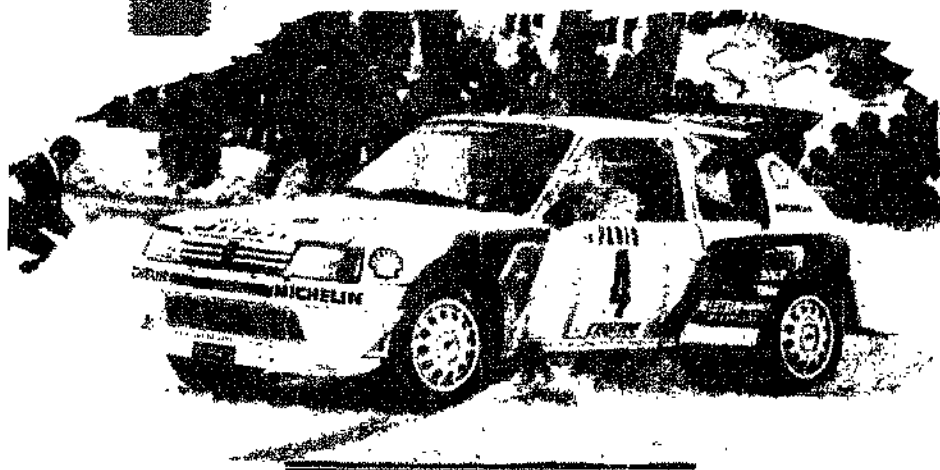


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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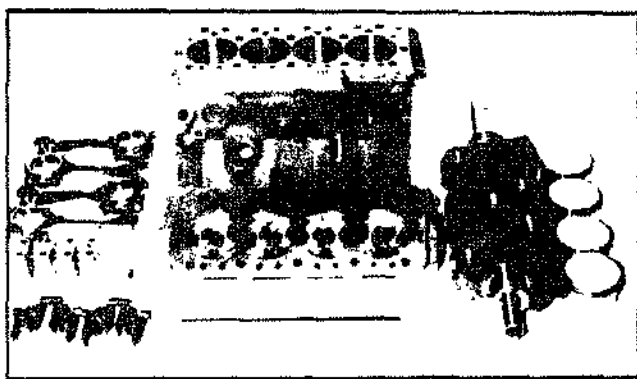


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 191

Dec 1986

EDITOR

Despite this months mag having more pages than ever I find myself short of space to air my home spun philosophy, so the editorial this month features all the info I can not fit in elsewhere!

Firstly I'm sure all the club wish our treasurer John Renny and his good lady wife Vicky warm congratulations on the birth of their daughter Charlotte.

Memberships are now due for renewal - please find form elsewhere and cough up the reddies to Christine Goodall who is now assistant membership secretary to Peter Stanhope.

Date for your diary - National Breakdown Rally February 20/22. Trackrod are running a stage in Dalby!

We are looking at altering the club trophies next year - any ideas - lets have them - QUICK.

FINALLY - Keep sending the articles - this month features a report by a certain gent with a Scottish accent who complained he couldn't write anything. I feel you will agree when you read this offering - he is far more capable than he would have you believe.

Any other authors out there being shy about their ability?

Have an enjoyable Christmas and New Year, hope to see you at one of the functions.

John McNichol
EDITOR

DEADLINE FOR ARTICLES FOR THE JAN MAG IS 25th DEC.

SOCIAL CALENDAR

1986

Dec

2

Crown
Boston Spa

9

Duke of Wellington

16

Crown
Boston Spa Fancy Dress

23

Beehive
Thorner

30

Shoulder of Mutton
Kirkby Overblow

1987

Jan

6

Crown
Boston Spa

13

East Leisure Centre
Halton

20

Beehive
Thorner

27

Shoulder of Mutton
Kirkby Overblow

30

Mercury
Garforth Annual Dinner Dance

NOTES

Firstly Bonfire night went really well 100 people attended a very enjoyable evening, my thanks to Mick Ogden for seeing to the bonfire and setting off the fire works. Next along the social calendar is the Fancy Dress Disco, tickets are available now from me, try to come and make it as successful as the Bonfire Disco. Going on into 1987 on the 30th January at the Mercury Hotel is Track-
rods Annual Dinner Dance and prize presentation. Tickets will be on sale soon and honestly we will try to keep Ronnie quiet. So there is plenty going on for

you in Trackrod at the moment. Join in and feel part of this very friendly club. Have a very happy Christmas New Year and we will see you soon with lots of tickets.

