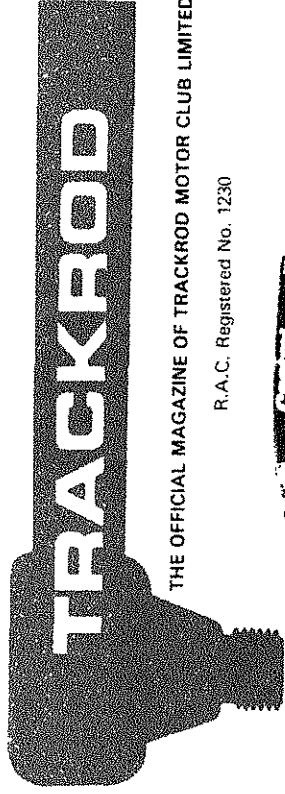
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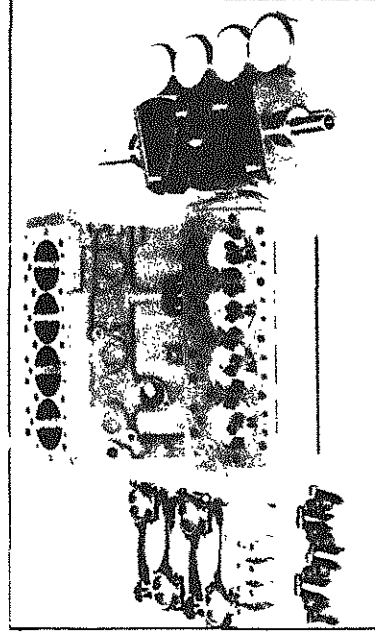
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