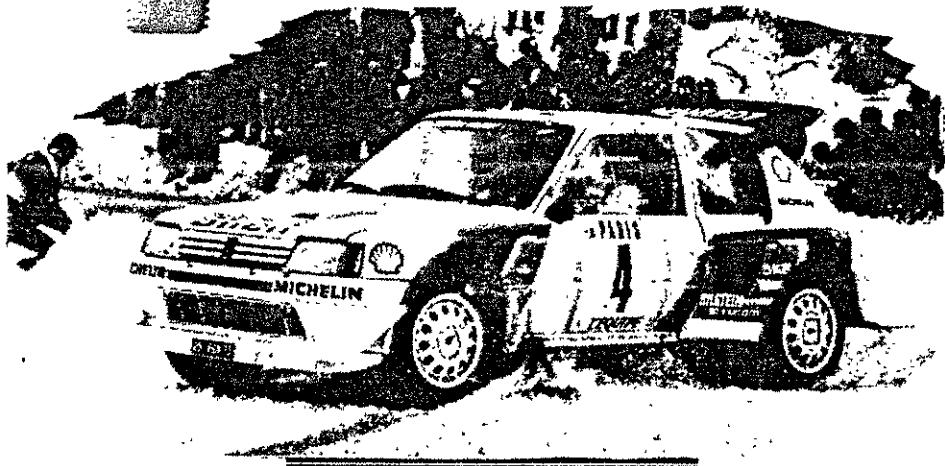


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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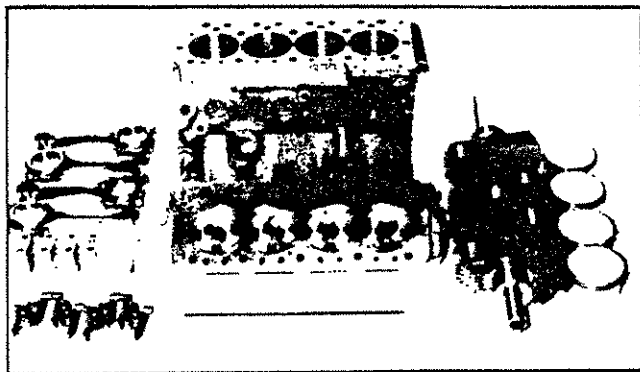


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 196

May 1987

EDITOR

I'm sitting here writing this piece a little bleary eyed cos I've just surfaced after sleeping off the Coleman Tyres. Brian and myself had a reasonable night and finished somewhere in the top 20 and less than a minute behind John Cope so after five years of trying I've got a result on the Coleman! Unfortunately it is becoming apparent that the prospects of doing the Coleman '88 are becoming less and less. After all the talking about the future of road rallying working parties, rally committees, proposals for discussion etc. the RAC want it finishing and their ban on targa timing starting next year is one enormous nail in the coffin of the sport.

Next month the magazine will appear at the clubnight on 9th June (ie one week late) due to me having to go to Teneriffe to recuperate after doing the Max so if I'm sober enough I'll be writing this piece laid in the sun next month.

J MCNICHOL
Editor

DEADLINE FOR ARTICLES FOR THE JUNE MAG IS 26th MAY.

1987

May

- 5 Crown
Boston Spa
- 12 New Inn
Eccup
- 19 Beehive
Thorner
- 26 Shoulder of Mutton
Kirby Overblow. Presentation to the Landlord
and Landlady who are leaving.

June

- 2 Crown
Boston Spa
- 6 East Leeds Leisure Centre
Saturday Evening Sportsnight
- 9 East Leeds Leisure Centre
Magazine Night
- 16 Beehive
Thorner. Clubnight PCT at Pool Bank.

Quite alot going on now so in date order-May 26th David and Molly Parsons are leaving the Shoulder of Mutton to take a pub in Pickering. In recognition of their hospitality over many years we are to present them with a token of our appreciation, so please try to attend. 2nd June, Crown. A film show and a chat on insurance by an expert.

6th June, Saturday Sportsnight. We are competing against Ilkley, Otley and Alwoodley Motor Clubs in several different games. Provisionally we are having 5 aside football, swimming, mixed rounders and a quiz to finish off - so theres something for everyone - please volunteer your services if you are capable in any of the sports.

16th June, Clubnight.PCT. Good fun, not too serious - turn up and compete in any car - company cars are known to excel at this sport!

