

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.
No. 161 MARCH - April '84

Editorial

Well, here we are at last. Please accept my appologies for the delay but, as most of you will know by now, the duplicator tried to commit " Harry Carrie " during the printing of last months magazine. Some of you will not have received a magazine last month, but I still have some left should you require one. They weren't posted out as usual, as the lack of pages printed before the break - down didn't make good economics.

Now to this months'; I know it's not up to much but until the duplicator is back from the repairers I'm afraid it's the best I can do. I trust you will bear with me until we are back to normal.

Steve Grant
Editor.

STOP PRESS ! This issue will cover March & April.

Social Calendar

- 20.3.84 Noggin, Old Star, Collingham.
27.3.84 Noggin, Shoulder of Mutton, Kirby Overblow.
3.4.84 Beehive, Thorner. Indoor Rally.
10.4.84 OPEN FORUM, Horsforth Club.
17.4.84 Noggin, Duke of Wellington, East Keswick
24.4.84 Noggin, Shoulder. CLUB DARTS KNOCKOUT 8-30pm start
1.5.84 Crown, Boston Spa. Re-arranged Training Evening. UPSTAIRS ROOM.

For any changes in these dates please keep an eye on the notice board.

Competition Calendar

- 31.3.84 York National Rally. (See elsewhere for details).
8.4.84 Burtons of Barnsley, Single Venue Rally. - Wakefield & Dist.
14/15. 4.84 Ribble Rally. ANCC. Springhill MC.
14.4.84 Tour of Lincs. Stages Rally - Lincs & Louth MC.
15.4.84 SHELL LEAGUE AUTOTEST - TRACKROD MC.
28/29.4.84 62 Car Club Anniversary Rally, - WE ARE CO-PROMOTING.
28/29.4.84 Coleman Tyres Rally (MN) - Otley MC.
6.5.84 Vetbed Opposite Lock Stages Rally - (single venue) - Slaithwaite.

York National Rally.

We are assisting Ilkley MC. with the running of Cropton, which is the second stage of the Rally. More details from me if you wish to marshal.
Sign on @ start MR 100/751926 at 9+00am.
Steve Sanderson.

April Tabletop Rally

Map 106, Market Weighton, is required. Chris & Steve Sanderson.

Badges & Stickers

Please don't forget that your FREE badges & stickers are available from Graeme Kellett on production of your 1984 membership card.

We would like to welcome Richard Wordsworth to the club, and wish him a happy and succesful time with the club.

C.S.

Shell Sport League

Results of the Three Swans Rally (Round One).

Trackrod Team

J.Renny / J.Millington	Expert Class	2nd from 24	** 101.7	pts.
J.Cope / J.McNichol	" "	8th " 24	** 76.7	"
C.Miller / M.Miller	Novice Class	11th " 36	** 79.4	"
J.North / G.Steggles	" "	15th " 36	68.3	"
A.Nutter / S.Sanderson	" "	NF " 36	5.0	"

** Best 3 scores 257.8

Overall

1st	Huddersfield	268.4
2nd	Ripon	267.5
3rd	Trackrod	257.8
4th	Slaithwaite	246.7
5th	Shipley	242.7

Next round - TRACKROD'S AUTOTEST, 15th April. LET'S HAVE ANOTHER FULL TEAM TO KEEP UP THIS GOOD START!

John Renny,
Shell League Captain.

Willie Wonka Indoor Rally Championship

Tuesday 7th Feb. saw the third round of this years championship. The venue, as usual, was the Crown , Boston Spa and was organised by Team Oscar Tango 92, the two 'oldies' of the club. Once again, unfortunately, the turn-out was poor infact the same crews that have turned out on previous events (without whose support the championship would be a dead duck). The event was simple and straight forward with no trickery, relying on the speed ability of the crews. To this end, all the competitors finished within the time allowance and no one collected penalty points. Higher points could have been scored if they had done so and answered more route questions, but that is always the gamble.