NB

Please note that on the 13th January we are trying out a new venue with more than the average attractions eg. a swimming pool for sportanoggins a private bar and activity room for those indoor rallies and scalelectrix evenings, so lets see how it goes. Map enclosed to this brand new building and hopefully succesful venue.

R KEMP

COMPETITION CALENDER

DEC

- 6 Beaver Rally. Beverley & DMC. Restricted 101, 106, 107. Road Rally
- 7 Ilkley & District MC PCT.
- 7 York Motor Club Autotest. Tockwith Airfield 105/458513
- 26 Boxing Day Autotest. Venue to be announced, probably Wellington Street Carpark. Regs available soon from Stuart Marsh Trackrod MC.
- 28 Northallerton AC. Sherwood Stages. Multi Venue 92, 93,99 (we're doing Waithe-Withe Stage. Please help. See Richard Simpson for details).

JAN

- 24/25 Three Swans ANCC Road Rally.
- 31 111 Motor Club. Hawleys Tyres Road Rally.
(Re-dated from 13/14 Dec).

BARFY DOVE

COMPETITION LICENCES 1987

If previous years are anything to go by get your competition licences re-newed as soon as possible. If you delay it could cost you a fine on the first event next year.

1986 draws nearer to an end, Christmas and New Year loom closer, 23 days to Christmas from publication of this magazine.... Doesn't time fly when your enjoying yourself!!!

From the beginning of November, time has been at a premium for me with all my activities!! You know how it is? The Larkspeed was not one of our best outings of this past year - Alan and yours truly really needed a good result on this, the last round of the Shell Sport League, but alas this was not to be After the petrol pipe parting company with the carb during one selective early on, we lost $3\frac{1}{2}$ minutes. Undeterred, we continued, but seemed 'off the pace' and on the selctive before our favourite (cockayne loop) the engine cried "enough" - and that was it - retired. Well, the engine had done a full years rallying without any real maintenance. So next year lads, keep a careful, watchful eye in your mirrors, as we will be back, for another go!!

Tuesday night saw our Bonfire Disco at the Crown - A super bonfire and a classic firework display. Thanks for the running of this must go to Mick Ogden and his team of merry men for all their hard work. The disco was in the hands of Les and Becky as usual did her normal stirring job of making sure everyone was enjoying themselves - a big thanks to you for all your organisational skills - long may they continue.

The following weekend saw the Shell Sport League prize presentation at its normal venue, the Novotel near Bradford. A good turnout by all clubs (Shipley - the winners had about 100 people in attendance) made a good night, enjoyed by all present. Trackrod, this year did a lot better than last and finished the year 4th O/L and equal best, improved performance. I'm sure there will be another report on this elsewhere.

The RAC Rally was only a week away come the following weekend, and as timekeeper for the Harewood House Stage with Martin Kemp, work and preparation had to be done. I know there will be a report on the running of this stage, if not in this magazine our Jan issue, so I won't steal anyones thunder!! Suffice to say that Trackrod members excelled yet again in thepreparation and running of this stage, and praise must be passed to Rod Parkin, stage commander, on his slick organisation

and running of the stage.

The following Tuesday saw the continuation of our AGM, but as those of you who attended knew our accounts still have not been sorted out and a further date will be given through these pages when the accounts are back and ready for submitting. The meeting was then opened up into an open forum for our members to ask questions. It seemed that everyone was reasonably happy with the committee, and the general running of the club. I must say I'm glad of that but we shall be having other open forum evenings, so if there is anything you do wish to bring up, don't hesitate....(if its a difficult one, lets know beforehand, so we can have an answer for you on the night!!)

I'm sure you will all be supporting the club, and our social sec., Becky, by turning up on the 16th at the Crown for our 'Fancy Dress' Christmas party - dress as anything you like, except normal daytime clothes, otherwise you may find some surprise in store for you!!? So join in the spirit of things and attend in fancy dress.

The Boxing Day Autotest looms closer and I hope will run as normal this year, venue to be found as yet, but if you want to enter, ring me at home or work and it will be done.

Well thats it for now so safe driving and remember to keep a careful eye out for those boys in blue!! Have a really happy Christmas and a safe New Year.

