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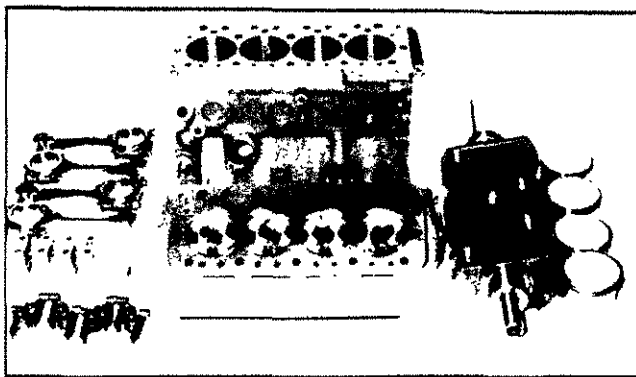


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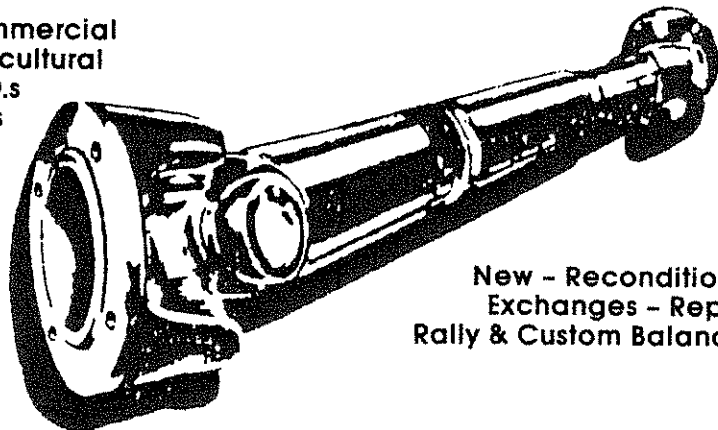
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COMMITTEE

Chairman:	Mark Dawes, Tetley Hall, Moor Road, Leeds 6. Tel. 431751 Ext. 440 (B)
Secretary:	John Bean, 58 Moseley Wood Gardens, Leeds 16. Tel. 611132 (H)
Treasurer:	John Renny, 21 Woodhill Gardens, Leeds 16. Tel. 675685
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Social Committee Sec:	Rebecca Kemp (as above)
Membership Sec./Equipment Officer:	Neil Du Cros, 74 Royal Park Road, Leeds 6. Tel. 740004 (H)
Merchandising/Training Officer	vacant
Trophy Points Sec:	John Westmoreland, 46 Hillcrest, Tadcaster. Tel. Tad. 833064

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

NO 171

MARCH 1985

EDITORIAL

This is going to be just a short one. As you should see the new covers have arrived, and very nice too. So far my appeal for more articles is falling on deaf ears, so whats new!!!

"Scoop" MUNNIS

EDITOR

SOCIAL CALENDAR

March

- 5 Crown, Boston Spa
- 12 Duke of Wellington, East Keswick
Round 2 Indoor Rally Championship
- 19 Wharfedale, Arthington
Talk by Dave Campion of R E D
- 26 Shoulder of Mutton, Kirby Overblow

April

- 2 Crown, Boston Spa
- 9 Duke of Wellington, East Keswick
- 16 Wharfedale, Arthington
- 23 Beehive, Thorne
- 30 Shoulder of Mutton, Kirby Overblow

REBECCA KEMP

Social Secretary

COMPETITION CALENDAR

March

9/10	R/R	Burgess Bowl	ANCC
		Maps 110,118,119	
23/24	R/R	Alwoodley M.C.	
30	S/R	York National	Shell/Autosport
31	Autotest	Shipley & DMC	

April

13	S/R	TOUR of Lincs.	
14	Autotest	TRACKROD M.C.	
28	Hillclimb	Shipley & DMC	

CHAIRMAN'S CHAT

I've finally been able to put pen to paper this month - sorry for the absence. I hope all those of you who turned out for the National Breakdown enjoyed themselves. I think for once we were very fortunate with the weather seeing as how it had been so changeable earlier on in the week.

