

Editorial

Welcome to what should be the May edition of our magazine. I say should, as I still haven't got the duplicator back from the repairers yet.

However it's nice to have a few articles for publication this month, they've been a bit thin on the ground of late! My thanks go to Chris Ainley for the letter (see later) which I received from him. I think it sums up the views of many of you out there who for one reason or another seem to think you may 'loose face' if you try your hand at something new and 'get it wrong'.

Can I say that it was a nice welcome that we received from the staff at the Duke of Wellington, and from a personal point it was nice to see that they've bought some new tables since we used to frequent the place. Only joking! Don't forget, if you know of a suitable venue for club nights, Caroline will be pleased to hear from you.

Hope we're back to normal next month,

Steve Grant  
Editor.

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Social Calendar

- 8.5.84            Noggin, Old Star, Collingham.  
15.5.84            Duke of Wellington, East Keswick. PIE & PEA SUPPER. 1 weeks notice to Caroline for food.  
22.5.84            \* Beehive, Thorner. \*\*April Fools prize giving & VIDEO night.  
29.5.84            Noggin, Shoulder of Mutton, Kirby Overblow.  
5.6.84            Noggin, Crown, Boston Spa.  
12.6.84            CLUBNIGHT PCT. Then Noggin, Wharfedale, Arthington.  
19.6.84            Noggin, Beehive.  
26.6.84            Noggin, Shoulder.  
30.6.84            \* Bar-B-Que. Tickets £3.00 from any committee member.

Please see notice board for any alterations to the above!

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Competition Calendar

- 6.5.84            Vetbed Opposite Lock Stages Rally (single venue) Slaithwaite.  
6.5.84            Autotest - Pudsey Civic Hall - SHELL LEAGUE, Airedale & Pennine.  
20.5.84            Single venue Rally. Sherburn (Mintex grounds), YSCC. We are CO-PROMOTING.  
20.5.84            Tarmac Stages Rally, Olivers Mount, Whitby & Dist.MC.  
20.5.84            STC stages rally, (was Uniband), Poachers MC.  
3.6.84            Hillclimb - YSCC - SHELL LEAGUE.  
13.6.84            CLUBNIGHT PCT. ( more later)

Comp. Calendar cont...

- 16/17.6.84 White Rose Rally, SHELL LEAGUE, Shipley HC.  
24.6.84 June Jesters Autotest, Pudsey. RAC round, TRACKROD MOTOR CLUB \*\*

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Proposed dates for Trackrod events.

- 12.6.84 Clubnight PCT.  
24.6.84 June Jesters Autotest (RAC).  
8.7.84 Wharfedale PCT.  
24.7.84 Economy run.  
28/29.7.84 Lookout Rally.  
15/16.9.84 Costa - di - plenti Rally.  
27.10.84 Quip Stages Rally.  
26.12.84 Boxing Day Autotest.

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As well as the above events , a twelve car navigational event is to be organised, by John Richardson, for an evening in June / July. Watch this space for more details.

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April Fools Autotest - Sunday 15th April '84.

On behalf of Ronnie and myself may I say thanks to everyone who helped (in whatever way), with the running of the above event. We appologise for the weather conditions but we can't arrange everything.

Steve Sanderson / Ronnie Moore.

I would like to thank the marshals who turned out on the above event. A day of mixed weather and winds made it somewhat dusty for some marshals, sorry. This also caused trouble for one driver on test one, know who I mean?

The morning section ran smoothly, but had the usual build up at the last test. However, this did not occur in the afternoon runs and everything was cleared away by 5.00pm. Let's hope we can have this kind of turn-out, by both marshals and competitors, on our June Jesters Autotest. Chief marshal on that day is Ronnie Moore!!  
Great event, thanks again,

Keith Hunn  
Chief Marshal.

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York National Rally.

On behalf of York Motor Club may I say thanks to the marshals on Cropton stage. I think most people enjoyed a good day, helped by the snow and the debut of the Metro 6R4.

Steve Sanderson.

Trackrod MC - OUR CLUB !!

Having read Nigel Latimers comments in the March / April issue of Trackrods' magazine, I found myself feeling guilty at my lack of support for the Club.

