

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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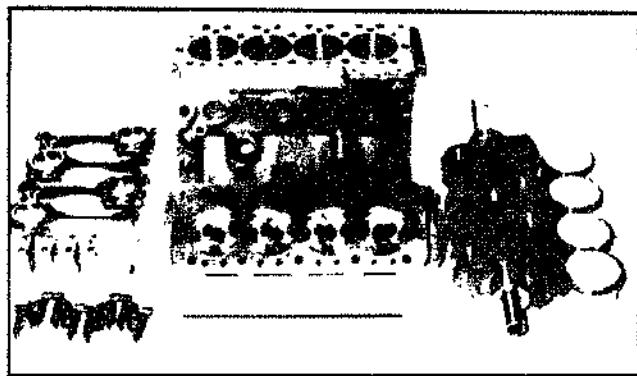


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 193

Feb 1987

EDITOR

Well 1987 has certainly started with a bang both on and off the road. First we hear tales of impending doom for road rallying and desperate measures to try avert a total ban by the constabulary then I turn out on the Three Swans only to be shunted up the rear at a SCW by a fellow member of the clubs Shell League team. Not a good start to 1987!

Also on the Three Swans we were saddened by the serious accident involving Tony Jenkins and John Holdsworth of Shipley MC. Tony suffered a compound fracture of his leg and broke an arm though John was just badly shaken. It should serve as a reminder that motor sport even at our humble level is dangerous and accidents can happen to the most talented of drivers in the best prepared cars. I'm sure all members wish Tony a rapid recovery and will be glad to hear he is on the mend.

Now you are well depressed with the magazine so far so I'd better write no more but leave you to read the delights on offer this month i.e.

Ronnie MacKinnon, Niel DuCross, Rocky Kemp et al - then again - maybe better just to hang the mag straight on the nail next to the chain. Now where did I put that helmet?.....

J. MCNICHOL
Editor

DEADLINE FOR ARTICLES FOR THE MARCH MAG IS 24th FEB.

SOCIAL CALENDAR

1987

Feb

- | | |
|----|---------------------------------------|
| 3 | Crown
Boston Spa |
| 10 | East Leeds Leisure Centre
Halton |
| 17 | Beehive
Thorner |
| 24 | Shoulder of Mutton
Kirkby Overblow |

March

- | | | |
|----|---------------------------------------|--------------|
| 3 | Crown
Boston Spa | (Open Forum) |
| 10 | East Leeds Leisure Centre
Halton | |
| 17 | Crown
Boston Spa | |
| 24 | Beehive
Thorner | |
| 31 | Shoulder of Mutton
Kirkby Overblow | |

Whats the world coming to? A new year and everyones on flaming strike, its a good job mums can't go on strike for more pay or longer holidays.

Seriously I hope that all the people involved in the B.T. strike will all come through ok.

A new venue was tried out in January, East Leeds Leisure Centre, it has great potential for all kinds of activities throughout the coming year. An added bonus to us is that ya have the whole of the centre on Saturday nights to ourselves if we wish for activities such as inter-club events e.g. five aside

football, volley ball, swimming, rounders, scale-xtrix, blockbusters, etc., etc. So start getting fit for a very competitive year and lets show Alwoodley, Otley and Ilkley the way home socially as well as on the road. Any suggestions on what you would like to do with this valuable venue may it be just arm bending or more strenuous activities let me know.

We still need another venue to replace the Shoulder of Mutton that is more central to Leeds, we will still keep our relationship with the Shoulder till we find another venue so once again any suggestions please.

R. KEMP

COMPETITION CALENDAR

FEB

- 14/15 Illuminations. ANCC & MN
20/22 National Breakdown. - See seperate article

MARCH

- 7/ 8 Bath Festival. MN
7/ 8 Northern Lights - Leeds University. FSB Championship
14/15 Burgess Bowl. ANCC
15 Lancashire & Cheshire Autotest. ANCC
21 Lakeland Stages
21/22 Dunfab FSB Championship. ANCC
22 W. Humberside Stage Rally-Shell League
28 York National.
28/29 Ides Rally. MN

Christmas and New Year well behind us and now thrown into the depths of ice snow and fog during January. Here we are one month gone into 1987!! Doesn't time fly? I trust you all had a super time over the festive period and Santa brought you the toys you asked for? No? He didn't bring me my Porsche either!! Not to worry, theres always next year! Mind you I did receive some great pressies which kept me happy.

So whats been happening - well motor sport wise we've had the Christmas stages around Catterick Camp on the 28th Dec. All I know about this event is that Rod Parkin was navigating for Dave Marshal, and I believe had an enjoyable, steady run. Our stalwart Chief Marshal, Richard Simpson was in attendance, with help from friends.

Last weekend saw the first round of the Shell Sport League, the Three Swans organised by Selby and District M.C. From first reports that I've had, and witnessed, the event was dogged by police activity and a lot of carnage was the order of the night! To start at the beginning, I as newly appointed team captain, had six Trackrod crews to choose our team of five from. Always a difficult position to have to leave people out, but after much thought I decided to leave out our only novice entry Caroline Haber/Phil Sykes, due to this being Carolines first ever rally - (prove me wrong Caroline!) So my team was as follows:-

Mike Thornton/Alan Lilley, Mark Harwood/John McNichol
Bernard Ferneyhough/John Bean, all experts.
John North/Derek Lee and Andy Riley/Gordon Sneddon
both semi-experts.

Non starters were Richard Endley/Barry Dove due to the engine not being run in properly. Also, in attendance were Paul Chambers/R. Cross (alias Roland Rat) in their Mini - Phil is a Trackrod member, but Roland is a member of Leeds University M.C. and so we could not include them in either team. (Come and join Trackrod Roland).

