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# TRACKROD

## MOTOR CLUB

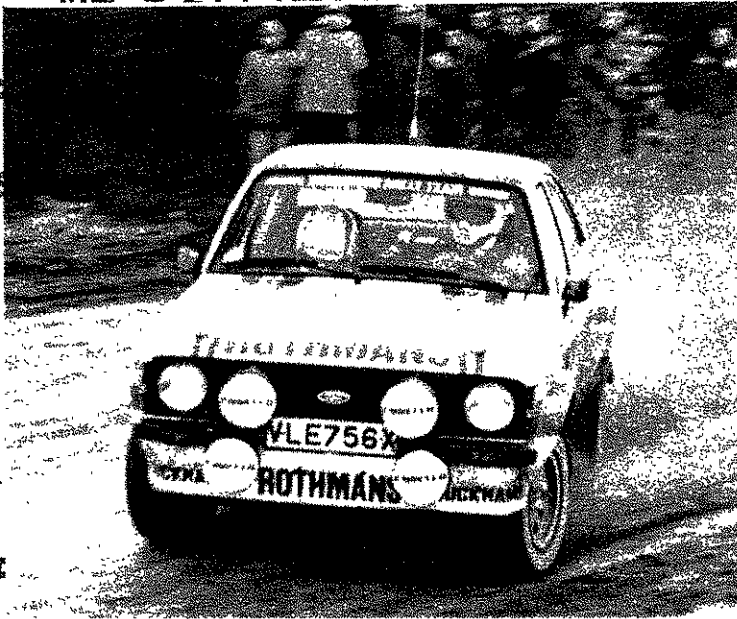
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THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB LTD.

No. 199

AUG 1987

EDITOR

A year has now passed since I was volunteered on to the committee as editor and I must say it has been different! As we are now seeking a replacement editor I won't say anything about the problems (they're soon forgotten anyway) but express my thanks to the people who have made it possible to produce the magazine over the last twelve months. Particular thanks to Jane who has managed to type the articles despite little interruptions like having a baby and to my better half Jenny who has put up with all kinds of things in the cause of Trackrod motor club.

I am always grateful to the members contributing articles and feel that the arm twisting has been worth while as over thirty members have made the effort to put pen to paper. Initially I made the promise that I would print anything I was given and have kept the promise though I've taken a few deep breaths at times but decided 'publish and be damned'.

Also standing down from the committee this time is Ronnie Mackinnon who has carried out the duties of Chairman for the last two years and will prove difficult to replace as he is the only member who owns a suit let alone a kilt. But seriously I am sure the membership will thank Ronnie for his hard work over the last two years. This peice is beginning to sound like an obituary to passing committee members so whats happening on the competition front? Personally not alot; I was out marshalling on the Torque BAC which proved interesting and then acting as time keeper on the Novice Rally. After the problems of the previous two years Derek Lee took the brave decision to run the rally again this year and was rewarded with a trouble free night. Richard Simpsons involvement was invaluable through-out and competitors appeared to enjoy the event imensley. Some idiot set the clock wrong at the end of Yeonsley but I'm sure it was the

first time many competitors have cleaned a section so I hope it was a thrill for them. The said idiot time keeper was chauffeured round by Derek Marshal in his road car, it being the first time the pair had been in a car together since a terminal accident seven years ago in the Warburtons Bread Avenger and I'm pleased Derek still has the ability but does now lift off on loose chippings. Thanks very much Derek - hurry up and get that Sunbeam finished.

The only thing to marr the Novice Rally was some contention after the event that certain crews were not eligible ie. should be experts. However most allegations were not supported either by protest money or concrete proof but by largely 'imagined' rules quoted as being gospel but with no actual reference to blue book section and verse. Maybe we now know the reason why there are so few Novice Rallies run nowadays.

Anyway, I may aswell finish on that controversial note and wish you all, and particularly you competitors - good luck for the future.

J. MCNICHOL  
EDITOR

DEADLINES FOR ARTICLES FOR THE SEPT MAG IS 25TH AUG.

32 Beechgrove Terrace  
Garforth  
LS25 1EG

14 July 1987

The Chairman  
Trackrod MC Ltd.

Dear Ron,

As we fast approach the end of another Trackrod year and the start of the next, I have been thinking of past events, people and things that have happened involving our motor club, and realised that the last time I wrote to the Committee was under rather unpleasant circumstances as I am sure some of you will remember.

So this time it gives me great pleasure to write to you to thank you as chairman and all of the committee for their very hard work over the past twelve months. I understand our editor is not to stand for re-election due to new ventures and I would like to say he and his wife have done a magnificent job. (WELL DONE JOHN & JENNIFER) and wish them well in this new venture.

Please pass this letter on to the committee and feel free to print if you wish.

Yours very sincerely  
MIKE OGDEN.

August

- 11 East Leeds Leisure Centre
- 18 Beehive  
Thorner
- 25 Wharfedale  
Arthington

Sept

- 1 Crown  
Boston Spa
- 8 East Leeds Leisure Centre
- 15 Beehive  
Thorner
- 22 Wharfedale  
Arthington

R. KEMP  
Social Sec.

SPORTOMOGGIN

Just a brief note of thanks to Peter White, John Westmorland and Paul Fletcher for marshaling; to Pam White, Barry Dove and Richard Endley for assistance with equipment and special thanks to Becky Kemp without whoses help the event would not have started and Jenny McNichol without whose help the event would still not be finished.