YOURS
RONNIE MAC
Chairman

DINNER DANCE

Tickets will be on sale shortly price £12.50. An entertaining evening is guaranteed, tickets available from any committee member preferably the editor,

ANCC AUTOTEST CHAMPIONSHIP for the YORKSHIRE BANK
TROPHY

1986 FINAL SCORE

After another hotly contended season we again have a 2nd time Champion in Glen Simpson (York MC) who has had a very hectic year. Besides performing wonders in the National Championships in his Mini 1000, he has managed to squeeze in the maximum 7 events to score a convincing victory in the Yorkshire Bank/ANCC Championship - in fact he would still have won it with 6 scores!!

Generally speaking the pace set by Glen left everyone floundering but 2nd overall was decided on the last event in favour of Steve Morten (Alwoodley) leaving Class 4 to Ian Reid (Hartlepool) who's 3 uncharacteristic low scores cost him the runner-up slot. Class 1 again fell to Peter Cohen's Mini 1000 (Alwoodley MC) who has been consistently closest to Glen Simpson's times. No entries in Class2 (where are all these new generation FWD cars ??) leaves only Class3 which while not being very well supported has again gone to the Sunbeam of Chris Langan of Hartlepool who had John Bean of Trackrod against him but as he only scored on two occasions his challenge was rather token. Finally we should all be grateful to Yorkshire Bank Ltd. who, have again been very generous in providing the sponsorship for the Championship and I hope the patnership can continue into 1987.

RESULTS

1987 CHAMPION - GLEN SIMPSON - MINI 1000

1987 RUNNER-UP - STEPHEN MORTEN - MIDGET

CLASS WINNERS:-

CLASS 1 - PETER COHEN - MINI 1000

CLASS 3 - CHRIS LANGAN - SUNBEAM

CLASS 4 - IAN REID - MINI 1275

RICHARD IMESON

AT LAST-THE LONG AWAITED...

MEMORIES OF...WHARFEDALE TROPHY PCT

Some months ago, after a few beers, I apparently agreed to perform the task of being Clerk of the Course for our Restricted PCT, resurrected after an absence of some three years. Ronnie Mac assured me that he would look after all the paperwork (fancus last words!!) and that all I need to do was "lay out a few simple tests". Ronnie organised some fields at Otley Chevin and so the day before the event I started to think about what I needed to arrange. I found that Ronnie had absconded to London for the weekend, but I didn't panic - I was sure someone would turn up on the day with the paperwork. A quick visit to the equipment store revealed that all I needed was there, after I removed the birds nest and cobwebs. (Sorry Malcolm!). A friend was bribed to tow the caravan, and so we were all set for the day.

On the morning of the event, which was bright and sunny (Hurricane Charlie had passed by a few days previously) I quickly planned where to put 5 of the proposed 6 tests, but after that I had to search long and hard for suitable locations, due to lots of rocks and a large boggy patch. John Reany surfaced with the paperwork, which I was glad to leave in his capable hands.

One of the first competitors to arrive was Malcolm Jagger, the only Trackrod entrant, so fortunately I had some assistance in knocking in the many stakes etc.

By the time all 24 competitors had signed on and been scrutineered there were 6 tests on offer, each to be tackled twice in the morning and twice after lunch, some slight alterations being made to most tests after each run. (To make them more difficult for the Imps - they amazed me how they could climb!)

At the end of the day the results showed that Peter Houghton, of Altringham, in a Vauxhall Nova, was the overall winner, decided upon by reference to the Index of Performance method (which I still don't fully understand), and all competitors expressed their enjoyment of the days sport.

I must thank the following for their help, Ronnie Mackinnon, John Renny, John Richardson (Results), Stuart Marsh and Steve Hitchcock (Marshals) and Michael Strother (General Dogsboddy), plus all who attended on the day.

Many lessons were learned and next year should see an even better event with hopefully a few more Trackrod entries.

JOHN BEAN

SECRETARY'S SOAP BOX

Well another success for Trackrod, the RAC stage ran without a hitch even though some spectators apparently tried the 'back door' - at £4 a head it wasn't surprising - but well done to all those who turned out.

Rumours have reached my ears about certain club members who intend to commit a heinous crime - the fancy dress party is coming up and this is where I hear it will be committed. Yes people are actually planning NOT TO DRESS UP!! If everyone joins in no-one will feel left out except hopefully those who couldn't be bothered. Lets show Becky that her efforts in organising social events are appreciated, see you there!