R KEMP

COMPETITION CALENDAR

RALLIES

MAY

30/31 Northallerton M/C. Allertonshire restricted
Road Rally 92 93 99 100.

JUNE

6/ 7 Wakefield DMSC. Closed Road Rally 100 104
105 106.

13/14 Shipley and District "White Rose" (Rest) 98
99 103 104. Shell League. Editors Trophy.

13/14 111 MC. (Closed) 120 121.

JULY

4/ 5 Slaithwaite M/C Ltd. "Summer Wine" (Road Rally)
104 110 CL.

25/26 **TRACKROD M/C. "JORVIK" ? (EX LOOKOUT) 100 105**
106. CLOSED.
**SUPPORT NEEDED SEE D LEE/ J WESTMORLAND **

AUTOTEST/PCT'S

MAY

10 Ilkley & DMC - Autotest. Shipley & DMC - Autotest

26 Otley MC - Autotest

JUNE

14 NHMC - Autotest. York MC - Autotest.

16 **CLUBNIGHT PCT. EVERYBODY TO COMPETE PLEASE**
**DETAILS FROM B. DOVE. 'POOL BANK'. **

28 ** JUNE JESTERS AUTOTEST. BINGLEY MUNICIPAL CP.**
RESTRICTED ALL HANDS ON DAY. SHELL LEAGUE
**TRACKROD MOTOR CLUB PREMIER AUTOTEST **

BARRY DOVE, COMPTONTON, CBA

CHAIRMAN'S CHAT

Hi folks. Well spring and summer has really got under way now with some super weather over the past two weeks or so; Long may it continue!! Also we now have the longer evenings, so we can get on with some gardening, even car repairs and of course Trackrod will be organising some Tuesday evening events - PCT's and Sport-O-Noggins are two such events that are in the throws of being put together at this moment in time. If anyone is interested in putting on an evening event of any kind (dare I suggest the odd Treasure Hunt!!) Please speak to Barry Dove and Becky Kemp for possible venues, help and the meeting place for that particular Tuesday.

I myself have been not so busy this month in relation to motor sport. The only event I've done was the April Fools Autotest of which I'm sure there will be a full article somewhere else in this magazine. Suffice to say, John Renny and myself were not the happiest of men as the "wee" car cried enough after 6 tests, thus we both took WD for the remainder of the event, while trying to make the b..... thing go!! But every cloud has a silver lining, and due to Richard Ineson's Mini breaking down earlier than I did (I managed also to hammer JR!!) I was presented with the award for best Trackrod!! So what can I sayI felt just a little embarrassed. Having only done $\frac{1}{2}$ the event to walk away with what looked the best award. Anyway, where were all our members who keep wanting to help/compete on events?? I would never have won that award if we had had more Trackrod entries - only three a very poor turnout for our restricted Autotest and an even worse turn out of marshals. Come on Trackrod members, do you want a motor club or just a social club? From what I've heard, Mr Angry must have been reading my mind!

Well I've said enough, and some people would say too much, but I want Trackrod to be even more successful and continue growing into the future, and to do this we must all chip in and work for the sport we all love. So come on, why not make Trackrod a great club to be a member of, and then we can be really proud.

CONT..

(CHAIRMAN'S CHAT CONT..)

Before I go - remember the June Jesters Autotest at Bingley on 28th June. Marshals needed, see me or Richard Simpson also timing crews, see me again or Peter Stanhope, and lets have some Trackrod entries this year - please - regs available in the next week or so, if not available now.
Bye for now - drive safely.

RONNIE MAC.
Chairman.

SCALEXTRIC EVENING

Scalextric racing made a welcome return to Trackrod courtesy of the Ineson family who had laid out a challenging circuit for the members to try their skill.

After a close fought battle victory went to Mathew Ineson on 25.4 well clear of John Renny and Ronnie Mac who tied for second on 26.8. Richard Ineson and Mark Brier completing the top five.

11/12th April

(ANCC round)

Driver Phil Sykes

Navigator Carolyn Harber

Car 61

Having retired wounded after only 3 competitive sections on the Northern Lights with a very dead alternator, we set off equipped with half as many amps again wondering what would go wrong this time.

The start venue was excellent and we completed noise (courtesy of our own Mr & Mrs Kemp) scrutineering and signing on (including spot-the-deliberate-mistake in the blackspot map refs) with $2\frac{1}{2}$ hours to wait for our route to be issued.

