

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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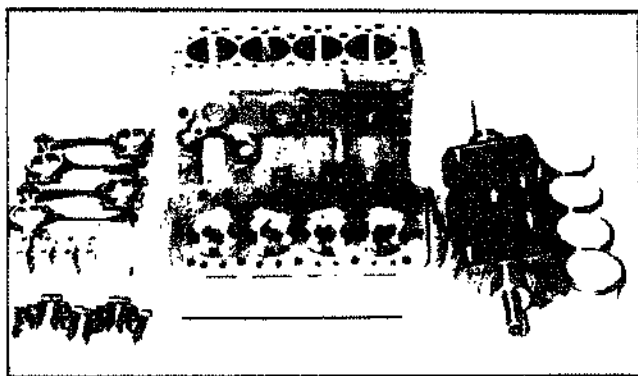


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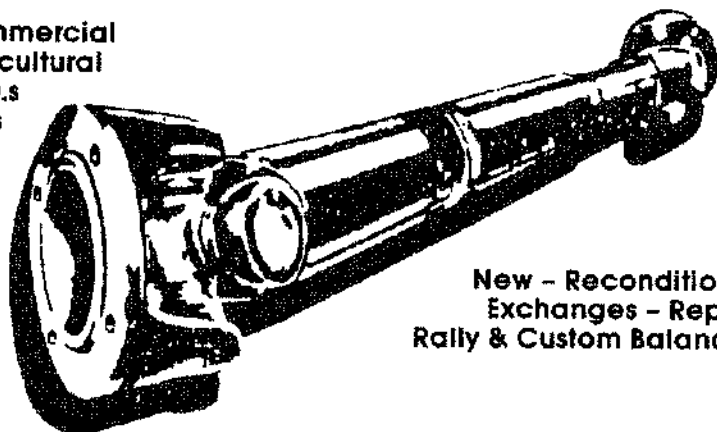
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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.
No 176 AUGUST 1985

EDITORIAL

Welcome to the August edition of the magazine. Tonight is the AGM(for those of you collecting your mag. at the clubnight) of the club when the committee for 1985/86 will be elected.

On the Lookout rally I put my hand to doing the results and I have to admit by six in the morning I was having great difficulty doing simple arithmetic. It was still however an enjoyable night.

"Scoop" MUMFIS

Editor

SOCIAL CALENDAR

AUG.

- 6 Crown, Boston Spa AGM
- 13 Wharfedale, Arthington Economy Run
- 20 Duke of Wellington, East Keswick
- 27 Sh. of Mutton, Kirby Overblow

SEPT.

- 3 Crown, Boston Spa
- 10 Duke of Wellington, East Keswick
- 17 Wharfedale, Arthington
- 24 Sh. of Mutton, Kirby Overblow

Don't forget the boat trip on Thurs. 15th Aug at 7pm.
Could people who are going on the trip please have
their money ready on the 6th or 13th of Aug.
May I say thank you to J.R. and Richard Ineson for the
clubnight training autotest, it was very informative
and enjoyable, even though some of us could not get our
acts together. Thanks also to Mark Dawes and Phil Sykes
for a great club PCT, an event that everyone thoroughly
enjoyed.

REBECCA KEMP

Social Sec.

COMPETITION CALENDAR

AUG.

- 17/18 R/R Devils Own. Kirby Lonsdale MC. Motoring
News, ANCC.
25 S/R Bell Watson Stages. Border MC. ANCC ,
Lada championships

SEPT.

- 7 S/R Lindsfarnc. Shell/Autosport
8 PCT Lanco & Ches. ANCC
11-14 S/R MAEX INTL.
21/22 R/R COSTA. TMC. Our own premier road rally.
ANCC and Shell Oils league
22 PCT Mid Ches. ANCC
22 S/R Norking Forest Stages. Lindeholme.
ANCC

NO CHAIRMANS CHAT THIS MONTH.

CLUBNIGHT PCT

Mark Dawes and myself wish to thank all those who marshalled and the competitors for making this an enjoyable event to organise, and it is nice to see from the results that it was a closely fought battle of wits and driving skill !!!