Could I be one of the silent majority!

The new initiatives detailed in the 'Chairman's chat', struck a chord with me. The committee are trying to get the members involved in their club, therefore I am going to give ~~them~~ my support to the club and the committee.

During the four months of 1984, I have marshaled on the York National Rally and the Shell League Autotest held in Leeds.

I have enjoyed two days of good competition (FREE) mixed with good company. I was made to feel welcome by existing club / committee members, especially as I am a new face.

Make 1984 a good year to support YOUR club, and the committee. I am, and I'm ENJOYING myself. I may even have a go at club Autotests (all be it slowly). Cheers!!

Chris Ainley.

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The Duckhams Lookout Rally

We are very pleased to once again announce the continued sponsorship of the Lookout Rally by Duckhams Oil. This years event will be running on Sat./Sun. July 28/29th, and looks as though this 'end of July' date will be fixed for the future as the best time to run it, keeping away from the possible bad weather of March, and lambing time.

The format of the event will follow last years highly successful event, being based in Tadcaster. Scrutineering and fuel will again be at the premises of Eric Ellis Ltd. with the start at Tadcaster Albion Football Ground with the excellent facilities of their Club at our disposal for drinks, food and the usual other facilities. If the weather is as good as last years it will be very enjoyable for all at this picturesque start venue.

The route will be similar to that of last year, with the exchange of some new bits for old, finishing at the Buckles Inn where such excellent facilities were offered last year. To keep up the standards we shall need the usual army of Marshals, so make a note in your diary and get in touch with Keith Hunn or Steve Hitchcock as soon as possible.

For those of you who will be entering, the regs. will be available by the end of May, if not before. We look forward to seeing you all in one way or another.

John Westmoreland / Derek Lee  
and the organising team.

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Willie Wonka Trophy - Indoor Rally Championship 1984.

Round 4.

Due to the magazine situation the last two results now appear.

The fourth round was held at The Beehive, Thorner, on March 13th. It was organised by Mike Robson who has missed taking part in the other rounds due to work

Cont..

commitments. The lighting at the Beehive is abismal, but due to the non-avail ability of the Crown Hotel, the best had to be made for this round and the next. Only three crews took part, which seems the norm. for this year and is no reflection on Mikes hard work.

The event started at 8.00pm and was incredibly hard. Mike himself admitted it was far harder than intended. The bad light didn't help the old eyes of Team Oscar Tango, thus the younger 'lads' of the other two teams gave us old men a right thrashing. Well done Mike for a good, hard event. You earned your points for the effort involved and the hasle we gave you.

<u>Results</u>		<u>Pts</u>	<u>C'ship Pts</u>
1st	White Rankers	28	27
2nd	Team Sanderson	27	21
3rd	Oscar Tango	21	16

Round 5 (Final)

This round was organised by Steve & Chris Sanderson. Again it was held at the Beehive and all the previous coments apply. The event was an excellent 'simple' event with the emphasis entirely on speed. It was very nice to do a round with no tricks, headaches or problems to solve. It was a case of the quickest plotted got the most questions answered within the hour, EXCELLENT.

Again only three crews took part and was a poor turnout for a superb event. Well done Chris & Steve.

<u>Results</u>		<u>Pts</u>	<u>C'ship Pts</u>
1st	White Rankers	110	27
2nd	Oscar Tango	95	21
3rd	Team Dixon	80	16

FINAL POSITIONS

<u>Team</u>	<u>Rd1</u>	<u>Rd2</u>	<u>Rd3</u>	<u>Rd4</u>	<u>Rd5</u>	<u>Total</u>
=1 Oscar Tango	27	27	---*	16*	21	75
=1 White Rankers	16*	---*	21	27	27	75
3 Team Sanderson	21*	21	27	21	---*	69
4 Team Dixon	---	16	12	---	16	44
5 Whatson/Jarga	12	---	16	---	---	28

\* Denotes dropped scores on the best three principle.

