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EDITOR

Well what a busy club we've been lately! so much so that the magazine is the biggest ever. Thanks very much to the people who have contributed articles always nice to have articles relating members misfortunes as well as successes - we can't be successful everytime we turn out but atleast if we can admit the mistakes and write about them we must enjoy it really!

Personally I've had a quiet time since our misfortunes on the Manx - I did the White Rose with Alan Larkin in the Larkspeed Escort which passed off enjoyably though we would have been happier to finish higher than our 13th O/A. The following week I was at Abermarle again with Brian Colligan to revenge our defeat by John Pye on the Easter Stages. However suffice to say John Pye blew his clutch on the first bend and our engine began to misfire on the start line so the much promised battle never took place - we retired the fuel injected monster and spent the day watching John Cope sortout various V8 and Twin Cam competitors in his road rally spec RS2000 to the tune of finishing 8th O/A and first in class. Well done John - see what you can do with a decent navigator! Well thats enough from me, read on for reports on stage rallying, road rallying, Autotests, PCT's, Hill Climbs, Gymkhanas, Sport evenings not to mention all the usual rubbish from regular contributors - my thanks again to all contributors and, I hope your arms recover quickly!

J. MCNICHOL
EDITOR

DEADLINE FOR ARTICLES FOR THE AUG IAG IS 28TH JULY.

SOCIAL CALENDAR

1987

July

7 Crown
Boston Spa

14 East Leeds Leisure Centre

21 Beehive
Thorner

28 Boat Trip 8pm

August

4 Crown
Boston Spa AGM

28th July third Annual Boat Trip. Starting a little later this year at 8pm. Only a couple of places left so let me know, its sure to be another success. Fourth AGM should start another successful year.

R KEMP
Social Sec.

SPORTONOGGIN

Arrangements are well in hand for the club sportonoggin on August 11th. Further information from Vince Fletcher and hopefully full details in next months magazine.

COMPETITION CALENDAR

RALLIES

JULY

- 12 Beverley & DMC. Armstrong Massey Stages.
Leconfield 106/018424
- 12 Hexham & DMC. Tyndale Stages. Slaley Forest.
- 18/19 Berwick & DMC. Buglass Trophy Rally.
ANECCC Road Rally Champ. 67,74,75.
- 18/19 Bury AC. Torque BAC Road Rally. 97,98,103,104.
- 25/26 Trackrod MC Novice Rally. 104,100,105,106.
Road Rally. Help needed see Richard Simpson
or Derek Lee. Please.

AUGUST

- 2 North Humberside MC. Moonraker Stages Rally.
Leconfield 106/018426.
- 2 Ripon & DMC. St Wilfreds Road Rally. 98,99,104.
- 9 Whickam & District Summer Forest Stages Rally.
- 22 Clitheroe & DMC. Road Rally. Clitheronian 102,103.
- 30 De Lacy MC Stage Rally. 100,101.

SEPTEMBER

- 5/6 CSMA. Highwayman Road Rally. 100,105,106.

BARRY DOVE

Competiton Sec.

Here we are again, another month gone by and closer to summer (I hope it starts soon!!) So what's been going on....absolutely stacks over the last month, as you will no doubt know from all the articles in this month's magazine. So what I'll do is a quick resume. The month started off for me with the very successful sports evening, run by Becky which was enjoyed by all who turned up out of the four motor clubs who were competing. I'm sorry to say Trackrod were the least well supported by its members....but we managed. I know the results etc. will be elsewhere so I won't go on. Suffice to say, the other clubs were so impressed with the evening that Ilkley are going to organise a similar event in the autumn, so I do hope Trackrod will have a better attendance then.

The day after saw the only hill climb in the Shell League Championship this year, and I managed a good team on this occasion. I'm sure you will read my article on the past Shell League events so I will only say, thanks again to all my team.

The following weekend was the White Rose Road Rally run by Shipley. Again this was a Shell League round and a fuller account is in my other article.

On the 16th we saw our first club night PCT run in the able hands of Barry and Jean Dove at Pool Bank. Again I'm sure a separate article will be found within these pages, but we had a tremendous turnout with 26 crews entering and had four retirements. Clive Baty won overall. Jon North was first RWD and I managed third equal O/A (not bad in a big car!!) So I decided to enter both Shell League PCT events. Lets hope I can manage similar form on these events in July! Thanks must also go to the marshals without whom there would be no event.

The following Tuesday was our re-match against LUMC at the Mount Pleasant car park in Leeds. I believe we sorted them out again, but we could have done better with more entrants. Plenty watching and making suitable noises but you could have helped out marshaling if you had asked Peter Stanhope. I always find I enjoy myself more if I'm involved, don't you? Anyway thanks to Peter for organising the evening and all who took

CONT....

(CHAIRMAN'S CHAT CONT....)

part. I enjoyed it. (Had to wash the car before I went to work the following day!)

Saturday 27th saw another milestone so to speak. A Happy occasion to which Moira and myself were invited was the wedding of John and Ann Richardson's daughter Sarah to Alan Tinker of Slaithwaite MC fame. The happy event took place in Selby Abbey and I'm sure I speak for the whole of Trackrod Motor Club when I wish both Alan and Sarah a long and fruitful life together and I hope you won't forget us. Also congratulations to John and Ann for organising a truly wonderful day, a day I'm sure neither Alan nor Sarah will forget. Well I've gone on for too long now so I'll save my report on the June Jesters Autotest until next month. It ran very successfully though I say so myself and an enjoyable day was had by all - David Haigh from YSCC won the event for the second year running.