1st Overall Malcolm Jagger 56 pts (Fiesta)

Class I (Front wheel drive)

1st	J.Bean	57
2nd	I.Miller	65
3rd	C.Miller	68
4th	J.McNichol	69
5th	J.Renny	71
6th	C.Sanderson	83
7th	R.Ineson	88
8th	T.Whittaker	92
9th	S.Sanderson	108

Class II

No entrants

Class III (Front engine, rear wheel drive)

1st	K.Goodall	65	
2nd	A.Moore	66	
3rd	B.Dove	79	
4th	J.Cope	86	
5th	D.Lee	92	
6th	J.Rodgers	93	
7th	R.Stoker	94	
8th	R.Kemp	100	Best(only)lady
9th	S.Noonan	110	

10th	M.Ogden	115	
11th	S.Hitchcock	123	
12th	N.Du Cros	148	Last overall

PHIL SYKES

MALAYSIAN RALLYING

You may have read recently in the U.K. Motoring Press that Malaysia is hoping to have a round of the World Rally Championship staged here, so as Scoop Munnis's far eastern correspondent, I thought you may like some more background information on the Malaysian scene.

Apart from treasure hunts, economy runs, and the like, all rallying in Malaysia is based on stage events. Road rallying as we know it is not possible due to the generally poor condition of the roads and, more importantly, the complete lack of any detailed maps for public use.

The Malaysian Motor Sports Club (M.M.S.C) organises all the events, as well as administering the National Championship, which consists of six events, one of which is an international status event (The Lucky Strike International) which is being observed this year by FISA for possible inclusion in the 1987 World Rally Championship. Judging by my visit to a stage event, the standard of organisation is far better than you may have expected, with results being provided in reasonable time, no massive delays or other problems that plague many events.

Protests seem to be a way of life out here (some people I have encountered could have a field day), and all forms of motorsport are affected by the Malaise.

The organisers task is helped immensely by the wide choice of good quality private roads that are built within the rubber and palm oil plantations. The roads are really very good comparable in standard to the best Forestry Commission roads. Since there are only 6 events per year, there is no need to ration road allocations. Most of the

cont. p 11

WILLIE WONKA INDOOR RALLY CHAMPIONSHIP

Round 5, the final round in the series, was run on Tuesday June 11th at the usual venue of the Duke of Wellington at East Keswick. The event was run by Team Indecision and it certainly was, as you had to think before bashing on. It was obviously an event that needed team effort as out of the four teams taking part, the two two-somes had very close and high scores, whereas the two singles were struggling way behind.

Well done for a quick event to finish off the series.

Results

1st	White Rankers II	85 pts.
2nd	Dicks on	80 pts.
3rd	Oscar Tango	55 pts.
4th	Roller Coaster	25 pts.

Final Championship Positions Best 3 scores count

Pos.	Team	Rd1	Rd2	Rd3	Rd4	Rd5	Total
1	White Rks.II	27	12	0	27	27	81
2	Dicks On	21	21	27	0	21	69
3	Oscar Tango	0	9	16	27	16	59
4	Indecision	0	16	21	16	0	53
5	Roller C'str	0	27	12	12	12	51
6=	Jagra	16	0	0	0	0	16
6=	Richardsons	0	0	7	9	0	16
8	Road Runners	12	0	0	0	0	12
9	McNichollilley	0	0	9	0	0	9

To all the competitors and organisers, thank you for your support. See you next year.

JOHN WESTMORELAND

WHITE ROSE RALLY

Having been asked to sit alongside John Renny on the White Rose, I was quite looking forward to the opportunity knowing that John can peddle a standard 1600 cc car as fast as many people drive a tuned 2 litre.

On a very pleasant Saturday evening, the cars gathered at Pannal Auctions for the start. We were at 16 in John's XR3, with Ken Goodall and Mike Tempest (Escort Mk 2 1600) at 18; making a welcome return to the competition side, Martin Kemp with Neil du Cros (Escort Mk 2 1600) at 30. John Rodgers and Mike Wood (Escort Mk 1 2000) in the semis at 37; and Bob Stoker and Martyn Miller + oil leak at 47. John Millington had brought along ex-Escort Turbo Championship driver Simon Davison in a hired Mike Taylor Escort to fill the NO. 13 spot (unlucky for some!!), with both of them running under Trackrod. Making a surprise return was Ronnie Moore who was drafted in at the eleventh hour to navigate Mick Jennings at Car 1.

The first selective took in Lindley Bridge, Lindley triangle, and the B road over the top (which was like a skating rink since being resurfaced) to finish at the A road east of Blubberhouses. CS2 ran up to Thruscross crossroads then round the reservoir, onto map 99 before finishing at the bottom of Yorkes Folly. Already out was Bob Stoker when the engine decided to self-destruct.

Times were: Davison 5.35; Goodall 6.35; Renny 6.53; Rogers 7.56; Kemp 9.15; whilst the leaders were on 4.41.

CS3 used Brimham Rocks, turning east over Rabbit Hill, Low Gantley to finish nr. Laveton.

