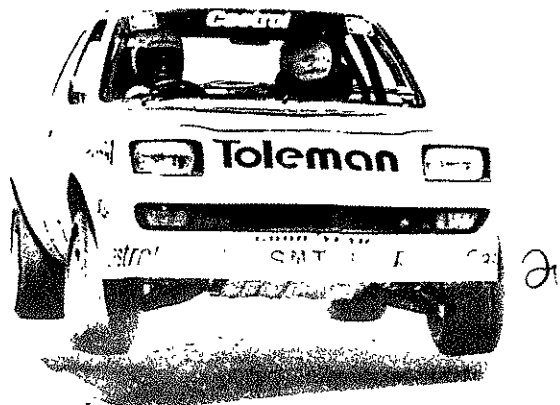


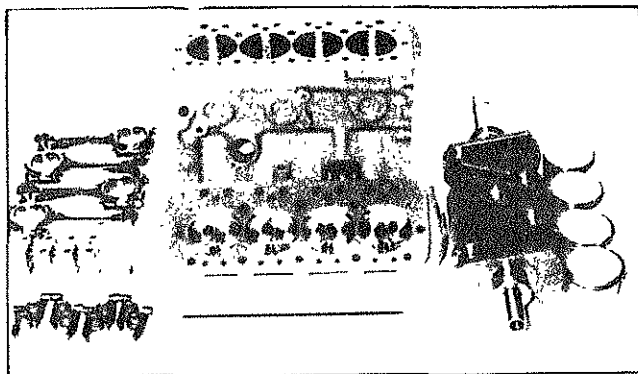
TRACKROD

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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.
NO 168 DECEMBER 1984

EDITORIAL

firstly, a well done to our Social Sec. for organising a very good Bonfire night disco clubnight on Nov. 6th. The rain halted for the fireworks thankfully, and I think everybody who attended had a great time; I know I did.

I hope to have some new mag. covers for the next issue of the magazine. This is dependant on me getting the artwork to the printers in the next week or so.

Malby forest was bitterly cold during the passage of the AC, but thankfully without the forecast rain. The stage arrival control was the place to have been early Tues. morning. One marshal over came a bout of Wandering Palm disease whilst handing back the readbook to Miss Pons (Michele Moutons codriver), this was followed by an attempted assault by a Finnish co-driver, all mixed in with hot bacon sandwiches and stories of a club rally driver being caught in a swimming pool in a non-aquatic pastime.

As this is the last issue before Christmas, may I wish everyone
MERRY CHRISTMAS AND A HAPPY NEW YEAR....

Scoop" Munnis

Editor

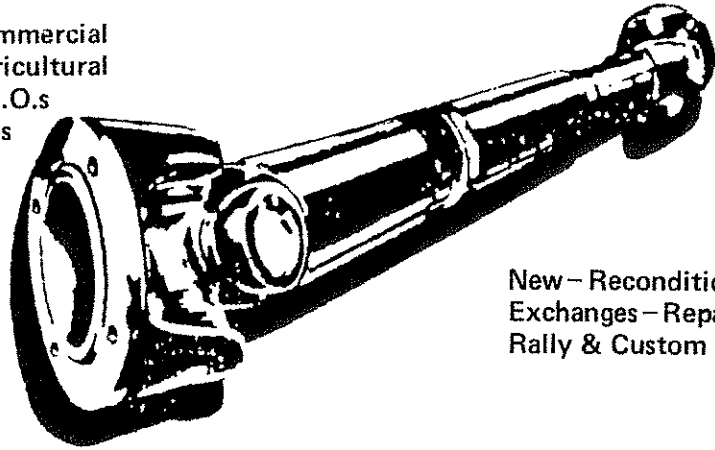
TOP PRESS

I am still waiting for some artwork to come in to me so I can take it to the printers. As today is Dec 10th, I think there is a slim chance of getting the new mag. covers before Christmas, so I intend to put the publishing date of the new mag back one week to Jan. 8th.

UES

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SOCIAL CALENDAR

Dec.

- 4 Crown, Boston Spa Scelextric night
- 11 Wharfedale, Arthington
- 18 Crown, Boston Spa Christmas Party, see item
- 25 No clubnight

1985

Jan.

- 1 Crown Boston Spa
- 8 Duke of Wellington, E. Keswick
- 15 Wharfedale, Arthington
- 22 Beehive, Thorne
- 29 Shoulder of Mutton, Kirby Overblow

Feb.

- 5 Crown, Boston Spa. Scelextric Night.

Rebecca Kemp

Social Sec.

Dec.

26 A/T TMC Boxing day Autotest

30 S/R Sherwoods of Darlington Christmas Stages,
Northallerton A.C. Maps 92,93,99

1985

Jan.