The night was fair, not freezing but the roads slippery. I volunteered to man a secret check on route about 3.00 am but never made it there!! Why? I hear you say.- Well, I'll tell you. I decided to go and spectate on the first section of competitive motoring around the north of Easingwold and after parking my car some 30 yards down the road from the junction walked back to watch my team through. I managed to see the first four crews through and was about to go, after watching car 55 Riley/Sneddon when number 54 wrong slotted at a high rate of knots and lost control. He proceeded to mount the grass verge, hitting a cortina a glancing blow and headed full speed (about 50mph by his accounts) into the back of my one month old Vauxhall Cavalier!! I really couldn't believe it, but yes. My Cavalier now needs a new shell. Next time I'll park a mile away and walk back!!! Then I'll probably have it broken into and the radio knicked!! So that was the end of my night. But what about the lads (and lassés) well, no results were available at the end and the only news I have is that Mike Thornton started to copy the Japanese and their antics in the second world war - you know, the Kamikazi pilots - if you can't beat them.... But the Japs usually did these antics on the enemy!! Well as you probably have guessed, Mike connected with another team member on a standing give way, and so managed to reduce our team to three in the early stages of the event - no hard feelings I hope lads, it could happen to anyone. But Mike please in future select you victims more carefully! Well folks I hope to see as many of you as possible at the Dinner Dance and Prize Presentation, because it proves to be a really good event. Mind you by the time you read this it will have been and gone.

Safe motoring.

Ronnie Mac
CHAIRMAN

Repent, the end is nigh! Well it may be very soon if the RAC and the Police have any say. In twenty years time many a grandad will be faced with the question "Whats a road rally?". By the time you read this we may all be reduced to standard 1300's, acetylene headlamps and a man with a red flag trying desperately not to walk so fast that the car can't keep up.

I think some room for compromise can be found. In Motoring News someone suggested limiting exhaust diameters to slow and quieten the quicker cars - a good idea. Rallying is no more dangerous than before, although the cars are a lot quicker than ten years ago, so are the brakes, tyres, etc., that much better, only the fact that speed limits are now so easily, er, bent, attracts the attention of ticket dispensing boys in blue.

Me? I'm off to use the helmet I invested in to do Mull, I may stand a chance in the road rally class, if such a thing will still exist.

Happy New Road Rally Season!

TEFAL

NATIONAL BREAKDOWN RALLY

22nd FEBRUARY 1987

TRACKROD MOTOR CLUB this year will be running Dalby 2 + 4 55 36 + 41. Start ref. 101/883885. Finish ref. 101/871902.

First car due on Sunday morning 10.00 and second time through 12.30.

We must be operational by 8.00am so it will be necessary for marshals to be in no later than 7.30am. This means that it will be necessary to set things up on Saturday and all those interested in helping should arrange with me or Barry Dove a time and place to meet. A rub in Thornton Le Dale seems favourite.

In view of last year keep your eye on the teletext or the phone and if possible give your name and telephone number to Richard Simpson the Chief Marshal so we can contact you if necessary.

Well, what can I say, all of a sudden the club mag has become like an encyclopedia with the number of articles being written over the last month or two. However, upon reading our club encyci, sorry, magazine, various items stand out which prompted me to put pen to paper. In the editors article (Dec issue) John McMichol, pointed out that the committee were looking at altering the trophy points system for 1987. In what way I ask? If the ideas of the committee were put in the mag, then we the members, could voice our opinions at an open club night. One point which I would like to bring up, is the possibility of a runners up award on more of the trophies. If competitors have been out all year and on one event broken down, and have lost the chance of winning a trophy by a couple of points, then their year has been to no avail and especially when competing under Trackrod.

Our trial venue at the East Leeds Sports Centre had a small turn out. I view the venue as a good place to have a sport a roggin, but as for the bar facilities, it is back to the old tale of being in a public bar and not a private room. I also noted that the chairman pointed out that there was a poor turn out at the fancy dress party, considering a good turn out was at the bonfire party. I put this down to people being a bit fed up with traveling to Boston Spa. It's a good venue, yes, but its the mileage between home and there that is the problem.

The same can be said about the dinner dance, and the expense of the tickets. Some of the members are reluctant to, or will not, pay the £12.50 for the tickets, and are put out to say the least, that the Dinner Dance is at the same venue, yet again. Is it too much to ask our social organizers to approach some of the hotels, restaurants etc. in the city centre to achieve, a) a more central venue for all members, b) a less expensive price for the meal, and c) a not so expensive taxi fare, for those of us who wish to go to a nice dinner dance, leave the car at home so as not to worry about

drinking and driving.
Cheers until next time.

MALCOLM JAGGER

Foot note

My thanks to Stuart Marsh for the tot of Jameson's on the RAC. Richard Simpson does a nice line in sherry also, i.e. Sherwood Stages 28th December, cheers Richard.

The committees reply appears on the opposite page.

MR. ANGRY

Well I'm back and I'm so angry someone had better watch out cos if that RAC comes up with anymore cobblers its going to be Blue Circle wellies for them stupid southern aits.

I'm sure you all know whats got me now, thats right, you can't have a competition licence unless you are Mr Universe or pretty well near perfect. In particular a certain Mr Jackson, a nice man who showered me with rocks on the RAC once, despite having more ability than a dozen licence holders put together can not follow the sport he loves and promotes so well because he is a bit short in the arm department.

Mike Jacksons record proves his defeciency is no detriment, the RAC seem to me to be more than a little short in the brain department and their record proves it!

And next for the RAC to put their size 10s in to will be road rallying, I can hardly wait for their ideas on that! Now where did I put that bag of cement....

REPLY FROM THE COMMITTEE TO "POINTS OF VIEW"

Malcolms "Points of View" are as always to the point and forthcoming though in this instance rather destructive in their criticism but at least he has put pen to paper rather than mumbling, so we can answer the criticism.

The five topics to come under his criticism are;

- 1) Magazine
- 2) Trophy points system
- 3) Club night venues
- 4) Fancy Dress Disco
- 5) Dinner Dance

1) Magazine - the editor hopes that reference to the magazine as an 'encyclopedia' is a tribute to its size and not that it is as boring as a reference book.

2) Trophy points system.

As noted the ideas for some change was suggested in December which left little time to make substantial changes or discuss the matter in an open forum, before the new year began, consequently the committee decided to change just the FSB awards as a pilot scheme then the matter could be discussed fully for implementing (or leaving alone) for 1988.

The suggestion of more runner up awards for 'close misses' is valid in many cases and members have in fact been given awards at the committees discretion when a trophy has been closely contested in the past. Permanent runner up awards would need to be donated of course.

3) Club night venues.

Problems with club night venues go back a long way. Our social sec recently has trouble as the Duke of Wellington is no longer available to us due to change of owner and the Shoulder of Mutton is not very popular. However after asking for alternatives the East Leeds Sports Centre was suggested by a member, Chris Miller. Chris is also the manager of this centre so could cater for our needs very well. The first meeting there was on the coldest

night for twenty years and police advising not to make unnecessary journeys. In these circumstances the turn out was very encouraging and the range of facilities impressive. It is the committees view that this venue be given an extended trial and will turn into a very popular spot and hopefully the central heating will not breakdown again.

