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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 197

JUNE 1987

EDITOR

As promised in last months edition I am writing this piece sat round the pool in Tenerife, the sun is red hot and I am surrounded by topless sunbathers, but by the time that you read this I'll be back home in the cold too so don't turn too green. Anyway, I suppose relaxing is good for you and makes you reflect on what happened over the last year and what we have in store in the future. So this piece could be quite long - distractions allowing of course!

Trackrod Motor Club seems a good topic to start on and having been on the comittee now for ten months my opinions and attitudes to the club have changed considerably. It would be easy to say the club, like all clubs, revolves around a small core of people who do all the work but the reality is that it revolves round several interlinked cores of people i.e. Committee and the organisers of the various events which together involve a good number of members - this is a healthy set up and envied by many other clubs I can assure you. If you are one of the "doers" in this respect good for you - I trust you get enjoyment from your involvement - if you would like to be a "doer" then you would be welcomed into a very good team.

The part of the club which does dissapoint me is that we still do not have enough competitors. There have been encouraging times when we have had good turn outs on events but mainly on "lesser" events - lets hope people will progress and we will see some Motoring News (ANCE), Rally crews, BTRDA, Autotesters and Marlboro/Autosport Championship stage rally crews. We are great at organising these events but can find no one to compete in them. I suppose the question of competeing has to lead to the current problems facing the competitor who

wants to go rallying - the pros and cons and proposals and meetings concerning road rallying have been well aired recently but it is more and more apparent that the RAC will have what they want anyway - i.e. Road rallying will end at the end of this year. This will leave thousands of competitors with nowhere to go rallying - single venue events are already massively oversubscribed as are many forest events despite the incredible cost. So where lies the future?, in my opinion the future lies in closing the public roads so we can go rallying. We keep being told it is not possible to close the public roads in this country - yet they can close the roads for cyclists - city centres no less - not a moorland road used only by sheep !. They even ran a Grand Prix round Birmingham last year - the Isle of Man closes its roads regularly. Why can't our Governing body manage to do what we want and get some roads closed? They are taking away our road rallying, we should pressure them to find a replacement and we have an easy way to apply that pressure - come November when the RAC NEED US to run their annual ego trip we should tell them what to do!! Or am I just speaking personally - letters to the editor please! So having pronounced the "State of the Nation" it must be time for another drink but firstly you will read somewhere in this magazine the announcement of the AGM in August i.e. 2 months hence: this is the time we elect a new committee of club officials and we will be needing volunteers as usual. The best position on the committee is of course Editor and due to other commitments I shall be relinquishing the position so anyone interested in this prestigious post is welcome to help me with the next couple of magazines to get the idea then carry on after August. Well the bar beckons so I'm off. Sorry to go on so long but its nice to have time to reflect for a change.

J MCNICHOL

Editor

DEADLINE FOR ARTICLES FOR THE JULY MAG IS 30th JUNE.

SOCIAL CALENDAR

1987

June

- 9 East Leeds Leisure Centre
- 16 Club Night PCT at Pool Bank and afterwards at the Wharfedale, Arthington unless advised otherwise.
- 23 Gymkhana TMC v Leeds University see page 15 for full details and afterwards at the Albion public house, Armley Road.
- 30 New Inn, Eccup.

July

- 7 Crown, Boston Spa Magazine Night.
- 14 East Leeds Leisure Centre possible five a side/rounders sports night.
- 21 Beehive, Thorner.
- 28 Boat Trip 8pm from the Wharfe, Shipley.

Aug

- 4 Crown, Boston Spa Annual General Meeting.
- 11 Sportonoggin venue to be arranged.

Thanks to everyone who came out on our sports evening. It was enjoyed by over one hundred people and was a great success. We may hold another such event later in the year. A fuller report will appear in next months magazine but thanks to Richard Simpson, John Bean and Paul Fletcher for their help organising the events.

R KEMP

Social Sec.

