

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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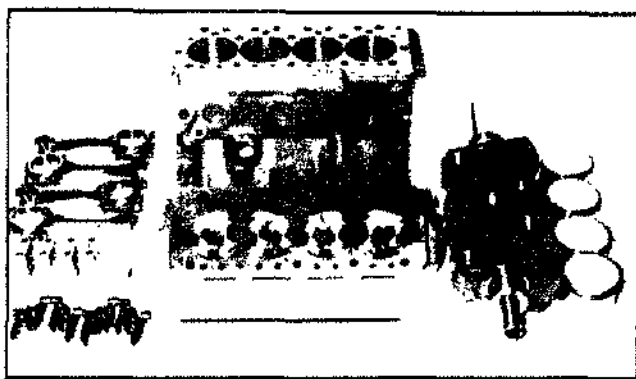


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No.190

OCT 1986

EDITOR

Welcome to the October magazine, it will take somewhat longer to read this month due to the amount of articles people have been good enough to write and my thanks to them. Due to recieving all these works of art you will not be bored by me describing in detail why I did not win the Costa (finished 4th with John Cope) on the Quip (finished 10th with Phil Lilley) but this is only a temporary reprieve unless someone writes articles on these events first!

Do you know which motor club has run the best novice rally, the best road rally and the best stages rally this year? Well you should - your motor club has a claim to all these titles - we all moan about things we don't like about our motor club but just for once lets be proud to be Trackrod members, there are many other clubs and organisations who have great respect for Trackrod Motor Club.

Unfortunately Mr Angry's column does not appear this month due to his arm being broken by 'the dangerous brothers' he will return next month.

John McNichol
Editor

CUT OFF DATE FOR ARTICLES FOR THE NOV MAG IS
THE 28th OCT.

SOCIAL CALENDAR

1986

Oct.

7	Crown	Boston Spa
14	Duke of Wellington	East Keswick
21	Beehive	Thorner
28	Shoulder of Mutton	Kirby Overblow

Nov.

4	Crown	Boston Spa Bonfire Disco
11	Crown	Boston Spa R.A.C. Meeting
18	Beehive	Thorner Cont. of the A.G.M.
25	Shoulder of Mutton	Kirby Overblow

Bonfire Disco November 4th. Plenty of warm food and good company, bring the children and make it a night to remember. Tickets on sale soon.

REBECCA KEMP

Social Sec.

STOP PRESS

Well the busiest month is over, now we only have to concentrate on Christmas.

May I say thank-you to everyone who came out on the Costa and helped to make it a very smoothly run rally.

R.K.

COMPETITION CALENDAR

OCT

10 R R Tour of Mull 2300 CC
12 ANCC. Motoring News

18 R R Oilicana. Ilkley & DMC. Novice Road Rally
19

26 S R Premier Stages, Dukeries MC.
ANCC

NOV

1 R R Larkspeed Trophy Rally. Alwoodley MC.
2 ANCC HMSG TMSG

1 R R Julie Shields Memorial Trophy.
2 ANECC

16 S R RAC Rally (Details elsewhere).
20

BONFIRE DISCO-VOLUNTEERS REQUIRED

To make this event as successful as in previous years we require wood and volunteers to help move same to the Crown.

I have been volunteered to organise this and anyone who can contribute wood or their services the preceeding weekend will they please ring me at home on 862195 or at work on 757121 (ask for Mr Ogden-discreetly).

NICK OGDEN

CHAIRMAN'S CHAT

Multitudinous greeting to one and all. What a busy month we have just been through, with I would say 99% of all members taking part in one or both of our rallies, which ran smoothly and efficiently during September. All credit must go to both the hard working and dedicated teams of organisers who ran both events. I would personally like to, through this article, thank all organisers and helpers alike for making these events such a success. Well done to all of you and I can only hope you are all willing to continue to run your events next year with the same dedication you have shown this year.

The beginning of September, or should I say 31st Aug, saw our own Restricted PCT Run - The Wharfedale Trophy - an ANCC round, and this year we managed to receive an entry of 22 cars and drivers. This was the first time this particular event had run since 1980 when it had run successfully for several years previously.