After passing through Laveton, CS4 started on the little us- white (thankfully) with two fords which exited opposite Bagwith white. The ford crossings are not easy as the river must be traversed diagonally across and even with spots on it was difficult to see the exit, the tape across the river being the only sign that you had turned the correct way.

Ken Goodall got held up here for 5 minutes when someone got stuck in the river; whilst we took every white very cautiously as John had very little ground clearance. The route continued taking in all the usual rally roads to finish just east of Masham, where the half-way halt was.

Times at half way were:

1st Jenkins/Holdsworth	11.39
2nd Hawkridge/Hill	11.49
6th Davison/Millington	13.05
16th Renny/Munnis	17.00
18th Rogers/Wood	18.16
34th Goodall/Tempest	20.59 after the delay at the ford.
38th Kemp/Du Cros	22.06

Unbeknown to myself or Mike Tempest, we had both departed PC1 after Brimham Rocks the wrong way so WD's were to appear at the finish on both our 1st half results.

At the restart CS5 went via Ellingstring Plantation, before going SW to turn into 9 very rough miles of Fountains Earth. Ken Goodall now went into overdrive, as little over 4 miles into Fountains Earth he came past us after starting 2 mins behind. Back on tarmac at allowgill, John set off after Ken but a late call by me of a tight 90R just after a slight right, saw us go off into the undergrowth with the nearside wheel dropping into a ditch.

Thankfully, a number of spectators helped us to manhandle the car out of the ditch with minimal damage but at least 5-10 minutes dropped. A steady run to the selective finish saw us drop 18.58 against Ken Goodall's 8.39 (6th fastest) and an unbelievable 5.39 by Jenkins/Holdsworth which was over 90s faster than anybody else.

More trouble followed over the next four selectives when the engine was missing badly and then stopping mysteriously. A number of wrong slots and overshoots through lack of concentration on my part saw us start the last selective with only 1 minute before OTL. This time the engine cut out totally halfway through

and we were stranded for over half an hour, before the engine fired up after all hope was given up. We cruised down to the finish, having not stopped at the selective finish being OTL. I was about to hand over the final time-card when the marshal requested to be allowed to put a time down, John leaned over and tongue-in-cheek suggested that whatever time he was going to give us "to knock an hour off it", AND HE DID!!! So from being 20+ minutes OTL, we had now booked in 8 minutes early!! Results were:

1st	Jenkins/Holdsworth	23.55	
10th	Rogers/Wood	37.37	2nd semi
18th	Kemp/Du Cros	47.25	
27th	Goodall/Tempest	IF 39.38	
53rd	Renny/Munnis	IOF 49.47	

Davison/Millington crashed after getting a puncture; also crashed was M Jennings with Ronnie Moore. One other TMC member out was Steve Sanderson who finished 24th with S Bell from Selby DMC.

Andy Munnis

P.S. The problem with John's car was later diagnosed as a broken LT lead in the wiring loom.

companies make no charge for road use - rather they encourage rallies by offering prizes and so on, altogether a different situation from the U.K. Part of the reason for the free use of the roads is that the cars are low powered and consequently cause little or no damage. One section I watched at was a square bend which had been used in one direction in the morning, and the reverse direction in the afternoon, and even after an entry of about 40 cars had been through twice, damage was minimal, with no sign of the rutting associated with any bend in the average forest. Even during the rainy season, damage is minimal and the mud does not create too much havoc since the roads are well drained.

If the organisation and the roads are good, then the quality of the entry is far below the standard of U.K. events, even a clubbie at Lindholme in November would attract an entry head and shoulders above a Malaysian event.

Quick cars are confined to two Toyota Corolla G.T.'s with roughly GpA spec, and a single GpB Nissan 240RS left behind by the works after Shebar Mehta used it to win last years Lucky Strike International. All three cars were built in Japan by the works and are run by the local importers/assemblers of the Marques. There are a couple of 'works' Daihatsu Charades, but with only one litre engines, they are no match for the other three. The clubmens cars are very much down the scale however, in view of the high price of new cars (a locally assembled Nissan Cherry costs £7000, an imported Audi 80 costs a staggering £19,000!) Preparing the car presents its own problems too, since there is a lack of high performance parts, most tuning equipment being imported via Singapore from Europe or Japan. No Quip or Larkspeed just around the corner if you need a new set of Billys on Friday night.

This leads to some pretty novel cars of course - an ex-Taxi Peugeot 404 diesel, a split screen Morris Minor and assorted and aged Japanese cars, some complete with roof racks and furry steering wheel gloves - honest, I've seen it.

