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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 204

JAN. '88

EDITOR

Well just to be predictable, I'd like to wish everyone a Very Happy & Prosperous New Year and I hope you all had an enjoyable Christmas.

We start off the year on a good note with the news that the Quip Rally was voted Best Round of the Marlboro Championship, So congratulations to Rod, his team and everyone who was involved. It's interesting to note that at the prize presentation for the championship in December, it was a Certain Keith Oswin who presented the prize to Rod (no doubt that will amuse several people especially Mr. Angry from the Nov. issue '87)

If you're reading this Rod, I thought I'd mention it, seeing as you didn't write an article as promised.

Apart from that I know little of activities within the club over the Christmas break as I've been absent from meetings due to Christmas Parties and spending the Christmas Break in North Wales.

Well I'm sure everyone is going to support the various activities that are being organised within the club for the next year and please keep the articles coming in 'cos without your support there would not be a magazine.

See ya all at the Dinner Dance!!

Chris Sharpe
Editor

DEADLINE FOR ARTICLES FOR THE FEB MAG IS 26th Jan.

SOCIAL CALENDAR

JAN. Tues 5th Crown, Boston Spa
 Tues 12th Roundhegians R.C.
 Tues 19th Beehive, Thorner
 Fri 22nd Dinner Dance - See Opposite.
 Tues 26th Roundhegians R.C.

FEB. Tues 2nd Crown, Boston Spa
 Open Forum
 Tues 9th Roundhegians R.C.
 Talk on Navigation.
 Tues 16th Beehive, Thorner
 Navigational Scatter.
 Tues 23rd Roundhegians R.C.

Happy New Year everyone, I hope you had a good Christmas.

Well there's lots in store for the new year, All the committee are giving it there best all this year and we hope you will respond.

Firstly our annual Dinner Dance, The tickets are going really well and it promises to be one of our best, so give it your support.

Rebecca Kemp - Social Sec.

DINNER DANCE

at

THE WINDMILL, SEACROFT

FRIDAY 22nd JANUARY

MENU

Prawn Cocktail

Cream of Mushroom Soup

Supreme of Chicken Princess
Marquess Potatoes
Buttered Sweetcorn
French Beans

Chocolate Gateau

Coffee & Mints

12.50 per head

Meet at 7.30pm for 8.00pm Meal.

COMPETITION CALENDAR

Autotests

Jan	10th	Alwoodley
Feb	7th	N.H.M.C.
	7th	Slaithwaite
	14th	York M.C.
Feb	14th	P.C.T. Shipley & District

ROAD RALLIES

Jan	23/24 (R)	Kirby Lonsdale Maps 97 & 98
Feb	13/14 (R)	The Illuminations Morecambe M.C. Maps 85,86,90 & 91
Mar	5/6th (R)	Northern Lights Leeds U.U.M.C. Maps 99,100,104 & 105
	5/6th	Clitheronian Clitheroe M.C. Maps 88,89,103 & 104
	5/6th	Hawleys Tyres 111 M.C. Maps 110 & 119

Stage Rallies

Jan	30th (R)	The Riponian Ripon M.C. Maps 99 & 104
Feb	12th (R)	Sheffield & Hallamshire Map 112

Feb	19/20th	Cartel Rally (Mintex/Nat. Breakdown) DeLacy M.C. Maps 92,93,94,99,100,101, 104 & 105.
	27th (R)	Dukeries M.C. Map 129
Mar	19th	Lakeland Stages Kirby Lonsdale M.C. Maps 88 & 90
	20th	Humberside Stages N.H.M.C. Maps 106 & 107
	27th	York National York M.C. Maps 93,94,100 101.

Please Note ! Our Entrants Licence No. has changed - Please see Barry if No. is reqd.

Barry Dove

Competition Secretary

CHAIRMAN'S CHAT

Well hello again!

I hope you all had a good Christmas and Santa brought everything you wanted. He didn't bring me the 6R4 I asked for but maybe next year eh!

So we now have a new year to look forward to both within the club itself and for motor sport in general. The RAC in its wisdom has decided to put Road Rallying into a bag, shake it up and see what falls out. At the moment it does not seem to be a great deal apart from a great deal of unrest and general feeling that not a lot is being done for that license fee paying competitor, the fact that this has now gone up to 11.00 has not helped either.

Sometimes it is hard to see what we actually get for the money especially now that cars have to have log books all cars have to have stamps and the genuine club member has less to compete on as places on stage events will now be harder to obtain.