A frequent moan from event organisers is the state of the club caravan and equipment when needed for a venue (the National Breakdown was no exception). It is a continual problem and not necessarily the fault of equipment secretaries. So in a bid to improve the situation it is intended in the not too distant future to have a complete sort out and stock take. (We did that last Saturday... ED). On another matter and keeping to the theme of event organising it was decided at the last committee meeting to try and encourage fresh faces to come forward and help organise events. It isn't that difficult there is a wealth of experience from the established (sounds better than older) members of the club. A good starter would be a clubnight PCT or autotest. All thats needed is a venue, a permit/insurance from the RACMSA and a set of regs, it's that simple. If you want to cut your teeth at event organising just contact a committee member.

MARK DAWES

Chairman

SEC'S SPOT

Firstly, an apology for a lack of news and views in recent magazines - I have all the usual excuses, but I think Andy has finally grown sick of them, so I thought I would try and bring you upto date with some of the items that I here about in my role as Club Sec. In the February RAC Club News Bulletin there is a lengthy article concerning the re-organisation of club level events in 1986. As regards the "closed" and "restricted" status events there will be no changes, apart from the title "regional" rather than "restricted" being an optional title. However, the powers that be have decided that the status "closed joint" or "closed co-promoted" is out of date, as this type of event is usually promoted by one club, with the invited clubs taking no active part in the organisation. The proposal therefore is that the "closed co-promoted" events be replaced by a "clubmens" status invited event. The "clubmens" event will be promoted by one recognised club who shall be totally liable for the organisation of the event. Up to 8 other clubs may be invited, with their club championship, if appropriate, in order to make the event viable. A regional association or championship may not be invited to a clubmans event.

Also proposed is that all competitors in "clubmens" status events (except passengers in trials) should hold an RACMSA competition licence. To ease the burden on the RACMSA it is suggested that it should be possible to obtain a licence from the event organisers, when entering the first event of the year.

I feel that the first part of the proposals concerning the "clubmens" status of events, are sound, but the proposals about increasing the scope of competition licencing are yet another intrusion by the RACMSA into the wallet of the club competitor. The article by the

RACMSA does go into great lengths about the advantages of wider applications of Competition licences, but I have grave doubts, and feel that events such as PCT's and autotests will virtually disappear at the "clubmans" level.

I have received several circulars, including regs. for the "1985 Peugeot Talbot port Challenge" - which applies only to National status stage rallies, and the 1985 Airtrack travel brochure for those of you who regularly fly to distant Grand Prix races. Anyone wanting a sight of these worthy publications please apply soon before they are filed WPB.

I understand that our annual quest for event organisers has commenced. We are running a Restricted autotest on April 14th, but as yet no one has come forward to take on the organisation. We do have a venue and John Renny has agreed to assist with some of the finer points, so how about it? Volunteers to John Asap. We are also hoping to run a few more clubnight events (PCT's, autotests, sport-noggins, etc), so if you wish to have a go at a simple type of event, Martin Kemp is the man to see. Finally, there is an appeal for help in raising advertising and/or publicity for this years Costa Di Plenti Rally. Do you have a business? Do you know anyone with a business? Advertising rates in event regulations are very cost effective, and help to ensure the success of our events. See Martin Kemp for quotes.

JOHN BEAN

secretary

ELLIS COMPONENTS WINTER STAGES

Deciding to give the Ascona a run after it's engine rebuild and before the National Breakdown, Charlie Payne and I entered The Ellis Components Winter Stages, a single venue rally at Lindeholme. On arriving at the airfield at 7.40am the runways were completely clear of snow with only a light morning frost unlike the heavy snowfalls in Leeds at the end of January. As we were only out for a practice and to test the engine, Charlie had decided against spending £300+ on some Tarmac racers, instead he made use of a set of part worn forest racers that were already on the car plus a set of skinnies if it was snowy. Seeded at car 17 we were going to have some tough opposition with Graham Lopley at 2 in his ultra quick Escort and Vince Wetton in his ex-Mcrae, ex- Clinton Smith Ascona 400 at 3.