So that's it for now. Remember the AGM on the 4th August and should you wish to put the club to rights then turn up or even join the committee and put some of your ideas into action.

Drive safely and remember keep a careful eye on the rear view mirror!!

RONNIE MACKINNON
Chairman

MEMBERS

Nearly AGM time folks! Now's your chance to get nominated for the committee and to have a go at running the best Motor Club in the area. For various reasons, several current and long-standing committee members are standing aside so if you really want to have a say fill in the nomination form in this magazine.

Meanwhile it was good to see such a good turnout at the PCT two weeks ago and at last weeks gymkhana with the Universitys Motor Club. How about a similar turnout at Shell League events?

NEIL DU CROSS

NEW MEMBERS

We are pleased to welcome Mr and Mrs P White and Mr Tim Astley as members and hope they enjoy their association with Trackrod Motor Club.

MERCHANDISE

NEW! NEW! NEW! now available top quality tee-shirts complete with discreet Trackrod motif.
Only £4.50 each.

ANNUAL GENERAL MEETING

ELECTION OF OFFICERS FOR 1987/88

Nominations for Chairman, Secretary, Treasurer and Council posts must be with the Secretary no less than eight days before the Annual General Meeting to be held on 4th August 1987 at the Crown Hotel, Boston Spa.

NOMINATION FORM

I hereby nominate _____(name)

for election to the post of Chairman/Secretary/Treasurer/
Council Member. (delete as applicable).

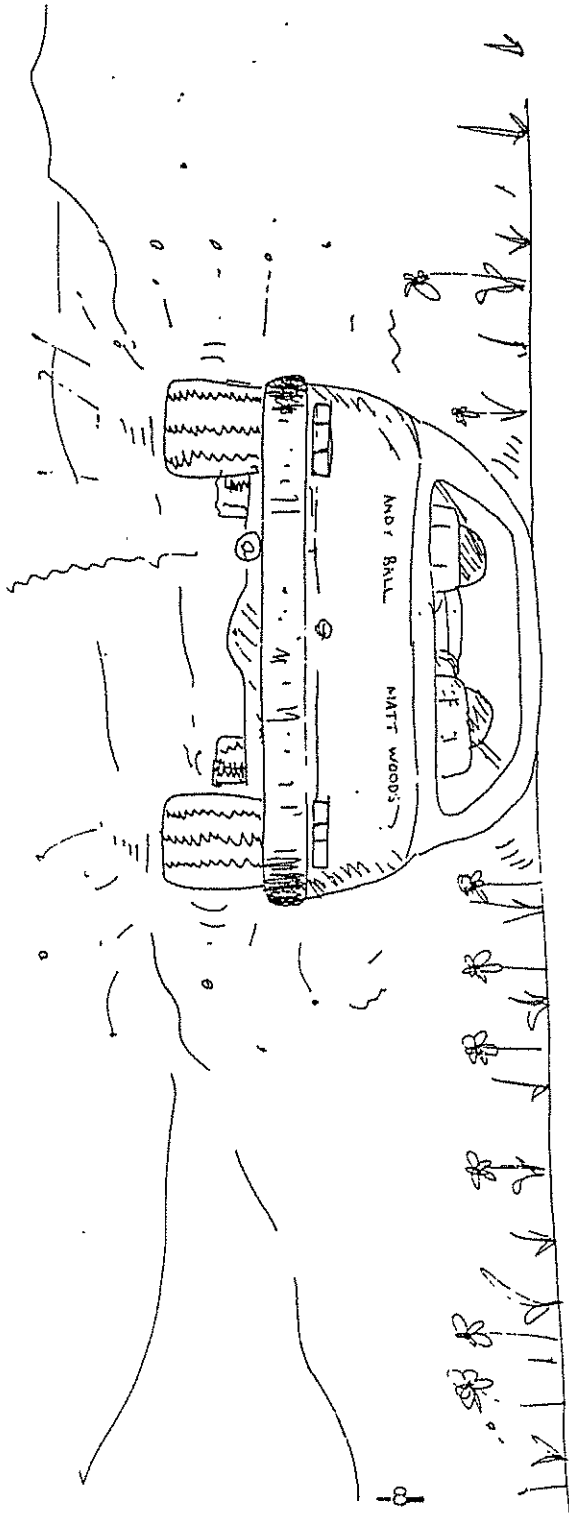
Signed _____(nominator)

Signed _____(seconder)

"I am willing to serve on the Council if elected."

Signed _____(nominee)

KWIKFIT STAGES



As far as I can tell Matt, either I've got the map upside down or you have made a serious error of judgement!

P.S. DOES ANYONE NEED A NAVIGATOR?

THE ALLERTONSHIRE RALLY.

On 30th/31st May Northallerton Auto Club hosted their annual Road Rally with efficient noise, scruteneering and start facilities being provided in their home town. Steve Retchless/Les Robinson, last years winners and very much the crew to beat were seeded at No.1, 50 minutes in front of Trackrods only crew Richard Endley/Prince Fletcher - this gap giving Steve Retchless a fair chance of staying first car on the road throughout the event. A stright forward 120 mile plot with plenty of time to spare before crews set off on a short run out to the first section towards Osmotherly via a short loop onto MAP 93 and the second section running east of the A19 on the much used Jeater Houses to Layton roads; Although it was only Richards 4th event in the 1300cc Escort and only his first outing with Prince he was throwing the Escort about with great skill and the narrow roads suited the laser powered Ford.