I hope this trophy event will now continue to be run annually as before. I believe a separate article is being written for this magazine by AN Other (JD Bean) who was in attendance at the event. Next year, while on the subject of PCT's lets have some more competitors from Trackrod - you know you don't need a special car for PCT's !! - so lets see more entries Trackrod.

The following weekend on the Sunday saw the Crystal Stages Rally run by North Humberside MC and this year ran as a Shell League round, again an article on this is elsewhere in this mag.

A weekend rest before the "Costa 86" our own Restricted Road Rally, Shell League, ANCC, ANECCC, TMSG and HMSG qualifying round. Again an article should be elsewhere in this mag, but I must say a thoroughly enjoyable event, a superb route and slick organization, plenty of TMC members in attendance both competing and helping in any way possible.

The Quip National Stage Rally ran very successfully on the 27th Sept, and again the amount of hard work put into this event by the organizing team led again by Rod Parkin, is a credit to Trackrod. I'm sure

someone, if not in this issue, will be writing an article on this event, but I'm sure by the time you read this, you will all have read the "Motoring News" write up.

So to the end of a very busy motor sport month - I'm on holiday for two weeks but unfortunately I won't be in attendance in Mull on the 10th Oct, but have one (or two) for me won't you !

See you all next month, drive safe and keep your eyes on the road ahead as well as in the mirror !!!!

RONNIE MAC

HIGHWAYMAN RALLY 6th/7th Sept. 1986

Last run in 1982 the CSMA Highwayman rally was re-introduced this year starting at the Hazelbush near York. Just two Trackrod crews took part, ourselves at no. 4 in the immaculate Alan Powell prepared 1600 Harrier and Bernard Fernyhough/John Bean in a Sunbeam. No problem with noise, scrutineering or plotting, we set out at 11.45pm on a clear, dry night to do battle on the fast east Yorkshire lanes.

We felt we had gone quite well on the first selective but were 17 secs. down of the fastest crew, Hawkridge and Hill as we could not match their pace on the fifth gear straights (as we only have four!)

The route continued over such classics as Millington pastures and Thixendale and we gave our best to finish 9th overall to break a string of poor results.

Bernard and John finished 13th overall.

If only the area had more bends and less straights!

KEN GOODALL/MIKE TEMPEST

Trackrods Clubmans Rally started from the well established venue of Tadcasters football ground, sponsored again by Duckhams Oils.

From the start the short run out to Wilberfoss settled the crews. Thornton/Lilley in their Escort immediately set the pace from Tenant/Tenant in their Sunbeam. Many crews over shot the selective finish control, having to run back on foot to get a time on their time card.

The second selective ran north of the A166 through Buttercrambe to Leavening, with much police activity, causing half the entrants being stopped.

An "off" on the third selective on a 90R dropped Thornton/Lilley 30 seconds. Hepton/Heath took advantage of this, to set the fastest time.

On to the fourth selective which ran southwards to Millington; with Tenant/Tenant (who later retired) setting the pace on 1.34, Bachelor/Barber having a good run on 1.37, with Thornton/Lilley finishing one second behind. Watson/Squires dropped out of contention loosing six minutes on this selective.

A 12 mile fifth selective from Millington to Thixendale went well with Thornton/Lilley on 4.59 from Watson/Stevenson on 5.00.

A short sixth selective fell to Bachelor/Barber. Selective seven saw the escort of Thornton/Lilley out-drag the mini of Johnson/Fall from the selective start, only to go "off" in the square "8465" on a loose 90 left overbrow;-"EVEN WITH THIS MARKED ON THE MAP"!!! Johnson/Fall wrong slotted here, down the white to Wharrah Grange, giving Thornton/Lilley time to regain the road. Setting off in front of the mini again despite the "off" it only cost Thornton/Lilley 18 seconds.

Another trackrod crew Whittaker/Fletcher also disappeared at the same spot-to retire.

The first half ended at petrol after saying goodbye to the mini of Tierney/Hobson with mechanical problems.

The top three at this point were Thornton/Lilley first, Watson/Sillito second and Abbot/Welbourne third.

Watson/Squires took the honours at the start of the second half on selective nine, starting at Hovingham and taking in a passage control at the triangle of Grimston Grange on to Brandsby.

A short uneventful tenth selective headed to Marton Priory when, with a moments indecision on a long 17 mile eleventh selective, cost Thornton/Lilley nearly one minute, when Lilley missed the slot 90 left at Little Ings Wood.