Anyway, enough of the gripes and on with what is planned for general club activity in the future. Unfortunatley, due to unforeseen circumstances Neil Du Cros a long standing committee member and club secretary is having to stand down because of a conflict between his job and our enforced VAT registration. We have received a nomination for his position already but obviously the post has to be thrown open for general club nominations and it is hoped that these will be received in good time for the EGM to be held at the Crown on the first Tuesday in February.

Due to ill health John Westmoreland has had to stand down as Trophy Points Secretary and so Ronnie Machinnon has agreed to make a welcome return to the committee and take his place.

The final trophy points are published in this magazine and so it is congratulations to all the worthy winners and lets hope that all of you come to the dinner dance to receive your trophy's.

It has also been decided to plan ahead and organise an activity a month and this starts off in January and February with a talk on navigation and a navigational scatter, details of which also appear within these pages.

Starting with tonight there will be an open forum every month at the Crown to give you a chance to air your views and the committee to defend its decisions. We hope that this will give more membership involvement within the club and that more of you will be attracted to the club meetings.

On the club front congratulations are in order to Rod Parkin and his team as the "Quip" Rally was voted best event in 1987 Marlboro National Championship - well done to everyone involved.

So we hope this gets 1988 off to a good start and will continue an upward trend in the months to come.

May I personally wish all of you all the very best for the New Year and until the next time

cheers!

Richard

LEEDS UNIVERSITY UNION MOTOR CLUB

MOBIL 1 NORTHERN LIGHTS RALLY

This years event is on the 5/6th March and retains its Road Rally format. The event will be organised following the new regulations while still retaining a competitive formula. The entry fee is around 27 and Maps 99,100,104 & 105 will be needed.

The event starts from Harry Ramsdens - the largest Fish & Chip shop in the world - or so we're led to believe. As there will be more controls this year even more Marshals will be needed. (Last year Trackrod MC provided 2 Marshals - a truly dismal performance).

All details are available from Tim Sunderland Martin Douglas or Roland Cross - all on Leeds 623517. Regs will be available from the end of January.

TUESDAY FEB 9th.

Make a note in your diaries folks our very own Neil Du Cros will be giving a guided tour of how not to do it. If you can find your way to Roundhegians R.C. it will be a start. Bring yourself, beer money + Map (to wipe up beer with!)

THEN!!.....

TUESDAY FEB 16th.

Tefal Enterprises will be organising a Navigational Scatter. This is, for the uninitiated is the in car equivalent of orienteering. You have a multitude of places to visit, scattered around the countryside and you are not required to visit more than 3/4 of them. You have a fairly generous time limit to visit the points and arrive at the finish. There will be a couple of suprises thrown in, so if you want a go I suggest you;

1. Come along on the 9th.
2. Find a driver/navigator
3. Find a map
4. Find a car (preferably not stolen and with four wheels)
5. Find the Beehive at Thorner on the night, as early as possible but no later than 8.30pm.

TEFAL

SHERWOODS CHRISTMAS STAGES

28th March '87

Bob Stoker/Richard Simpson
Car No. 108, Escort

As we were amongst the lucky ones who got a run on this years well overscribed (as usual) event we were looking forward to a good days sport. As we had elected to attend the Monday noise and scrutineering it meant we had to set off pretty early at 6:00am and so with Mark Brier, Peter Colbourn and my eldest daughter Rebecca in the barge it was off up the A1 to Darlington.

Noise, Documentation and Scrutineering were no problem apart from the pain in the ---e Scrutineer who rejected one of the helmets despite it having a valid sticker, so after laying out for one that fitted Bob like a pea on a drum it was into the first Service Area and a chance to "soak up the atmosphere Brian".

A total of 13 stages were planned and at 11:18am we were off and on our way to Feldom 1 high on the moors much favoured by Road Rally Organisers. Unfortunately when we arrived, a terrible accident involving car no. 44, the Nova of John Ellis & Peter Lee, had stopped the stage and caused the organisers to cancel the first 2 stages but only after we had queued in the rain with fifty other crews for two hours. So after driving through non-competitively it was onto Downholme for a mile or so of flat tarmac. Bob was pretty dissapointed with his driving on this one but it seemed only to be caused by cold tyres and brakes as when we got to the first Waith With stage he came alive and fairly flew round and improved his time on the re-run immediately following the first. We still had time to wave to Malcomn Jagger and team who were Marshalling though.