TEFAL

BONFIRE DISCO

The Bonfire Disco was a great success thanks to the efforts of Nick Ogden and Steve Hitchcock in the car park, and Becky Kemp (not in the car park). Nice to see family involvement in the Motor Club.
Thanks to all the people who contributed wood.

RAC RALLY '86
HAREWOOD HOUSE STAGE 8

Well, at least the weather was fine for the weekend and judging by the storms and floods before and after I reckon we were lucky!

The £4 per head admission seemed to dissuade many specators with the result that only about 7,000 paid to get in - about 1,500-2,500 coming in over the fences etc. mainly towards the end of the stage and causing a few problems. This year the accent was very much on safety and the stage ran very well - although if the potential numbers of spectators (20,000 plus) had arrived we may have been very pushed - something to consider for future years - what am I saying!

Anyway, many thanks to you ALL who set up the stage on the Saturday and/or helped on the day. The usual TMC teamwork was very evident - including our own catering team - thanks Russell! As usual many people helped -you know who you were- my thanks (and those of the RAC).

ROD PARKIN

SHERWOODS OF DARLINGTON CHRISTMAS STAGES

For those of you who are totally brassed off with your Christmas turkeys why not spend the 28th December in the bracing air of North Yorkshire blowing the cobwebs away before further indulgence over the new year!

The venue will be the Waithe With stages near Catterick Garrison, and I have arranged with Peter Cohen of Alwoodly M/C that we will marshall what are probably the best parts of these all tarmac stages:ie very fast downhill slippery hairpins (the course car even went off on them last year!)

All of you who are interested please see me (or ring me 527301 - at home) as soon as possible and I will give you all the gen' on times etc. Who knows, we may be able to continue the festivities with sherry and mince pies at lunchtime as well!
Thank-you.

Last month we invited comment on the club night venues -here is one persons opinion.

CLUB NIGHT VENUES

Club night venues seem to be a very strong point for discussion these days. No matter where the club meets it will be a long drive for someone, granted the club has a wide membership. However if people would call in places and enquire about a vacant room on a Tuesday night then the committee could do something about it. If people with-in the club feel that they are fed up with a meeting place, but don't say anything then the committee can only go on their own ideas.

It is always difficult to hold a meeting in a public bar like in the Shoulder of Mutton, so places with seperate rooms are booked, but are these always practical? The Crown at Boston Spa is a good venue for a disco or rally briefing, like the Quip where people turn out in their dozens because they have a chance of getting something for nothing, but on a general club night there could be as many as 30 people there out of 100 plus members.

Having said that the continuation of the AGM at the Beehive (a smaller room and a pub with good beer) attracted a total of 31 when the meeting started. Everyone in the club has their own ideas and opinions about whether the type of place is good or bad to meet in, so come on, put pen to paper and let the people who can alter the venues to please you know. So if you don't like the venues used at the moment, make some alternative suggestions.

FALCOIN JACGER

TEAM TRACKROD UNDERSTEER (ED) ON THE OLICANA

This year saw the revival of an Ilkley Road Rally after some 25 years. Ilkley DMC (rumoured to be almost as old as the roman fort from which the rally takes its name) put on an excellent event for us novice and semis. The route was very well marshalled including one kind policeman who proved that we can do 79 mph downhill with car 7 behind us!

Despite our beginner status we started at number 6 as substitute for Robert "Quip" Pearson who withdrew at short notice. The excuse was that although his car had a new windscreen, bonnet, wings, roof and chasis rail, it still lacked its crossmember, steering rack and engine! (remember the Quip Forest Stages?)

We joined forces with the other TMC crews in the rally (John North/Derek Lee at number 19 and Bengt Sumpgaard/Ron Slott at number 9) as "Team Trackrod Understeer".

The rain which accompanied scrutineering and signing on dried up as we started. After the first selective we began to get the hang of it, until the loose nut behind the wheel cocked up a left hand hairpin allowing car 7 to sneak in front. Both cars then neatly avoided an awkward PC earning us one fail. But for this folks we were fourth on times at half way (where have you heard that before ?!)

In the second half we were having fun over the moorland roads until, true to the team name, we quit the tarmac and ended up bellied on a verge with no wheels on the ground.

Having watched most of the field go by we finally got a push off. Many thanks to the unknown spectators who never appeared to claim their pint at the finish!

We cut the remaining 5 controls to arrive at MTC 4 just inside maximum lateness and qualifying as finishers with a total of 6 fails.

John and Dereks excellent performance placed them fifth O/A and first novice.