It was to everyones great surprise to find that so soon, yes you've guessed it, Steve Retchless was quickest on both. A run that was to be unbroken on the remaining eight selectives. The route then headed onto MAP 100 using much of last years COSTA (in reverse) over the tricky little bridge before the Thirkley triangle above Carlton Husthwaite, down through Newburgh Priory across the bottom of Husthwaite where Prince had a moment over a brow (Richard cant remember it but the yellows now a brown), and then east via Sandsby, Yearsley and Hovingham before turning north onto MAP 93 using the very fast 'B' road over Rievoux Moor, by which time Retchless/Robinson had some two minutes over second placed Hawkridge/Hill both crews in no danger of losing their positions. After petrol at Swainby a short second half took crews on the fast roads towards Scotch Corner were a welcome breakfast and quick results awaited crews. The highest number of finishers was trestimony to the no nonsense route. Thanks go to Northallerton who put on a very enjoyable and most efficient event, marred only by the

ount of inconsiderate spectators, but more than made
for the lack of Federallies!!!.
chard and Vince managed a creditable 30th over all
their first outing together a feat to be improved
in their second outing, watch this space...

nce Fletcher.

DELORS NOTE

As you will see from the letter below some controversy has
arisen concerning LUMC 's Northern Lights Rally. Unfortunately
the first article to appear was a light hearted comment from
our resident Mr Angry. Regretfully we seem to have reached
a position of some acrimony between two members both of whom
I have alot of time for and I hope this will be the final
comment on the event as it is getting a little out of hand.

A LETTER IN RESPONSE TO MR ROLAND RAT'S COLUMN IN TMC'S JUNE MAGAZINE

(Before reading this letter, I suggest all members re-read Mr Angry's
column in the TMC April magazine, my article in the TMC May
magazine and Mr Angry's column in the TMC June magazine).

Firstly, my comment about waiting two minutes at a control was
perhaps, having read through it again, misleadingly worded. I
referred not to the Blue Book regulations, simply to common sense.
I believe the marshall should have endeavoured to ensure that
cars ran at minute intervals (snow drifts made the road single
track thus queue 'jumping' wasn't possible), purely to ensure the
timely running of the selective.

Secondly, the paragraph which stated 'only one PC was manned'
was a statement, not criticism. It is beyond my comprehension

that anyone could consider this and my further statements (that the marshalls were enthusiastic and concluded by thanking them) to be criticism. Those criticisms I did make, about the results team, the positioning of controls, etc you have omitted to mention entirely. Presumably this means you agree with me?

You have made no reference to the slating an anonymous Mr Angry gave the organisers (by the way, I assume you are an organiser although you fail to say so) in TMC's April magazine.

After the event in question, I wrote, out of courtesy, a letter to the organisers. This contained suggestions on those matters which I mentioned in my magazine article, but primarily congratulated and thanked the organisers for their efforts. Should the organisers wish any of those points be clarified by myself, then I suggest they ask myself, in their official capacity, thus returning the courtesy shown by myself.

To quote 'does Fred never lower himself to organise an event' - your words not mine, obviously you have a low opinion of yourself. Do you think I would have entered this year's event had I not thought, with reference to last year's event, that LUUMC were capable of organising such an event?

I assume from your attitude that you are one of the organisers who boo-ed and catcalled Andy Graham and myself when we were presented with our awards?

Is this common practice at your events?

Thank you for your assertion that I have 'not inconsiderable experience' - I didn't realise that just 10 road events spread over 4 years resulted in this. The overall impression you give is that a severe case of carthesis has crept in - you make it clear that you haven't the conviction to communicate what you really mean, for whatever reason.

I await your reply with great anticipation. Please when doing so (i) have the guts to sign using your real name and (ii) make it clear whether this is a personal response or an official LUUMC one.

Yours
Paul 'Fred' Pattison

CLUB NIGHT PCT POOLE-IN-WARFEDALE
16:6:87.

I have always been of the firm belief that God only created Cow---t to catch out the unwary Rally Driver - you know the feeling as you power sharply out of that fast 90 right and suddenly there it is, a great patch of the slippery brown stuff. There's no escape, bald colways scabble for grip - no chance - off you go into the waiting ditch feeling a right prat.

Whats this got to do with a PCT you ask yourself? - well last Tuesday God in his wisdom decided to give the Rallyist a rest and poured thirty two tons of the stuff into the field in which Barry chose to organise the clubnight event. Unfortunately it was still too soft for a cowpat slinging contest as so the event went ahead as planned.

A brief respite in the weather made for a lovely summer evening and a final tally of 26 entries tackled a total of 10 tests.

After the tests had been pegged the 'course car' went round to show how it is really done, unfortunately it got stuck and had to be pulled off by John Renny's new Orion (always thought these Range Rovers were good - maybe not!).

Anyway after this little hiccup the event got underway and the mixture of the aforementioned brown moly slip, wet grass and bald colways proved too much for many. A certain club Chairman took to the devious tactics of letting the air out of his tyres while the organiser -s wife decided to show her erstwhile spouse what she could do and promptly demolished the front on his Ascona. To add insult to injury another lady (social secretary) decided that anything Mike Tyson could do she could do better and proceeded to use him as a punch bag, all this after she had questioned my parentage because I wouldn't give her the peg she was within three miles of reaching! to boot. Roland Rat was of the opinion that the view was better from the bonnet and did most of the event perched in this

position (just think someone once loved his Maxi!!) and Ian Miller gave Niel Duchos a lesson in how to drive a sunbeam.

Anyway while this was going on a smart Alec in a Nova went about cleaning every test (well it seemed that way), and won his class and Jon North did the same in his.