Thanks to all the competitors who turned out to make it worth while and also raised £18.40 for the club.

VINCE FLETCHER

RALLIES S-Stage R- Road H/C-Hill Climbs

August

8	Bolton Le Moors	S	Aintree Stages
9	Knowdale	H/C	Baitings Dam
9	Glossop	S	Hob Hey Stages
16	Selby & DMC	S	Gladstone Stages
29/30	Morecambe CC	R	Morecambe Rally 97,98,102, 103.
29/30	Highmoor MC	R	Nighthawk 103,104,109,110.

Sept

5/ 6	CSMA	R	Highwayman 100,105,106
6	Preston AC	S	Silva Stages
19/20	Trackrod MC	R	Costa'87 92,98,99,100
(Help needed see R Simpson, M Kemp or B Dove, PLEASE)			
20	Lindholme	S	Forest Stages
26	Quip Stages	S	Trackrod National

Oct

31/ 1	Alwoodley	R	Larkspeed
LATE ENTRY			
Sept 6	Rotherham MC	S	Harrier Stages (Kirton Quarry 112).

PCT'S & AUTOTESTS

August

9	Trackrod MC	Restricted PCT	Championship round HELP! Please John Bean 611132
30	Whitby & DMC	PCT	
2	York MC	Autotest	Restricted
9	Huddersfield MC	Autotest	Restricted
16	Keithley & DMC	A/T	Closed
16	Lindholme	A/T	Closed
18	Otley	A/T	Closed
19	Ilkley	A/T	Closed
19	Kirby Lonsdale	A/T	Closed
23	Ilkley	A/T	Closed
30	Huddersfield MC	A/T	Closed

BARRY DOVE  
OLD COMPETITION SEC.

Doesn't time fly? The end of yet another year. As you read this the AGM will have been and gone. You will also be relieved to learn that you will have another chairman for the following year at least, someone else to bore you through these pages. Someone else who will try and make sense of our membership and of course someone else who will be the clubs 'figure head' so to speak. I'm sure the lucky person will enjoy the experience as I have done over the past two years.

As I've mentioned already, this is my last chairmans chat, so what can I bore you all with? It is customary to reflect on the past year with regard to Trackrod and for me to point out the best and worst of the year. This I shall be doing at the AGM anyway and so I shall spare the faithful ones amongst you who turn up on the 5th August the agony of going through it all again!! Those of you who were unable to attend for what ever reasons - tough. You'll have to wait until next year when the minutes from this years AGM are circulated.

Suffice to say, I believe this past year has been successful for the club with many of our proposed plans being adopted and I hope will continue to be so. The committee has worked well and to my knowledge the club membership has had no real criticisms that have not been able to be sorted out to everyones satisfaction.

This month has been fairly busy, as I've been competing in two Shall League PCT's for the club. As there will be no Shall League report this month, I shall briefly tell you that at Ilkleys PCT I was the only entrant from Trackrod!! Where were you all? At the GP, or probably sat at home watching it? Anyway Moira and myself had to uphold Trackrod honours and finished second in class and received seventy points for our troubles. It was a great day and a well organised event. At Yorks event the following weekend (when it rained everywhere else) we also had a great day, no rain and little wind. Unfortunately, we were amalgamated with the Novas, Metros, etc. due to

CONT....



our class being too small. All the same we put up a good show and although I've not received the official results yet I think we finished around 13th in class from 19 starters. Jon North, family and Ronnie Moore were also in attendance and also did well in scoring points and having an enjoyable day in the process. Thanks to them for supporting Trackrod. Now after eight rounds on a rough calculation I would say we are lying 8th O/A in the championship. So, all you rally drivers I want a better performance from you on the last two rounds than on the first two!!! So now is the time to make sure your cars are prepared and ready for round 9 - our own 'Costa' Road Rally on Sept 19th/20th, and then the last round the Larkspeed Road Rally on 31st Oct/1st Nov. Don't let me down will you?? - I know you will do your best. So that's it, the end of another chapter in Trackrod's history. All future complaints to our new chairman who I'm sure will be introducing himself to you all through these pages, next month. I'm not able to say who the new chairman will be, as I believe we have two interested parties!! Makes a change to have some competition don't you think? Anyway, see you around on Tuesdays. Safe driving and remember to keep a careful eye on that rear view mirror!!

RONNIE MAC -- RETIRING CHAIRMAN

Trackrods contribution to the BTRDA Autotest Championship with some of the top names present. It's a month since this happened so my comments may be briefer than usual!

Great stuff - tandem tests.

Ineson gets on two wheels on test two and decides to blow tyres up.

Obvious that the pace is ultra quick Glen Simpson (Mini 1275) and David Haigh electric to watch.

Moans and groans about tests being tight for anything other than a mini - and the Haigh Special - though you wouldn't have thought so to watch the Lotus 7 of Malcolm Livingstone.