4) Fancy Dress Disco.

Boston Spa is our most popular venue for club nights, it is also the only one where we can hold a disco. When the idea for a Fancy Dress disco was suggested enquiries as to what support would be forthcoming recieved an enthusiastic response. However, when it came to the crunch people went cold on the idea - was it too near Xmas? Was it too much trouble to dress up? Was too much insistance placed on fancy dress? Probably a bit of all factors but anyway, we won't have another, not all things work brilliantly but at least we tried.

5) Dinner Dance.

£12.50 per ticket is not loose change, but the occasion is an 'annual' event offering six hours of entertainment at a prestigious venue with good food, speeches, awards presentation and disco. If this is the style of event we want then we have to pay the going rate. Because the dinner dance does involve members in this expense we are very aware that a poor evening would be heavily and rightly criticised so following two previous highly successful years it was decided to remain at the same venue this year. Incidentally, the dinner dance does not run at a profit.

The committee hope the above explains why we make the decisions we do and while we accept we can not please all the people all the time would appreciate criticism being made a little more constructively. There is an open forum on 17th March and we will be happy to discuss any topics then, if you are not satisfied with the answers, we have a spare place on the committee for you!

FSB Rally Championship

Following the Three Swans the current positions are:

Driver

Navigator

1. Carolyn Harber	16pts.	1. Phil Sykes	16pts
2. Paul Chambers	5pts.	2. Derek Lee	5pts
3. Jon North	5pts		

Shell League

Regs are now available for the next round of the Shell League the NHMC organised Holderness Trophy multi venue stage rally.

Forthcoming Attractions

Next month Carolyn Harber writes (and draws) about how she made the chairman eat his words!

Trophy Points

This month you will find the full rules for the club championships as a centre-fold supplement.

Club Merchandise

We still have left a few Trackrod sweat shirts at £10.50 each. Available from Becky Kemp or Barry Dove.

FURTHER MARSHALING ADVENTURES IN DECEMBER 1986

And so, as promised, a further instalment in the exciting saga of the life of a Marshal, anyway if you've just woken up after last month's article, this one will set you off snoring again.

For the first event in December we were off to Beverley for the Beaver Rally which got off to a brilliant start as we were stopped by the friendly local B.....s or P.....s, Constabulary in Walkington for speeding, fortunately I was on the maps on this one so Peter was fined and endorsed, not a good start! After signing on we went off to our first control, a TC on a crossroads near where we had had our unfortunate encounter with the Law, of all places. To say it was cold would be a definite understatement but at least when the action started it warmed us up as all of the crews were pretty quick considering this was a novice event. Everything went off very smoothly and we were closed on time, so we packed up and whipped off to our next control 4 miles from Bridlington. (By the way as we left we were passed by Tom Whittaker out spectating, and looking a damn sight warmer than we were, in his Range Rover).

By the time we arrived, the roads were white over with frost and we were expecting some excitement as this was an end competitive on a very tricky S.G.W. Fortunately we were not to be disappointed and spent the next hour or so watching the desperation on most crews faces as they tried to stop on the slippery surface. Disaster struck again as we tried to leave however as our lamp had flattened the car battery but we were running again after a quick push.

The next event was the Boxing Day Auto-Test detailed last month by Victor Richard Ineson. This was probably one of the best and most enjoyable events of the year despite the bitter cold. The chap who was helping on the test I was running was not too chuffed when John (puts his cap on back-to-front-o) Renny spun the uncovered wheels of the McKinnon Special and covered his new white rally jacket with mud but despite this, and one of the lady competitors flattening a bollard on a re-run!, a good time was had by all.

The final event of '86 was the Sherwood Stages when we helped Alwoodley M/C run Waith Withe near Catterick.

With most of the top local stage crews out for a good days sport, we had a lot of good spectating and the large bottle of Sherry I took was nigh on empty when we left. Unfortunately we were asked to provide a radio team on the day at very short notice, and I would like to thank Barry Dove for stepping in and spending a boring day in a bad spot listening to the radio.

So there we are, probably the best year in Motorsport I have ever had, including when I was competing regularly, we were voted best Marshal team on more than one event and won a very nice prize for our efforts on Border M/C Road Rally. Having won the Marshal's trophy we can now look forward to 1987 and hope for a year like the one we have just had.

I shall try and keep you informed, unless someone pays a large amount into a Swiss Bank account, or Becky doesn't kill me for not selling my Dinner Dance tickets, on our progress in '87 as it unfurls.

RS SIMPSON

MARSHALLING DUTIES FOR FEBRUARY 1987

Feb.

- 14/15 27th Illuminations Road Rally.
Chief Marshal S. Coleman-Lancaster 68731
BTRDA/MN Championship.
- 21/22 National Breakdown - Trackrod Stage Dalby.
Further details from J. Renny, B. Dove or
yours truly.
- 28th Ellis Components Single Venue Rally.
Dukeries M/C. Chief Marshal Chris Rogers-
Newark 814670

RS SIMPSON - CHIEF MARSHAL.

MOTORING NEWS/BTRDA RALLY CHAMPIONSHIP 1987

EVENT	CLUB	DATE
Illuminations Rally	Morecambe CC	Feb 14/15
Festival Rally	Bath MC	March 7/8
Ides Rally	Ystrad Mynach MC	March 28/29
Sarn Helen Rally	Lampeter DMC	April 11/12
Colman Tyres Rally	Otley MC	May 2/3
Audi Sport Trophy Rally	Aberystwyth MC	June 28/29
Devils Own Rally	Kirby Lonsdale MC	Aug 15/16
RL Brown Rally	Furness DMC	Sept 6/7
Bolton Midnight Rally	Bolton-le-Moors CC	Sept 26/27
Tour of Mull	2300 MC	Oct 9-11
Gilwendeg Rally	Teifi Valley MC	Nov 1/2
JJ Brown Memorial Rally	Gaernarfonshire & Anglesey MC	Dec 5/6

BITS AND PIECES

Entrants License

Trackrods entrants license number is 04161. Please use Trackrod as your entrant when ever possible.

Membership Renewal

This is the final chance to re-new your annual membership unless you cough up quickly you will receive no more magazines.