Bengt and Ron (alias Neil DuCros and Ian Miller) had a good steady clear round to finish 11th O/A.

We came 30th O/A from 37 finishers and despite that handicap the Trackrod crews won the team award.

Once again October witnessed the usual flood of Sassanach up to the Isle of Mull for 'The Tour of Mull Rally'. For myself and others it is also an ideal time to go home and see family and friends. Thankfully this years entry of 114 and 101 actually starting the event was more like that seen in previous years. However some of the usual crowd who go up to the Island were missing for various reasons, but as usual there were plenty of people going to Mull for the first time. Andy and I opted to drive the car up, rather than taking a trailer, so we were hoping the Sunday morning after the rally would see us with a straight car to drive back in.

The week before the event we tried to do as much as possible including fishing (where the only thing we caught was the river bottom!!). Sight seeing and booze 'er socialising. Unfortunately we had to give the alternate tour of Mull a miss as it was on the night before the event. However we were well represented. The event consisted of a rally round all the pubs in Tobermory (by foot) where a drink was consumed in each and the time taken between pubs recorded on time cards.

I have been told by reliable witnesses that the women fared better than the men. With a little local knowledge of Tobermory coming in very useful. At last it was Friday and all the preparation was soon to be rewarded. This was Andys first rally so to start on the Tour of Mull was going to be interesting. The so called professional photographers ? Alan and Graham etc. were very keen to tell us we should wear hats as the flash-bounce off our heads would ruin all the photographs. So a last minute effort was launched to find a hat for Andy, as I had already brought one! Thanks alot everyone!!

When we got to Tobermory on Friday night the first cars were just about to set off so we watched a few leave Tobermory Main Street. Trackrods only other crew John Cope and John McNickel were running at no. 35 and from what I can gather were hoping for a good run with less pressure being on them than last year. There were no surprises in the route and it promised to be a good nights sport. The first selective was Tobermory to Derwaig over the

famous or should I say infamous Hairpins. To anyone who hasn't been to Mull its worth while going up just to drive over them! We took these fairly steady, both of us settling in to the pacenotes. After three more selectives it was petrol at Craignure. After which we went to Aros bridge and the start of the longest selective of the two nights, where Rod and Peter were doing a passage control round Calgary loop. Unfortunately John Cope and John McNichol had problems a few miles further when their throttle cable broke ending their challenge. We had no problems all night and at the end of the night had moved from 95th to 49th OA. Positions after Friday night.

1	Pattison	9.53
2	Hill	11.02
3	Carless	12.32
4	Ingram	13.13
5	Mackinnon	13.34

On Saturday it was a quick change of tyres and we were ready for the forest.

The first stage was Dervaig, what a bone crusher which we were glad to get out of. The next stage was Fishnish 1 which was run the opposite way this year which proved to be a very good laugh when after the split junction the second time round we could see everyone waving us to slow down (as the road had been cut up that badly it more resembled the surface of the moon than a forest road). We didn't and hit the ruts and almost had every wheel off the ground, which we couldn't stop laughing about for the rest of the afternoon. At the start of Saturday night we had been roseaded from 95 to 45, with up until now no problems with the car.

We started Saturday at Craignure, going to the bottom of the island, round Griban rocks. After two more selectives it was back to Craignure for petrol. Where once again our service crew had little to do except put some water in the radiator. After petrol we had only four selectives before finishing. However, on the second last things started to go wrong with the car overheating then we lost our lights, having to drive on side lights over the hill road between Torloisk and Dervaig.

When we got to Dervaig Andy had to put a gallon of water in the radiator. The last selective was Dervaig to Tobermory over the hairpins! Again the car started to overheat and we had to drive on dipped headlights as two days of having lights & cooling fan on had taken its toll on the battery, more than once I thought we weren't going to make it to the finish when the car started to cut out, which cost us quite a bit of time. However we made it to finish 37 OA out of 71 finishers and Trackrods only crew to finish.

Overall positions at the finish were,

- 1 Pattison/Kellitt
- 2 Hill/Kirkham
- 3 Carless/Forrester
- 4 Mackinnon/Cowan
- 5 Egglestone/Bent

On Sunday night there were the usual celebrations at the GlenGorsa Hotel, with music being provided by local singers.

On the Monday night a haggis throwing competition was organised, which was won by one of the locals. The strain proving too much however for one person when his trousers split at the crucial moment! Another being unable to take part as the King Sized breakfast (which was fit for four people) hadn't had time to be digested.