COMPETITION CALENDAR

RALLIES

JUNE

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

JUNE

14 NHMC - Autotest. York MC - Autotest

16 CLUENIGHT 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

RAC RALLY '87

Trackrod are running a ten mile stage Dalby 1 on Tues
24th November. This will be a daylight spectator
stage so we need as much help as possible. Please
book your day off sick as early as possible!

BARRY DOVE
Competition Sec.

CHAIRMANS CHAT.

This months article is written on location in Tenerife. So, as you can imagine there are abundances of sun, sand, sea, good food, plenty to drink, excellent company, and all the other ingredients that make a holiday in the tropics complete!! As you will no doubt understand by now, our editor has also been on location and its with him, Jenny and Steven that Moira and myself have been holidaying.

I won't tell you of the great time we are having 'cos I think its unfair and cruel, but I must say I don't want to come back home..... This is the life and I could easily become accustomed to it.

So whats been happening in my Motorsport month?.... nothing actually, but I went out and supported our Autotesters on the Shell League Event that A & P put on at Hartshead Moor. John Renny/Richard Ineson were sharing the "Mackinnon Special" and Ian Richardson brought out his Lada to help towards our overall points total.

There was a club working party meeting which I attended where several proposals and guidelines were made to organisers of Road Rallies for the coming years, these have been itemised in numerical order with time schedules to help in the smooth running of these events. The main reasons for Trackrod taking these steps is because of the increasing amount of Police activity on road rallies, and Trackrod running two such events, are in the limelight twice as much as other clubs within the area. It can do nothing but good for Trackrod and the Sport in general, and so long as these guidelines are adhered to, at least we are doing our bit towards the continuance of our sport.

For those of you who were unable to be with us on the last tuesday in May at the Shoulder of Mutton, There was a presentation of an engraved silver plate to the Landlord and landlady, David and Molly Parsons. The reason for this presentation was that David and Molly are leaving the Shoulder to take a small hotel in Pickering. They have always been good friends towards Trackrod since its inception in 1970 and we have always

met at the Shoulder due to their hospitality every
last Tuesday in the month. The plate was in appreciation of their generosity throughout the years and we all hope they will remember us, as we will them.
By the time you read this the sports night against Otley, Ilkley and Alwoodley Motor clubs will be over and I hope next month to be able to report that Trackrod were the victors!

This particular event is the first of its kind and I'm sure others will follow ably organised by Otley, Ilkley, and Alwoodley ?. Trackrod has again made the running in organisation with a hope that the Motor Clubs within our area have closer connections and great friendships between their members, a big vote of thanks must go to Beckey Kemp for this idea, and her enthusiasm in organising all the games, the venue, and mess-ganging members to take part! I believe she has had a favourable response, well done Beckey.

Other forthcoming events:-

Return evening match against L.U.M.C. in Leeds on Tuesday 23rd, we need some entries on the eve please.
Club night P.C.T. on Tuesday 16th June see Barry Dove for details - enter on night please. Lots of entries need your support and interest.

June Jesters Autotest...R.A.C./B.T.R.D.A. round - marshalls and timekeepers needed - names to John Westorland. Lets have plenty of support for the Norths Premier Autotest. Regs available from me if you want to enter.

Well, that's all for now - back to the sun, and a quick swim before we go off to the wine bar for some nosh etc.

Happy Motoring

Donnie Mac
Chairman.

The Terrible Twins Invade Scotland

(or 'How I totally failed to impress JT')

This year Ford resurrected their find-a-rally-driver scheme under the grand title of 'Ford Sierra Rally Search 87'. The prize on offer was a Group N XR4x4 for four rounds of the National Championship, and the RAC rally. Not bad I thought, and so, despite never having driven on a stage event in my life, I decided to enter. Much to my surprise, I was invited to a regional heat at Knockhill racing circuit in Fife (that's in Scotland), along with any friends who wished to spectate.

And so it was that the Terrible Twins, Jack Dupp and Ron Slott (Mister Slott?), set forth from Carlisle (that's where I live) at 4.30 am on 20th May. Pausing only to return the mucky film to the video shop, we crossed Hadrian's Wall and headed into the great unknown...