Special Mention

With all the recent award presentations it came to mind which rally would have won the title of best marshalled event? It is the editors opinion this award would go to the Larkspeed. Not only were all the controls manned but done so in a very competent way. Credit here to the Trackrod stalwarts who turned out and of course to chief marshal a certain Mr J Bean who is of course a Trackrod man as well. Well done John!

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. _____

LARKSPEED TROPHY RALLY. 1/2 Nov 1986. Car 64: Paul Chambers
MINI 1275GT. & Roland Rat.

Another year, another Larkspeed and always the 1st real chance for marshals to perform their impersonations of brass monkeys (explanations c/o Leeds University M.C. who seemed to marshal half the event - they won half the marshal's prizes anyway). The chance for me also to navigate a 2nd time in Paul's very smartly prepared, seam-welded, Weber 48 clad!!! MINI 1275 GT (oh yes Paul, we believe that figure mind!).

Well noise and scrutineering (at John Gill Garage, Bedale) passed pretty uneventfully, apart from us managing to gain the limit at noise exactly, Phew! - and then to the start where signing on was a bit of a cattle market but proceeded smoothly. Plotting time was 90 minutes which proved more than enough time to plot route, blackspots, quiets, and cautions - we even had enough time to grab another cup of tea (cocky eh!).

12.50am arrived and we were off on a 5 mile run out to - what's this a misfire (visions of not even starting the 1st selective) but it was just damp in the distributor - nothing WD40 can't fix. NTC1 was on the B6267 just west of the A1(T). Our minute came up and with an enthusiastic chirp of the tyres, we were off. First to the NAM junction at 333¹/₄ 780¹/₄ where we knew exactly which way to go (honest) but didn't clear it as smoothly as we should. End of the 1st burst and another 5 mile wait (hard to keep the adrenalin going) to the 2nd. A flat wind past the N end of Pilmoor white, a break for PR sensitive Thornton Manor to finish just W of Hutton Sessay. Now I felt we were enjoying; a short blast from A19 to Coxwold and another start at the foot of the steep hill in Wass Moor (wish we had a 1600cc). We took the junction close to the A170 well, but lost 30s or so to the bigger cars on the motorway down to Oswaldkirk, but our spirits rose when we realised that the car that overtook us (car 65) was a 1600.

Onto Munnington bridge, where the real rally started with a 2¹/₂ mile precursor to an 8 mile selective starting just NW of Beadlam. Over the gravely white

(Paul remarked: "Bloody big bits of gravel this!"), and back down to the big ford across through Hodge Beck (rev that engine Paul). We took no chances, but car 43 (Neil DuCros/Barry Dove) must have looked quite spectacular when Barry bravely spoke the immortal words: "Don't worry it'll be dry!" - well Baz what's a foot of water between friends. Now for the fun - Cockayne Loop - everyone's favourite. It claimed 2 competitors but some very useful map markings enabled us to stay up with our number. Yumping back down Lund Ridge (car 65 there again) we finished 500m N of Garth. A quick check to see if anything had fallen off the car and we were away again to start the 9th selective on the B1257. A four mile dash over the Rye at Shaken Bridge Farm, a break for the T junction, and MTC 19 was at the top of the steep hill - just as well as we were losing power on the hills due to a bad choice of spark plugs. This short one meant non-comp through Boltby and bearing L in Upsall another very short selective led us to W side of the A1(T) and MTC23 just NE of North Kilvington. Trying hard around the Brawith Hall and the NAM bands just W of Marigold Farm we finished at the N end of Sigston Wood. The always welcome rest at half way gave us the opportunity to make sure we still had four wheels and an exhaust (well it was only a little hole). By now we were keen to finish so a short run up the A684 to the start of the 2nd half was appreciated. Turning R at + at Patrick Brompton (competitive from now on) we turned L onto Catterick Straight. (Thank God the engine was running well now). We only let off to loop around the tank road and NE over Hipswell Moor. Fairly flying we nearly missed the sbt L before Brokes but Paul managed to pull it round at the last minute. Warning Paul about the posts, we made sure we lost no time on Nunnington Bridge or at the tricky bends just after. Finishing just after the T (turn R) we weaved non-comp through Richmond to MTC29 300m W of High Gingerfield Ho. Riding Whiteliffe Scar the NAM bridge on the N side of High Moor caused a few extra beats of the heart. A

break for Ravenworth and then back south onto Newsham Moor - one of the fastest straights so far. Down and around and up Holgate Pasture, and a chance to see car 65 gaining again. We made a mess of the Rake Beck hairpin and no amount of pressure on the accelerator would let us make up time on the $2\frac{1}{2}$ mile dead straight to the finish. Fatigue was knawing at us now so we unfortunately wrong slotted at the 2nd T in Marske, causing us to lose 2 minutes at WTC35 on the A6108/B6270 junction (dep SW). Working well together we enjoyed the hairpins at Harley Pk and turning L in Scar Spring Wood TCS36 was on the A6108. Competitive again over Bellerby Moor and after reaching the NAM bends between 049969 and 0432974 $\frac{1}{2}$ we knew we were on Grinton Moor. Getting on to Grinton was easy, leaving proved more difficult; could we find that slot L? could we hell. Well having overshot it by 400m (it's only a little way on the map) we headed for the tricky + at 057915 $\frac{1}{2}$ (app NW: dep SE). Negotiating it smoothly we shot down in to Wensley. Amazingly we lost 2 minutes in the non-comp through Leyburn (no wrong slots this time). Come on organisers!

The final selective started on the slot R E of Harby. L at T (put your foot down Paul) and flat over Willow Garth and the next +, then fast round the slot R on the 30L and straight across Thornton Grange +. Before I go any further I have to say Paul either has complete confidence in MINI suspension or complete confidence in me; both establishing his insanity. The 1st jump before the slot was just an awakener, the 2nd moderately severe but over the one at the start of the wood we had a cup of tea, a chat and - oh shit we've landed (nasty scraping noises didn't last very long). "Everything OK Paul?" "Yeh but we've got no lights." (Oh fine!). Paul then informed me that the alternator was slipping and so we could only turn the lights on at corners! (help!). "Is it OK if I use the potty or shall I just memorise the map?" (There must be safer sports than this). Well we headed for the B6268 and then cleared the double T just W of Snape (app NW: dep SW) to end the rally 500m W of Nosterfield - 29s inside our OTL - its OK Paul I had everything under control! Result 37th Overall: 1st or