12/13 R/R Mini Miglia Knowdale C.C.
Maps 91,92,98,103

19/20 R/R 3 Swans Selby M.C.
Maps 100,101,105,106

20 S/V Border M.C. Map 111

22-24 S/R National breakdown. Starts from Bradford.

CHAIRMAN'S CHAT

Just a quick one this month (and hopefully printed the right way up). Last months bonfire night party was certainly one of the best I've been to, thanks must be given to Rebecca Kemp for organising and Barry Dove for arranging the explosions and managing not to lose any fingers.

I've received one or two criticisms about the quality of last months nag. and these have been noted. . . . Basically it was Andy and myself's first attempt at printing, however I hope this one turns out better.

Two final points, firstly I'd like to thank all of you who turned out for the RAC and secondly , jog your memories about the Dinner Dance on Jan 25th., it's well worth going to.

Mark Dawes

Chairman

CHRISTMAS PARTY

The Christmas Party has now changed venues and dates, instead of being at the Lawnswood on Friday the 7th, it is now at the Crown at Boston Spa on Tuesday 18th. Dec. Now all will be able to attend. It will be a similar format to the Bonfire Night party (without the fireworks). So it promises to be a good night. All the children are welcome, there will be a good supper and disco. All good value at £1,50. Bring your friends and relatives, a lot of tickets have already been sold so hurry and get yours. 'S Fancy dress but it's not compulsory.

Rebecca Kemp.

BUCKHAMS LOOKOUT RALLY

This was a very long article by J.W., so I have used my editorial prerogative to edit it to cover the RAC tribunal (relating to the protest on the rally).

As you may or may not know, the results of the above rally were delayed due to the protest of car No 9, Carl Drake and Steve Falshaw. The event ran well despite some marshals not getting to their points due to a road accident, and was greatly enjoyed by the competitors. Because of the missing marshals, some passage controls were unmanned and a code board inserted in its place. This was where the trouble started, albeit at the finish. Car 9 tore through a particular selective arriving at the finish for his time. He should have collected a counter signature against the code letter for the unmanned passage check, but did not. A fail was posted for this on the provisional results at the finish. The competitor protested the results, without this fail he would theoretically have won, based on the grounds of the wording of ASR 23 in the regs. He was told that his protest was unfounded. He continued to argue the point, stating that he had a signature against his time at the selective finish, and thus, according to ASR 23 this was

ont, from page 5

what was required to qualify for the code board. Again he was told that this was not so and that a signature was necessary in the box next to the code letter for that P.C., the wording of ASR 23 said so.

Our friend was still not satisfied and protested (with fee) to the Stewards of the Event. They also rejected his protest, but pointed out to him that RAC MSA General Competition Rule L4-5-10 puts the onus on the competitor to ensure that all paperwork is carried out correctly. Our friend was still not satisfied, and informed the stewards that he would appeal to the RAC MSA against their decision, which he did with covering fee of £ 100.

At the end of August we received communication from the RAC MSA summoning Stuart Marsh and myself to Belgrave SQ. London for the appeal hearing on Sept 6th.

On the due day we arrived at Belgrave Square at 3.0pm for the hearing, but first a highly honoured tour round the RAD office where all rally planning takes place, most interesting, especially as all the Lombard gear had just arrived. Eventually we were called into COURT.

Les Graham, the General Manager of the RAC MSA introduced us to the Tribunal, and to the legal eagle who was there should any legal points come up. We were surprised to learn that the tribunal had no prior knowledge of the affair and were starting from scratch, so it was up to Mr. Drake to state his case and reasons for his appeal. On reflection the lack of prior knowledge by the tribunal was the only unbiased way. Our friend read out his appeal against our and the stewards decision without interruption from the Tribunal, and I must admit he worded it very well, to the point I thought we were going to have to fight. Members of the Tribunal then began to ask simple

ont. page 11

A REMINISCENCE PT 1

What were you doing when issue 73 of the magazine came out?

Issue 73 was Nov. 1976 and the editor at the time was Steve Lloyd. Amongst the other members of the committee was a certain Martin Kemp who was the Competition Sec. and Rod Parkin who was the Club Secretary.

The big news of the month was not the RAC Rally but a proposal that the club should become a Limited Company. Some very thoughtful thinking by someone suggested that we become a limited company in order to keep individual costs down should something drastic happen. It was all laid down in a very informative article.

Other news was that members were out in force on events and getting some very good results with overall wins, class wins etc. There was some hard luck stories (as usual) like one member who was about 6th O/A on the Tour of Mull when whilst taking evasive action he bent his rear axle and had to retire. A certain R. Beecroft won the Alwoodley Pennine rally, with members Steve Rathbone / Frank Stuart & Brown and Dave Lawton / Jack Coulthard finishing 2nd and 3rd.

