

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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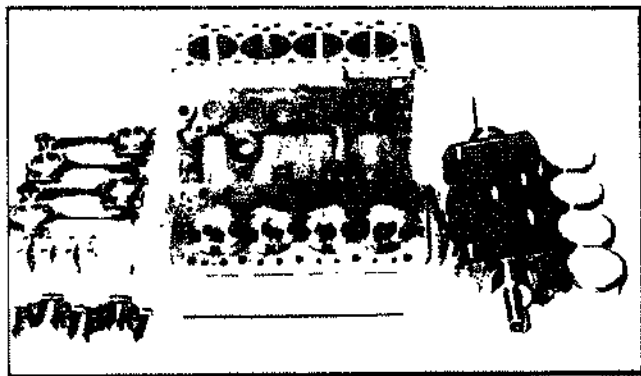
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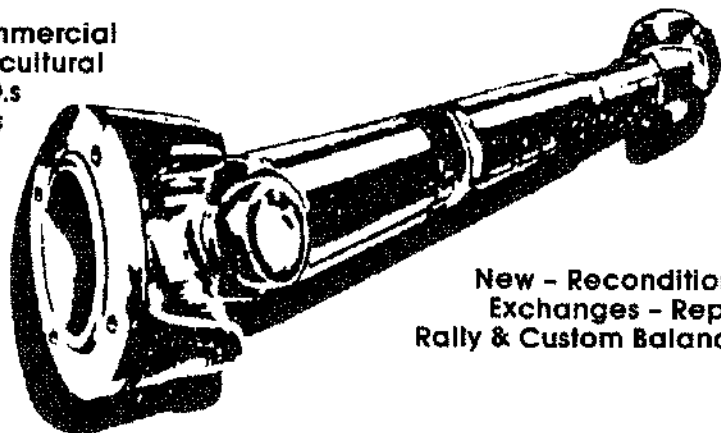
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### COMMITTEE

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
Editor:	Andy Munnis, 4 Grange Park Walk, Leeds 8. Tel. 650124 (H)
Competition Sec./ ANCC Rep./ Events co-ordinator	Martin Kemp, 62 Whinmoor Court, Leeds 14. Tel. 654600 (H)
Social Committee Sec.	Rebecca Kemp (as above)
Membership Sec./Equipment Officer:	Nell 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.172 April 1985

EDITORIAL

I must apologise to those members who turned up at last months club night at the Crown to collect their club magazine only to find they had all gone. I had brought fifty with me but on checking the mag. distribution book only 37 names were ticked off, therefore either people are forgetting to tick their names off, or those who have not payed for this years membership are taking copies. Please tick your names off to save having to send a copy through the post. The postage bill for magazines is over £6.00 per month.

Membership is now 104 which isn't bad considering that we're only a quarter of the way through the year.

After my grouse about lack of articles I've had a couple given to me which are included, but more are needed. We have a number of members who live some distance from West Yorkshire if any of you compete under Trackrod Motor Club send me an article it would be nice to hear from you.

"Scoop" MUNNIS

Editor

SOCIAL CALENDAR

April

- 2 Crown, Boston Spa
- 9 Duke of Wellington, East Keswick  
Round 3 Indoor Rally Championship
- 16 Wharfedale, Arthington
- 23 Beehive, Thorne
- 30 Shoulder of Mutton, Kirby Overblow

May

- 7 Crown, Boston Spa

# COMPETITION CALENDAR

## April

7	Hill.	Harewood	BARC
7	S/V	Keetona Harrier Stages. Rotherham M.C.	
		RAF Lindeholme	
13	S/V	Tour of Hamsterley	
13	S.R	Tour of Lincs.	
13	S.R	Plains Nat. Rally	
14	S/V	Wakefield Stages Rally. Wakefield & DMSC. Leacfenfield	
14	A	TRACKROD Autotest.	ANCC
20/21	R.R	Ribble Rally. Springhill MSC.	ANCC
		Start at Accrington at 23.31	
28	A	Bolton-lea Moors	ANCC

## May

11	S.R	Manx Nat. Stages	
12	A	Ilkley & DMC	ANCC
18	S.R	Centurion Rally. Hadrian MSC.	
		Start at Newcastle Moat House.	
19	A	Airedale & Pennine	ANCC

SECRETARY

This past month has seen an increase in competitive activities by our club members, particularly on road and stage rallies. On the road rally front we have several crews entering ANCC rounds and I am pleased to note that Gez Waters/Craig Thorley seem to be doing particularly well by virtue of a 100% finishing record so far in the 1300 ANCC Championship.

I know that we also have several members engaged in S/V stage rallying, and some of these have raised the subject of membership of the East Midlands or North East Midlands Assoc. In order that the committee can assess the viability of such a move, can those interested in seeing Trackrod as a member of one or the other of these associations please let myself or Martin Kemp know, bearing in mind that it would be 1986 season before we could complete such a move.