COMMITTEE

Chairman	Ronnie MacKinnon 15 Sandringham Rd. Wetherby. LS22 4PG. Wetherby 63109
Secretary	Neil Du Cros 38 Ash Grove. Leeds. LS6 1AY. Leeds 740004
Treasurer	John Renny 21 Woodhill Gardens. Leeds. LS16 7DD. Leeds 675685
Editor	John McNichol 9 Brecks Gardens, Kippax. LS25 7EB. Leeds 866318
Competition Secretary	Barry Dove 5 Kenilworth Gdns. Gildersome. LS27 7EW. Leeds 536985
Social Secretary	Rebecca Kemp 62 Whinmoor Court. Leeds. LS14 1NX. Leeds 654600
Membership Secretary	Peter Stanhope 5 Heathfield. Adel. LS16 6AQ. Leeds 672706
Trophy Points Secretary	John Westmorland 46 Hillcrest. Tadcaster Tad. 833064
Chief Marshal	Richard Simpson 21 Common Lane. East Ardsley. Wakefield. Leeds 527031
Committee Member	Christine Goodall 8 The Crescent. Leeds 17 Leeds 673491
Equipment Officer	Chris Sharpe 28 Lee Lane East, Horsforth. LS18 5RE. Leeds 580364

The following article appeared in Bury AC magazine and is reproduced by kind permission of John Cope! Chris Cullen recently competed on the 1000 lakes - his article on this appears in January edition of Rally Sport and he also won his class on this years RAC.

1986 Hob Hey Stages Rally OR

Team Hazard County's Day Out ont' Wrong Side of T'hill

They say it is often an efficacious exercise for a superstar to be brought down to earth every now and then and return to humbler things in order to regain his fire and enthusiasm. It was for this reason that B.A.C.'s resident "star", John "Boss Hog" Cope, sacrificed his hard won reputation by agreeing under considerable duress to commit social suicide by consenting to take Tottington's answer to Sir Les Patterson with him for the Hob Hey Stages Rally. The well known Lincolnshire "classic", which has been in decline since loosing its World Championship status, following Timo Salonen's complaints about having to complete forty stage miles without a rest halt!, and not providing a Group A commode for Mr. Balestre. The venerable French pain up the derrier refusing to use the available Group B one in case Jean Todt sued him!!

Why is it that rallies are held at such bleedin' unsociable hours? They either finish at the "Wolf and Whippet" in the middle of a peat bog at four in the morning or ask you to report for scrutineering at 6.30 a.m. at Goblin Teasmade Farm, which turns out to be a field full of cow crap and assorted animal life. It also entails getting up half an hour before you go to bed, slashing through two hours of British summer weather, just for the chance to sit alongside some physcho whose main aim in life is to frighten you shitless, only to complain that you can't have been concentrating if he doesn't.

For this particular event I should have been with Russ Morgan (the well known Blackburn public speaker and toad sexer) in his fluffel valve injection, twin

ashtray Mercedes, but on reflection he didn't feel he was mentally prepared for the task and pulled out. It was at this stage that I called to see John Cope, who at the time was chasing some sheep round a field with his wellies and a paint brush. (I assume the brush was to ensure that he didn't get the same one twice, and the blue paint was for the good looking one's!) Anyway I put this chance of a lifetime to him and he seemed quite keen but a little reticent about informing "her indoors" about the event. Apparently "she who has to be obeyed" would only allow John to miss their weekly Sunday morning "whip and lash hour" (whatever that may be) if I bought her a little something to compensate. Well dear readers, it seemed fair enough to me, however, I hope she doesn't try to plug it in at night when someone's trying to read, as it has a tendency to dim the lights! and the battery operated one has the drawback of eating PP3's at an alarming rate, however, having no cable it can be stood on the fireplace and passed off as a working model of Eddystone Lighthouse.

So there we were, me armed with me pencil, rubber and piece of wood to chew on, and John (this can't be a rally cos its not dark) Cope, with his very smart Escort, complete with a new straight out gear kit, (I'm told his flexible friendno not John McMichael now has rigormortis!) standing at some God forsaken hour assessing the possible opposition - all eighty of them.

At car 1 were Kim and Yvonne Kather in the supercharged twin-engined Scirocco. No doubt Yvonne finds Kim's penchant for stroking his co-drivers leg far more entertaining than I did when I co-drove for him. The only other crews I knew were car 3, Dick Bradley/Sue Catlow in the Chevette HSR. Dick having recently grown a beard and Sue who hasn't. I'm sure the venerable old Chevette only keeps going for fear of what his service crew might do to it if it doesn't, and Ian Kirkwood at car 8, who is becoming very quick these days in the ex Paul Windsor Gp2 Fiesta. The colour scheme leaves a great deal to be desired though and always reminds me of the stuff the nit doctor used to paint on kids' heads years ago!!

Well not a lot of point describing the stages in detail as, lets face it, an airfield is an airfield is an, so it wouldn't over tax the mental ability of a lobotomised South African premier to find one's way round these stages. However, it later transpired that at least six so called navigators couldn't manage it. One such chap, upon being told of his exclusion, threw his head in his hands.... and missed!

The infamous exploding Flixborough chemical plant, where the Russians practised for Chernobyl is only a vulture stride away from the venue, and I think that when it went bang, most of the crap fell on Hibaldstow, as the stages were well slippery. For sure if Big G was ever contemplating giving Britain an enema, he would shove his hand up Seunthorpe. Stages one and two passed with little incident, apart from some of the faster 4th gear corners becoming very interesting on Avons which to say the least had "gone off". Following these stages (on which we had two spins I forgot to add) I left Boss Hog to see to the thorough service requirements...., i.e., finding the bog, getting a brew and dipping the oil, in that order of priority, and went to the results caravan to check that their times agreed with mine, and to find out the worst. I have to admit that whilst I was nowhere near as pessimistic about our chances as John, I was a little surprised to find that we were 10th overall in an underpowered, undertyred car. I was returned to "the hero" and posed the following question "Well Hannu there are 68 cars still running, where do you think we are lying". He replied "67th?...60th?...45th?...30th?..". "No higher" says I "Sod off" says Boss Hog. "Well Stig you're 10th" I informed him. John thought for a second or two then gave his considered reaction..... "Well if we're 10th there must be some useless prats here then!" I doubt whether anyone else could have summed up the situation more accurately. Seldom I have seen so much fancy machinery ... BDA's, BDG's, BDJ's., TRB's and even a V8 Dolomite Sprint, driven so ineptly. With two exceptions, one hero in a 5.3 litre Jaguar XJC no less, and a guy in Ian Oldfield's old BDG!