Watson/Squires were fastest down Castle Howard on 1.48 with Thornton/Lilley on 1.58 and Johnson/Falls mini on 2.09.

At breakfast some crews were reported to have done 120 mph flat in fifth!!

The last selective headed south through Buttercrambe Moor to finish west of Stamford Bridge.

A 90 left 50 yards from the last selective finish nearly caught out several crews.

Final times were 1. Thornton/Lilley 38.52 2. Hunter/Leetham 42.03 3. Watson/Sillito 42.10 4. North/Noble 42.10. Victory made sweeter by the fact they won in a 1300 escort.

Hunter/Leetham put in consitantly good times to finish second and Watson/Sillito taking third by virtue of a tie decider.

ALAN LILLEY.

THE DUCKHAMS LOOK OUT RALLY

A word of thanks to all of you that turned out to marshal on the night. The event, despite police agro, was the best yet. The route was just right and was greatly enjoyed by the competitors. It is very sad that North Yorkshire Police have decided to pick on this event, and the night was spoiled for several crews because of them. Other events since then in the same area have not suffered, and a letter of complaint is being sent to both North Yorkshire Police and the RAC MSA. Once again our thanks for your assistance that made the event a success.

JOHN WESTMORLAND
Joint Clerk of Course

QUIP RALLY

May I please take this opportunity to thank all of you who marshalled or assisted on this years Quip Rally.

IT WAS A TREMENDOUS SUCCESS.

Why? - because everybody helped and did their jobs in a very professional manner.

It is wrong to mention names because so many people helped but I would especially like to thank Martin Kemp and Barry Dove for their expert advice and help in manning the noise check, Chris Silderberg (who won the Clerk of Course Award) for setting up Rally H/Q and all the external lighting, Neil DuCros (who although still making signs on the day!) did an excellent job of equipment and sorting out the external marshalling. The marshalls around Rally H/Q (who won the Skoda case of lager) for their magnificent efforts. Peter Stanhope for rewiring the hotels telephone switchboard and hopefully putting it back together.

Many, many praises have been passed on and I can only say-Thank You- and see you next year.

ROD PARKIN

A full report of the Quip Rally will appear next month - ED.

THE RIGHT TO REPLY

Did I see it ? I went one better as I was there and I thought it was SUPER, even though it rained a little. I am full of praise for Birmingham's courage at staging such an ambitious event. It was just a real pity that hurricane Charlie chose that weekend and spoiled so many years of hard work.

As for Mr. Angrys' grasp of circuit racing, his thoughts really only typify the agricultural mentality of your average rally fan. I am sure Mr Mikkola would not really relish the thought of driving his over-powered tractor in such conditions while 25 similar machines are vying for the same area of mud !.... would you?

So come on Mr. Angry put your brain in to gear before engaging pen and get your facts right first.

And why knock Birmingham.....

The reasoning behind the project was not merely staging a race around the block, it had far wider implications. Birmingham after all is the birthplace of our present volume motor industry. It is situated in a region that once boasted many high quality engineering establishments-many of which no longer remain. The purpose of the race meeting was to re-establish Birmingham as our second city and to show it is capable of the organisation required to stage such an event, particularly the plan to hold the 1992 Olympic Games. Considering it is only 120 miles from our Capital, the differences in wealth, housing standards and unemployment, for example are remarkable. Thus for skinny-heads like Mr. Angry to bemoan the street race while sat in his armchair at home just shows his considerable short-sightedness.

Birmingham the rest of the Midlands and Northern England needs all the good publicity and encouragement they can get.

THE DANGEROUS BROTHERS-VERY AND EXTREMELY

PS. I hope you get hours of fun from your Robin Reliant.

DURHAM EVERYHOPE RALLY - A FAIRY STORY

This has to be a fairy story, it couldn't happen in real life - COULD IT??????

Once upon a time there were two "wallies" called Neil and Andy who wanted to go rallying. Now Neil wanted to do his first ever stage rally whilst Andy, an experienced wally who has seen many rallies, agreed to help Neil on his first event.