Results - Round Three

1st	Team Sanderson	78pts.
2nd	Team White Rankers	67 "
3rd	Team Jargra	62 "
4th	Team Dixon	47 "

Championship positions after three rounds

Team	Rnd1	Rnd2	Rnd3	Tot	Pos
Sanderson	21	21	27	69	1 *
Oscar Tango 92	27	27	--	54	2
White Rankers	16	--	21	37	3
Dixon	--	16	12	28	4
Jargra	--	--	16	16	5
What's on	12	--	--	12	6

* Indicates team completed 3 rounds, best three scores now apply.

Round 5 (final) Tuesday 3rd April, Beehive, Thorner. Organisers - Team Sanderson
O/S map 106 required.

John Westmoreland.

National Breakdown Rally Quiz

Q. What goes " Broom - broom - skid - sploosh out of sight ?
For the answer see later page !

Lookout Rally

Due to severe route clashes with two other clubs, the Lookout Rally is now running on July 28/29th 1984. More details later.

John Westmoreland and Derek Lee.

The April Fools Autotest.

The above event is our round of The Shell League Championship. The event is on the 15th of April (Sunday) at the Wellington Street Car Park, Leeds (same venue as last year). More MARSHALLS (it is easy) are required and will be made very welcome, so volunteers please have a word with KIETH HUNN who is the Chief Marshal.

Ronnie Moore & Steve Sanderson.

"Acting" Chairman's Chat

The position of Chairman has been filled temporarily until the A.G.M. in August by me (answer at the end). The Committee felt it was appropriate for a number of reasons to fill the position of Chairman from current Committee members.

So where do we go from here? I believe many members are not enjoying motor sport and T.M.C. to the full. Tuesday nights are as far as they go. Well, Tuesday nights are where the Committee are going to start, in the hope that the Tuesday regulars and some of those who don't attend Noggins will begin to support social activities on those nights. Treasure Hunts will be shorter, therefore later start and cheaper and also easier. Indoor Rallies will be more relevant to rally navigation and rally timing. Auto Tests, on club nights, will not require a 16K Ram Pack to store test details. P.C.T.'s will be of the nature enjoyed by many members last year when Mark Dawes and Phil Sykes organised a splendid event; their first time at organising a P.C.T.

The objective will be to get Club members involved in motor sporting events with the least embarrassment and the maximum enjoyment.

The Committee cannot make this happen without the members support.

Nigel Latimer - Chairman/Treasurer

National Breakdown Quiz, cont..

Answer; Car No.12, Steve Bannister on Boltby (which was run downhill) descending the steep hill straight after the hairpins, completely lost it on the adverse camber right hander at the bottom of the hill, and disappeared very rapidly into the water hole. For those of you who know this bend well you will realise the problems that faced him. For those that don't, the hole is about fifteen feet below the road and about five feet deep. The rear of the car was totally submerged and the front several feet below the road and looked as though it would be there forever. As luck would have it a local farmer was watching (The same farmer that extricated our own Ian Gurnett from the same hole some years ago) and he set off home for his big tractor. He soon returned with it and the very second the last car passed it was "heave - ho" with chains and power winches and Mr.Bannister was out! Again luck was with him, and with very little damage to the car, he made it to the stage finish before the course closing car. Thus he was able to continue on the rally, albeit at the rear of the field. A happy ending to an otherwise early retirement. He also had the entertainment of watching "Piggy Thompson" almost do the same thing. For those of you who remember the time when Ian and Nigel(course car on the stages event) slid into the hole but were not so lucky, as one competitor neatly parked his car ontop of Ian's Magnum! Ah ! Such sweet memories.

John Westmoreland.