A case of over exuberance caused us to have two spins on SS1 and SS2, however, we decided that in view of the lack of quality opposition, a good fast, neat drive could produce a good result despite the power disadvantage, and this is exactly what John produced, providing me with an entertaining day's sport, with a driver of obvious ability and enthusiasm.

We certainly made our mark on the event by a) completing most of the conversations with the marshals in an Inspector Clusseau pidgeon French accent, b) totally bemusing the start marshals by insisting that we would get all the clues next time round and c) by my four year old son fulfilling a natural bodily function in someone's spare tyre!

So as the last two stages finally ran (very late due to poor co-ordination between stages by the organisers) we only needed to keep it on the island and maintain our speed to record a 12th overall, a position we had slipped to as the stages dried out and power became more of an advantage. However, as we queued for the last stage the rain started, sufficiently hard to give us a shout, and we made the most of it by going very well indeed. The guy in the Jag. was in 11th place and it was an embarrassment in the wet, promoting us to 11th, and within $\frac{1}{2}$ mile of the finish Dick Bradley's Chevette was crawling, obviously in bother, and we duly passed him, taking over $3\frac{1}{2}$ minutes off him and 10th overall in the process. At the finish we were told that the guy in 9th place had received penalties for a route infringement, so as I write this, we have finished a provisional 9th overall. A very credible result indeed from 64 finishers, which John should be happy with, considering he had no power, no tyres, no service crew, no knowledge of the venue and a very iffy co-driver.

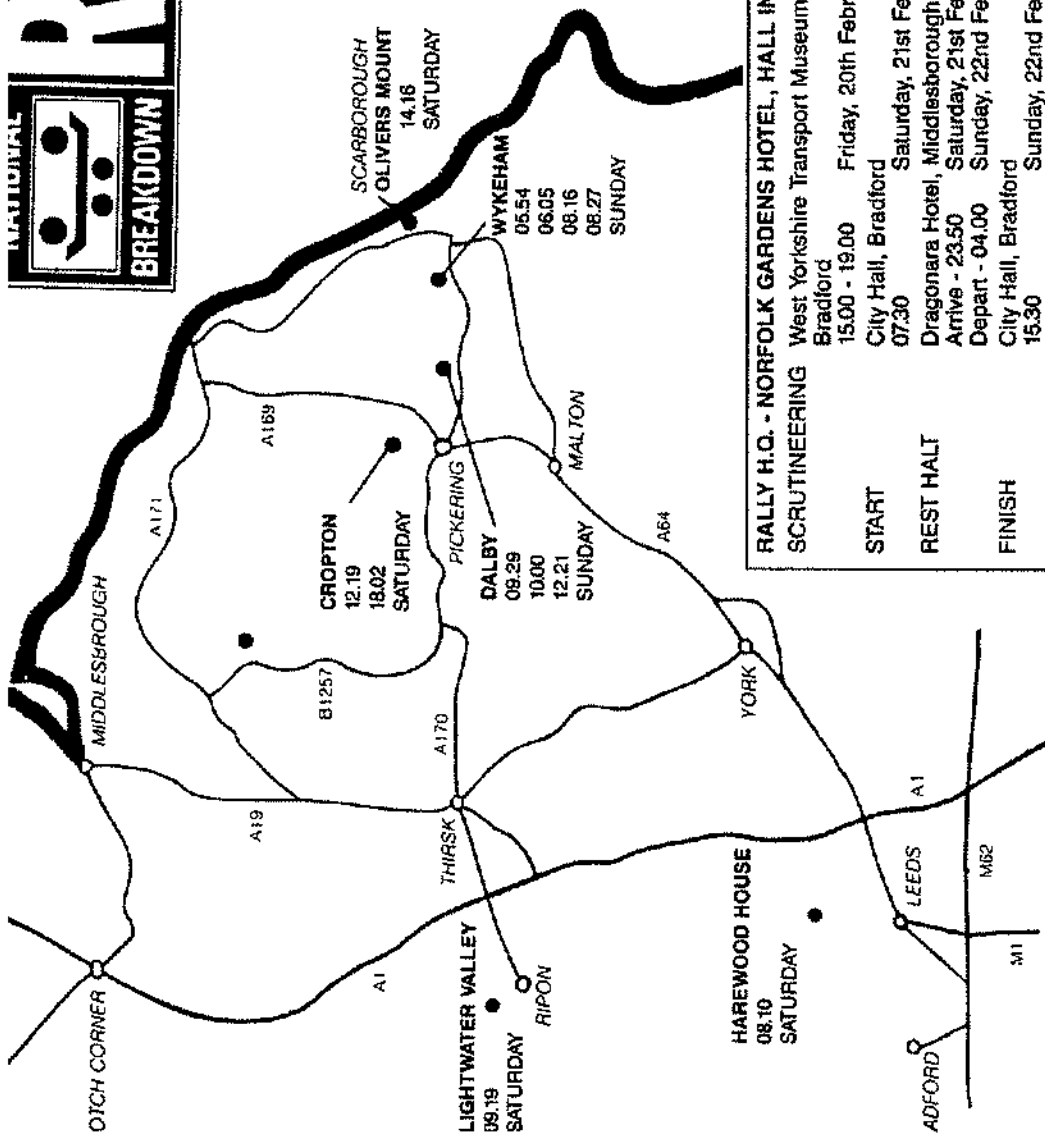
CHRIS CULLEN

WANTED

Dave Smith is interested in purchasing a trip meter complete with all its workings. Anyone who could supply him can reach him on Leeds 688947.

NATIONAL INFORMATIONAL RALLY

BREAKDOWN



RALLY H.Q. - NORFOLK GARDENS HOTEL, HALL INGS, BRADFORD

SCRUTINEERING West Yorkshire Transport Museum, Ludlam St., Bradford

START	15.00 - 19.00	Friday, 20th February 1987
	City Hall, Bradford	
REST HALT	07.30	Saturday, 21st February 1987
	Dragonara Hotel, Middlesbrough	
	Arrive - 23.50	Saturday, 21st February 1987
	Depart - 04.00	Sunday, 22nd February 1987
FINISH	City Hall, Bradford	
	15.30	Sunday, 22nd February 1987

~~1950 Humberd Winners~~
(As presented at Dinner Dance).