I am sure every one there had a good time and congratulates Barry on a good evenings sport. Roll on the next one this time without the - (whats brown and sounds like a cracked bell --- DUNG!!)

RESULTS:

Smart Alec + 1st Overall 1st Fwd	=	Clive Baty
Most Passingers + 1st Rwd	=	Jon North

SPECIAL AWARDS:

Battery Charger	=	John Renny
RAC Award For Car Preperation	=	Roland Cross
Smoke Bomb	=	Ken Goodall
1st Company Car	=	R.McKinnon
Lonsdale Belt	=	Rebecca Kemp
Prize Plonker Award For Not Handing In His Time Card	=	Niel Duchos.

Richard.S.Simpson.

WHITE ROSE RALLY - 13th/14th JUNE 1987.

A brief resumé of our efforts so far this year may help you understand why Bernard Ferneyhough and myself were so chuffed with the outcome of the White Rose Rally. Not an outstanding result, but..... The idea this year was to contest the "Editors Trophy" with a few ANCC events. The opener was the Three Swans, which saw the 1.7 litre potentially very quick Sunbeam (with backing from Angus Williams, Painter and Decorator, Tobermory, Isle of Mull), make a very quick exit from the road on a 90° left/right on the penultimate selective.

The damage (substantial) was repaired for the LUMC Northern Lights Rally. An early mis-fire was traced to the foam-type air filter, which when removed contributed to our demise at the ½ way noise test, when handily placed for a good result. Off into the hills of Derbyshire, then for the ANCC round, the Burgess Bowl. A long way that, to meet a noise test official with his own interpretation of the rules (one go and thats your lot, boyo!!). After some time spent with an official RACMSA meter, and some top-secret sound insulation (Bernard works in a convenient place !), we actually started the Dunfab Danum Rally.

Now whether the SGW was called out when plotting, I don't know. It wasn't on my map, so I fail and a lowly result ensued. A late entry on the ANCC Ribble Rally was a bad decision, yes, noise again posing a problem. A week later, and with no modifications, the M/News Coleman Tyres Rally posed no noise problems, until THAT WHITE ripped off the exhaust! - another non-finish.

With new I.C.E. exhaust and manifold fitted, the White Rose gave us a chance to start with no worries. After plotting the route in a quarry, no spectators permitted, Bernard and I set out over mainly familiar roads. We had entered in the Semi-Expert class, it being over 3 years since I had any top 10 placings,

so we were hopeful of a good class position for Shell League Points. Also out under the Trackrod banner were car 61 - Pamela White and Barry Dove, and car 80 Richard Endly/Vince Fletcher, also car 84 - Peter Lutherford/Nigel McDonald.

The first selective, over the West End hairpins and a blast up Duck Street saw the 1st problem, when I sent Bernard up the "old road" to the finish control, which was on the "new road" before Greenhow, and thereby dropping a minute in the process. So much for accurate plotting!. The same error led to a more serious time loss after a passage control on the Pad-side Triangle, when I added a two-mile loop to the intended route, although it transpired I wasn't the only one to do this. Quite a number of crews fell foul of the "Direction of Departure" at a control on the Lindley Triangle in the next section, again possibly due to the control not being exactly as plotted on the map.

After a petrol halt near Pool-in-Warfedale, the route included a blast over Otley Chevin and past Dick Hudsons, and then some short selectives on the moors above Keighly, before the final run over the very rough Oxenhope Moor. At the start of this selective we were warned about a very strong Police presence near the end, and in fact came across no less than 3 Police Granadas parked over a brow on a fast, smooth, downhill stretch. Car 32, a Shipley crew, passed us here at a three figure speed, as we had slowed to 60mph. Now I don't care about the man's licence, job prospects or whatever, but what excuse do the Police need to prevent future events in West Yorkshire ?

Results were delayed considerably, but showed car 27 Bernard and myself were 6th in class ^{over} all, and fail free. Car 80, Richard and Vince were 6th novice and 27th over all, whilst Pamela and Barry had an off in the 2nd half, but finished with 2 fails. Car 84 Peter and Nigel, disappeared with unknown problems.

JOHN BEAN.

A very wet Saturday night saw a marvellous turn out from our rival clubs Alwoodly, Ilkley and Otley, aswell as from Trackrod. Becky was well organised and after a quick drink the bar emptied and the 'sport' began. We crammed into the sportshall to watch the five-a-side football. Everybody soon entered into the spirit of things with Otley and Ilkley kicking off. The cheerleaders were in good voice and Ilkley beat Otley 1-0. Trackrod and Alwoodley were next to play but despite a good fight and the best goal of the tournament (according to John because he scored it) Trackrod lost 2-1. By this time Alwoodley and Ilkley were in no fit state to play the final, so it was on to the next event. My plea of "I haven't played for twenty years" didn't get me out of a place in the rounders team but I suppose it could have been worse; swimming or the quiz! Ilkley and Alwoodley were the first to play so we could pick up a few tips and have a team-talk. Ilkley looked as though they knew how to play and had been practising. They beat Alwoodley 4-2. Our skill! and tactics paid off and we beat Otley 5-1. Being fitter than the footballers we were able to go straight on to the final and after winning the toss we decided to field first. Ilkley only scored one rounder so we thought we had a chance of winning, but their fielding proved too good and we only scored one rounder. Ilkley were declared the winners as they got more people out than we did. Bob Stoker was disgusted when he was run out, but fortunately it was by his wife and team-mate Jane, probably the only person who can get the better of him!