After the Waith With stages it was into service in Hipswell where Mark & Peter changed the tyres onto Knobbles and refilled the radiator as the water pump gasket had started to leak and with

a quick clean of the screen we were off to the first loose stage at Gandale. This was an evil little one made worse by the light which was rapidly failing. However Bob made short work of it and fairly charged round.

After this it was onto Coal Hill 1 & 2 where we saw Peter Stanhope on the start radio. These stages (one stage followed by a re-run) were excellent and included a very fast bumpy hairpin round a pond which was cautioned but unfortunately they had neglected to mention the thirty foot drop on, of course, the drivers side!

The final stage before second service was Stainton, a two and a half miler of superb loose moorland track where the main problem was an unmarked 45 deg. R after crest where at least 2 cars went straight on and down a ten foot ditch.

Service was then in Leyburn where we changed back onto the Avons and filled up the radiator, again, but apart from this the car was running fine. After having a chat with Jane (Stoker) and Pam (White) who were out cheering us on we set off for the last stages at Waith with and Feldom (2 runs at each). By now we had decided to go for a finish but despite this the last four tests were taken at a respectable pace but perhaps a little slowly as we eventually finished 61st after being 57th after second service. This was out of a total of 120 cars and 81 finishers, so I was extremely pleased as this had been Bobs first Multi stage event and mine for something like ten years.

The event itself despite the holdup was superb and we certainly had enjoyed ourselves and the car had run without any problems.

Mark and Peter looked after everything on the car brilliantly and made it a pleasure to go into the service areas.

God willing and everything being equal roll on next year!!!

Richard Simpson

THE BOXING DAY AUTOTEST ?

This years Boxing Day Autotest took on a slightly different format from previous years being a cross between an Autotest and a Sportanoggin and was very ably organised by Richard Simpson with very minor help from myself.

The Fox & Grapes providing the venue once again and hopefully in the future. The tests wre ready for the first competitor at approx 10:00am, in very fair but windy conditions. Richard had set out 3 tests over the old Go kart Track, these to be run twice followed by one long test over the whole course run twice. Test 3 seemed to cause most problems, catching out competitors suffering from an excess of Christmas Spirits, several washouts being recorded here.

After what seemed a mostly enjoyable mornings sport the event retired to the service area (the bar) where Ronnie MacKinnon was declared 1st O/A and 1st Company Car with rising star Mark Eastwood 2nd O/A.

Also	John McNichol	1st RWD
	Malcomn Jagger	1st FWD
	Becky Kemp	1st Lady

Awards to be presented at the Annual Dinner Dance. Many Thanks to Richard Simpson for putting the time and effort in, Competitors and Marshals for turning up.

Hope to see you at the same venue for the summer Sportanoggin.

VINCE FLETCHER

061 RALLY 5/6th Dec. '87

Mathew Sykes/Martin Douglas

Eager to go out in style from '87 road rallying following my undignified exit from the Hall Trophy - What Tree?? - What Yump?? and our dissapointing 36th O/A on the Larkspeed.

We made the pilgrimage down to Derbyshire for the last event in the area run to the old rules. As we were 1st reserve we were confident of getting a run, but we wre suprised when 5 minutes before car lgot its route we were slipped in at No. 10. We therefore had no time to plot the blackspots etc before we got the route but never mind we fitted in between the Ears hire Escorts. We had only been given half the route but the rest was handed out on the way to the 1st selective where we had another 1/2 hour to plot.

Both the first and last selectives ran up the Gout Valley which was unusual but we set off with a bit of caution wondering how long it would be before we were caught. It was into the 3rd selective before we were passed and so far things were going well but we weren't troubling Jon Ingram at least not on times as we managed to block him in at half way.

As I don't know the Derbyshire Roads very well - in fact not at all, my memories of the event are quite hazy but we chugged round the second half gradually getting faster and spinning less until at the finish we were a pleasing 20th O/A and not so pleasing, 7th in class but it was well worth the drive down to end the year with such a good event.

Martin Douglas

Beaver Rally

4/5 Dec '87

Bob Stoker/Richard Simpson

Car 61, Escort

- 07:30 Battery goes flat on way to start as alternator lead has come off.
- 08:00 Sail through scrutineering despite many comments about the colour of the big green bogie.
- 11:31 Get route - no problem with plotting, have a walk round feeling smug as cars round about still struggling.
- 01:01 Set Off.
- 01:15 Depart from first competitive control and catch car in front - Yahoo!!
- 01:18 Bogie decided to be air cooled and blows out all water.
- 01:20 Refilled with water from friendly farmer set off again.
- 01:30 Wrong slot (Crap navigator!!)
- 01:40 Bogie gets fed up and snaps cam belt!!
- Aaaaagggggg!!!!!!!**

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This article is not going to be a moan at the RAC MSA unlike many articles written about late 1987 Road Rallies.