All the arrangements were made and it was agreed to meet at the lay-by's between Collingham Bridge and Wetherby on the big day. Andy arrived early in his big lumbering Saab and sat humming a merry tune to himself, TUM - TI - TUM - TI - YUM etc. A thought crossed his feathery brain, I wonder where my helmet is ? OH GAWD,...! Suddenly as if gripped by a demon, Andy turns into a DEATH RACE 2000 driver, frightening all in his path by his ferocious manner; tyres squealing he raced back to his little abode. After acquiring his helmet he gets back to the rendezvous to meet the driver Neil and his merry band of followers in the mysterious Service Van, a common vehicle on rallies full of wonderful treasurers in the back.

After an uneventful journey they eventually arrive at the Land of the Y-I-People, a funny race which nobody else can understand. The noise test was completed successfully and they joined the queue to meet the Big Bad Scrutineer. On entering the Scrutineers cave, he announced that we had a bulkhead like collander and lamp brackets that resembled knee cap removers; "Get them fixed". With a burst of activity The Men

from the Service Van corrected the offending items and the Big Bad Scrutineer signed a card before disappearing with a puff (Sorry! with a puff of smoke that is!).

Whilst Neil discussed the proceeding so far with The Men from the Service Van, Andy busied himself by drawing obscure pencil lines all over his maps before giving up and deciding to attempt to solve the Unified Field Theory of Matter instead.

Calm descended over the start venue only disturbed by the occasional engine bursting into life. At the appointed time our two intrepid "wallies" set off for the first stage little aware of the trials ahead. The short twisty stage half loose, half concrete caused no problems, completed in a time of 1m 57s against the fastest of 1m 40s by Simon Davison in his Nissan 240RS.

Now it was into service where the mysterious service vans all congregate. The only requirement was three gallons of GO-FASTER juice before Andy and Neil were off on the next leg of their adventure. As they passed through some one horse, god-forsaken, ghost town called Walsingsomething or other, Andy missed a slot whilst trying to brush the dirt off his designer label overalls. It's easily done, missing the slot that is, since its only quoted in the road book.....! After retracing their steps and finding the offending slot they had only gone another mile before Neil complained of lack of feel in the brakes. This was hardly surprising as there were no brakes, some cheap 10p circlip coming loose allowing a piston on the brake balance bar to drop down. Neil asked for a pair of long-nosed pliers, all they had was

something that looked like a crocodiles mouth when open. However their fairy godmother was watching over them and ~~what~~ ~~mirac~~ amazingly the circlip was refitted with the loss of seven minutes road time. Arriving at stage 2, Hamsterley, they pulled up at the stage start where the Marshall gave them a start time and their last rites. After 2 mls Neil spun the car at a hairpin R(92/025292) then a puncture was collected at junction 9 (92/0301028 $\frac{1}{4}$) with just over 3 mls to go to the finish. By the time the finish was reached after a number of harrowing moments only some wire strand remained wrapped around the badly chipped Minilite. After changing the wheel another minute of road time was dropped. Stage 3 was in the other half of Hamsterley. Junction 6 after 2.8 miles was a slot 90L, an earlier runner was parked in the off-side ditch immediately after the corner, Neil trying his hardest to remove the rear quarter of the other car, the crew diving for cover on the banking. 250 yards further on the roadbook showed a brow into 90R (92/042 $\frac{1}{2}$ 289), what it didn't mention was the huge drop over the brow; a Rover being a warning to following competitors after taking off and landing on it's roof 30 feet off the track. After the 90R was a 1000yd straight over brow into 15R then 500yds over brow into 15R. Neil was flt down the straight and could see the second 15R over the final brow. Unfortunately the road went slight L over brow, catching Neil out. He corrected quickly but was unable to maintain the car on the road. The car coming to rest after leaving the road at very high speed.

only ten feet from the road but trapped on tree stumps. Climbing out it became obvious to Our two heroes that the car was immovable without assistance, but just then a group of "speckies" came over the hill having heard the crash. The "speckies", a curious species that inhabits rally stages in all weathers before going into hibernation until the next rally, started manhandling the stricken object of their adulation (NO - not Samantha Fox, the car...). All the "speckies" efforts were however in vain as the car could not be moved over the mass of tree stumps. Ultimately Neil and Andy went OTL and were recovered with the aid of a Land Rover. The car had sheared its fan blades and damaged its airdam but otherwise was OK. The "speckies" disappeared into their warrens until next time, while Andy and Neil went in search of the Service Van, which happened to be inturn looking for Car 56. At a lonely Barnard Castle service halt the two vehicles were reunited and the long haul home began.