Driving standards are also somewhat below what one may have become accustomed to (understatement of the year that).

The 'works' drivers are of course the best, but even at that, they would be no better than a good British Clubman (if the Audi importers plans to bring a Quattro ever come off they'll be at a loss to find a capable driver - but with such a car an Orang Utan would probably wipe up the scene). After 2 or 3 stages, at least half the entry had been crashed, but it can't have been on the corners since they nearly all crawled round. Part of the problem may be that the route is defined only by the tulips, no arrows are used, caution boards are unheard of, the only boards being used for controls and flying finishes. At least having to read the tulips helps to stop the sack of potatoes from falling asleep.

The sport is still very much developing in Malaysia, along with the country as a whole, but it certainly has a firm foundation from which to expand. Given the correct conditions, rallying could become a popular sport here. The country is sports minded and with increasing affluence people will become more and more interested in Motor Sport.

The Lucky Strike International is on June 14-17 this year, and providing I can crawl out of bed, I'll be out for a watch and writing a report for Scoop.

I hope to see everyone in September again on the Manx, but until then Solamat Tinggal.

Stuart Marsh

P.S. I'm 7,000 miles away and I am still able to provide the odd article for the club - when are the rest of you going to get your fingers out?

* * * * *

ECONOMY RUN

AUGUST 13th

Start @ Hall Farm Garage (Opposite Kirkstall Brewery) Broad Lane, Kirkstall.

6.30pm onwards

Easy to follow no nonsense route. Competing for the Jackwil Trophy.

£1 entry fee payable on the night, all welcome !

It helps if you have along a workshop manual for the car you will be using.

TROPHY POINTS

ANCC Driver

M. Tierney	439.9
R. Stoker	299.6
G. Wajers	168.6
J. Cope	148.9

ANCC Navigator

A. Lilley	439.9
M. Miller	299.6
J. McNichol	148.9

FSB Driver

M. Tierney	51
R. Stoker	41
A. Hanson	28
J. Cope	25

FSB Navigator

A. Lilley	51
M. Miller	41
J. Millington	32
R. Holdsworth	28

Trackrod Trophy

J. Westmoreland	75
Mrs. R Kemp	65
R.F. Ineson	65
S. Hitchcock	65
A. Munnis	60
N. Du Cros	55
J.C.D. Renny	50

Marshals Trophy

J. Westmoreland	30
P. Stanhope	30
M. Jagger	30
Mrs. R Kemp	25
M.S. Kemp	25
S. Sanderson	25

Rally & Speed Autotest

P. Sykes	10
R. Mackinnon	9
. Stoker	7
.. Boast	6

Service Crew

S. Grant	30
P. Fease	25

Best Lady Competitor

Jackie Smyth	76.3
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Shell League

J.C.D. Renny	171.1
R. Stoker	164.6
K. Goodall	142.2
R. Mackinnon	105.0

Off road events

R. Mackinnon	105.0
R. Stoker	71.6
J. North	68.6

Lloyds M/V Stages

A. Hanson	153.0
D. Turnbull	72.0
C. Payne	3.0

Crest S/V Stages

D. Turnbull	402.1
A. Hanson	253.3
J. North	184.3

CO-Driver

G. Kallett	474.7
R. Holdsworth	406.3
S. Walshaw	184.3

N.B. Clubnight autotest and Lookout rally are not included, they will appear next month.

JOHN WESTMORELAND

Trophy Points Sec.

Shell Oils League Report

Last month saw a further 2 rounds for the Shell Oils League and unfortunately we are letting our early start slip and we will have to pull out all the stops on the last 3 rounds to regain some respectability.

Round six was Ilkley's PCT, Trackrod only had 1 entry from Martin Boast and unfortunately he had to retire with a slipping clutch.

We fortunately did not lose any places in the overall positions and remained 7th,

Round Seven was Huddersfield's PCT and again a team was not to be, although John North hoped to get an entry

From the results shown in the Yorkshire Post we will still be in 7th place overall but we are now in danger of being passed by A & P and Alwoodley

The next round should be Slaithwaite's Autotest on 15th September followed by the Costa on the 21/22 September with the whole thing rounded off by Alwoodley's Larkspeed November 2/3rd.

Please lets have a full Team on all remaining events.

John Renny.

S.O.L. Captain

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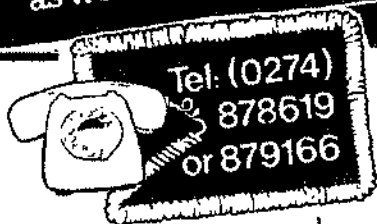
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