Trackrod Trophy	J Westmorland
Off Road Events	J North
Shell League Trophy	J Cope
Dickinson PCT Trophy	M Jagger
FSB Rally Driver	J Cope
FSB Rally Navigator	J McNichol
ANCC Rally Driver	J Cope
ANCC Rally Navigator	J McNichol
Rally & Speed Autotest Trophy	M Jagger
Autotest Runner-Up Trophy	J North
Lloyds Multi Stage Driver	S Bell
G. Jefferson Co Driver	S Sanderson
Marshals Trophy	RS Simpson
Newman Trophy (All round lady)	R Kemp
CJ & DW Taylor Trophy (Best lady competitor)	C Harber
Jackwill Trophy. Economy Run	J Westmorland
Willie Wonka Trophy	D Dixon, I Dixon
Sylvia Myers Newcomer Award	A Riley
J & B Trophy. Best organised club event	Bonfire Disco - R Kemp B Dove M Ogden
David & Molly Parsons Trophy	
Best Trackrod crew on Quip	P Lilley & J McNichol

The article opposite is re-produced from North Humberside Motor Clubs magazine and is written by Paul Patterson who is also a Trackrod member. Paul claims to be in retirement at the moment, but is obviously a competent navigator who could be tempted out of retirement hopefully by a Trackrod driver.

BEAVER '86 cont.

The area covered was to our advantage as Andy knew quite a lot of IOI/IO6 and I know those ^{roads} around South Cave and Newbald, plus they are of course on the whole very fast - just the thing for a big Pinto !

SI was a short 1½ miler past Risby Farm. It was white over and a 4WD event just a few days previous had left some mud on the road. As ever Andy promised to take the first Selective Steadily. As ever he didn't (although he claims he was going steady as he didn't use 5th). Anyway it was good enough for quickest by 7 sec from second placed Ken Sturdy and also enough to take 33 sec. off the No. 1 Seed.

Next was a 9 mile run around Riplingham, High Hunsley and Bishop Burton, these being very fast yellows. A time of 4.13 meant fastest by 9 sec. from Tony Tate. Some more Brown & Yellows followed, moving from Eton to Goodmanham/Lund/Kilnwick to some tighter Yellows near Kirkburn. We caught No's 1 & 2 on this selective, and got held up badly by No. 1 who refused to let us past for some way. Tony Tate was quickest by 1 sec. from us on this 21 miler.

Things slowed down as we reached the Wolds proper. Another 21 miler starting alongside the Tatton Sykes Monument white at Sledmere running through Towthorpe Roundabout (competitive) to Burdale, up Thixendale and a zig zag back to Hanging Grimston. On this one we were fastest by over 50 sec. from the big lumbering Datsun of Fellows/Procter.

Another enjoyable selective from Birdsall to West Lutton, starting on the tight and cautioned yellow onto a very fast yellow. Another fastest for us here, by 14 seconds.

Halfway at Boggs, and we seemed to be 3 minutes up on those crews around us. No reason to be complacent as Novice events tend to produce surprises from anywhere in the field.

A fast 12 miler was next, including a very dodgy plot at Potter Brompton. Again we caught cars 1 & 2, No. 1 proving even worse to get past, prompting some bad feeling. 21 seconds were our margin on this one, an identical figure repeated on the following selective, this running Wold Newton, Hummanby to Grindale covering 9 miles.

Another nice long 21 miler from Rudston to Langtoft to Kilham. The crossroads at Octon were competitive, and somehow we passed car No. 53 on this one!

Finally a short quick run to finish above Carnaby. Despite jacking off on these two we only dropped 5 and 24 seconds respectively on each of these to the fastest.

There were plenty of fast yellows which suited the car (but I prefer tighter roads), somehow I don't think the std. I300

to repeat the feat this year.

Altogether it was a good night, with just a couple of overshoots (it would have been three, but the Opel running at No. 2 overshoot whilst just ahead of us on one selective and gave us warning of an icy patch). Navigational indecision cost us around 20 sec. at Thixendale, a big moment at a deceptive fork early on in the night, one squashed Rabbit (NSF wheel) one Owl (OSF pillar), a moments worry when the aforementioned Opel did a U-turn in front of us (he'd dropped a Time card at a control), and many, many seconds when we kept catching the Sunbeam at 1, who wouldn't let us past (he was regaining road time at RTCs.).

There was only 1 control unmanned and there was plenty of scope for time recovery (Alwoodley DMC take note).

Results were a long time arriving partly due to some awkwardly sited secret checks. One in particular was positioned on a long straight just after a flat in 5th left hander. We slid past it, others never even saw it.

Halfway results showed a 3 minute margin and final results show a very surprising 8 minute 40 second win.

In the second half we were running first on the road for much of the distance, and although it wasn't as bad as we envisaged a few of the marshals were unclear.

I think it fair to say we are very pleased to have taken our first win on home ground on the 'home' road rally (NHMC have an answer to this in '87 - Bev. DMC watch out?). In particular Andy deserved the win because of his time, effort and expenditure on the car.

Other NHMC crews had a field day, Ken & Adrian finishing 6th and first I300, David Bowden 16th in his I300 Fiesta, Tony Tate even nearly winding up 19th and first in class after the engine failed after the petrol halt. Steve Darvell struggled initially with belt problems but nevertheless recorded a very impressive 26th in his first event in a standard 957cc Fiesta. Andy Beaumont was the only retirement.

On a bitterly cold night the marshalls must-be-mad did a fine job (its much warmer competing you know), the car did not miss beat all night, Andy likewise soon got to grips with the power and never once let the car get away from him. Thanks are also probably due to John Dixon (car preparation) and to Bogg's at Stutton for the tuning.

Next year? Without a sponsor I cannot afford to do many, possibly any, events (mortgage) and Andy certainly needs some support in an 8 minute win, without pushing the car must mean something - anyone out there interested?