Because of a shortage of time the swimming and the football final ran concurrently and having no football team to cheer on we turned our attention to the swimming. Having lost the football and the rounders we needed a win to preserve our dignity so Ronnie, Mark, Malcolm and Bob were under pressure to do well. They didn't let us down but won easily despite Bob having to swim his length twice because of a false start. Meanwhile Ilkley beat Alwoodley 1-0 in the football final.

Quiz-master Richard Simpson looked very efficient and quiz teams Trackrod and Ilkley were the first to be tested. A very close contest saw Ilkley win 34-31. The next heat was almost as close with Otley beating CONT..

Alwoodley 38-34. The final proved to be even closer with Otley beating Ilkley 14-13. We now had all the winning teams;

Football	-	Ilkley
Rounders	-	Ilkley
Swimming	-	Trackrod
Quiz	-	Otley

Ilkley were declared the overall winners. I'm sure everyone enjoyed the evening and all Beckys efforts were rewarded by its success. Trackrods Superstars were:

Football

John McNichol
Mark Brier
Vince Fletcher
Ken Goodall
Bob Stoker
Ref. John Bean

Rounders

Jane Stoker
Bob Stoker
Jennifer McNichol
Neil DuCross
Judith Fox
Vince Fletcher
Roland Cross
Andy Ball
Ref. Paul Fletcher

Swimming

Ronnie Mackinnon
Bob Stoker
Mark Brier
Malcolm Jagger
Ref. Becky Kemp

Quiz

John McNichol
Moirra Frankland
Neil DuCross
Roland Cross
Vince Fletcher
Ref. Martin Kemp

My 'man of the tournament' goes to Bob Stoker who was impressive despite being 'warned' in the football before he did anything, run out in the rounders and having to swim an extra length.

JENNIFER MCNICHOL

As is becoming par for the course this year - the team machinery required "attention" prior to the event. The Ineson Mini had a terminal missfire - a legacy of its retirement on the April Fools event, and the MR (Mackinnon/Renny) Bitza required a degree of re-fitting after April Fools - left until the last minute as is customary.

Well the missfire wouldn't go away so it was decided by fate that Messrs Renny and Ineson would share the Bitza!! Ian Richardson in his Lada made up the team entry from Trackrod - where were the rest?

Anyway - it rained and all got wet - very wet. RFI took time to adjust to rear wheel drive - collecting two penalties on test 2 which was followed by another on test 4! These errors were matched by JR who collected a washout on test 5 - all very close stuff within the team even if they were miles behind the leaders! Added to brain fade was the reluctance of the Bitza's handbrake to lock the back wheels, however a quick service between tests by cutting large lumps off the $\frac{3}{4}$ worn pads rectified that matter!

Meanwhile, Ians Lada was taking a pounding from Paul Cherrys' Toyota and G. Pullans Escort but he was enjoying himself immensely and he was keeping dry! With the last 3 tests to go JR and RI were separated by 1.5secs which was suddenly lengthened to some 2.5secs when JR suffered a long stalling session which hardly seemed fair. But, Bitza is fair! RI had a similar occurrence on the last test and emerged 3.1secs ahead!! All down to the one having the shortest breakdown I'm afraid!! Bitza still needs sorting!! Maybe it doesn't like swallowing water!!

Results

FTD	G, Simpson	421.6
7th in class 19th O/A	R. Ineson	563.7
8th in class 20th O/A	J. Renny	566.8
3rd in class 50th O/A	I. Richardson	772.2

PS. Hot News - The Bitza has now changed hands - Mackinnon succumbed to the Renny offer!!

The return match took place with better support from members this time and resulted in victory for TMC after a most enjoyable event.

Richard Ineson showed his undoubted autotest ability to finish a clear 1st O/A and was backed up by Chris Sharp 4th O/A and showing promise again, Ron Mackinnon 5th O/A in a large car with a navigator known to be prone to car sickness, Steve Lancaster 7th O/A and still not a mark on the car, Clive Baty 8th O/A not repeating his superb PCT form, P. Karran 9th O/A and P. White 12th O/A.

NEW COVER COMPETITION

Only two entries to our new cover competition in reply to which

1. Yes John I know I promised you but all your pictures came out rubbish so hard luck.
2. No Mr Lilley it isn't you and don't keep telling everyone that it is.

The real answer is .Ari Vatanen/Terry Harriman on the RAC 1980 in Wykeham Forest.