Well folks, there we have it for 1984, a dead heat. I'm sure that had more taken part, this would not have happened. Many people have said to me that they thought the rounds were too hard, and I must agree with them. It is most difficult to do an event for beginners and experts, but next year the events will be much easier with no trickery , speed being the key word, with the experts allowed less time b before penalties. To all who took part and organised, my sincere thanks and well done. Here's hoping many more take place next year.

John Westmoreland.

I now have, in my possession, entrants licences for those who wish to enter under Team Trackrod on events. If you require one please have a word with me.

Stephen Sanderson.

For Sale

Used 15 inch Rally Tyres; Dunlop, Michelin, Kleiber. Ring Charlie Payne on Ripon 87443.

York National Rally

Setting off from the Teesside Post House on my first National Rally (and my first competitive trip through the Yorkshire Forests) I decided it was too late now to wonder if I had the 'bottle' to co-drive Charlie Payne in his Opel Ascona 400.

On the run-out to the first stage at Guisborough one of the plugs fouled up and we had to pull up to change it for a spare. After this little delay we had to push past cars 30 and 31 at SA1 to get our correct arrival time. Through the stage the car was understeering, but I wasn't aware of that, just the ~~gravel~~ speed of the Opel over the gravel track (which was already cutting up). At the end of the stage we had taken 6mins 50secs NOT 8mins 50secs as shown in the results.

At the first TEN minute service halt we had the tracking altered; a quick check of the mileage to the next service so the required amount of petrol could be estimated, then back on the road over Castleton Rigg to SS2 in Cropton.

It was exiting as the car powered up the hillside from the start and past all the masses of spectators at the bends. Charlie had the Ascona well over 100mph on the 1½ mile straight, with me urging him to take the brows 'flat'.

From Cropton it was to Newton for SS3, which caused no problems, then onto SS4 in Pickering. All was going well until we came to (180 R - Hairpin left) at 823942 when with the tail out, I was late calling the left, the car spun finally facing back up the track. We got going again only to go off withinsight of the stage finish when we slid into the undergrowth on a tight 45left. After being pushed out we made our way to service in Pickering. At this time we were laying 19th O/A on 28min 20 secs.

With the clutch adjusted and a tyre change it was on to Wykeham for SS5 which created no problems, then into Bickley. Here competitors had to cross the stage to get to the start at 930½913½. It was at this point that car 21 the Talbot Samba of Ian Hughes broke its nearside ball joint.

Service C at the firetower was next with no problems worrying us, it was a relaxed halt before travelling the ½ mile to the start of Dalby 1. With at least a little knowledge of this stage I was hoping to give Charlie some help with the road direction. On our first visit to the woodyard the car stalled on the hairpin right, by the time we re-appeared in the woodyard the nearside headlamp had fallen out. On reaching SF7 the oil warning lamp was glowing.

Nearly all the oil had been lost due to a broken oil pipe from the dry sump tank; After 'obtaining' two gallons of oil we pulled to the start of SS8 hoping that we might just make it to service at Ruswarp near Whitby. We made the finish of Dalby 2 but we had ~~to~~ lost one gallon of oil. With fifteen stage miles still left it was decided to save the engine, and so we duly retired.

We had, prior to retiring, moved up to 15th overall.

Results

1st	D.Weidner / P.Short	74 min 15 secs.
2nd	A.Edwards / P.Watkins	75 " 25 "
3rd	L.Aitken / E.Morgan	75 " 47 "
Trackrod Crews		
30th	A.Hanson / R.Holdsworth	83 " 55 "
	C.Payne / A.Munnis	RETIRED SS8
	T.Woods / D.Jupp	RETIRED SS6

Andy Munnis.

Word Search

IN the table below hidden are the names of rallies and motor clubs you have to find and circle. The names may be forwards, backwards, verticle, horizontal or diagonally. One of them is circled to give you the idea.