How big was the Platter!!!?

See Malcolm Jagger for proof of both!

Look forward to seeing everyone next year!

GORDON SREDDON

1987 TRACKROD MOTOR CLUB MEMBERSHIP RENEWAL

Please renew my membership of Trackrod M.C. for 1987.

NAME(S) _____

ADDRESS _____

TELEPHONE NO. _____

DATE _____

SIGNED _____

Single membership £6.00. Joint membership £8.00.

Enclosed is Cash/Cheque for the correct amount.

Please delete as appropriate.

Please fill in the reverse about your experience and return to the membership secretary.

Thank you.

For Official Use.

Membership No. _____

Comp. _____

CLUB MEMBERSHIP

It has been decided, by the Committee, to compile a list of each member's abilities and experience.

This information will be held on a Computer, for ease of access, and will only be available to the Committee and organisers of Club events.

Abilities and experience (Circle as appropriate).

Have you been a Steward on an event? Y/N

Marshaling: Chief, Sector or Junction

Timekeeping: Chief, Start/Finish or Assistant

Scrutineering: Chief or Assistant.

Noise Official? Y/N

Radio: Controller, Operator or Listener.

Competitor: Driver and/or Navigator.

Organiser (can be more than one):

Autotests, PCTs, Road, Forest or Social.

I understand that the above information will be held on Computer for club use only.

Signed. _____

MR ANGRY COLUMN

So its been and gone again the Lombard RAC rally and all us marshals turn out like idiots to do our bit for the love of the sport - what I want to know is - who loves us?

I gave up 10 hours of my time on a Sunday to stand outside - a thing my employer would need to part with £60 at least to entice me to do - along with 300 plus other fools which would commercially cost £20,000 in wages and what does it cost the RAC - NOWT.

Seven or eight thousand spectators pay £4 a head to see the Trackrod organised stage - that about £30,000, what % do the club get - NOWT!

Trackrod supply radios, caravan, flood lights, generators, signs all of which we have to buy and what contribution do we get from the stage sponsors or anyone else? NOWT!

Us marshals look after the safety of spectators and competitors - how much would you value the machinery entering this event? I reckon £2 million is not a bad guess and what do we, the grass roots clubmen and our clubs get - NOWT!

Well when I say nowt thats not quite true - we get a letter from the ivory towers of the RAC telling us that us lads on road rallies are breaking the traffic laws and that we will have our over priced competition licences taken off us if we don't behave.

From what I can see international rallying is big money, cars, drivers, RAC, sponsors, Lombard statley homes, big hotels, come on you prats throw a few crumbs the way of the motor clubs who subsidise you.

By the way - who are the fat buggers in Rovers with the old biddies in the back, who drive through the stage?

Watch out RAC, Mr Angry is after you!

OLICANA RALLY . March 18/19 1986. Car No.9
Neil Du Cros/Ian Miller.

After an absence of 25 years (so they keep telling us, I'm too young to know) Ilkley and DMC organised a very worthwhile road rally on maps 99 & 104 with small excursions onto 98 & 103.

We started at car no. 9 (surely they must have missed an 8 off the front), and on the very rare occasion where we had only to buy two numbers Neil insisted that he made his own! - to be fair to him, brown (sorry, bronze) Sunbeams and black numbers don't go. At the start we found they were on sale with white backgrounds at 25p each, but I suppose any saving was welcome after spending 100 quid on two Turbospeeds (now you know why I navigate). These new Avons (hard compound, on the front) produced alarming understeer when cold and left Neil wondering whether it was all worth it. An hour and a half was allowed for plotting, which was completed in 45 mins (efficient navigator available, please apply to ...). With a quick comparison of routes amongst Trackrod Team Understeer all that remained was to wait for the start - although word was circulating that route amendments would be produced, highly likely especially since Time Cards were withheld until cars left the start. Right, 11.45 lets go! - not that easy the blinkin car wouldn't start (I knew we shouldn't have used a 21W plotting bulb), and we had to get a push start to join the queue with Neil in the driving seat trying to control the impending understeer (thanks to Sid & Tricia for pushing).