THE END.

"SCOOP"

NORTH HUMBERSIDE CRYSTAL STAGES RALLY
(STAGE RALLYING WITH ALAN & RON)

A rude awakening, a 6.15am Sunday morning 7th Sept., and shock as I realised we were meant to be at scrutineering at 6.38am in Hull - and we were in Wetherby!!!

A quick wash, teeth clean and dress, into the car and away by 6.30am, arriving in Hull a little late and still half asleep at 7.15am to join the other late-comers for noise etc. amongst various hand gesticulations from our service crew who had been out all night on the Highwayrian Rally in charge of noise!!

A Tulip Road book meant no need for plotting, so a quick sort out of service areas, choice of tyres (hard, soft, etc - you know what it's like when you have such a choice!). Then away we went to the first two stages at Leconfield. Both stages similar, one lap around a good tarmac surface - long straights with open 90's and 45's. (Must get a bigger motor under the hood-mumbled Alan as we dealt the second hand of pontoon). Onto Driffield Alamein Barracks for stages 3 & 4 and a change of tyres to our Colway "Knobbles" - our service crew were working well and soon had us on our way again, after a small water leak in the heater hose was also repaired. Broken tarmac and chalk loose surfaces being what was in store for us, we peddled the RS 2000 round in quite enjoyable speeds!! Then back to service for a quick check over before off to stage 6 (stage 5 was cancelled for some unknown reason) at Cottam Airfield. We decided to stay in our knobbles hoping that the surface was as stated, broken tarmac and grass. It was, infact, about 2 miles of stubble field with a big hole at the end!! Yes we went in, and only just climbed out.

Back to Driffield again and another 2 stages around the barracks, over the humps-an interesting stage really. Then back to Leconfield for another 2 laps of fast tarmac driving on our slicks (they weren't really). Change tyres back again for "Hugos Folly", a stage around several fields of mixed surfaces-stubble, grass and farm track-different!! Onto 2 short stages at Faxfleet and Thornton House. Both farm tracks of around $1\frac{1}{2}$ miles. Quick service, drink, something to eat and on to Goodmanham Rail, a disused

railway track, very fast, with a tight exit in to a field to the finish. Last stage was a second run at Hugos Folly and then back to the finish at the Crest Motel at Hull.

The finish was very professional with a video of the days rallying and computer results service finished the day off well. (after a number of pints).

Trackrod only managed two cars in this event Alan and myself started car 24 and finished 13th and 4th in class. Nicholas and Martyn Dixon in their Dolomite who started car 79 and did finish the event successfully but not sure where well done lads. (I haven't got my results as I've given them to John Westmorland for trophy points). Unfortunately Ian and John Richardson were down for a run but had to pull out at the last minute due to family problems.

Lastly, a big thanks to our service crew who, at the last minute, agreed to come out and help us on the day. Becky Kemp, Barry Dove, Mark Brier, Richard Endley.

A big thanks from Alan and myself for your great help - hope you enjoyed the day.

Trackrod ended up 7th Shell League Team on the day, to keep our hand in the running. After this event Trackrod were 4th overall some 100 points behind Ilkley in 3rd, 260 points behind Selby in 2nd place and 370 points behind Shipley who lead.

RONNIE MAC.

COSTA '86

A full report will appear next month but to convey the competitors reactions to the event here are a few quotations.

Alan Powell "Best rally of the year."

Mark Tierney "Excellent event (shame about the ford)."

Steve Retchless (Winner) "Excellent"

Ken Goodall "Fabulous event."

John Cope "Made the Devils Own (a PEN round) look very ordinary."

Mike Thornton "Superb route-sorry about Alan throwing up on much of it."

RAC RALLY

"Our" stage is Harewood House, Sunday 16th November, first car approx. 17.30 but marshalls needed ALL DAY.

We shall be inviting other Motor Clubs to help but we need all of you to help. I expect 50,000+ spectators because there are only 2 stages in Yorkshire on Sunday and 1 on Monday morning - no forests.