I see that the RACMSA have shown some common sense at last with respect to air filters on road rallies. Following back-to-back representative tests, conducted by an RACMSA Chief Scrutineer, with all known types of air filters, the regulation covering this subject now reads (from 1st March 1985) :-

"QH 4.1.6. Have induction air filters/elements fitted to ensure the vehicle complies with noise regulation QA 17 in road rallies."

So for those of you with K & N filters resting away in the garage whilst you have been using inefficient foam / or standard filters, it is back to square 1 !!

JOHN BEAN

Social Secretary

\*\*\*\*\*q\*\*\*\*\*t\*\*\*\*\*

WANTED

Escort 1/2 shafts, 1" lowering kit, oil cooler kit, good money awaits if in good condition.  
Ring John Bean on Leeds 611132.

### NORTHERN LIGHTS ROAD RALLY

After an absence of 12 years Leeds University M.C. ran the Northern Lights on 2/3 March. John Rogers and myself started at 7 with all the main opposition in front except for the Indecently quick Ford engined Sunbeam of Andrew & Craig Ward who took the No.9 slot. The organisers promised 130 mls of testing roads on maps 99 and 104. The finish being on 105, all starting from the university's Bodington Hall on the Leeds Ring Road.

The action started over the extremely slippery Lindley bridge followed by a skate around Lindley triangle, over the gated road onto Stainburn Moor to finish before North Ripton. Nearing the end of Stainburn Moor a smell of burning rubber wafted into the car gradually getting worse. The mystery was solved when we caught car 6 Carl Drake/Stuart Falshaw driving at little reduced pace tearing a punctured Avon to shreds. Fastest was Car 4 Butler/Harrison in their Avenger from Malcolm & Ian Wilson, not surprising since the selective went past Malcolm's house. We took 6th fastest time mainly due to our lack of power compared to the machinery ranged against us.

The second selective took us onto map 99, starting near Ripley and finishing just before Markington. We took the same minute as Drake expecting to be left standing but we managed to leave him down the 2 mile straight which followed, near the end of this straight the local bobby had parked his Fiesta up a farm entrance. 4th fastest was our reward narrowly beaten by Butler and Wilson, fastest going to the Wards in their Sunbeam.

The next section ran from the other side of Ripon past Lightwater Valley and up to



Grewthorpe. Once again we took the same minute as Drake once again we left him but he soon started to reel us in, we let him past but he then held us up but got away at the next PC. Quickest was Mick Jennings/Steve Kemp who mysteriously took a minute out of everybody. The Wards however stopped for 7 minutes only getting going again after changing the coil.

Sel.4 took us around Ilton and through the ford at 191½799½ finishing down the white at Healy. Several cars missed the code board just after the ford including Drake/Falshaw (see the Lockout report for what happened last time they did that) having obviously learnt their lesson they decided to save themselves £170 and retired blushing to halfway.

The next selective included the Cared brow 45 right at Ellingstring which caught out the flying Pete Howard/Lee Goddard who were catching Nigel Gray and Ian Miller this left Gray/Miller with a minutes lead over the novices. Due to the Wards problems and the Gallaghers alternator fading we moved into fourth place.

The final selective before halfway took us over the infamous Cocked Hat yumps which we treated with extreme respect on our way to 4th fastest, passing the Gallaghe who were driving with no lights to speak of due to a waning battery. At halfway we were lying a good fourth behind Butler, Jennings and Wilson with the Gallaghers now having borrowed Drakes alternator some 2 min. behind.

The second half started round the yellows between Masham and Bedale finishing near North Tanfield. Once again the Wards were fastest in their Sunbeam, getting it pretty well wound up again after their earlier problems. At the finish control we got the first hint of the problems we were soon to encounter as the car stopped at the control taking some time to restart.

The next selective started after Snape using some of the fast roads around Langwith with us taking 5th

fastest despite the engine not running above 5000rpm, but again Jennings/Kemp gained another minute. The final sting in the tail took us off the map down the one way road near Farnham but we encountered fuel feed problems.

Eventually we coughed and spluttered our way to the finish at the Bay Horse Inn; Greenhammerton where we waited for the results which confirmed our best result yet 4th overall.

Nigel Gray/Ian Miller took 1st novice and 7th O/A with another Trackrod crew David and Ian Dixon finishing 18th O/A after navigator brain fade early in the second half. Most crews enjoyed the event which made excellent use of the roads available, it being a pity though that more Trackrod crews didn't enter.