Some 2½ hours later we reached the circuit, about 15 miles north of Edinburgh. As we rolled (no, not that sort of roll) up the approach road, some nutter in a Sierra 4x4 shot past, making a serious attempt to remove my door mirror, and then bounced off over the grass at 50mph.

'If anyone else saw that' I said to Ron (alias I. Miller), 'he won't get far in the competition.' No sooner had I said this than the driver of the offending car got out, and it was none other than John Taylor, Ford's answer to Attila the Hun.

Registration consisted of completing a form about your local newspapers, radio stations etc, and then drawing your running number. John Taylor (JT to his friends) then explained the four tests that we all had to complete by 1 o'clock. The first three were agility, reaction, and grip. These were demonstrated by Mark Lovell, referred to by JT as 'Gorilla'(?). The fourth test was the special stage, and this would be the most important.

Once JT had explained what we were supposed to do, we split into two groups, and went to walk the course. It was fairly short, a combination of tarmac and loose. As part of the stage was used twice, only one car would be allowed out at a time. Mark told us that they were not looking for lunatics, and advised us to drive as smoothly as possible without taking out too many cones or tyres. Then, as I was to run 83rd out of 150 competitors, Ian M. and I went to watch

The early runners tended to be a little hesitant, with some obviously doubtful about which way to go, and it must be said that the stage was very poorly arrowed. After a while, however, the drivers got the hang of it, and the better ones started to show themselves. Unfortunately, it wasn't too long before someone had an off. The competitor in question came flying up the straight, locked all four wheels and proceeded to demolish one of the chicanes very effectively. The car was hardly damaged, but because its radiator now resembled a watering can, it had to be retired.

Then it came to my turn for a drive. Four cars were used during the day, all identical. Each was a Sierra 2.0iGLS, fitted with a rollcage, extinguishers, and a set of full harnesses. The only other modification to the cars (apart from a fancy paint job) was the addition of some very chunky Pirelli M+S tyres.

So, helmet on and into the car. Adjust seat. Strapped in tightly by a mechanic. Start car. Now, how do I open the window...ah yes, must be this button. No, that locks all the doors. Unlock doors, try another switch, and success. I'm called up to the start line (at the end of the pits) by the marshal.

'Everything OK?'

'As OK as it will ever be.'

Union Jack on windscreen. 5, (this is it) 4, (fantastic) 3, (have I got time to go to the loo?) 2, (increase engine revs) 1, (wait for it) flag off screen and GO! Off the start with hardly any wheel spin and immediate right into gravel car park. Slight right (whoops, bit slippery) into slight left (wasn't that Dave Orrick?) into slight right round the back of the buildings (I wonder if he will want to interview me afterwards) then right down through gate onto track and 90L. Flat down track to hairpin right under bridge, right lock and a swift pull on steering adjustment handle (that's handbrake to you) then right foot hard down. At this point the car decided to launch itself at the bridge. Hit brakes, select reverse, clutch out, no that must have been first. Try again, clutch out, first again. Do these things HAVE reverse? Study gear lever; push down, across, and up. Yes, first again. Fourth time lucky, bingo, car shoots back and tries to assault other side of bridge. Into a forward gear, lurch off down the straight, must be in third, pick first and we're off

again. Down to the chicane by the pits, which way do I go? Brake again, right left through cones and foot flat down. HEY, this thing really goes! Oops, another chicane coming up, slow down, through chicane and left onto rallycross circuit. Over the loose, sawing away at the wheel, hairpin right back onto track approaching, swing left, dab brakes, pull wheel hard right and car slides nicely round hairpin. Wow, this is fun! Flat out to the hairpin at the bottom of the circuit, car feels very grippy on these M+S's, flat up the straight thru' the two chicanes and immediate emergency stop before the turn back into the pits.

'Everything OK with the car?'

'Yes, it's just me that's the problem. Can I have another go?'

'Sorry, 'fraid not.'