Please let me or Ronnie Moore (Horsforth 580336) know now - I require corner marshalls, start/finish marshalls, radio operators (see Peter Stanhope), time keepers assistants (see Ronnie Mackinnon).

If you are available on Sat 15th November to help set up please also let me or Ronnie Moore know.
Many thanks.

ROD PARKIN

CLUB MERCHANDISE

We have available some excellent sweat-shirts in red with the club motif across the front.
They are proving very popular but some are still available from Rebecca Kemp at the bargain price of £10.50.

DATES FOR YOUR DIARY

16th Dec. Fancy Dress Disco
30th Jan. Annual Dinner Dance (Provisional)

CONTINUATION OF AGM

This will be on 18th Nov at the Beehive.

ECONOMY RUN 1986

Chocks away and gently does it

For fifty three miles it went, up and down the hills of Pool Bank, and Otley Chevin and on north up Norwood Edge, east to Harrogate and back south through the pleasant surroundings of North Ripton, Huby and Arthington. Two hours of steady driving in the still evening of a July night.

This was the 1986 TMC Jackwil Trophy Economy Run. The event where the size of car, engine, colour or BHP does not matter at all.

A total entry of five left the start at the Texaco filling station on Otley Road near Adel on 29th July, to try and use as little petrol as possible on the somewhat varied route compared to other years.

For reasons which I have been unable to find, the entry was only small, why? I ask, is it the expense of paying £1 entry fee or the expense of using £1 worth of petrol, who knows, only you lot that didnot participate. However, a good time was had by the five who ran.

The cars varied between a Nova, Capri, Astra GTE, a SAAB and the winner was a Montego driven by the very capable John Westmoreland, who, as well as winning the Jackwil trophy for 1986 and gets trophy points towards the Larsen trophy but also gets to organise the event next year.

Till next time then, here endeth the tale of this event for this year, and remember gently does it.

NALCOLM JAGGER

1986 TROPHY POINTS

At long last I have been able to bring the trophy points table upto date, that is with the exception of the Costa and the Quip. My apologies for the absence of tables over the past few months entirely due to work on the Lookout and holidays. I thank you for your forebearance.

Trackrod Trophy

J. Westmoreland	65
S. Hitchcock	45
A. Munis	40
M. Jagger	38
R. Kemp(Mrs)	35
J. Bean	35

Off Road Events

J. North	372.5
M. Boast	105.2
R. Mackinnon	96.3
R. Jackson	62.2
J. Renny	61.5

Shell League Trophy

J. North	154.1
A. Moore	99.9
A. Powell	97.3
R. Mackinnon	96.3
C. Miller	86.3

Dickinson PCT Trophy

M. Jagger	13
M. Boast	5
J. Bean	5
I. Miller	5
D. Lee	5
J. North	5

FSB Rally Driver

A. Powell	63
J. North	53
J. Cope	39
M. Tierney	36
A. Moore	35

FSB Rally Navigator

R. Mackinnon	44
J. McNichol	39
D. Lee	36
J. Bilbie	35
A. Lilley	28

ANCC Rally Driver

M. Tierney	138.2
A. Moore	99.9
A. Powell	97.3
J. North	96.1
C. Miller	86.3

ANCC Rally Navigator

B. Dove	147.9
J. Bilbie	99.9
R. Mackinnon	97.3
D. Lee	93.1
C. Miller	86.3

Rally & Speed Autotest	Lloyds Multi-Stage Driver
Trophy	
M. Jagger	14 A. Powell 86.8
R. Mackinnon	9 S. Bell 66.5
R. Stoker	8 A. Edwards 32.3
J. North	7
J. Bean	6
C. Miller	6

G. Jefferson Co-Driver	Marshals Trophy
S. Sanderson	151.5 R.S. Simpson 80
R. Mackinnon	86.8 J. Westmorland 45
K. Bowen	32.3 P. Stanhope 30
	5 others on 20

Service Crew	
R. Kemp(Mrs)	5
B. Dove	5

I Require

Results for the Highwayman, results and signing on sheets (marshals) for the Costa. Signing on sheets for the June Jesters and Quip stages for marshals.

Have you done any events and got any results which I should know about? If you have then please let me know.

JOHN WESTMORLAND
Trophy Points Sec.

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