Dick Squire has not lost his touch after his short lay-off though hes lost some of his pace - Ineson has lost the lot!!

However - keep going - the biggest pot is for Best Trackrod and I'm the only entry!!

Tests proving to be very hard work and approaching a minute long - straight off one on to another means each 'pair' of tests is effectively one of two minutes duration. Ineson needs cardiac machine and oxygen at end of each pair!

Final pair - great test, lots of free turns. Glen Simpson paired with Ineson who is inspired to keep right with the brown Mini until the last free turn when the clutch pedal jams to the floor!! - tough - too weak to do anything by now save put it on the trailer and collect pint tankard!

Thanks Ronnie Mac for the days sport (??) make 'em shorter and more open for '88 please.

Not surprisingly D Haigh got FTD 3 country miles in front of G Simpson.

Ineson a reassuring 11th O/A.

R. INESON

Nothing stirred as dawn broke over the famous Midland Hill Car Park at Bingley.....

except the newly painted Trackrod caravan.

As John Renny crept away, leaving the cryptic message "Sorry Ronnie, couldn't stay, something else has cropped up" all was peaceful once more...

Not for long however! Soon the car park was buzzing with life as the 1987 June Jesters Autotest got underway.

Despite the dismal weather and the Genesis concert in Roundhay Park, the event was well supported competitively. However, considering that this BTRDA/RAC. Event, organised annually by Trackrod MC, is one of the most important in the Autotest Calendar, it was rather poorly supported by Trackrod members themselves. All those who did attend, both from Trackrod and other motor clubs, enjoyed a day of well organised and highly competitive motor-sport. All credit is due to the excellent organisational skills of Chief Marshal Richard Simpson, Timekeepers John and Martin Westmorland and Scrutineer Barry Dove and to the efforts of all those who so ably assisted them. Thanks also to Martin Kemp, the Club Steward. Though I say it myself, the efficiency of the caravan crew was quite unsurpassed...(Well actually we were just grateful that nobody gave us any hassle as Jenny McNichol and I were both completely new to this results game). John McNichol saw to the 'scores on the doors', ie. the outside scoreboard and (even more creditably) attempted to maintain calm in the caravan!

Jean Dove, the secretary of the meeting, also doubled up I/C refreshments - not an easy task as the gas blew out every time the caravan door was opened!

Unfortunately, Jenny and I hardly had time to lift our heads from the results sheet - Jennys brain keeping marginally ahead of the calculator every time. However the bit of motor-sport we did manage to see, looked most spectacular - not surprising with some of the cream of auto-testing being present in the form of David Haigh, Malcolm Livingstone, Glen Simpson and Richard Squire.

The results were as follows:-

FTD	
Monroe Shield & Replica	D. Haigh
First in Class ABC	G. Simpson
2nd in Class ABC	K. Evans
First in Class E	M. Livingstone
2nd in Class E	R. Squire
First in Class F	P. Jackson
2nd in Class F	D. Sowman
Best Novice	J. Larkin
Best Lady	B. Squire
Best Trackrod MC	
Towstar Shield & Replica	R. Ineson

Once again, many thanks to all who helped make the day such a success, but in particular to Ron Mackinnon for all his hard work in organising and overseeing what was by any standards a most enjoyable and successful event.

NOIRA FRANKLAND

#### NEW MEMBER

A warm welcome to new member Thomas Stones—should go down great (Sorry).

#### WINDSCREEN CARDS

Yet another benefit of being a member of Trackrod Motor Club! Enclosed with your magazine this month is a Bridgewater Windscreens privilege card this is self explanatory and should you need to use their services they allow you 28 days to pay so you needn't be stranded if you don't have the means of payment to hand.

TRACKRODS ENTRANTS LICENCE NUMBER IS 04161 PLEASE USE IT ON YOUR ENTRIES.

## ODDS AND BITS, SODS AND BATS.

Well here we are, another month gone and another one starting, doesn't time fly when one is enjoying ones self. Granted I have done nothing this year on account of changing my job as well as my car, but never the less there is always plenty to go and watch. The getting involved with organising or helping on events has gone flat, the number of people who must have filled out the form printed in the newsletter some time ago, regarding peoples experience with which ever line of motor sport they care to follow. I for one have in the 15 years I have followed rallies have done at some point or another all types of marshalling and time keeping, but its always the same people who get the job on the start line, finish line or in the nice warm caravan.

Well the AGM is with us again, I wonder at the time of writing this article who will be trying to keep us all happy over the next club year. The year I was on the committee was not a very happy one for me, what ever I did or tried to do or suggested was knocked back by the same people and trying to get money for necessities was like trying to rob a bank with the police watching. An amount of money which ran in to three figures was raised by various means for a noise meter, which granted is an asset to the club, but £30 could not be spent on essentials, ie. new control boards, When the boards were re-vamped it was at the lowest price and paid for by the lookout rally. A small amount was raised by a donation from another club who had borrowed some equipment, but that had to go towards the noise meter of course. Well thats it for this time around, congratulations to John McNichol on a great 12 months as editor, an editor who has printed everything he has been given, and with little alteration. As always people have the right to voice their views, the AGM is one occassion and going by his article in last months mag the asshole called Mr Angry is going to run the club single handed, that is asuming he only has one.