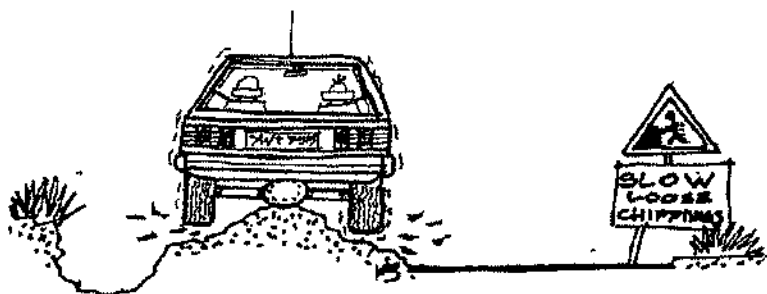
A short run out to the 1st Selective - a little used white between Ilkley and Silsden - which comprised long uphill bits that didn't inspire confidence as to the rapidity of progress. In fact the navigator contemplated getting out and running along side to read the route. At the end of this selective, neatly printed amendments were issued confirming the earlier suspicions of secrecy - the rally was to use 'Stortiths' an especially PR sensitive area that could well do without increased spectator presence on it's first running since goodness-knows-when. Second Selective was a short thrash (engine power permitting) from Keighley, finishing

at Slippery Ford T-junction (Hum... I suppose we were alright being in a Sunbeam!) The 3rd Selective was over Silsden Moor (guess what map 103 was for), finishing just south of Draughton. Then it was up to Storiths (run S/N). Here we took the same minute as car 10, who had caught up with us on the previous selective, and we kept up quite well (maybe the old car's not that slow after all)... until he got outside the woods where he blew us away (despondency returns) but speed isn't everything since we saw him miss the hard-to-find white upto PC.C (104/051574) - teehee. The selective continued N to finish on the brown just onto map 98. Then through Burnsall to the next competitive, using the B6265 onto 99 - dead easy this bit if you've got an unbustable engine and 150 burp. The next selective was more of the same, giving the navigator time to contemplate what would be for breakfast (assuming we got there!) - bacon, sausage, runny egg, toast, yummy - oops sorry, slot hairpin right (back onto 104). Wot's this, bends!?, note especially the nasty ones in 1359 then over Low Snowden (wouldn't you know it) to finish the first half N of Otley. At NTC2 we encountered an inalcitrant marshal with a hopelessly set watch so as not to incur fails I needed a time of 28 : : but the clock showed 08 and he was having none of it, and if we wanted 28, we would have to wait 20 (to his credit, this is actually the correct way), and since we didn't know the time of the clock at NTC3 (wouldn't it be nice to be allowed radio communication equipment), I decided to leave - as it turned out we had sufficient time, and the clock was cancelled anyway... just think, if we'd waited, and been the only crew to have done so, we would have probably won the event by 20 fails! Comparing notes at half-way showed that John North and Derek Lee were regularly taking 20-30" a selective out of us, with Phil and Carolyn doing similarly well (maybe even better - see the Olicana report in Motoring News) unfortunately they missed PC C - in her haste to correct the error Carolyn rubbed out the previous route and the control as well. 1st Selective after petrol used Almscliffe Crag and Stainburn Moor, finishing on the yellow just N of Fewston, and continuing almost immediately after, going N on the Meagill yellow and using the two classic tricks - the PC in the layby at 165580, and the

triangular junction at 164593. The selective continued onto Yorkes Folly where I got carried away reading out the comprehensive map markings and omitted to tell Neil of the selective finish! NTC19 was the wiggly road by Gouthwaite Reservoir, finishing S of Ramsgill. An RTC was next inferring tight timing on the next selective over Pott Moor and Ellingstring Plantation - this latter one is a particularly nasty piece of road, with cautions at 172826 on 3rd. brow after open L, ! 45R @ 17458305 and !! 60R @ 175832 - and back down the loop to Fearby (dodgy business here, placing 'Noise' boards in a competitive section), Weathermarske and over the tarmaced white-cum-yellow at Bramley Grange (caution at 198758 (N S) into junction) to finish at Biggin Grange. Then dead quiet through Kirkby Malzeard (can't wake the Major!) to continue over the tight Greycarth loop, finding Phil and Carolyn in a ditch at 210723 (they were both OK) and then a blat over Dallow Moor, slowing down for the especially nasty 'life-don't-love-me-anymore' bend at 190687 - its not too nice over the bridge afterwards either. The rally still went competitive over the Fell Back and Brimham N S (its not fair all my markings related to S N - trying to call in reverse isn't easy!) anyway Neil knew about the massive jump at Mauds farm, with the selective finishing at Burnt Yates, surprise No. 2 was being able to go competitive past 'Fiddlers Green'. The last selective, started at Darley Head and there was quite a wait here, especially noticable since elsewhere everything had been particularly slick (or were we just getting tired!?). The route rejoined the B road at Hardgroves Hill and went S over the A59 to loop back to Kettlesing Head, and the end of non-competitive motoring. The finish was at the Millstones $\frac{1}{4}$ of a mile away (other organisers take note). Running at car No.9 produced the previously unexperienced benefit of getting a quick breakfast! Results showed John and Derek to have done extremely well, continuing as they did in the 1st. half to finish a creditable 5th O/A (1st in Class ?). Our 11th. O/A and Phil and Carolyns finish produced the Team Award, with Phil justifying the name of Team Understeer! All in all this was a very slick event, and paralleled or even exceeded, other events (including 2 Motoring News Rounds) that I've done this year (with obviously