SS1 saw us 6th fastest on 5.04 with Car 4 taking the honours with 4.59, Lopley 5.00, while Wetton did 5.08. SS2 was a repeat of the previous stage and Wetton really went to town taking 20 secs off his previous time, after a tyre change onto softer compound, to stop the watch on 4.48, 2 secs up on Car 5 the Sunbeam Lotus of Chris Pearson. We took 7th on 5.00 to stay 6th, whilst Lopley spun wildly in front of the Control Tower where there still remained a very large sheet of ice, just in the braking area for a slot 90R round the back of the Control Tower Bldgs. This ice was to cause problems all day, with many of the lower runners daring to leave their braking until actually onto the ice and then playing skittles with the tyre barrier.

At the end of SS2 the times were Cars 5 & 12 on 9.52 Car 4 9.53, Wetton 9.56, No 45 on 10.02, us on 10.04 and Lopley next on 10.15.

A slight alteration to the route for SS3/4 saw us quicker both times on a marginally shorter stage. A 4th= fastest time on stage 4 did nothing for our position after Graham Lepley put in two very quick times to move ahead of us.

Wetton had now moved into the lead on 19.02, two secs up on the RS1800 of D.Ross in Car 12. G.Tunnard(4) and Lepley(2) were 4th= on 9.20 and us on 9.35.

With the rally moving into the final half the stage was changed once again for SS5/6. Wetton and Lepley swapped fastest times, Ross(12) took a maximum and dropped from contention. Tunnard(4) slowed as his racers started to go off and Charlie was able to take 5 secs per stage off him. With $\frac{3}{4}$ of the stages gone we held 5th place 5 secs behind (4) with the two longest stages to go.

SS7/8 were double laps of the previous two stages. During the wait to start SS7, it started to snow and all the top crews still on racers changed to heavily treaded tyres. As we started the seventh stage we had hopes of taking over 5 secs off of Car 4 to move into 4th. place, However less than $\frac{1}{2}$ mile into the 6 mile stage Charlie's seat mounting broke loose, the resulting numerous spins as Charlie fought to control the car on corners lost us over a minute to (4) and dropped us to 7th. Starting the last stage, with the wayward seat temporarily secured, a real blizzard had blown up and the name of the game was "to keep it on the tracks". We were 4 secs behind the Porsche 911 of R.Gant (11) in 6th place with (9) only one second behind us. On our first lap we caught car 8 on his second lap at an open 90R.

He kindly pirotatted in front of us, we slithered past on the outside only for us to spin at 30mph at the next corner, a tight 90R, blocking car 8's way. Any attempt to accelerate caused massive wheelspin and on many corners the snow was now packing. We eventually crossed the finish line in 15m 46s for just over six miles beating the Porsche 911 who took a maximum of 16m, however car 9 took a minute off us to pinch 6th place from us.

It was a good event, we'd only come to test the engine and that had run beautifully all day so we're not too disappointed with 7th place.

1st Wetton (3)	Ascona 400	49m 59s	49m 59s
2nd Lepley (2)	Escort		51m 01s
3rd Pearson (5)	Sunbeam Lotus		51m 53s
4th Staples (1)	Stag		54m 01s
5th Tunnard (4)	Escort		54m 07s
6th Rowlett (9)	Escort		54m 50s
7th Payne/Munnis (17)	Ascona 400		55m 32s

A. MUNNIS

TROPHY POINTS SEC.

Time is now ripe to bring a few things up to date on club championship events, these being :-

- A) The Scalextric Championship
- B) Willie Wonka Indoor Rally Championship

The Scalextric Championship has now had two of its qualifying rounds run, and is proving a popular event. There will be four rounds in total, and your best three scores will count for the trophy (to be held for 1 year) and the beautiful hand made replica which is for keeps. In some cases, indeed many, competitors have had more than 1 attempt per round at fastest time, in these cases that competitors fastest time on that round is the one which is counted for points.