So out of the car I got, and went off to the Ford marquee to do the other tests. On the way I ran into Ian M., who seemed to be having hysterics. I couldn't imagine what he found so amusing, until he told me that I was 3rd slowest, only beating two women. Well, I lost a lot of time at the hairpin, didn't I?

The fitness test looked easy: stepping up and down on a wooden box as many times as possible in a minute. In fact it was quite tough, and a few people came away with legs wobbling. I scored 60, compared to the record (held by a Ford mechanic) of just over 100, although I don't think anyone came near this. Then straight onto the other two tests. Your grip was tested by a grip testing machine (surprise, surprise) which registers the force applied. Finally, a simple reaction test, which involved catching a bar dropped from just above your fist. Your score was dependent on how far up the bar you caught it.

Having posed on the bonnet of a spare Sierra for my photo, and with the results announcement some time away, we went to look at other things on display. There were outaways of Cosworth and 2.8i engines, as well as road going versions of the Sierra Cosworth, RS Turbo, and RS200. There was also a Sierra Sapphire with the old Jackie Stewart ping-pong-ball-in-saucer thing on the bonnet. The idea was to drive around a short circuit as quickly as possible without the ball falling out of the saucer. Ian M. came second on this test by 1/10 sec, beaten only by the driver with the quickest stare time.

Maybe I should have let him drive the rally Sierra for me.

Eventually JT crawled out of the woodwork armed with a megaphone, and announced that the entry had been cut down to 23 drivers who would attempt a slightly modified stage. As I was not one of these, we went to watch, and were soon impressed by what we saw. We were standing next to one of the Ford people who were scattered around the track, and so could hear comments from JT and Mark Lovell coming over the walkie-talkie. Even they were impressed by the driving, which by this time seemed to involve a lot of sideways motoring down the straights combined with a large amount of cone-napping.

Finally the entry was reduced to twelve, but as they were all to be interviewed individually before a final attempt at the stage and the choice of two finalists, we decided that it was time to head south again.

After surviving another attempt by JT to wipe us off the face of the earth (or in this case the face of the A701) we arrived home complete with a free Ford clipboard and a certificate to show that I had taken part. A fantastic day, although a little disappointing. Maybe next year?

Ian Wallbridge.

QUIP FOREST RALLY

Trackrod Motor Club Ltd is pleased to confirm that their 1987 forest rally is again sponsored by the Quip Performance Centre in association with Sachs, RGA Design and Corbeau Seats.

The event is again a round of the Marlboro/Autosport National Championship and will retain its compact and popular format that made the 1986 event such a success. One more the rally will be based at the superb Raven Hall Hotel at Ravenscar, North Yorkshire, which offers ideal facilities for an event of this size all within 3 miles of the first special stage!

The route will comprise approx 80 stage miles within an overall route total of 160, with minimal duplication of the infamous Yorkshire stages.

The organising team are working hard to secure a fresh spectator stage/lunch halt which, it is hoped, will host a Press Day on Friday 25th September and provide trade suppliers/sponsors with a platform for both Friday and Saturday.

Provisional time table for the event is for an 09.00 start and 18.00 finish with the awards at approx 21.00

R. INESON
Press and PR Officer

CONGRATULATIONS

Best wishes to Phil Sykes and Carolin Harber for their wedding on the 11th July and to Chris Sanderson and Nichola who also tie the knot on the same day.

SPORTONOGGIN

Tuesday August 11th 7pm approx. Fun? on four wheels. Any car, tests of a none damaging nature (to the car anyway).

No scrutineering, no paperwork, no nothing, Just turn up two bodies per car.

Venue to be announced at a later date but possibly the Fox and Grapes, York Road.

FORTHCOMING ATTRACTIONS

In next months magazine;

The Fuel Injected Monster goes to the Isle of Mann.

Richard Ineson reports on our Autotesters exploits.

Full report on Sports Evening by which time we will have worked out plenty of excuses for not winning.

Shell League Report. Our captain will update following a busy two months.

Someone might write a report on the Coleman Tyres Rally.

Vince Fletcher will report on the Allertonshire Rally where he and Richard Endley are reported to have had a good run.