On October 4th 1983. Thrust 2 ran for the last time - achieving a new World's Land Speed Record for Great Britain of 633.468 MPH. This was the culmination of 9 years work involving the support of 225 British Companies. Thrust 2 was built at Fishbourne on the Isle of Wight under the eagle eye of John Ackroyd the designer and has reached 650.88 MPH in trials, having exceeded 600 MPH 11 times - more than any other Land Speed Record Car.

Although attempts on the Record in 1981 and 82 had to be aborted due to weather problems damaging the natural track the car now holds 7 British National Speed Records including the domestic Land Speed Record 248.87 MPH for the measured mile, achieved in 1980. Thrust 2 holds the following World, International and USA Records:-

World Record Unlimited:	Mile 633.468 MPH
American Record Unlimited:	Mile 633.468 MPH
International Cat C Jet	Mile 633.468 MPH
International Cat C Jet	Kilometre 633.051 MPH
National C Jet	Mile 633.468 MPH
National C Jet	Kilo 634.051 MPH

In summary Thrust 2 is the fastest car ever over the Mile in the World and in the United Kingdom. It is also the World's Fastest Jet car.

- Dimensions: Length 27' 6" Width 8' 4" Height to top of fin 7' 2"
- Weight loaded: 8,500 lbs
- Power Unit: Rolls-Royce Avon 302 Series (uprated to 17,000 static thrust at sea level (approx 34,000 HP))
- Fuel: Type Jet A-1, or Jet A. Consumption - 3300 gallons per hour.
Capacity: 120 gallons in two tanks.
- Performance: Maximum speed achieved 650.88 MPH. Maximum acceleration 2.1G = 0 - 45 MPH in 1 sec.
Maximum de-celeration 2.1G = 120 MPH/Sec. Time to 650 MPH - 7 miles in 59 seconds.
- Wheels (Not exhibited) Solid Aluminium by High Duty Alloys, Peter Brotherhoods, Rolls-Royce and Wolfrace.
Rated to 8,000 RPM.
- Brakes Systems:
 - A. From 660 MPH 7' 6" diam. transonic brake parachute. Deployment load 24,000 lbs.
 - B. From 375 MPH. An emergency cluster of three of the above brake parachutes.
 - C. From 185 MPH. Lucas Girling disc brakes.

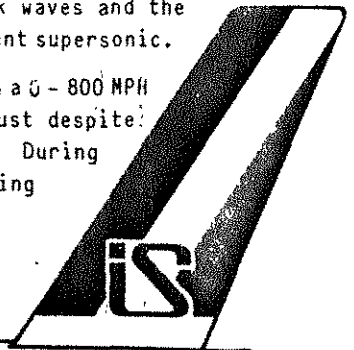
DRIVING THRUST 2

Thrust 2 has been designed to be driven like an automatic car, with the accelerator and afterburner operated by the right foot and the wheelbrakes by the left. The high speed parachute braking system is operated by two red buttons on the Thrust 2 steering wheel. At speed, the driver Richard Noble had to follow the wheel tracks of the Team's Jaguar XJ12 Firetender, and he would drive 11 feet to the left of the righthand Jaguar track, in a lane 50 ft wide by 13 miles long.

Thrust 2 tends to snake at full power between 0 and 350 MPH - but begins to straighten up once there is a reasonable airflow over the fins. However, the car has to be steered the whole way down the course, though the steering is so accurate and light that Richard would drive with the wheel held between his thumbs and index fingers. On cold days, he could clearly see the supersonic shock waves and the condensation behind the shockwaves, as the airflow over the nose and wheel arches went supersonic.

Speed is recorded in the car on a bubble magnetic memory recorder and displayed on a 0 - 800 MPH speedometer in the cockpit. At high speed, the cockpit would tend to fill with dust despite all efforts to seal it, and Richard was glad of his bottled air breathing system. During all workup trial runs, the car is always driven flat out to maximum throttle opening and the maximum speed is controlled solely by the acceleration distance.

BRITISH WINNERS





HARWOOD DALE , MINTEX 82



You Know - FISHAISH 81.