Below is the results of each individual round followed by the overall position after two rounds

Round 1

1st= J. RENNY	28.0secs	15th=N. Drayton	34.0
R. INESON		Mrs Kemp	
2nd P. Sykes	28.5	M. Beast	
4th H. Thomas	29.0	L. Miller	
5th= J. West'land	30.0	19th K. Hunn	35.0
A. Mannis		20th Ms Goodall	35.5
7th A. Mower	30.5	21st=M. Kemp	36.0
8th G. Steggles	31.0	S. Sanderson	
9th= M. Jagger	31.5	23rd N. Du Cros	38.0
I. Dixon		24th D. Dixon	38.5
11th B. Dove	32.5	25th N. Wright	39.5
12th=K. Goodall	33.0	26th J. Bean	41.5
S. Hitchcock			
14th C. Sanderson	33.5		

Results Round 2

1st	J. NORTH	28.8secs	11th	B. Dove	33.2
2nd	J. West'land	29.0	12th	Mrs Kemp	33.6
3rd	M. Boast	29.2	13th	S. Hitchcock	34.0
4th	G. Bradford	29.8	14th	K. Hunn	34.4
5th	J. Renny	30.2	15th	M. Ogden	34.8
6th	H. Thomas	30.8	16th=	M. Dawes	35.0
7th	P. Sykes	31.2		A. Munnis	
8th	G. Steggles	31.4	18th	M. Wood	38.0
9th=	R. Ineson	33.0	19th	J. Stoker	40.0
	G. McPhail		20th	I. Miller	41.0

- 0 - 0 -

Scalextric Championship after 2 rounds

Name	Rnd 1	Rnd 2	Total	Pos
J. RENNY	52	50	102	1
J. Westmoreland	48	53	101	2
R. Ineson	52	46	98	3 =
P. Sykes	50	48	98	3=
H. Thomas	49	49	98	3 =
G. Steggles	45	47	92	6
M. Boast	38	52	90	7
A. Munnis	48	39	87	8
B. Dove	42	44	86	9
S. Hitchcock	41	42	83	10
Mrs R. Kemp	38	43	81	11
K. Hunn	34	41	75	12
I. Miller	38	35	73	13

The following members have only competed on one round (points in brackets), J. North(54), G. Bradford(51), G. McPhail(46), A. M^Ower(46), M. Jagger(44), I. Dixon(44), K. Goodall(41), M. Ogden(40), M. Dawes(39), C. Sanderson(39), N. Drayton(38), M. Wood(37)

cont. p12

cont from p11

J. Stoker(36), Miss D. Goodall(33), M. Kemp(32)
S. Sanderson(32), N. Du Cros(30), D. Dixon(29)
N. Wright(28), J. Bean(27)

1984/85 Willie Wonka Indoor Rally Championship

The first round of this seasons championship took place on Tuesday Feb. 12th. at the Duke of Wellington, E. Keswick. The event was organised by yours truly, and was contested by only 4 crews. As promised, the event was a "quickie" with all crews bar one finishing in the hour, with questions answered. Unfortunately the maze of straight yellows and whites on the Humber estuary on the bottom of sheet 106 proved too much for John Bean and Malcolm Jagger and they gave it best. A close fought battle between Team White Rankers 2 (Editor and Steve Hitchcock) and Team Dick's On (Dave and Ian Dixon) took place with only 6pts seperating them, Bringing up a close rear was Team Jagra (Jackie Smyth and Graham Steggles) who ran first ~~xx~~ team and thus found three errors in the road book. Even allowing them an extra 10 mins. hold up time didn't help, obviously our Xmas Special Champion was a bit off par and struggled. To all crews well done and thanks for your support. Lets hope more take part in the next round.