The route was straight forward - and those who've competed in Lincolnshire will know 'flat' is the operative word. I did not appreciate all the straight line sprinting cos I had nothing to do!

We had a long wait at half way (to compensate for miles of fast straights) but part two was lots more fun. A bit more like a proper rally with bends and hedges instead of those blasted 10 foot dykes.

One awkward white caught a few out, whilst some of those who found it nearly went into orbit off an unexpected concrete ramp in the middle.

Aside from a spin (I hate to say I told you so, Phil, but I did) and (embarrassment!) stalling when we stopped revolving, things went according to plan.

For some reason our Sunbeam stood out at the finish plastered in mud (most of which seemed to be splattered from back to front.) Where most of the machinery remaining intact was spotlessly clean. Ahem.

A first for us - Phil drove round without falling off or part of the car expiring and ending up 18th O/A and first novice. We even got our entry fee back cos the Dunfab gives prize money!

The only other Trackrod crew, the Richardsons were forced to retire with diff trouble and hitched a lift home with us.

A very well run rally with slick organisation (even if the route was dull in parts) well done Lindholme MSC.

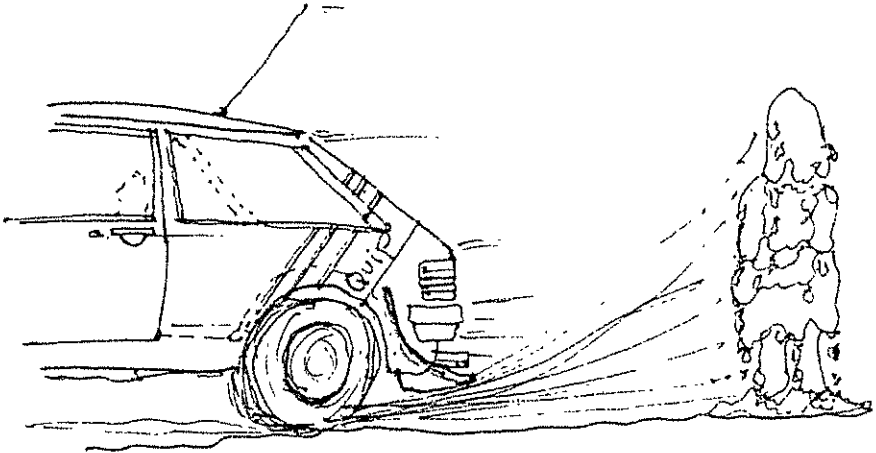
CAROLYN HARBER

(THE DUNFAB DANUM CONT...)

PS We hope to be out next as Phil and Carolyn Sykes on the rally-that-everyone-thinks-is-the-Lookout-but-isn't-really-honest-officer in July.

A great result for Phil and Carolyn but I think getting married is taking the celebrations a bit far! Still if you can get on in a rally car marriage should be easy! - ED.

* Apologies to the Marshalls at that muddy PC."



MARSHALING DUTIES - MAY 1987

May

- 24 Border M/C SV Stages. Ruddington, Notts.
Contact Rick Angus. 0302-536374.
- 30/31 Allertonshire Road Rally. Northallerton M/C.
Start 99-367941. Contact J. Richardson
0609-779570.

June

- 6/7 Summer Rally, Pendle M/C. Start 103-855 $\frac{1}{2}$ 387 $\frac{1}{2}$.
Contact C. Woodward 0282-79178.

Thanks to all those who turned out and marshaled on the Wakefield Stages at Leconfield. The weather was excellent the stages superb and the sight of Andy Elliott taking 40 seconds per stage off a good quality field made for a fantastic day out.

Its just a pity that Leeds v Coventry on the box was more important and we did not have a better turn out!!

RS SIMPSON
Chief Marshal

VERY LATE STOP PRESS

Due to tremendous success but lack of support due to the Coleman Tyres the Gynkhoua event with Leeds University MC will be repeated on Tues 23 June - Full details - Pete Steinhope, Chris Sharpe or Steve Lancaster NB - No horses needed.