CHEERS

MALCOLM JAGGER

## STC STAGES

Having sat on the side lines for the last eight months, I was asked by Charlie Payne to co-drive on the STC Stages rally organised by Poachers MC on May 17th. Not having any spare funds it was an awkward decision to make, but the chance of sitting in Charlie's Manta 400 was not to be missed; I'll worry about the money afterwards.

An early morning rendezvous at the Selby Fork preceded an uneventful run to Grantham for the start. Due to the travelling time involved, I had only 40 mins. to plot the 19 stages and work out our service points after scrutineering and signing on. You may wonder why plot anything when a Road Book with Tulip diagrams is issued? My answer is that a Road Book cannot account for any wrong slots a co-driver makes; nor were the stage diagrams which were drawn free-hand as accurate as OS maps. Whilst waiting at the start of each stage I would annotate the stage diagrams with the correct lengths of straights taken from the OS map as well as the true type of corner rather than the dubious free-hand versions on offer.

The top ten entrants were made up of, 1 Dave Holland, 2 Chris Pearson, 3 Dave Turnbull, 4 Brian Bell, 5 Les Sharpe, we were at six, 7 John Greves, 8 Chris Ruck, 9 Jeff Scriven, 10 Mick Moore. Servicing was allowed on any yellow or brown road, plus layby's on A roads; except where specifically forbidden. I planned 1st service after 3 stages which were grouped close together. The run out proves my point when I missed the correct slot R off the A1 due to the trip meter being out. The first 3 stages were all farm tracks; with SS3 including a 3/4 mile blast down a disused single line railway track where with car 7 we set equal fastest time of 1m19s. First service saw us with 4m27s penalties, 1 sec down on the joint leaders - cars 7 and 9, and 5s up on Chris Pearson. Already in trouble were Holland who dropped over 2m on SS2 to everyone else, and Brian Bell who lost 30s to the leaders on SS3. We also had

our problems with Charlie being unhappy with the engine as it was missing on No1 cylinder. SS4 was another short farm track stage, which saw ourselves, cars 7 & 9 all drop four seconds to Chris Pearson. Second service was outside the Prince of Wales Barracks at Grantham where the service crew continued to try to clear the misfire. SS5 and 6 were duplicate runs around the perimeter tracks in the barracks, finishing off due to last minute route changes with a 1/2 mile straight over a grass field on tarmac racing tyres!! On SS5 Charlie spun the car on an open hairpin, dropping five or six seconds. A better time on the sixth stage still saw us losing time to our rivals. Back at the service point I found that the marshal for SF6 had signed in the wrong box. He had inadvertently signed in the competitors signature box for SS6. Knowing the problems on past Lookout Rally's missing signatures had caused, I diverted Charlie off the route to SS7 to call at SF6 and have the correct box signed - better safe than sorry. SS7 Ropsley Quarry saw us again set equal fastest time, with Chris Pearson. Unfortunately the stage seemed just one long series of open 180 degree bends and no straights, totally boring. Three concrete track and two farm track stages took us to half-way, losing time on all five to the other front runners due to the continuing misfire problem. Dave Holland retired in the queue at SS9 when his engine refused to fire-up.

At the halt we were lying equal 4th, on 21m31s with car 9 Scriven, behind Greves 21.06, Pearson 21.08, and Sharpe 21.10. Dave Turnbull was lying 7th on 21m 45s. With the rain falling heavily the mechanics continued to try to rectify the misfire, whilst I plotted the rest of the 2nd half. By the time we reached Blankney Quarry for SS13 and SS14 the rain was bouncing down but at least the misfire had gone. Chris Pearson running first on the road, set a time of 2m 59s. Dave Turnbull was next, he did 3m 09s, then John Greves, running early, set off in front of us. As we waited for our turn, Chris Pearson set off on SS14. As

the rain continued unabated we set off with Charlie in a very determined mood. Round an open 60L, 100 straight into a 120R uphill; there on the 120R was Pearson sideways in a ditch. Charlie was really trying with the car broadside thro' every corner - flat out! On a 150y straight with a low fast yump in the middle was the leader John Greves parked up; the adrenalin really started to flow now. The stage route now went along the quarry cliff top, as Charlie started to clip the corners over 30ft. drops, I began to worry. I'm not a religious person, but I shouted "Jesus!" when Charlie went so close to the edge I thought the nearside front wheel was resting on air. Screaming into the flying finish we stopped the clock in 2.53, 6 secs up on Chris Pearson, and what turned out to be a fastest time. With Greves out we moved up to third. SS14 saw us much cleaner thro' the stage with exactly the same time, 2.53, which was equalled by Les Sharpe, another equal fastest time. With Pearson stranded on SS14, we now moved back to 2nd behind No5 Sharpe. Only 21s separated us with 5 stages to go. SS15 was a 1.5ml farm track, we set a time of 1.55, equalled by car 9, but Sharpe spun and dropped 10s to us, the gap was now down to 11s with 4 stages to go. Next up was a 1.4ml farm track run twice. "Five hundred yards straight then 90R45L then another 500" I said to Charlie. Flat down the straight, Charlie braked for the 90R, down thro the box, round the corner into the 45L. As we gor thro' the 45L the tail swung wildly to the right, throwing us off 10 yards into a cornfield on the left. Keeping the car going Charlie regained the track but we had an ominous rattling noise from the rear nearside. We completed the stage in 1.58 dropping 22s to Sharpe. We immediately headed back to the service halt where the service van was staying. Investigation revealed that the bracket on the axlecasing connecting to the suspension had sheared. The movement of the axlecasing had momentarily seized the nearside drive shaft causing us to spin on SS16. The mechanics were preparing to do a make-shift weld in