In the social scene we were visiting some well known hostelrys such as the Dynclay Arms and The Square and Compass as well as the regular haunts.

Finally we were marshalling the Yorkshire forest known as Olby. This was also during the night. The magazine contained photos of club members on various events, and ~~XXXX~~ Trackrod were lying 3rd in the Shell League.

It was also reported that Derek and Jean Lee had made it legal

Signed Faithful

PS If anybody has any earlier issues than No 66. If they would pass them on to the Editor for me with their name and address, I will see they get them back.

COSTA DI PLENTI RALLY 1984

Trackrod's premiere road rally, the Costa, ran on 15/16 September. Despite being a round of the ANCC championship and promising an "enjoyable 180 mile route" it failed to attract a full entry and only 59 crews arrived for the start in York. The usual farcical arrangement took place at Gladstone Tyres premises with the reverse seeding system in operation.

Crews had plenty of time to plot the route though some novices were a little bemused by trying to link a control on map 106 to one on 101 not realising they went across the bottom corner of 100.

The first selective round Sand Hutton to Acklam soon revealed two hazards to competitors - fog and roads which appeared to be covered in slime; the least bit of exuberance being thrown back at drivers in the form of armfuls of opposite lock to straighten the car again. Right from the start two crews dominated the times on selectives; Eason/Kellitt in their immaculate RS2000 and Mennill/Jarvis in their Sunbeam.

Selective 2 ran off map 106, across 100 via Thixendale and onto 101 taking in the tricky triangle round Burdale where reverse gear was much used to negotiate the hairpin left which gave the correct approach.

We were running at No. 20 and saw two cars well buried on this selective including the Gallaghers who seem to be having difficulties coming to terms with an Escort after so long in a Sunbeam.

Selective 3 over Grinston Brow included the nasty tightening 90 right which starts as you come over a cattle grid on a brow then descends on gravel to the right if you're lucky, or into a big tree if you're not, - several were not lucky....

Selective 4 saw the fog lifting then a series of four targa controls starting at the bottom of Castle Howard straight and slotting left at the crossroads must have entertained the many spectators assembled there. The vast crowd (well?) was clear to see as we approached the junction, as was vast amounts of rubber on the road as was all the psychopaths we call drivers aimed to impress - non of this rubbish for us. Not being able to afford the rubber we entertained the crowd by going on the grass - there must be something of the music hall spirit in drivers, show them a crowd and they have to entertain.

By selective 5 we were settling down into what was proving to be a very tough event with many crews already by the wayside and by Sel. 6 we were going well enough to record a top ten time. However on Sel. 7 (who said lucky 7 ?) the exhaust started to get noisy, and noisier and then it was no more. We finished the selective to find the manifold had broken where it went from 2 to 1 and we could not fix it, so another one bites the dust.

Petrol followed Sel. 8 so we went as quietly as possible to the Rainton Services to try effect some kind of repair. Selective 8 was to hold a sting in the tail at the end of the event but none of that later.

The second half continued without the daring exploits of Cope/McNichol 'cos we went home but by all accounts it continued in the same rugged fashion. Results were delayed as the usual chaos rained though there was no disputing the first two places, John Mennall and Chris Jarvis taking first spot by just 42 secs. from John Easson and Andrew ~~XXXXXX~~ Kellitt. The rest of the top ten was argued about as four cars were given fails for a missed code board where PC 9 should have been in SS 3. Once again an event marred by the use of code boards. Finally the fails stood and left us the story of the event as follows :-

pto

Starters 59
Finishers 24
Fail free crews 10

A very arduous event which I doubt many crews enjoyed very much, the route was original and covered a good variety of areas but must have been a nightmare to marshall; the weather and organisation also left something to be desired.

Best TMC crew (and only finisher..)

Car 37 E. Ward / S. Cossins 22nd O/A

John McNichol

ANCC AUTOTEST CHAMPIONSHIP

The championship was eventually won by David Haigh, in a Datsun Special, with Glen Simpson the runner up in his Mini 1000. Our own Richard Ineson was seventh.

NATIONAL BREAKDOWN

The rally this year starts from Bradford. It has a stage mileage of 260 miles, for an entry fee of £200. A national clubmens event will join at the half-way at Scarborough. The entry closes on Feb. 2nd. and details are available from Secretary, National Breakdown Rally, 11 Pledwick Drive, Sandal, Wakefield. Tel. Sandal (0924) 250332

Cont. from page 6

questions of our friend, and as his answers came up, we knew we had nothing to fear. Only twice were we asked questions, to clarify points made by Mr. Drake, the answers to which I am sure they already knew. The Tribunal's inspection of every competitor's time card for the 1st. half of the route put the final decision beyond doubt. At this point, the legal gentleman joined in the discussion making very pointed remarks about the PC box and Code letter and missing signature.