EARLY EASTER STAGES

After my initial exploration of stage rallying with Phil Lilley I was volunteered to sit in the hot seat of Brian Colligans Escort BDG. As Philip prepares the car and services for Brian it seemed a good team to join and having seen the car my enthusiasm was difficult to hide! The car is in full tarmac trim originally owned, but little used by Malcolm Wilson, with all the right bits and basically the set up used on the infamous black Shell Oils car used by Vatannen on the Manx (yes, the one on its roof!). The engine is a 2.1 BDG giving around 260 bhp.

So having decided to have a go at the Tyneside Tarmac Championship we made our first event the Early Easter Stages on Albermarle Airfield. As a road rally navigator single venue events on airfields do not have a great appeal to me but when we rocketed off the start line with that super sound of a BDG flinging the rev counter round I began to have second thoughts! First stage we went OK apart from me deciding we were going the wrong way at one point; luckily Brian took no notice (typical driver).

The stages were done twice so we were soon off again on the same circuit a mixture of runways where the car ran out of legs at 10,000 rpm in fifth, chicanes where the car showed its agility and long sweeping tarmac where the tyres and suspension worked incredibly.

After the first two stages of the eight (run in 4 pairs) we were one second off the lead, this being held by John Pye in his V8 engined Ascona 400. John Pye won the event last year and is an Albermarle expert and was somewhat taken aback by the Escort at No.16 he'd never heard of before.

Next pair of stages ran in reverse to the first pair and now I'd managed to find my way round we'd sorted out which parts we could shake the seconds off. We were really flying now but kept catching other cars which cost a little time, a problem John Pye at No.1 did not have to contend with. However after the fourth stage, instead of reeling in Mr Pye we were now 9 seconds behind! It was some consolation that the Chevette HSR in 3rd place was over a minute behind

us so we could afford to make a mistake and be safe in 2nd. John Pye could not make a mistake or we would have him - and guess what happened on the next pair of stages! Yes he was now 12 seconds in front of us!

The SB20's on the rear had started to go off as the day warmed up so we decided to catch the leader we would change the tyre compounds to SB10's and play our trump card - however, Lilley refused to throw himself on the track in front of the Ascona so at the end we were 23 seconds behind but a very good second and also had a bit of a sun tan so we couldn't complain. Brian reckoned we were beat by lack of power(!) and the wrong diff, we had a 5.1 ratio when a 4.6 would have been better for the straights.

Anyway by the time we get to the Manx in May we will have a BDX head and fuel injection fitted to give 295 bhp - now that should be a ride to remember - I just hope my st-st-stutter doesn't start!

JOHN MCNICHOL

TONY JENKINS PROGRESS REPORT

Tony is now reported to be out of hospital and hobbling around on crutches well enough to be able to work and more importantly get to the local quite frequently.

MR ANGRY

I'm so angry this month I could throw the phone down (on Stanhope), what is the world coming to? Where have all our super Marshals' gone? I went into the city centre the other Sunday and found myself watching an Autotest, strange name though - April Fools, who's the fools?

What makes me really angry is that only five people appeared to help marshal and I'm not including the organisers, one marshal even came from Malton and by all accounts Sir Parkin was on time!!

If competitors can come from the Cleveland and Stockport areas why can't you lot get off your lazy a***s to help on one of your own club events? I mean, you join a Motor Club then do sod all except go to the pub, even then you moan because the pubs too far away. If three nice youngish girls can sit in a centrally heated caravan all day, I think you lot could stand outside in the wind and rain for six hours.

Nobody is prepared to organise events anymore (Autotests, PCT's, Treasure Hunts and Economy Runs etc.) because nobody is willing to help either before hand or on the day. It has also been known for events to be cancelled due to lack of entries!

My congrats go out to the gents who ran the Fools Autotest with so little help, WELL DONE.

So come on chaps lets see more of you out at our next Autotest because I shall be watching!!

CONGRATULATIONS

Nice to see Alan Larkin finishing 6th overall on the recent David Brown Single Venue Stages event. An excellent result in a road rally spec car as Alan has not had the best of fortune on recent events.

~~Barry Dove and Kelly Dove~~

Due to Ronnie Macs unavoidable conference attendance I was given the honour of navigating for Alan Powell on the tour of Hamsterley. My first forest event and what a rally! After scrutineering at 9.32 am in West Auckland we proceeded to change to M & S in a quiet lay by then to parc ferme.

A long run to the first stage in Hamsterley, running at 32 we arrived at SSA1 control at 12.14. During the run out Alan apologised in advance that he was rusty not having done a forest event for seven years so he would be a bit slow - 5 4 3 2 1 go - Jesus!!! If this is slow god help us had it been a BDA! Five plus miles in 6 min 24 secs.