the torrential rain, but Charlie saved them getting completely soaked through by deciding to pack up and go home. Charlie was after 1st O/A and that was now lost; with only 3.8 stage miles left and a 33 s deficit to Sharpe, 17s to Scrivener and 2s to Bell, we had little chance of catching all three.

SCOOP

MERCHANDISE CORNER

White T-Shirts with motif M L XL	£ 4.50
Red Sweatshirts with motif M L XL	£10.50
Sew on badges (Pukka job, cloth)	.50p
New TRACKROD MC sticker (Ace) Red on White	.65p
Malboro Rally Jackets? (See Rod Parkin) <u>Crawl</u> (Wheres mine Rod)	MEGA BUCKS

See either

or REBECCA KEMP  
BARRY DOVE

## ARMSTRONG MASSEY STAGES

After a break of 6 months since the Sherwood Stages this was our first event of 87 in the rebuilt Nova now a 1300 sport with a 5 speed box and a new colour scheme.

Out of an entry of 60 there was only one other Trackrod crew, N. Dixon/M. Dixon at 46 in their Dolomite and us at 55. The first car was due to start at 9am for 8 stages around Leconfield, all on a 2 lap system, with each stage repeated twice hence the 30 sec start intervals. This year, to slow cars, chicanes were in place on the faster sections.

Stage 1 went without any problem, just shaking off our rusty edges. Stage 2 and the 4th time through the tightest chicane, caught us out and we had a half spin without hitting any bales but we were 3 seconds slower than our stage 1 time, and then back to service and no problems.

After stages 3 & 4 which were variations of 1 & 2 and again no problems or dramas, and back to service. Stages 5 & 6 were further variations with a loop on broken tarmac and a big water filled hole. On stage 5 we caught and passed a mini which for us made a change and showed the new power of the Nova. Back to service and the results showed us 30th O/A and 3rd in class. After a tyre change to replace the worn front Colways we discovered the rear wheel nuts were loctited to the studs and 2 studs came out of the hub. We had no option but to replace them as they were and repair it later, hoping in the next 2 stages we did not loose a wheel!

On stage 7 we caught the Dixons who were quicker on the straights but we had the advantage on the bends and we eventually passed them before the tight chicane. On the final stage of the day and now used to the car we beat our stage 7 time by 20 seconds.

Results showed car 60 a Skoda had beaten us although our times were within seconds all day except his time for stage 4 had been amended and he was now 4th fastest on this stage! We queried his time with the Clerk of the Course saying his time was a minute out, but the check sheet and their time card showed the same time, now we see why they are surprising these Skodas.

So we finished 30th O/A, 4th in class, 29 seconds behind the Skoda, with the Dixons 35th O/A, 21st in their class, the event won by the twin engined Scirocco of the Mathers. John McNichols 'friend' John Pye, Car 1 retiring the Asconà after stage 6 what will happen on Aug 2nd on the Moonraker at the same venue?

STUART BELL/STEPHEN SANDERSON

MR ANGRY

Angry is not the name this month - furious is nearer the mark I can tell you. Quite honestly the members of Trackrod Motor Club make me want to throw up in fact I'm that pigged off I've decided not to even stand for the committee this year.

What has brought on this fit of temper from this event, tempered person? I hear you ask. Well actually I'm disgusted at the lack of interest from the members in the last month.

We had a great time on Sportonoggin but there should have been many, many more competitors out for the efforts put in by the organisers. The support for the Novice Rally marshal wise was even more abismal - its a poor do when members cannot make an effort and help support the organisers by doing a little marshaling a couple of times a year.

Anyway, you lot have been warned unless there is more support for the Costa and the Quip I'm off to join a club where they appreciate the organisers effort s with a little support - why the hell bother joining a motor club if you can't do your bit occasionally?

But don't forget the RAC Rally in November we are all going to volunteer to go marshal but on the day won't bother and go spectate instead then the event will be a complete cock-up and that is about what the RAC deserve.

TRACKROD MOTOR CLUB DESERVE BETTER.

TMC v LUUMC Gymkhana Tuesday June 23rd.

After the fun of the previous month a rematch was held against Leeds University Union Motor Club at the Mount Pleasant car park. The rain held off until the end.

Three test were set out, a basic autotest, a four leaf clover and a water balancing test. These test were then run differently the second time round plus a test where you had to drive round in circle keeping a weight off the ground in the middle of a rope.

Seven pairs of people entered from TMC, where was everyone else??? A good time was had by all and the results were as below.