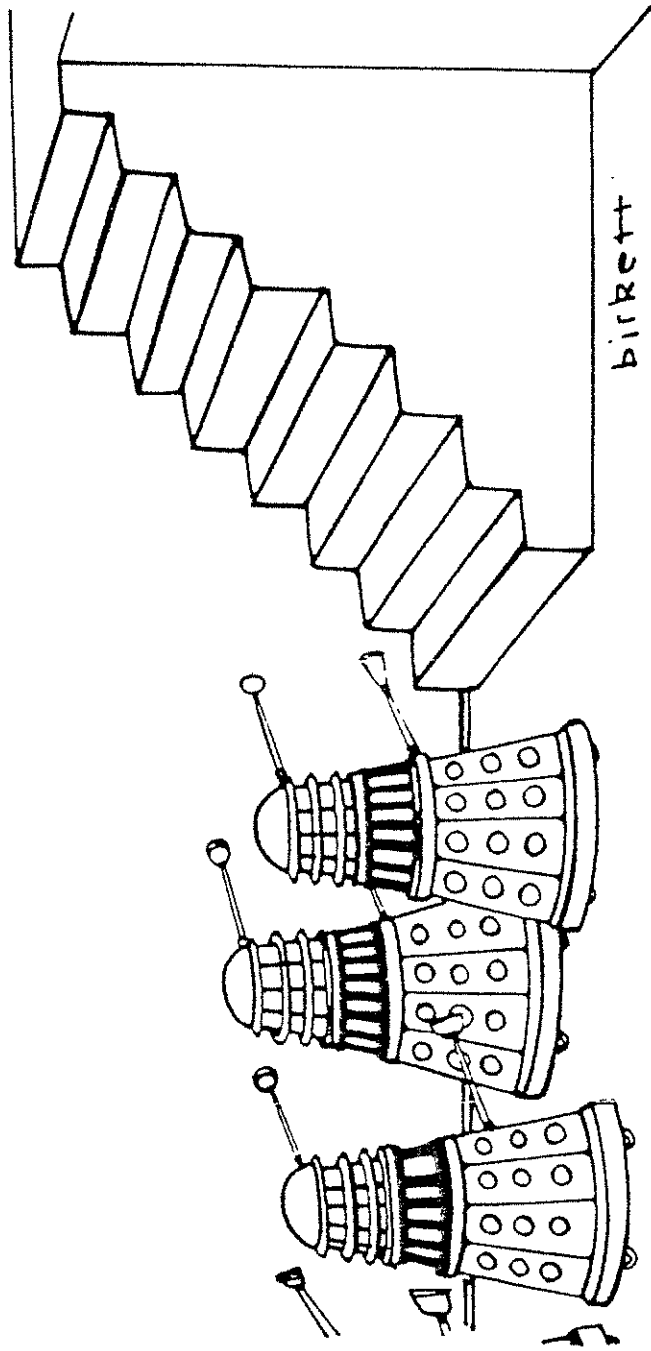
The picture was taken by John Renny and he takes size ten wellies.

MR. ANGRY

Welcome to the best part of this rubbish mag. You must be sick of reading the garbage people write in this magazine and that so called Editor is no better for printing it. If you ask me the sooner that McNichol bloke slings his hook and gets back to getting people lost on rallys the better. Still you only have to suffer him for next month then hopefully someone with sense will be the editor. Come to think of it the entire committee could do with dumping and then we might get some sensible people like me running the club, so come on all you lot, nominate yourselves for committee and get rid of idiots like McNichol Mackinnon, Stanhope etc. the loony left has run this club too long, its time we had answers to the questions I've been asking.

Is there life after targa?
Have the clubs funds bought Stanhopes Porsche?
Is Roland Rat a mate of Basil Brush?
Why are there no arms in this overcoat?
Where are they taking me?

ENTRANT'S LICENCE NUMBER is 04161 Please use it.



"Well, this certainly buggers our plan to conquer the Universe."

MANX NATIONAL RALLY - 1987.

Having looked forward to the Manx all year the prospects of the ride in Brian Colligans Escort in May seemed to be deminishing as every day passed the week previous. It was our intention to fly to the Isle of Man on Wednesday so we had 3 days recce time before the event on Saturday. However - one problem; we were looking short of one essential ingredient - a car, or to be more precise the bits that go "growl" under the bonnet.

DTW had been entrusted to rebuild the engine, fit the BDX head and install the fuel injection system and have it back for a few miles running in and a bit of a play before being pushed down the narrow tarmac on the Isle of Man.

However - Monday - no car - decide not to go Wednesday - rebook provisionally for Thursday. Tuesday - no car - start to worry. Wednesday, Phill Lilley and trailer set off to collect the car "ready this afternoon", teatime; slight problem don't worry - set off Thursday a.m.

So we did - arrived late Thursday morning - collect hire car at airport - register with C of C and off to check notes. We used the notes supplied by the organisers and changed to suit ourselves and by evening had done quite well - BUT! still no car, no service crew - then it arrived, but why is it on the end of a rope ?.

Explanations revealed the thing hadn't run till the early hours of Thursday morning, Phillip having made DTW work all night to finish the job. Only problem now - it wouldn't start without towing! Solution?, have a drink - or two or many and worry again next morning.

Up early Friday - a little worse for wear to get back to our recce, a bit too early for the C of C who stopped us just after we started to give us a severe colloking for being on the route before 9.00am - anyway the threat of exclusion is a little empty to crew with a car that won't start - still we worked hard Friday and had done every stage 4 times by

vening and were happy enough.
Meanwhile Phillip and Mack had got the beast to start and ran it round the TT course a few times to run in so we were starting to look like we might have a chance of starting the rally at last. Next mistake - Brian decided he'd better drive the car - Brian returned white and with no comment - he is not known for being quiet but questioning revealed he was well impressed with the new engine, in fact it had impressed the s---t out of him.
Scrutineering came next - I decided to go down to scrutineering to do the posing bit as we presented this fuel injected monster and we were promptly knocked back for using 10inch Minilites on the back of the car - new regs' say the maximum width - "with tyres" - is 10 inch, ours "with tyres" was 10½ inches. More problem changed wheels to pass scruteneering but we were warned that we would be checked during the event to see we didn't change back again.
We had had so many problems by now I was sure that if we got the car off the start ramp without crashing it it would be a major achievement.
On Saturday came and we readied ourselves for off, Brian was worrying about the power of the thing, me worrying about everything, Phillip and Mack past worrying about anything!
1st stage start and plenty of adrenalin, apprehension and the rest. If you haven't seen rallying in the Isle of Man the best way that I can describe it is: you've heard the saying "an accident looking for somewhere to happen", well this is the "somewhere" it probably will happen! The tarmac is mainly excellent, the weather dry and the atmosphere conducive to "brains at" driving - unfortunately the roads are also very narrow and unforgiving with so many bits that look the same but aren't - a perfect recipe for having an accident if you try too hard but being nowhere if you don't try too hard.
1st stage we went badley - part was on the TT course that out for ½ mile then a slight right - at the recce I had changed it to flat right, when we came at it 10,000 RMP in fifth I bottled out and changed

back to slight right but we survived OK. However the voltmeter said we had no charge to the battery, dear. SS2 was OK, SS3 we had to push start the car, SS4 was the end of "loop" so back to service not too impressed with the car or ourselves.