SS-2 then 3 all at the same pace, stunning - Into service and Jean, Becky, Martin, Mark and Richard swarmed over the car, the manifold had sheared at the primary pipe so we borrowed 'Yuks' welding gear and proceeded to weld it up, not much room in the engine bay but it seemed ok, usual check and a bite to eat (Alan had a full breakfast -).

A run out to SS-4, Park Wall some tarmac/concrete loose and s..t a road loop, back to the start for a second run but on a left hander off the main road we were preceeded by a cloud of smoke and no oil pressure. A look under the car showed lots of oil on the road. Suspecting a cracked sump we lifted the bonnet to see the sump gasket hanging out of the O/S-instant retirement!

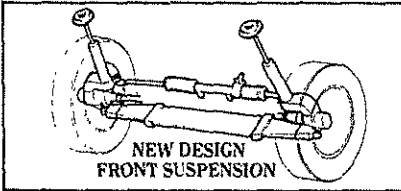
To avoid another rebuild we drove slowly back to service filled up with oil, had a bite , a look round at Bannisters Serive and Yuks then the slow drive home spraying oil over the following cars.

To close - many thanks Alan for a superb day and I have nothing but admiration for your driving skill. Anytime Ronnie is away please let me know.

Thanks to our service crew for a great performance.

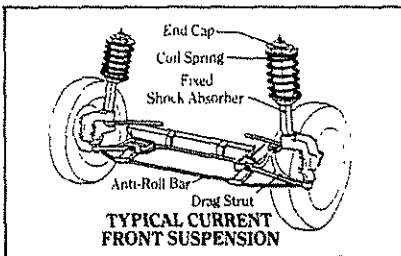
BARRY DOVE

GKN is to develop and produce a new generation of suspension systems for passenger cars and light vans, based on a novel design of transverse composite spring. As a result of a recent agreement, GKN will enter new high-volume markets where there will be opportunities to exploit the company's technological leadership in composite materials.



This latest move in suspension systems follows the signing of an agreement with the leading French R&D company, Bertin. The Bertin/GKN system for front suspensions is based on the principle of replacing a number of single-function components with a technologically-advanced multi-function composite spring element. This element is a uni-directional glass fibre/resin composite of varying cross-section. It replaces the springs, anti-roll bar and drag struts (or wishbones) of a conventional system.

Through a reduction in the number of parts and the possibility of supplying the system to vehicle manufacturers as a complete sub-assembly, considerable reductions in assembly costs can be achieved. The technical advantage of the system is based on the composite element, which separates bump and roll-stiffness and also maintains wheel-location. Integration of composites into complete suspension systems gives significant advantages in cost and weight, plus improvements in ride, handling and refinement.



Under the licence agreement with Bertin, GKN will have exclusive production and sales rights for the system throughout Europe and in North and South America.

The concept for the new suspension system arose in 1981 as a result of research into fuel-efficiency at Bertin, Europe's largest independent R&D company. The initial work drew heavily on Bertin's experience of composites in the aerospace industry.

Collaboration with GKN Technology began in 1985. The programme set out to refine the concept, drawing on GKN Technology's expertise in product development, particularly its experience gained in the design, development and manufacture of the world's first mass-produced composite leaf spring for trucks, which entered production last year.

A small car has been fitted with a prototype of the Bertin/GKN system and results have established its potential. These have subsequently been confirmed by technical and financial analysis. This agreement will extend considerably GKN's interests in suspension products and systems. As well as pioneering the manufacture of composite leaf springs for trucks, GKN has recently taken out a licence with the National Engineering Laboratory for the production of sulcated springs in a composite material.

GKN Technology has set up a strong product team to develop suspension systems and components, not only in the UK but also at the recently formed GKN Technology Inc, in Detroit. The members of the specialist suspensions unit there are now working closely with the leading American vehicle producers on suspension systems for new models which will appear in the late 1980's.

EDITORS TROPHY

Positions after round 3 The Dunfab Danum.