Report on the White Rose Road Rally.

The Fuel Injected Monster goes to eat Pye.

NEW MAGAZINE COVERS

You will no doubt have noticed we now have new magazine covers. The question is who are the crew, what is the event, where was the photo taken, by who and what size wellies does he take? Answers to the editor please. My thanks to the advertisers who support us please give them your custom when you can.

ANNUAL GENERAL MEETING 1987

The clubs AGM will be held at the Crown, Boston Spa on the 4th August. Full details and committee nomination forms will appear in next months magazine.

BOAT TRIP

The annual boat trip will be held on July 28th and will be similar format to the previous two years successful outings ie. cruise up the canal while you eat, drink and make merry in convivial company. This event is always popular so see Becky Kemp for your tickets to ensure your place. Price should be in the region of £6 per head and we will embark at a slightly later time this year 8pm.

TRACKROD NOVICE RALLY

Plans are now progressed for our annual novice rally and the route looks like being excellent. We have secured an excellent start venue and support so keep the date 25/26 July free to either compete or help.

COMPETITION LICENCE NUMBER is 04161.

MR ANGRY ALIAS ROLAND RAT

Well I feel this is the correct time to respond to an article I read in May's issue of Trackrod's magazine. Namely that written by a certain Paul 'Fred' Pattison. I would like to correct him on a few points:

1. I don't know if his memory is fading but I recall at least 3 P.C.'s were manned and anyway considering the pseudo-artic conditions I was very pleased to see the number of marshal's who turned up and as ever showed their dedication to motorsport by braving the terrible conditions. Unfortunately the 'spread out' nature of the route and weather meant we could not expect them to drive 20 snowy miles in 30 minutes to a 2nd control - or maybe Fred suggests that next year we drop our marshals off at their controls by helicopter!! - that would please the R.A.C.!!
2. Also Mr Pattison should know that the onus is not on the marshal to advise competitors as to which minute to take, but the onus is always on the competitor to present his time card to the marshal and to ask for the appropriate time.

I'm not resenting the fact that our event was criticised (constructive makes for better events) but if Mr Pattison has ever used his not inconsiderable experience in helping to organise an event then he should know these things already - or does Fred (like many other competitors) never lower himself to help organise an event.

Rat.

TMC v LUUMC Gymkhana Tuesday June 23rd.

After the fun on Sunday 3rd May we have decided to have another friendly Gymkhana against Leeds University Union Motor Club.

Four people from TMC turned up last time and the results were,

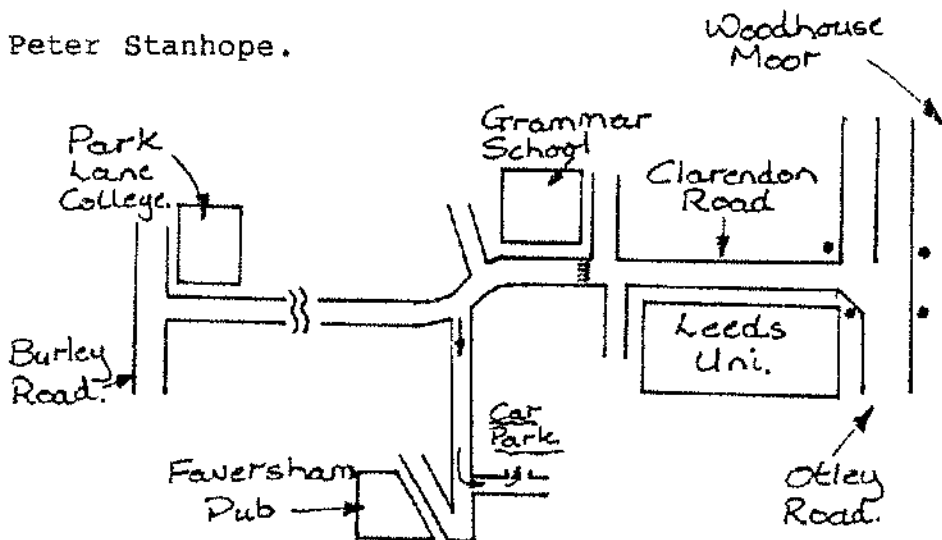
Chris Sharpe 3rd overall (first event),
Steve Lancaster 4th overall,
Neil Du Cros 5th overall,
Peter Stanhope 11th overall.