R Ineson	226.53	1	T
C Baty	376.29	8	T
C Sharpe	323.69	4	T
R Cross	395.97	10	U
T Sunderland	460.85	13	U
S Lancaster	335.48	7	T
M Boyns	316.34	3	U
M Sykes	270.84	2	U
S Ainslie	341.20	6	U
P Karran	390.27	9	T
R Endley	401.20	11	U
R MacKinnon	323.90	5	T
P White	463.90	12	T

Peter Stanhope.

Club Membership.

At the present we have 125 members including 20 joint members.

Please remember to advise me when you move so that records can be kept up to date for sending out the magazine.

Peter Stanhope.  
Membership Secretary.

ROAD CLOSURES

On the subject of road closures for rallying, it is interesting to point out that on Saturday (of all days) 1st August 1987, part of the city of Leeds will be closed off for a bicycle race. Most of the applicable comments have already been made

JOHN BILBIE

RAC Rally 1987

Members requiring marshalling badges and bars for the RAC Rally this year should apply, with their cash, to Martin or Becky Kemp before the end of August. Cheques payable to Trackrod MC. Badges £1.25 Bars 60p.

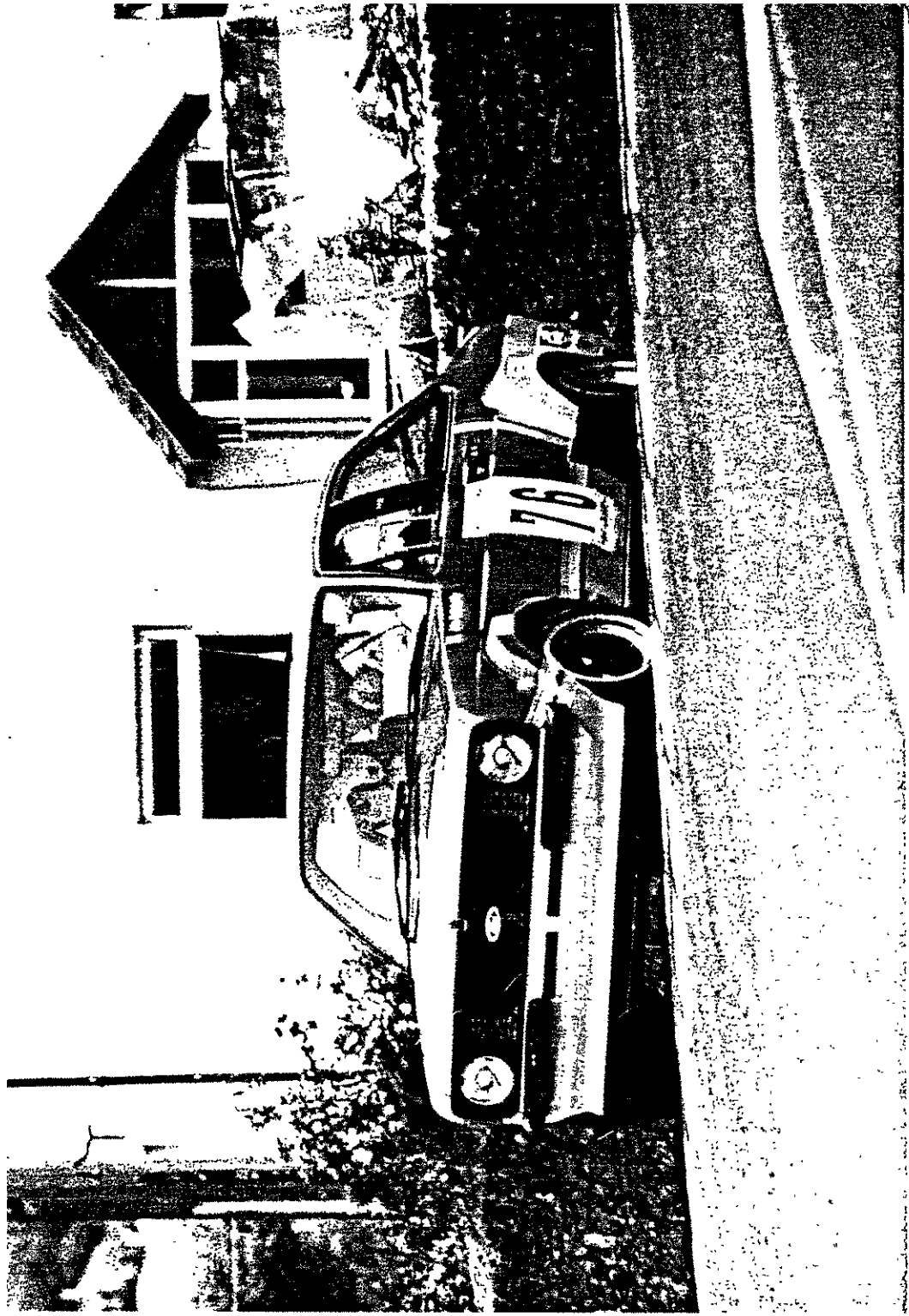
Mr Angry is of the opinion that the least the RAC could give you to give up a days holiday and stand freezing in a forest all day to watch unspectacular cars is a 60p bar! But still .....