<u>Drivers</u>	Three Swans	Northern Lights	Dunfab	Total
Jon North	5	18	-	23
Phil Sykes	-	-	20	20
Ian Richardson	-	16	-	16
Carolyn Harber	16	-	-	16
Neil DuCross	-	14	-	14
Paul Chambers	5	-	-	5

Navigators

Derek Lee	5	18	-	23
Carolyn Harber	-	-	20	20
John Richardson	-	16	-	16
Phil Sykes	16	-	-	16
Ron Mackinnon	-	14	-	14

Competition is getting tighter - next round the White Rose in June.

The report on the Northern Lights Road Rally which starts on the oposite page is by Paul Pattison who is of course a Trackrod member though he usually runs under NHMC. As he won the event he must be qualified to write about it.

'HANDY (FOR) ANDY'

MOBIL 1 NORTHERN LIGHTS ROAD RALLY
LEEDS UNIVERSITY UNION MC - MARCH 7/8

Andy Graham/'Fred'

Ford Escort RS 2100

Entered by Prontaprint of Hull/Alland Cleaning Services

The caption writer for MN certainly has a lot to answer for when recording Andy Graham's recent results!

Having had a mostly enjoyable event last year (6th o/a, 1st 1300 in the std Kadett) Andy decided he wanted to do this one again this year.

The bodyshell was looking pristine again following the 3 Swans and the car had had its customary rolling road tune prior to the event. Because of some dissatisfaction with Colways offerings, a set of Yokohamas were produced in order to keep the big Escort in a straight line.

The 90 strong entry list produced a few surprises as although 1/3 of the field were contesting one of the University Championships as expected, we were seeded behind some quick motors - Hawksworth, Gallagher, Shuffe, etc. We were at six behind Alan Larkins, Larkspeed Escort.

With instructions to ring Hull if it snows in Leeds things were set. It snowed. I rang but Andy had changed his phone number (a good try that Andy - but I know your new number!).

Andy had independently decided to leave the Yokohamas at home and arrived with snow tyres. With occasional flurries of snow and a freezing wind, he was anticipating heavy snow around Ripon.

A little apprehensively we lined up at the start along with everyone else. Everyone else had Tarmac tyres of one sort or another, and it was bone dry in York! Someone's got it wrong!

S1 was just a few miles out of York and we arrived amidst heavy police presence. The organisers had wisely cancelled this shortish, but rough, section and led us up to S2. Several of the top crews were in conversation here and were threatening to retire if this continued.

S2 passed fairly uneventfully, running from near Sutton on Forest to just short of Grimston Moor triangle. All ten miles were snow free. I made my usual slow start and we were caught by a flying Andy Bird/Plug Pulleyn.

S3 ran through the triangle and took in 11 miles of fairly fast yellow to Hovingham and I was beginning to warm to the task.

Straight into S4 - full marks to the organisers who packed as many dodgy bits as possible into just a few miles. This finished near Beodlam and was therefore dangerously close to Cockayne. Fortunately for both us (I don't like featureless roads) and the organisers, that loop wasn't used. Why fortunate for the organisers? The much prayed for snow had arrived in greater volumes as we climbed towards the moors and Cockayne must have been blocked.

A late amendment cancelled S5 (Wass Moor/Ampleforth) and took us non-competitively along the ploughed A170 to Hambleton.

S5 ran from Sutton Bank (down the White Horse bank yellow, not the main road) to Kilburn. It was well covered in snow and the top 5 struggled to even set off the line. We set off without too much trouble (aided by manpower) and set about catching Simon Stevinson/Carl Drake. This we did and had to follow them for a mile or two (taking 4 mins off Carl Drake in the process).

The next two selectives were equally snowy but only of a few miles length. We passed Carl Drake on one of them as his Escort was trying to dig a hole in the snow rather than go up a hill. Halfway was at Hutton Moor services which revealed no results so after a quick finish of the plotting it was into the second half.

Just 4 selectives made up the second half - each increasing in length. The first from Middleton Quernhow to Well passed uneventfully and set the score for the remaining 3 sections (Well to Ripon/Thorn 9 mile, Masham to Kirkby Malzeard 10 mile, Swetton to Brimham Rocks, Burnt Yates 17 miles). With just the Shuffe Sunbeam running 3 road minutes ahead we had a clear road.

These three were probably the most enjoyable I have ever done - only the Sunbeam's tyretracks ahead of us and mile after mile of deserted white countryside to go at. It made up for some of the disappointments for Andy, he was visibly getting quicker and quicker each mile.