On the 23rd TMC will be organising the fun at Leeds Uni's Mount Pleasant carpark (see map below). All the tests will require two people per car so bring along a friend and have some fun.

The fun starts at 7.30pm and if you have any questions please contact Chris Sharpe Steve Lancaster or myself.

See you all there.

Peter Stanhope.



GYMKHANA 3RD MAY

Neil DuCros - Sunbeam

Chris Sharpe - XR2

Steve Lancaster - XR2

Pete Stanhope - Daddys Relient Robin, opps Scimitar

First, climb out of bed after being out most of the night watching the Colmans. Second, show Chris to the pub in the middle of the University complex and get lost myself! Thanks Pete.

As 2pm came and went we were thrown out of the pub, so Roland decided we'd better make a start, Oh hum. So it was off to what looked like the local bomb site but infact it was a car park! The surface left something to be desired - very rough and gravel, but as it turned out very good for autotests.

The opposition looked very strong with approx 14 LUUMC members turning out, so it looked doubtful we would win. Since this was a Gymkhana we had to have a passenger so Neil and Pete teamed up and Chris was with me.

After Roland had thrown a few cones around and drawn some test diagrams he then tried to drive round the first test in his Maxi - most amusing!

The first two tests were easy straight forward autotests with Chris and myself producing very good times, Neil not far behind and Pete way off the pace.

Next came a water test - drive around a test with a pint glass full of water on the front of the car. It looked difficult especially with the state of the car park, but with patience and a time that seemed like a week (to every body else) I came out the winner.

Test 4 - blind fold. Once we had blind folded Roland he attempted, with the aid of Martin (and various other people) to drive around the cones making up a route as he went! If you have seen Roland drive with his eyes open, you can imagine what he was like blind folded!! When he had finished he promptly threw Martin out of the car while attempting a 180 turn in reverse.

After we had watched a few students it was our go, Chris drove first and I was navigating - we finished with a good time but picked up a +10 for hitting a

.. CONT....

cone. My drive was better than I ever expected and again finished with a good time - no penalties.

By this time looking at the results, we were giving the students a good run for their money with N & P also doing well in the water and blind fold tests. To finish the day we had another autotest run twice with Chris and myself putting up good times again with Chris getting equal fastest with one of the students and myself only one second behind them on the last test.

Neil had a steady day - as usual, finishing higher than he thought. Peter looked interesting - spraying everybody with gravel but was never on the pace in the autotests, he blames the car but that is questionable!! (I think a Reliant Robin would have been better.) Chris and myself had a good battle in identical cars with Chris showing us he could be a future autotest champion.

I would like to thank Roland for organising a very enjoyable and hilarious afternoon. I look forward to our rematch on Tues 23rd June when I hope we can get a better turnout so we can give them students a good thrashing!!

Results

LUUMC	16 points
TMC	23 points

Chris	3 O/A
Stephen	4 O/A
Neil	5 O/A
Peter	11 O/A

S LANCASTER.

TRACKROD TROPHY POINTSJUNE 1987Trackrod/Newman Trophy

R. Kemp	15
J. Westmorland	15
R. Simpson	5
J. North	5
R. Ineson	5
R. Mackinnon	5
J. Renny	5

Editors Trophy (3 events gone)

Drivers	
J. North	23
P. Sykes	20
C. Harber	16
I. Richardson	16
Navigators	
D. Lee	23
C. Harber	20
P. Sykes	16
J. Richardson	16

CJ & DW Taylor Trophy
(Best lady competitor)