At service Phillip and Mack tried the starter and topped to the levels - like 10 gallons of fuel we had just used in 55 miles and sent us off reassured. The next loop of 4 stages included a white through a farm-rod, a hairpin you had to do 3 point turn on and come flat in fifth bits where you'd think you could have a rest for a while - but in truth they went so fast the next note was never far away to be read! End of SS8 was half way, so a little time to have a look and check the car. At this point came the remarkable news that despite going what I thought to be pretty quick with a quick car we were lying 35th. I've always known that the likes of Brookes, Fisher, Wilson, Collins, Meagher, Mellows and Pond etc are good, but this is a bit of a blow to find out just how good they are. Brookes was in a group A, 2 litre Kadett and had 5 minutes off us in 60 miles! Tony Pond was 2 minutes in front in a group N Maestro - now come on! On the other hand there were 130 starters, so maybe we were doing OK really.

Anyway the 2nd half ran as the first with the first loop of four stages. On the first stage we were 25 seconds fresher than in the morning - and it felt that much quicker, and we continued to improve throughout. We were the front runners were much the same as on their first runs,

and SS12 - back to service and more reassurances from the dynamic duo and away for the last four stages - I was beginning to believe, for the first time, that we were actually going to complete this rally. The car was fabulous and we were going better all the time. There were a lot of cars parked up as we went through stages 13 and 14 which is always nice to see (only competitors don't understand what I mean!). SS15 was the tricky bit & hairpin then a blast to the finish - unfortunately we didn't blast far enough, and the car decided to go on off and have a rest, and, despite my technical

attempts to find the fault - i.e. hit everything
electrical to make it work - our rally was done. Just
when a finish looked due even if somewhere in the top
0.

So the car deceased at 6.15pm on the far side of the
sle of Man, at 9.45pm I was sat at home in Kippax with
lawyer reflecting on a memorable, if slightly
isappointing event, a little shell-shocked I suppose
at full of admiration for these "professional" drivers
who had shown us the way home.

Well, my thanks to Brian for a most enjoyable trip
and to Phillip and Mack who looked after the car so well
The note of the event goes to Phillip Lilley who, having
had a play with the fuel injected monster, reckons if
Steve Bannister is only 4 seconds a mile faster than him
in the forests with that kind of power he "must be
arked up". and "a total wanker". - give Phillip
that power in a Yorkshire forest and ----- he'd
have to find a new navigator!.

MCNICHOL

SHELL LEAGUE REPORT

Well its happened on our best ever score of the year. We've been rolled-over by Alwoodley who have done the dirty on both the rule s of the Shell League and Trackrod Motor Club. I'm not very happy, and I don't care who knows. Alwoodley, watch out 'cos I can play dirty as well, but only on whom I have to, and when it's necessary. I bet you all want to know whats going on, don't you. Well I'll tell you.

Round 5 was YSCC Hill Climb, and our team that I picked consisted of Peter Green, Richard Jackson, Tony Abrams, Jon North and Tom Whittaker. The round was initially won by Trackrod on the day, except that later I was told that Peter Green had already scored points for Alwoodley on the Three Swans (round 1) OK I hear you say, my mistake, but firstly Peter was with an Alwoodley member and down on the entry list as a mixed club crew. And secondly is not andhas expressed that he will not be an Alwoodley member - now the Shell League rules state...Quote"Both team members must be fully elected members of the club they represent and must enter the event in the name of that club" I think that sentence alone states the obvious, don't you? I say, re-enstate our rightful points and deduct the points that Peter has unwillingly scored for Alwoodley, on both the Three Swans and The White Rose rallies. You can be assured that until this matter is rectified I will continue to hassle all concerned.

OK, I'm down off my soap-box for now. As previously mentioned we had a super performance on the hill climb with Peter Green and Jon North both winning their classes. Richard Jackson and Tony Abrams second and third in their classes respectively and Tom Whittaker seventh in his class. Well done to all of you, and a big thanks to YSCC for organising a good event on an awful day. The rain and wind never stopped.

The following week-end saw the White Rose Rally and we did manage to make up a team of three cars. Bernard Fernyhough/John Bean in the semi-expert class managed seventh and Richard Endley/Vince Fletcher managed a good sixth in the Novice class (would have been first I have been told except for a slight problem with a ditch!). Peter Rutterford/N. McDonald (two new members) unfortunately had to retire at my control

with some odd noises coming from the front. In the event we finished sixth and we are now placed ninth overall after six rounds with two PCTs and two road rallies to come. Come on boys and girls, help keep us in the top ten so we can organise another event next year.

Thats it for now.

RONNIE MACKINNON
Shell League Captain

FORTHCOMING EVENTS

John North will report on his two class wins on recent Hill Climbs—well done John.

Andy Munnis will describe what its like in the hot seat of Charlie Paynes Ascona 400.

A full report on the June Jesters Autotest .

A report of the Summer Wine rally by a member who got further than the first control.