The RAC have not banned Road Rallies as many people seem to think, they have simply altered their regulations slightly to try and return the events to what they should be - a test for the teamwork of a Driver and Navigator while still keeping the need for good & skillful individuals.

Road Rallies should never have been allowed to become Special Stage events run on Public Roads (as they undoubtedly have) as this is both socially unacceptable and unlawful.

For anyone who has read the 1988 Blue Book there is really only one significant rule change - that is that the clocks should be set to BBC time. Events should have always been run to 30 mph, however the ubiquitous use of Targa timing led to widespread abuse of this regulation. It will still be possible to run competitive sections using the new rules, however the days of 30 mile selectives around Yorkshire have gone. Careful thought must therefore be given to routes by organisers to keep a competitive edge. Every Road Rally must now include 10 miles of regularity section, these can be used to end long, boring non-competitive sections or to traverse PR sensitive areas.

Anyone who has had to complete a regularity section without penalty will know it is quite a tricky operation where trip computers and stopwatches can be used (but a piece of string and a watch with a seconds hand will serve exactly the same purpose). Judging by peoples performance on the Stocktonian and Olicana Rallies people have not yet gained the ability to drive steadily and keep to a set schedule, (after all what is a Rally except just that!!)

Rather than just complaining about the death of Road Rallies, Competitors should wait until they have tried out a few events this year before making up their minds. They will then realise that there is still no contest in the miles per pound

ratio. More importantly they will still be fun and winning will still be an achievement so come on Organisers - study the Regulations and see how a competitive event can be organised.

Real Competitors will not give up or move onto purely Stage Events, they will simply blank out their signwriting and come Road Rallying in 1988.

I personally look forward to competing in both the Novice and Costa '88 Road Rallies.

Martin Douglas

MEMBERSHIP RENEWAL

It is time to dig deep again for another years subscription to T.M.C. The rates have stayed the same as last year, £6 for single and £8 for joint membership. If you happen to move house during the year please let me know so that the records can be kept up to date for magazine mailing.

This year for a treat you will get a car sticker free of charge!!!!

Please fill in the form which is in this magazine and return it to me. If this form is returned by post the membership card will be sent with the next magazine, unless a stamped addressed envelope is enclosed.

Peter Stanhope
Membership Secretary.

1988 TRACKROD MOTOR CLUB MEMBERSHIP RENEWAL

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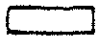
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Will the current holders of ALL annual trophies please return them to me via any committee member immediately! They need to be engraved before the Dinner Dance and I would appreciate them returned nicely polished!

Would the people below please give me a call on 0532 866318 to arrange the delivery of their trophies:-

Carolyn Sykes

John North

Andy Riley

John McNichol
Acting Trophy Points Sec.

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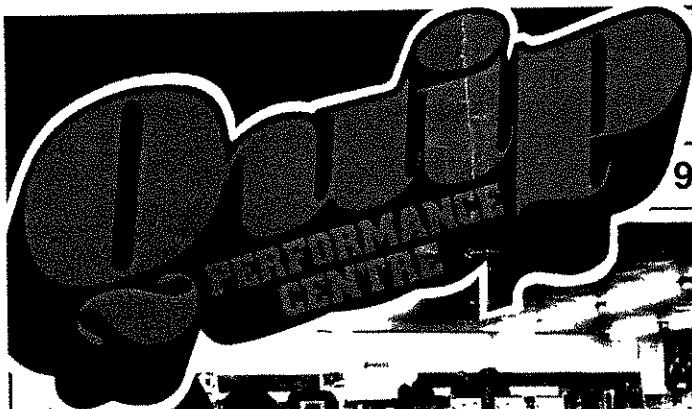
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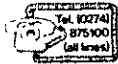
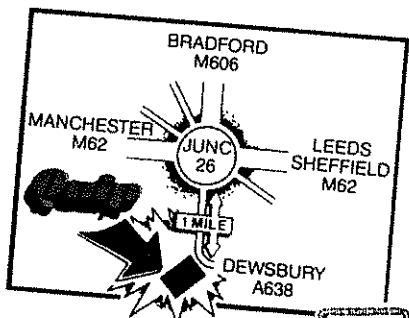
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