C. Harber	192.2
J. Smyth	163.1

Shell League Trophy

C. Haber	34.2
P. Chambers	24.2
J. North	10.0
B. Ferrnyhough	3.0

Rally & Speed Autotest Trophy

J. North	11
R. Mackinnon	5
J. Renny	5
R. Ineson	3

ANCC Rally Driver

C. Harber	34.2
P. Chambers	24.2
J. North	10.0
B. Ferrnyhough	3.0

ANCC Rally Navigator

P. Sykes	34.2
D. Lwe	10.0
J. Bean	3.0

FSB Trophy Driver

J. North	24
T. Whitaker	24
P. Sykes	18
P. Lilley	15

FSB Trophy Navigator

J. McNichol	30
D. Lee	24
J. Smyth	24
C. Harber	18
J. Richardson	14

Lloyds Stages Multi-Venue

T. Whitaker	124.8
P. Lilley	88.3
N. DuCros	25.8
A. Powell	6.0

(TROPHY POINTS CONT..)

Crest Motel Stages Single Venue

Service Crew Trophy

T. Whitaker 38.3

M. Varley 5

Marshals Trophy

Gordon Jefferson Trophy
(Co-Driver all stages)

R. Simpson 55

J. Westmorland 15

M. Westmorland 15

M. Ogden 5

J. McNichol 193.3

J. Smyth 163.1

R. Parkin 25.8

B. Dove 3.0

R. Mackinnon 3.0

Three events are now past on the Editors Trophy. To refresh your memory the remaining events are:-

June White Rose July TMC Novice Rally (Look-out)

Aug St. Wilfreds

Sept TMC Costa

Oct Olicana

Nov Larkspeed

Dec Beaver

One competitor has taken me to task that he didn't receive any points for this trophy on the 3 Swans well Sir, this is simple, you didn't finish according to the results, and this trophy does not, like others do, give points as a non finisher.

I would like to ask you that when sending me your results for road rallies, PLEASE PLEASE include an entry list, as results do not always differentiate between classes. Also mark these results as to whether the event was a Shell League or ANCC championship event.

IF YOU DON'T TELL ME, I DON'T KNOW.

Thanking you all in anticipation.

J WESTMORLAND
Trophy Points Sec.

As I have not written anything about our marshaling escapades so far this year here are just a few highlights!

The first event of the year the 3 Swans fits nicely into both categories in so much as it started as one and ended up as the other. The opening event of the year is always something to look forward to and after seeing the competing machinery at the start and the location of our first control we looked set to have a good night.

However.....due to many delays, some of which can be laid directly with the organisers, the event did not live up to expectation, we were still running our second control at 9.00am on Sunday morning and perhaps more important to the life of road rallying we were told by a basically sympathetic policeman that a spectator in a red BMW had driven around him at 106mph and that spectator behaviour in general was atrocious. So after that it was up to the nervous break down rally to lift our spirits. I was asked by John Renny to be Chief Marshal and after many phone calls and thanks to volunteers we finally had a well manned and well run stage.

Unfortunately due to the new fisa 'ott' regulations the cars were 'boring' in fact so much so that at one point John McNichol and Shaun Argent were seen propping each other up fast asleep, on Mikkolas as well no less! Perhaps next year DeLacy will give us a Saturday stage so we can at least see a few more cars and less gaps.

Question-Does the weather forecast work and is the Aurora Borealis visible over York?

Answer-Definately not and yes but only if your marshaling on it.

This question of course relates to the Northern Lights Road Rally on the night on which it snowed and snowed and.... in fact it never stopped. We had a total white out at our control at the end of the Yearsley Yumps and in fact there was so much snow on the ground that we noticed last Saturday that we had parked in the middle of the road. In spite of this we really enjoyed our night out which was well detailed in last months mag' by Paul Pattison the winning navigator.