At the finish the organisers were (as ever) hidden where no-one could find them - I think they were trying to tell us something.

position behind 2 back markers and Shuffe/Larkin. One or two dodgy decisions were made in addition to the cancellations, including a 'shortest route is correct', one which resulted in several crews gaining very unlucky fails.

Only 1 PC was manned all night and the code boards in substitution were anywhere but where they should have been. Many of the marshalls were unclear as to their tasks and particularly concerning route amendments (course opening car not doing its job?) but were very enthusiastic.

For example, at the start of the White Horse Bank selective we waited two minutes after the preceding car before starting - the marshall should have made us take the next minute as we were losing the following crews some of their valuable road time. Interestingly, no navigator asked for delay allowance.

Because of the cancelled sections, people being held up, etc the results were never clear cut. Final results showed us to have a 6 min plus margin to record two wins in the last two finishes.

Important, however, is that James Slack who used to run a quick Skoda, turned up as a late entry in a std 2.4 Citroen CX! and was several minutes ahead of us on time (jacked the suspension up, FWD and away he went) but picked up an unlucky fail.

So, a surprising and extremely satisfying win. In particular, I was pleased for Andy as the conditions were complimentary to his smooth driving style - he never once let the car stray towards snow banks.

The last two selectives were a little unreal - to travel at such speed in snow was a sight to see. I had to remember to call earlier, however, to allow for the limited traction, this requiring greater concentration.

Thank you's for this event include our entrants Prontaprint of Hull and Alland Cleaning Services, Delta Engineering for bodywork, Bogg Brothers for rolling road tuning and particularly to Andy for his perseverance and preparation work.

I must also thank the marshalls for whom it must have been the coldest night of the year as the wind was absolutely freezing - I remember how miserable it was at 3 in the morning in such weather.

And finally, the tyre choice was perfect. Perhaps the driver has some strange powers of foresight. Or perhaps he was a little lucky. But not nearly as lucky as the navigator.

TROPHY POINTS

We hope to have trophy points in next months magazine- please let John Westmorland have your results ASAP. When giving results please also supply an entry list.

CONGRATULATIONS

Alan Lilley and Ann Sneddon will be tying the knot on 16th May and I'm sure all Trackrod members wish them all happiness for the future.

FREE GIFT

Enclosed in this magazine you should find a free Trackrod car window sticker!

ENTRANTS LICENCE

Entrants licence no. is 04161 USE IT!

CLUB NIGHT VENUES

We hope to be able to announce some new venues in next months magazine and details of forthcoming sport-o-noggin and annual boat trip. WATCH THIS SPACE.

FORTHCOMING ATTRACTIONS

The editor will bore you with tales from the Manx. Someone else (Barry, Roland or someone) will write about the Coleman Tyres.

Jackie Smyth will now write about Kirton Lindsay and the Tour Of Hamsterley.

FUNDAB BUNAM

Car 68
Paul Chambers
Roland Rat
Mini 1275 GT

Things started very well on a fairly chilly Saturday night, with noise check and scrutineering on the same site and both running very smoothly. Similarly signing on and documentation passed without incident, in fact we were so confident that we went down the pub for a quick pint (navigator only of course).

Well what can I say about the route, if you did not believe the world was flat before, then do the Dunfab Danum. (I don't think we ever used 3rd gear).

There were a couple of interesting bits and the first two selectives were quite twisty, winding up to Junction 6 of the M18. But a tricky slot onto the white at 653131 $\frac{1}{2}$, kept us on our toes. Then down the said motorway, then M180 East to start the first top speed test down the North Idle Drain Road. (at least we found out we were faster than MG MINI METRO'S).

Next a break in a long non-competitive through Gainsborough and up to the Nasty Level-Crossing at 959023 $\frac{1}{2}$ - its a bit scary 4foot up in the air in a mini. At half way we found out we had the same total times to the first 1300 award winner-but things went downhill from here.

We soldiered on up towards the Humber Estuary, and then zig-zagged down between Caistor and Laceby and on the last selective, we hit a car wrecking 6" ridge at about 30 mph on the white at 179960, and caught a puncture. But being only four miles from the end of the rally we struggled to the last competitive time control losing about two minutes in time.

At the finish the bad news came that we were excluded at 2 SGW fails - I was sure we 'd stopped, but it was probably just some over-keen marshals. So even though we had comparable times with first 1300 winner we had to put it all down to much valued experience (boo-hoo!) Summary - good organising team - but not a route for anything under 2 litre.