SPORTONOGGIN 28th JULY '87

As the boat trip had to be cancelled at short notice the sportonoggin was substituted and proved a most enjoyable event. Hopefully a full report will appear next month from one of the 15 teams taking part but in the meantime thanks to Vince Fletcher for the organising, the tests were great (as was the Fox & Grapes beer!).

1st O/A	Andy Ball & Helen
2nd O/A	Mark Brier & John McNichol
1st mixed crew	Barry & Jean Dove
1st female crew	Pam White & Backy Kemp
Plonkers award	Steve Lancaster & Jackie.

Picture opposite is Brian Colligan/John McNichol on the Manx National this year.  
(I knew there was a perk to this job somewhere!)



More briefs!

ANCC qualifier.

FTD becomes multi cornered fight between S. Powell (Midget), I. Reid (Special), D. Sowman (Special), S. Morten (Midget), R. Ineson (Mini), P. Cohen (Mini). 24 tests seems a lot but 12 before before lunch makes it seem no problem.

Super Site - Asda - Morley.

All leading groups get washouts except Ineson which puts him in the lead (unbeknown to him at the time). Test 13 sees the Grey Mini on two-no-one-no-nil wheels - yes - upside down! - must fix the rear suspension somehow. Disaster - nobody got a photo!! Soon right way up and continuing though now I've got a washout! and back to 3rd. Still all very close with 3 tests to go top 5 covered by 10 seconds - 1 pylon!!

Pouring down - again.

Venue turns to skating rink.

Ineson breaks diff on penultimate test - should have stayed in bed today!!

Event aborted after 21 tests - marshals all wet.

Steve Powell wins.

But it was a close run thing all day.

Many thanks to Alwoodley MC for super event.

R. INESON

MARSHALS MEANDERINGS JUNE/JULY 1987

Quite alot has happened since I last put pen to paper and so rather than bore you with the whole gory details, here are just a few highlights.

Early June saw us out on the White Rose Rally, us being my wife on her first road rally for twelve years, and quite a good night it was too until my youngest daughter decided to throw herself out of the car just as the first cars started to arrive. This minor crisis was soon overcome and the remainder of the night went off smoothly apart from me wrong slotting on the way home and ending up in Ripon instead of Harrogate!!

A change of hat next saw us out on the June Jesters Autotest in Bingley. The weather was excellent and despite a few early showers the day remained warm and pleasant and even led to a slight amount of sunburn, or was it rust, during the week after the event.

Ronnie (Mackinnon) ran a good tight slip, Jim Lad, and the day went off without a hitch despite teetering on the brink of disaster due to the lack of marshals, but fortunately as two went home, two more turned up and this continued throughout the day and fortunately meant that everything was just covered.

The family came out again on the Summer Wine Rally in July and despite me navigating myself again, we finally managed to get round and spent a pleasant evening out on our two controls. On this event one of our male navigators, and his female driver decided to see if they could patent a new form of combine harvester and gave it 'field' trials on the second bend of the first selective. It seems to work well in pulling the corn up but is reluctant to give it up, as the inventors were still trying to get it off after an hour.

A couple of weeks later saw me out with John McNichol on the Torque Bac Rally run by Bury M/C. After a steady run out to the start in Bury in Johns Cavalier we signed on and as our 'early' control opened at 3.30am we decided to go and spectate on Guisburn Forest which was fine but it meant I had to get us there which would have been fine if I had known where we were on the map. Anyway, heading in the general direction that John Cope had taken as he left the start and trying to look as if I knew what I was doing, I finally managed to fold the map and get us there without getting lost



or wrong slotting (even if I did miss the right road but fortunately came across another two miles down the road). The weather was terrible, sideways rain and all that stuff, but at least we did a bit for public relations by pulling a police car out of a ditch, bet he felt a right twerp!

Last weekend saw the highlight of the year so far, our own Novice Rally. The atmosphere at the start rivalled that of the Colman tyres and the vast number of spectators bore testimony to the present popularity of Road Rallying.

I unfortunately lost a lot of hair, something I can well afford not to do, when a lot of the promised marshals failed to show, but at least all the main controls were covered and I could relax and start to enjoy the evening.

After the last car had left the start, we took on our second role as course closing car and had an absolutely fantastic time closing the first half before handing over to Malcolm Jagger for the second half. The Leeds University results team did a fantastic job and results were declared final at about 6.00 am. As an extra bonus, Derek (Lee) asked me to present the award and this rounded off the event to perfection. On a more serious note, I have decided not to stand as Chief Marshal with the new committee, as I feel I cannot spare the time organising marshaling for invited events when I already have commitments to the clubs own events. Whosoever takes over from me will of course have my full support and can rely on my help where needed.

I would like to thank everyone who has turned out and marshaled and hope they have enjoyed the events I have organised as much as I have.

RS SIMPSON.

By the time you read this regulations will be available from the Secretary of the event, John Renny, 21 Woodhill Gardens, Leeds LS16 7DD, who has already been inundated with requests for information.