All this and much much more.

MARSHALING DUTIES JULY 1987

July

- 12 Tynedale Stages. S/V Forest Rally. Chief Marshal M. Archer 0661-33167.
- 12 Armstrong Massey S/V Stages. Leconfield, Beverley. Chief Marshal Gareth Scott 06965-7122. (PERMIT ONLY)
- 18/19 Torque BAC Charity R/R. Start-Public Car Park, The Rock, Bury. Chief Marshal John Cope 061-761-6798. (Yes our John Cope!!) Please try and support as John has always helped on the Novice Rally and will be this year.
- 25/26 Trackrod M/C Novice Rally. Supported by Duckhams and Auto Safety Centres.

Marshals are still required for our prestigious Novice Rally. If you haven't booked your control yet do it today. See me as soon as possible (or fill in form in last months mag). Start 104-286333. Auto Safety Centre, Armley Road, Leeds 12.

Everquip "Moonraker" Rally, Leconfield Airfield, Beverley 2nd August 1987.

As we have the distinction of being one of the invited clubs for this event we have been asked to provide a team of marshals.

The stages are very very fast and as there are strictly no spectators a good day can usually be assured.

All of you who are interested please give me your names as quickly as possible for passes etc. Cheers.

Editors Note

As an added attraction Brian Colligan and myself will be out in the fuel injected monster so get on the first bend and stand back!

STOP PRESS

Costa '87 The Premier Road Rally 19/20 Sept '87. Marshals are also required for this event so why not book your control early. Ring me on 0532-527031 or see me at any club night.

MARSHALS FORM TRACKROD NOVICE RALLY 25-26th JULY 1987

Name.....
Address.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

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

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

Chief Marshal

TRACKROD TROPHY POINTS JULY '87Trackrod/Newman Trophy

R. Kemp	68
J Westmorland	35
B, Dove	35
R. Simpson	25
R. Mackinnon	25

Editors Trophy(4 events gone)

<u>Drivers</u>	
J. North	23
B. Fernyhough	20
P. Sykes	20
C. Harber	16
I. Richardson	16
<u>Navigators</u>	
D. Lee	23
J. Bean	20
C. Harber	20
J. McNichol	17
P. Sykes	16

CJ & DW Taylor Trophy(Best lady competitor)

C. Harber	192.2
J. Smyth	163.1
J. Dove	67.5
V. Renny	38.3

Shell League Trophy

J. North	181.5
P. Green	92.5
C. Harber	84.2
B. Fernyhough	79.4

Off Road Events Trophy(Not TMC Events)

J. North	356.7
P. Green	92.5
R. Jackson	65.0
D. Lee	58.8

Rally & Speed Autotest Trophy

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

Dickinson PCT Trophy

C. Batty	10
J. North	10
R. Cross	9
I. Miller	9
J. Dove	8
R. Mackinnon	8

ANCC Rally Navigator

J. McNichol	134.2
Miss C Harber	105.0
P. Sykes	84.2

ANCC Rally Driver

P. Sykes	105.0
C. Harber	84.2
P. Chambers	24.2

CONT....

FSB Trophy Driver

J. North	32
T. Whittaker	24
B. Fernyhough	22
P. Sykes	18

FSB Trophy Navigator

J. McNichol	57
D. Lee	32
J. Smyth	24
J. Bean	22

Lloyds Stages (Multi-Venue) Crest Motels Trophy (Single Venue)

T. Whittaker	124.8	B. Colligan	105.0
P. Lilley	88.3	T. Whittaker	38.3
N. DuCross	25.8		
A. Powell	6.0		

Marshals Trophy

RS Simpson	70
J. Westmorland	25
M Westmorland	20
R. Kemp	,20
B. Dove	15

Gordon Jefferson Co-Driver

J. McNichol	195.3
J. Smyth	163.1
R. Parkin	25.8
B. Dove	3.0
R. Mackinnon	3.0

Service Crew Trophy

V. Fletcher	20
M. Varley	5
B. Dove	5
R. Kemp	5

J. WESTMORLAND
Trophy Points Sec.

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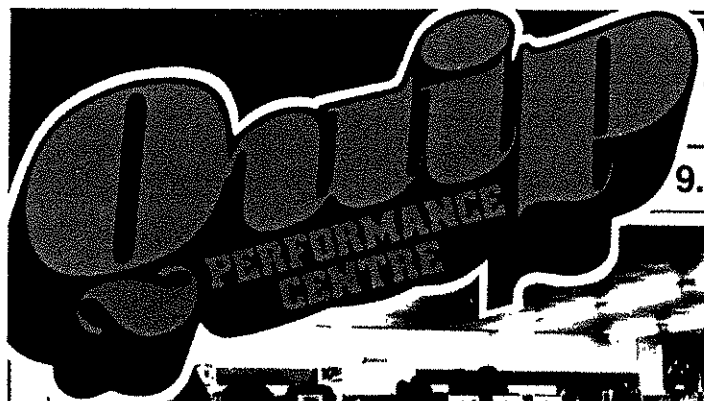
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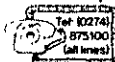
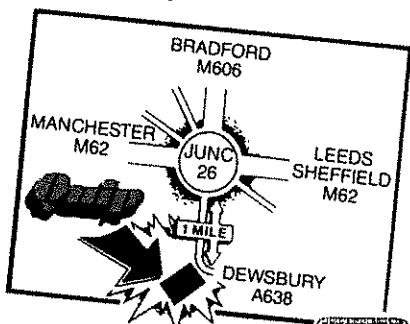
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