The invisible man put in an appearance (Eh.!) again on the April Fools Autotest. He had enjoyed himself so much scrutineering on the Boxing Day event that he came along and marshaled and brought a few friends with him. Its just a pity he forgot his bandages. Anyway the six of us and the six of them stuck with it and a good day was enjoyed by everyone there. If the subject of Andy Elliott had reared itself before the Wakefield Stages at Leconfield I would probably have said nice car, lot of money, good but not brilliant driver. However after witnessing his total car control and sheer speed, which saw him take 40 seconds per stage off a good field, I have had to rethink and would now put him up with the best tarmac drivers I have seen. In fact the invisible man is now in his fan club. Yes! he came here and represented the club with his chums and five of us. He said he'd enjoyed it but was k-----ed 'as he'd helped me on the Dunfab Danum the night before! If an award was given to the event with the best pre-start atmosphere this would surely go to the Coleman Tyres. The buzz that goes round Otley is incredible and certainly gets the adrenalin flowing. No complaints on this rally the control sites were good and the driving superb. Some mindless moron put some rocks in the road on the section before our first control but otherwise they seemed unusually well behaved. Another question - what is turquoise blue covered in stickers, steamed up from the high interior warmth and gives off the aroma of expensive cigars. Yes your right! Peter Stanhopes Range Rover going up Menwith Hill Bank on a cold wet May morning. So its onto the rest of the year. At the moment we are preparing the route for the novice rally, lets hope we don't need the invisible man on this event, and looking forward to the June Jesters, ditto, if the sun eventually comes out again we could have a cracker. By the way 'Fred' it's not up to the much maligned marshal to call you to the start line and give you a time its up to you to ask him what time he has and to go when you want to. If I had a fiver for every navigator who has missed his time by not asking or for getting out and having a pee I'd be a rich man!

MARSHAL DUTIES JUNE 1987

JUNE JESTERS AUTOTEST SUNDAY 28.6.87

Bingley Munciple Car Park - Start 9.00am.

This is our premier Autotest, part of the BTRDA and RAC Championship and to be blunt last year was a marshaling disaster!!

Hopefully this year will be different. It is up to all club members to be out there marshaling on our own event and support Ronnie and the rest of the organising team.

Please will you all make a point to give your names to either me or Ronnie and ensure a succesful event.

June

13/14 White Rose Rally - Start High Street
Car Park, Skipton. Chief marshal Gordon
Weldon Tel 91-590139

27 Croft Stages, SV Stage Rally.
C of C. S Gibson 0642-608117
P Bird 0287-40075

27 Dukeries Forest Stage Rally
Start 120/533618
Chief marshal - S'Field 465396

July

4/ 5 Summer Wine Road Rally
Start - Lookers, Dewsbury
Chief marshal - Andrew Tordoff-0484 659305

TRACKROD NOVICE ROAD RALLY - JULY 25/26 1987

In the face of the problems of the last 2 years the organisers have bitten the bullet and decided that, albeit renamed, this event will again go ahead this year - therefore we will need marshals. Lots and lots of marshals.

I am sure all of you will want to support Derek and his team so get your names down early and ensure you have a good control on the night. Ring me on 0532-527031 or see me on club night and I will make sure you have.

Cheers

RS SIMPSON Chief Marshal 22

MARSHALS FORM TRACKROD NOVICE RALLY 25-26th JULY 1987

Name.....	Previous Marshal Experience
Address.....	Start..... Finish.....TC.....PC.....
.....	SGW..... MTC.....
.....	Extensive.....Limited.....None.....
.....	Number of Controls.....
Day Phone	How many helpers will be with you.....
Evening Phone.....	

Richard S Simpson
21 Common Lane
EAST ARDSLEY
Wakefield
WF3 2EP

Chief Marshal

COMMITTEE

Chairman	Ronnie MacKinnon 15 Sandringham Rd. Wetherby. LS22 4PG. Wetherby 63109
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Trophy Points Secretary	John Westmorland 46 Hillcrest. Tadcaster Tad. 833064
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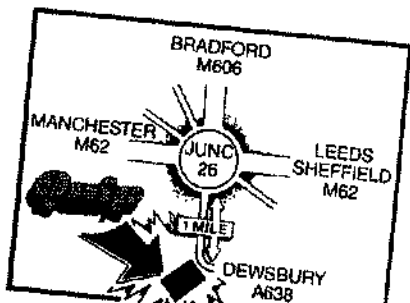
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