The new Spectator Stage can now be confirmed as Castle Howard, which offers approximately four miles of tarmac/loose surface together with ample space for trade stands etc and will feature the usual refreshment facilities and a speed trap/display for the benefit of spectators. Castle Howard also hosts the lunch halt/service area so providing ample time to view competing cars at rest and at speed, the day can then be rounded off with a tour of one of the countrys finest statley homes.

The time schedule for the event has been confirmed as starting at 09.00 from teh Raven Hall Hotel, Ravenscar with the first car returning at 17.15. The route is also finalised at approximately 80 stage miles of mainly prime forest tracks with in a compact overall route of 160 miles.

Finally, the already impressive lists of sponsors brought to the event by the Quip Performance Centre has now been extended to include Weller Wheels. The organising team are still pursuing the possibilities of hosting a Press Day at Castle Howard- watch this space for further details.

R. INESON  
Press and PR Officer

COSTA '87

Marshals are required for our premier road rally please fill in the form opposite.

# COSTA '87

19th/20th September 1987

# MARSHALS

Name

Telephone: Home

Address

Business

;

(Please tick)

Previous Experience

Preferred Type

No Experience (But would like to learn)

Preferred Time

One/Two Controls (delete as required)

Number of marshals available

Give Way      PC      IC      Sol Fin      Other

RICHARD SIMPSON  
CHIEF MARSHAL

Please reply to: 2J, Common Lane,  
East Ardsley,  
Wakefield  
Tel. Leeds 527091

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. McMichol	17
P. Sykes	16

CJ & DW Taylor Trophy

(Best lady competitor)

C. Harber	192.2
J. Smyth	165.1
J. Dove	67.5
V. Renny	58.3

Shell League Trophy

J. North	181.5
P. Green	92.5
R. Endley	90.7
C. Harber	84.2

Off Road Events Trophy

(Not TMC Events)

J. North	356.7
P. Green	92.5
R. Jackson	65.0
D. Lee	58.3

Rally & Speed Autotest Trophy

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

Dickinson PCT Trophy

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

AMCC Rally Navigator

J. McMichol	134.2
Miss C Harber	105.0
P. Sykes	34.2

AMCC Rally Driver

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

CONT....

FSB Trophy Driver

J. North	32
R. Endley	27
T. Whittaker	24
J. Cope	19

FSB Trophy Navigator

J. McNichol	60
D. Lee	32
V. Fletcher	27
J. Smyth	24

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

T. Whittaker	124.8	B. Colligan	105.0
P. Lilley	88.3	J. Cope	82.7
D. Unsworth	52.5	S. Bell	68.6
N. DuCross	25.8	D. Unsworth	62.7

Marshals Trophy

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

Gordon Jefferson Co-Driver

J. McNichol	196.3
J. Smyth	163.1
D. Smith	115.4
S. Sanderson	68.6
M. Dixon	39.4

Service Crew Trophy

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

J. WESTMORLAND  
Trophy Points Sec.

These points do not include results from the Novice Rally or recent club nights.

A DAY IN THE LIFE OF AN EDITORS WIFE

The first Monday in the month is always a special evening. Home from work early; child in bed early, the wine is chilled, the soft music playing and we're comfy on the floor; For what? Yes, you've guessed, to put together another Trackrod magazine ready for Tuesdays club-night.

The year has passed quickly and I've enjoyed helping John with the magazine and correcting his spelling mistakes. Any remaining mistakes we blame on the typist. I am amazed how many people have contributed articles willingly and how many have responded to a little persuasion to make the monthly magazine an informative and interesting one.

Although we won't be doing the magazine any more I hope the Mondays will continue with the wine and music and whatever we might find to do with all the spare time we'll have.

JENNIFER MCNICHOL

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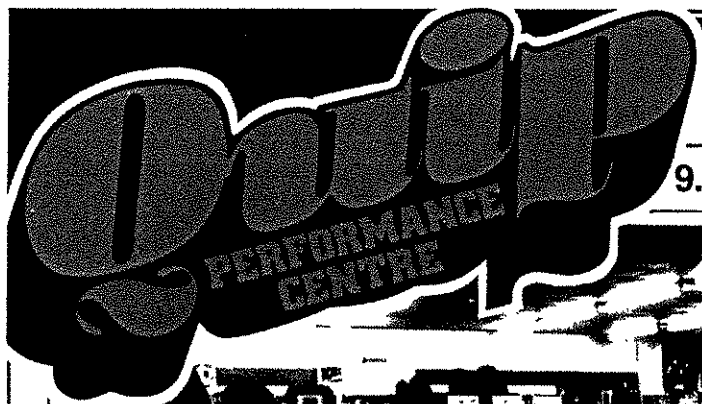
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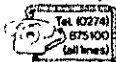
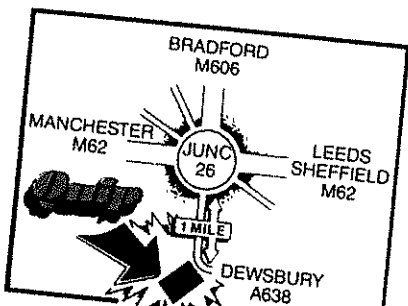
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