Pos.	Team	Points	Ch'mp's'p Pts.
1	W R 2	88	27
2	Dick's On	82	21
3	Jagra	68	16
4	Road Runners	28	12

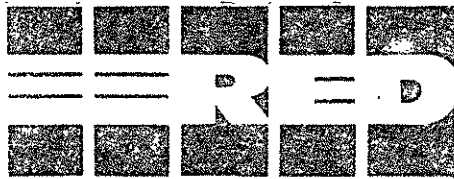
JOHN WESTMORELAND



TALK BY

Dave Champion

OF



on MARCH 19th at the

Wharfedale, Arthington at 8.00pm

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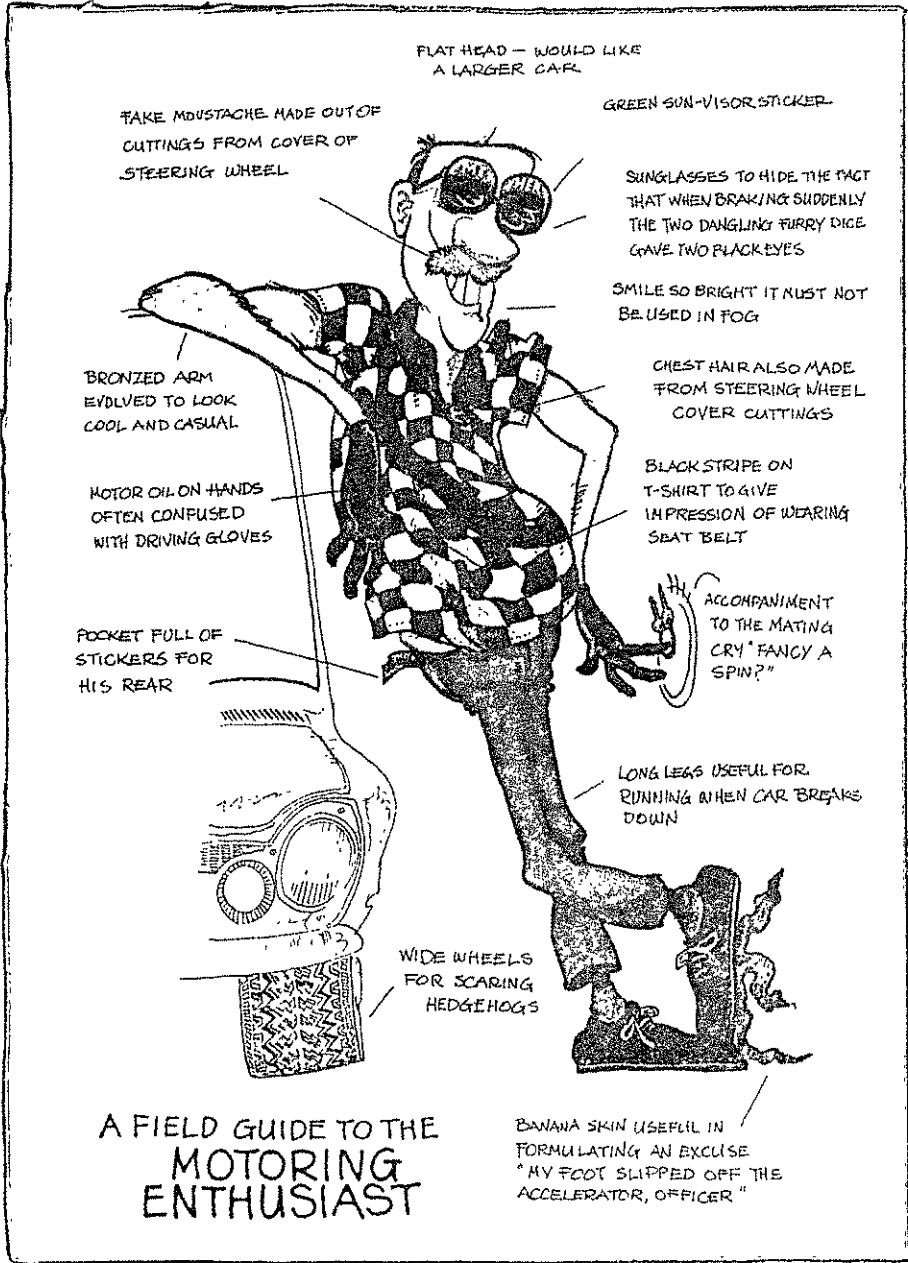
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