intensive PR work going to secure the use of roads that the rally world thought was lost (not forgetting all the others as well), and marked a notable return of Ilkley and DMC to road rallying. Special thanks to all the Organisers and Marshals for turning out on a really terrible night (that means you Martin, Tim and Phil).

IAN MILLER



PHIL SYKES & CAROLYN HARZER "FLAT IN 5TH".

FORBIDDING FEATURES

Vince Fletcher Reports on the Larkspeed Rally.

John Renny Reports on his final year as successful Shell Sport League Captain.

RAC Rally Stuart Marsh reveals how to watch Timo Salonen and Dirty Den at the same time.

Also

A special feature from over the hill.

1986 TROPHY POINTS

As the years end approaches if you have points to claim
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Trackrod Trophy

R. Kemp (Mrs):	80
J. Westmorland	70
S. Hitchcock	45
A. Munis	40
M. Jagger	38
J. Bean	35

Off Road Events

J. North	433.5
R. Ineson	182.2
D. Lee	107.2
M. Boast	105.2
R. Mackinnon	96.3
J. Bean	65.7
R..Jackson	62.2
J. Renny	61.5

Shell League Trophy

J. North	203.5
J. Cope	152.9
D. Lee	107.2
T. Whitaker	117.6
A. Powell	100.3
A. Moore	99.9
R. Mackinnon	96.3
R. Ineson	88.3

Dickinson PCT Trophy

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

FSB Rally Driver

J. Cope	73
J. North	68
A. Powell	66
M Tierney	51
A. Moore	35

FSB Rally Navigator

J. McNichol	73
D. Lee	51
R. Mackinnon	47
J. Bilbie	35
S. Sanderson	34

AMCC Rally Driver

J. Cope	258.2
H. Tierney	225.1
T. Whitaker	117.6
A. Powell	100.3
A. Moore	99.9
J. North	96.1
C. Miller	86.3

AMCC Rally Navigator

J. McNichol	258.2
B. Dove	210.8
R. Mackinnon	100.3
J. Bilbie	99.9
D. Lee	93.1
M. Miller	86.3

Rally & Speed Autotest Trophy		Lloyds Multi-Stage Driver	
		S. Bell	108.8
M. Jagger	14	A. Powell	86.8
J. North	14	A. Edwards	32.3
J. Bean	11		
R. Ineson	10		
R. Mackinnon	9		
R. Stoker	8		
C. Miller	6		

G. Jefferson Co-Driver		Marshals Trophy	
S. Sanderson	193.8	R.S. Simpson	115
R. Mackinnon	145.5	J. Westmorland	60
K. Bowen	32.3	P. Stanhope	40
		5 others on	20

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

I STILL REQUIRE

Results for Tour of Mull and Costa '86 plus signing on sheets for June Jesters, Quip and RAC.

STOP PRESS..

ANCC Road Rally Championship 1987 Qualifying Events

January 24/25	Three Swans	Selby & District
February 14/15	Illuminations	Morecambe
* March 14/15	Burgess Bowl	Glossop
April 25/26	Ribble	Springhill
May 2/3	Colman Tyres	Otley
July 18/19	Torque Bac	Bury
August 1/2	St Wilfrids	Ripon
August 15/16	Devils Own	Kirkby Lonsdale
September 19/20	Costa '87	Trackrod
October 9/10/11	Tour of Mull	2500 Club
October 31/1	Larkspeed	Alwoodley
November 28/29	Hall Trophy	Clitheroe
cy * April 11/12	Dunfabb Danum	Lindholme

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