Paul 'Fred' Pattison

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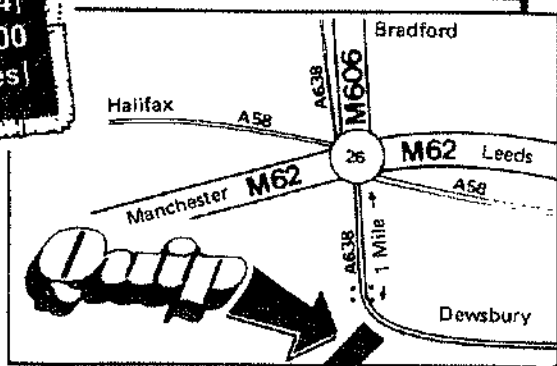
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TROPHY POINTS SCORING SYSTEM - REGULATIONS

You must be a full member of Trackrod Motor Club Ltd. and enter under Trackrod MC to qualify for any Trackrod award. The year starts on January 1st and finishes on December 31st. I must have all results in for November 31st, after this date they will not count. (With the exception of events that run over the Christmas period, upto Jan. 1st. Please notify me by phone if competing or officiating BEFORE the event).

For claiming points, results must be in to the trophy points Secretary within one month of their publication, with the exceptions as above.

1. Rally & Speed Shop Trophy, Autotests Donor Mr. & Mrs. White
Also Autotest Runners Up Trophy

Only Trackrod events to count for this trophy.
Scoring as follows:-

Fastest time of the day	11 points
1st in each class	10 "
Down to 5th in class	6 "
All other finishers	5 "
All non-finishers	3 "

2. P.C.F. Trophy Donor Mr. & Mrs. Dickinson

Driver only

Only Trackrod events to count for this trophy.
Scoring same as Rally & Speed Autotest trophy system.

Every event you marshal on, rallies, autotests, PCF's etc. you score 5 points.

Service From America

4. Servicing on any rally scores 5 points for each rally whether restricted, national or international.

5. Trackrod Trophy All Round Club Member Donor Mr. J. Wilson

Only Trackrod Motor Club organised events to count for this award. These score as follows:-

Autotests

Driver - 5 points for every event.

P.C.P.

Driver and passenger - 5 points for each event.

Marshaling

5 points every event for all including Clerk of the course, Sec. of meeting & Chief Marshal.

Organising Events

15 points for all events.

Rallies

Just Trackrod events to count.
Scoring same as F.S.B. Trophy system.

Other Events

i.e. Sportonegins, Economy run, Treasure Hunts and indoor rallies, driver and passenger both score 5 points each and all non-finishers of any event 3 points.

cont.....

6. FSB Rally Driver

Donor Fund: Stuart-Brown

FSB Rally Navigator

Eligibility

To claim points competitors must enter under Trackrod 10.

The championship will be contested over 10 nominated events.

1987 Events are;

January 3 Swans

March Northern Lights

April Dunfermline

June White Rose

August	St Wilfreds
September	Costa
October	Olicana
November	Larkspeed
December	Beaver

Scoring will be on class position with 20 points for 1st in class down to 6 points for 15th in class and 5 points for all other finishers.

7.

Arnold E. Wilson

A.N.C.C. Rally Driver

Donor J.W. Wilson

A.N.C.C. Rally Navigator

Donor R.A. Dickinson

Both score equal points within their relevant sections, only ANCC Rally Championship events to count, best 6 scores to forward for relevant trophy.

Classes will be stated, i.e. Expert, semi-expert or novice but not capacity unless CC classes are stated.

cont.....

7. cont..

Scoring will be as follows:-

As a percentage of the number of competitors you have beaten in your individual class, e.g. 4th in class and 30 starters in class, therefore you have beaten 26 competitors, so your score is:-

$$\frac{26}{30} \times \frac{100}{1} = 86.6\% + 5 \text{ for starting} = 91.6 \text{ points}$$

All non-finishers score 3 points.

8. Shell League Trophy

All Shell League events to count, scoring system is same as ANCC rallies on a percentage class position.

9. Off Road Events Trophy

Events to count for this trophy are autotests, PCT's, Hill Climbs, Sprints and Rally Cross. These events have to be organised by clubs other than Trackrod Motor Club.

Scoring is same system as ANCC Rallies on Percentage in class.

10. Lloyds Special Stage Rally Trophy Donor Mr. & Mrs. S.Lloyd

Only Special Stage Rally events to count, except for single venue events.

Score as ANCC.

Awarded to the driver who scores highest number of points on

11. SPY 44 Trophy Donor Mr. & Mrs. C.R. Jackson

All round competitor.

Eligibility

Competitors must be entered under Trackrod Motor Club or Team Trackrod. All events to count except ones organised by Trackrod Motor Club.

Events to count

Autotest (Driver) Rally Cross (Driver) Sprints (Driver)
P.C.F. (Driver) Hill Climbs (Driver) Rallies (Driver/Navigator)

Best 5 events to count with a minimum of 3 types of motor sport (as above). Competitions to be organised by clubs other than Trackrod.

Scoring based on AMCC rallies system.

12. Mrs. Newman Trophy Donor Mrs. Newman

Ladies Challenge Cup - All round lady member

Highest scoring lady member in the Trackrod Trophy.

Cont.....

18. Single Venue Stage Rally Trophy - Grest Hotels Trophy

Awarded to the highest scoring driver on single venue events only, with a maximum of eight events to count.

Scoring same system as ANCC events - percentage of class.

19. Scalextric Trophy

Awarded to the winner of the Championship

20. Stage Navigators Trophy Gordon Jefferson Trophy

Awarded to the highest scoring co-driver on Stage events. Maximum of 8 events to count, and must have a minimum of 2 multi venue stage rallies.

Same scoring system as ANCC events - percentage of class.

John Westmoreland,
Trophy points Secretary.

I would like to remind you that it is up to you to inform me of your points, verified by official results and where possible accompanied by an entry list. Even if it is an event I am personally involved in, do not take it for granted that I have got you down for points. Don't forget, it's up to you to inform ME!

J.W.

13. Ladies Award Donor C.J. & D.W. Taylor

Best Lady Competitor

To be awarded to the best lady competitor. All events to count, P.C.T. Rallies both driver and navigator, autotests, etc.
ANCC System Scoring

14. Myers Memorial Trophy Donor Philip Myers

Best Movie Award

Awarded to the most successful competitive newcomer to motor sport over the year. All nominees will be looked at through the year and the Committee will decide who will have the award.

15. J.&B. Trophy Donor Jim & Beryl Stoker

For the best Trackrod event of the year. This excludes rallies as there is usually a team to organise these. All events are looked at throughout the year and the Committee will decide who receives the award.

16. The Hunters Trophy Donors Ron & Linsey Mackinnon

This goes to the winners of the Treasure Hunt Championship for that year.

17. Willie Wonka Trophy Donor A Good Friend of John Westboroughland