T	H	R	E	E	S	W	A	N	S	E	H	U
M	I	N	T	E	X	O	G	R	T	D	F	P
B	G	A	T	A	M	O	L	P	I	D	A	G
E	H	S	I	W	D	A	B	E	M	P	Y	K
V	W	Y	T	R	A	C	K	R	O	D	O	E
E	A	B	P	G	N	T	I	S	O	E	C	N
R	Y	L	O	S	U	D	T	Y	N	L	I	Y
L	M	E	V	O	I	E	S	E	R	A	S	E
E	A	S	K	N	L	T	E	L	A	C	N	L
Y	N	O	G	Y	A	X	L	K	K	Y	G	P
C	O	S	T	A	D	I	P	L	E	N	T	I
L	W	O	T	H	G	I	N	I	R	S	O	H
A	T	E	L	U	C	O	S	S	A	C	K	S

- Clubs
- Selby ✓
  - Trackrod ✓
  - Ripon ✓
  - Beverley ✓
  - Shipley ✓
  - Ilkley ✓
  - De Lacy ✓

- Rallies
- Highwayman ✓
  - Lookout ✓
  - Costa Di Plenti ✓
  - Three Swans ✓
  - Moonraker ✓
  - Cossack ✓
  - Ridings ✓
  - Mintex ✓
  - Nightowl ✓
  - Diplomat ✓

How about the story about the launch of the latest Japanese/British venture when, surrounded by members of the British motoring press, the car was unveiled to the accompaniment of champagne corks and fanfares. Questions came thick and fast from the assembled journalists: " Who made the body ? Who made the engine? Who made the gearbox? Who made the electrics? Who made the suspension? Who assembled it? " To the acute embarassment of the British executives the same answer occurred each time - "the Japanese". There was a short silence broken by the voice from the back of the hall that asked what contribution the British had made." We printed the sticky labels that say 'made in Japan' "was the reply.

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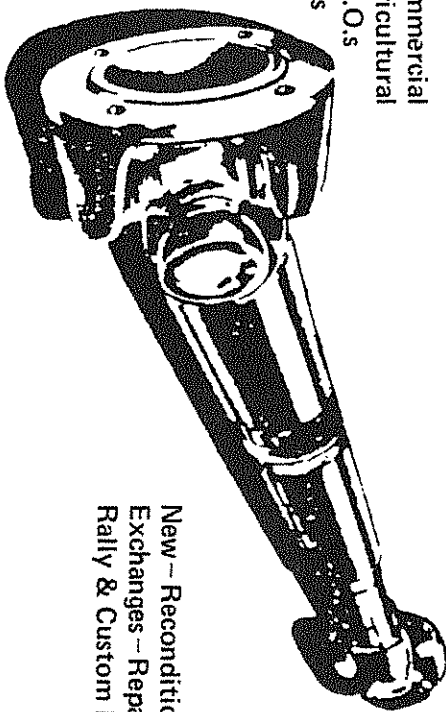
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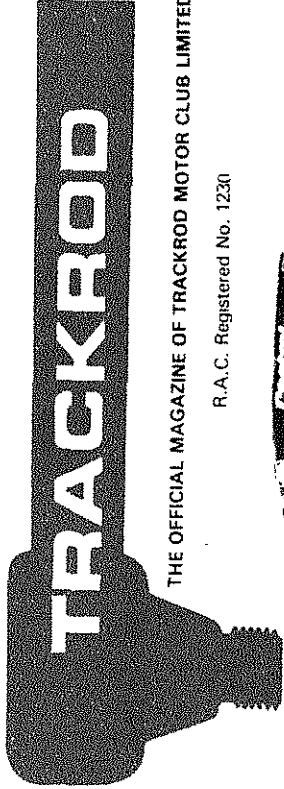
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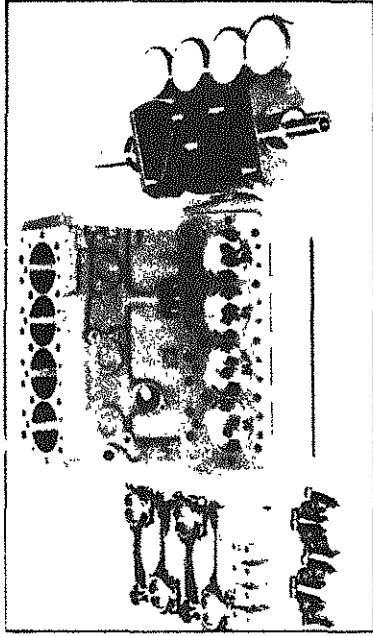
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