ROLAND RAT.

Aprilfools Autotest.

Saturday afternoon saw Steve Lancaster, Chris Sharpe and myself filling up the caravan at the equipment store with the 50 new cones and all the other bits and pieces. Steve then set off down into town to do the arrowing into the carpark.

Sunday morning saw us down at Wellington Street carpark for 8.30, the first helper was already there in the form of Ronny Moore, who even supplied a cone! We had lost part of the test site due to the land owners digging test holes for the new building. All the tests were set up for 9.30 and Jackie Neild was installed in the caravan ready to do the results. Scrutineering was run very smoothly by Neil Du Cros who stepped in at the last minute.

Twelve tests were run in the morning running three at once. The eight afternoon tests were run in tandem making it very interesting! Thanks to the five marshals who helped, where was everybody else? The results were very quickly done by Jackie and Beccy with the 'Pots' being presented straight afterwards and everything tieded up for 4.45. A very enjoyable day and thanks to those who did turn out and help, hope to see more of you next year!!

Peter Stanhope.

New Members.

Welcome to all the new members who have joined this year.

Alan Larkin, Mark Harwood, Philip Lilley, Clive Baty, Paul and Hilary Karran, Peter Rutterford, Martin Douglas, Kevin Goult, Andy Ball, Simon Ainslie, Andrew Kaye, Nigel McDonald, Graeme Jones and Colette Ladley.

April Fools Autotest

Just a note to thank everybody who turned out on what was a very wet Sunday, especially Neil, Rod & Steve Stringwell.

For all those's who couldn't find the umbrella's we had a good days sport with Ian Reid in his Mini Special taking F.T.D. and Ron Mackinnen picking up Best Trackrod !!

S. Lancaster.

Sec. of Meeting.

STOP PRESS..

See overleaf for the RAC's replacement for Road Rallying.

WAKEFIELD and DISTRICT

ROAD SAFETY RALLY

ASDA SUPERSTORES
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10th May, 1987

ROAD SAFETY RALLY

Car Drivers and Motorcyclists

A Road Safety Rally is to be run over a route of 20+ miles and will be observed at several places, also a manoeuvring test and a Highway Code section.

The event will start from Asda Stores, Asdale Road, Wakefield.

It will not be a race, excessive speed is not the objective of the rally.

Prizes in the form of trophies, etc., will be awarded at a later date.

Entries will be accepted on a first come basis.

Please complete the entry form and enclose a cheque/P.O. for £2 (payable to IAM, Wakefield) and return it to:—

*The Road Safety Centre,
Cliffe Field House,
Burton Street,
Wakefield.*

A receipt, complete set of regulations, start time and start number will be sent by return.

Car numbers/motorcycle bibs and route will be issued on the day.

Application Form

Name:

Address:

..... Postcode:

Date test passed:

Advanced test passed:

Car or motorcycle:

**ALL PROCEEDS TO A
LOCAL CHARITY**

Trackrod continued to have mixed fortunes on the third round of this years Shell Sport League. David Brown put on their round on 5th April at Kirton Lindsey in Lincolnshire. This event constituted a single stage rally on a very slippery quarry site and care was the order of the day. Trackrod again managed to be represented, but by only two crews, - Tom Whittaker/Jackie Smyth and Neil Normington/The Rat. Both managed to finish and enjoyed their days rallying. But Trackrod stay in 13th place after 3 events - on the day we finished 12th, so well done to both crews. York M/C have postponed their PCT due to run on May 10th until 19th July. So the next event is Airedale and Pennines Autotest at Hartshead Moor Services - regs now available from Ronnie Mac. This is the only Autotest to be run in the Shell Sport League this year, and we must have a full, good class team out on this event. So come on, have a go. The YSCC Hill Climb is 2nd June and entries are also needed for that - regs will be available soon. See you next month.

RONNIE MAC.
Shell League Captain.

MAGAZINE COVERS

This months magazine has a temporary cover as I am waiting for the new covers to come back from the printers. All being well Junes magazine will be in the new supra-dooopa covers.

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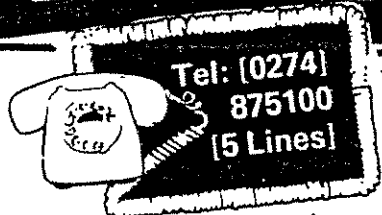
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