As no other questions were asked, we were asked to leave the tribunal whilst they deliberated the appeal. After two cups of coffee we were called back into the court to hear the findings. When we were all seated, Mr. Graham read out the finding of the tribunal, a copy of which is below.

Quote:-

"The court are satisfied that Supplementary Regulation 23 (ASR 23) requires a confirmatory signature for a code board at an unmanned check and no such signature was on competitor No 9's time card."

"RAC Regulation 14-5-10 very clearly puts the onus of obtaining a signature on the competitor."

"The Court rejected the appeal, and order that the £100 Appeal fee be forfeit, the Court orders Mr. Drake to make a contribution towards costs of £50."

With that, we were all thanked for attending and that documentation would follow in due course by post, they hoped we would have a pleasant journey home.

As soon as we received official confirmation all the competitors were told the results were now final.

John Westmoreland.

D ODDMENTS

Often when one is out on rallies, whether competing or marshalling, something amusing happens which is not really connected with what is happening and never gets included in a write-up for the event. I was witness to such a happening on Saturday 20th October on the Larkspeed Rally.

My son Martin and I were manning NTC 1 on the yellow road which runs from Dishforth airfield to Boroughbridge, the direction in which the rally cars were going, at a time just before midnight. The two course had passed and car No. 1 had arrived, as he had a few minutes to wait before his restart time, we were having a humorous chat together and wondering where the other cars were, as no one else had arrived.

As we chatted along the road from Boroughbridge came a lonely motorcyclist, obviously on his way home from the pub. Surprised to see my van parked on the verge, with floodlights shining down on the road and a car parked at the side, he slowed down to about 20 mph (he probably thought it was the police). As he passed under the lights, we could see it was a young lad on a 50 cc go-faster thing, you know the type, all crash helmet, legs and L-plates. His interest or nosiness was greatly aroused as he passed. As he continued down the road looking over his shoulder to see what was going on, he hit the grass bank and he, and his bike, cart-wheeled into the ditch. As myself and the crew of car 1 fell about laughing, Martin ran to see if assistance was required, informing him that we had a CB radio and would summon medical help if needed. The reply was quite unrepeatable in print, and our source of entertainment began stuffing bits of fallen off motorcycle into his anorak, and kicked the rather twisted machine into life and wobbled off down the road and home. I wonder how he would explain that to his insurance company, or his pals.

John Westmoreland.

s no doubt many of you know, GB Autocentre has replaced its
going MK 3 Escort van with a new bigger barge with
onewhats better confort and facilities when marshalling
artin and I have now a motto in Latin for it as follows :-

TEMPUS CONTROLI IN TRANSITU

. W:

0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -

ATIONAL TABLETOP

avern MC are once again organising their Pegasus National
abletop rally. Entry is £ 3.00 and it uses map 183. The
st prize is £ 35.00 and the entry closes on Dec. 24th.
believe John Renny has some entry forms.

XX

DINNER DANCE

The annual Dinner Dance and Awards Presentation will be
old on Jan 25th 1985 at the Mercury Motel at Garforth.
The tickets will be around £9.00. Names of the guest
speakers and further details will appear in the January
ssue of the mag. See Rebecca for tickets and make it as
successful as the bonfire night party.

TROPHY POINTS

HAVING MADE A BRAVE ATTEMPT TO BRING THE POINTS TABLE
BANG UP TO DATE FOR THIS MAGAZINE, I MUST CONFESS I
HAVE FAILED.

FOR MEMBERS WHO WOULD LIKE A COPY OF THE CURRENT TABLE
IN LOOSE-LEAF FORM FOR NEXT WEEKS CLUBNIGHT -
PLEASE SEE ME THEN.

IMPORTANT NOTICE

Would the relevant persons who have the signing on
sheets for the Quip and RAC please let me have them or
a photocopy P.D.Q.

Would ALL MEMBERS please let me have their points
claims for December NO LATER THAN THE 7th.

By phone if necessary and unqualified.

Should any points be claimed above later be proven
false, then that member will forfeit any award
presented to him at the dinner dance, and that award be
re-presented to the next placed member.

Please return trophies to me Clean by Jan. 8th
clubnight.

Thanking you in anticipation

John Westmoreland.

Tadcaster 833064

THIS PAGE WOULD HAVE LOOKED MUCH BETTER

WITH YOUR ARTICLE ON IT.

WHERE WAS IT ????????????

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