1st	C.Butler/N.Harrison	(4)	Avenger	21.06
2nd	M.Jennings/S.Kemp	(1)	RS2000	21.47
3rd	M.Wilson/I.Wilson	(5)	Renault 5	24.02
4th	J.Rogers/M.Wood	(7)	RS2000	25.56

MIKE WOOD

## LADA CHALLENGE 1985

Having only previously competed on road rallies, the last one being in June 1983, we wanted to have a go at stage rallies, the big problem as most people will be aware was the cost. With this in mind we decided last September to contest the Lada Challenge in 1985. In October last we eventually found a suitable Lada for the princely sum of £95. In the next three months much effort was put into preparing the car. We completely stripped the car, including the suspect Russian wiring loom, and slowly rebuilt it to what we hope is an adequate competitive standard. The Lada Challenge rules do not allow ANY engine modifications, in fact the only substantial changes are ones for safety, so we knew the car would not set the world alight. A word of thanks here for our main sponsor Dave Thewlis of RALLYWELD AUTOSPORT (Dewsbury 454055) who helped us immensely in the cars preparation. He strengthened the car, MADF the roll cage and eventually painted the car. He's not expensive either!

D - Day was to be the 9/19th February, the Sollex Stages in Shropshire, Scrutineering Saturday, rally on Sunday at 9.00am. In all the excitement we had hardly realised that some areas had had plenty of the white slippery stuff the day before. Shropshire had copped for a right doing. To cut a long story short, at 10.30am on Sunday morning they cancelled, having got 4 wheel drive cars stuck on the stages. We were pig sick. All that effort and no rally.

The pain went away the following week when we realised it had been a good test run and we had gleaned a few more tips for the car. We looked forward to round 2 the Langer Park Stages on the 9th March. This time we were well prepared and having opted for Saturday morning scrutineering we left home at midnight on Friday for the 6½ hour journey down to Felixstowe. If this rally was

cancelled somebody was definitely going to suffer. The scrutineer was a pain in the bum, but we got the car through OK, our biggest fear over. We were No. 102 out of 120 starters and as we waited on Felixstowe sea front for our start time, nerves were taking over. At 10.36am we left the start to commence battle with the other 28 Lada Challenge contenders. Our very first special stage was the Suffolk Showground, just over 1 mile of slippery tarmac and 90% bends. 1min 30secs. later and we had survived. This was good fun. Stages 2 & 3 were an identical stage in an airfield and we registered a ton down the main straight. In a 1300 Lada something wrong somewhere, must be the speedo ! We were enjoying ourselves, but taking things steady. Stages 4 and 5 were cancelled and 6 was another airfield and another long runway. First service at Snetterton racing circuit saw little to do except check the car over. Stages 7 to 21, the last, were in the forests and we were really looking forward to them. Apart from changing the alternator, we had no problems and got used to the car which stood up to the pounding very well. We finished 62nd O/A, but more importantly 14th Lada.

We arrived home Sunday afternoon having had a great weekend, we can't wait for the Tour of Hamsterley in April, the next round of the Lada Challenge. One of the challenge rounds is the Welsh International in May at a discounted entry fee of £100.

#### PETER COMPTON

( Peter is a Trackrod member who will be best known as the navigator in the red Ford Popular 100E seen on many Yorkshire road rallies a few years ago. ED )

### NATIONAL BREAKDOWN

We started very well with a top 20 time on SS1 Bowling Park. Harewood was rather disappointing; mainly attributable to the very muddy conditions at the start which were like a quagmire when we got there. If Harewood House was a disappointment then Lightwater Valley was a disaster. On SS3 Lightwater Valley we had a spin only  $\frac{3}{4}$  mile into the stage, followed by an overshoot then the LT lead fell off the ign. coil. The resultant time loss dropping us to 64th. With no further mishaps we worked our way back up to 27th by the start of SS20 Guisborough. Halfway Through the stage the engine dropped onto two cylinders, no's 1 and 2 not firing. We were able to crawl to the service halt 5 miles away but were unable to rectify the problem before going OTL.

ANDY MUNNIS

\* \* \* \* \*

### INDOOR RALLY CHAMPIONSHIP Round 3

April 9th starting at 8.00pm  
Duke of Wellington, East Keswick.  
Maps 99 & 104

This 3rd round of the Willie Wonka Championship will be in the same vein as last years round organised by White Rankers. The emphasis being on speed of plotting and basic navigators knowledge. Just plot the route and quote the map references of each control and its approach and departure, stating whether the control is competitive or neutral.

No need to count up spot heights, no's of bridges crossed or the colour of the 14th dog kennel you passed on route.

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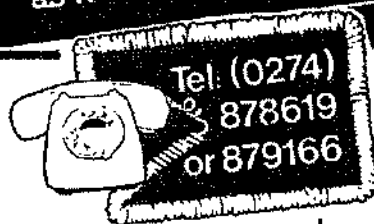
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