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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 220

JUN. 1989

EDITOR

Well the Summer is here at last bringing that celestial visitor, namely the sun. However your faithful Editor has resisted the temptation to bask in the tropical heat and has again brought you another edition of your favourite monthly periodical.

As you have probably already worked out I have nothing much to say this month. Last month's lack of articles has this month been rectified so let's hope it keeps up.

The most interesting thing I've heard since last month was the fact that the 1989 Tour of Mull will be held on closed public roads. It's not only good to see the rallying community, the legal people and the local Council working together but hopefully it also paves the way to similar arrangements being made in other parts of the Country. However I must point out that this particular act only applies to Mull - at the moment. (Something to write to your M.P. about perhaps ??) I personally would like to thank 2300 Club for all their efforts to bring British Rallying on the Public Roads into the 1990's.

On that note I would like to sign off and I hope you have a good read.

Rat - Ed

CHAIRMAN'S CHAT

Hello there! It's been a while since I appeared in print but I'm afraid my last article was lost in the post.

However a brief synopsis of that article would be to heap praise onto the organisers of the April Fools Autotest. They put on a good event which was well received by all and drew more praise from the ANEMMC Autotest Committee. I also described what a good day out the York National was.

All this of course is now in the dim and distant past and since it is always better to look forward I'd like to look forward now to see what's in store.

June is a busy month. Firstly our Social Committee are organising another boat trip on the Ouse in York which if last year's is anything to go by will be a fabulous night out. Also Peter Stanhope is planning a trip to see the fantastic collection of Porsches and Ferraris belonging to the Earl of Mexborough.

On top of this of course is the June Jesters Autotest this year to be held in Sheffield. It will require lot's and lot's of marshals and I will be asking you all soon.

Plans are now well on their way for the Costa in July, again at Mamby, and no doubt Barry Dove and his team will be needing your help. The same goes of course to the to the Forest Rally in September and on that note I know that there is a great deal of disappointment at the lack of response to the request in the magazine. The request was for people to offer themselves up for positions on the rally so if you've not spoken out for a job you fancied doing it's no good moaning afterwards.

We have now received confirmation from

Melbourne Airfield that we can run a single venue event on the 5th November and to continue our other long running rally the event will be called the Talkland Lookout Stages. The rally will be the final round of the Shell League and as such we are anxious to continue the Trackrod tradition of running a good event and to involve as many of you as possible. So put this date in your diaries.

Hope to see you out on all these events.
Cheers.

Richard Simpson
Chairman

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Mark Hudson/John Cope

Home Town: Bury, Lancs

The vehicle had not been driven competitively since the Quip Forest Rally back in September. However we did have a new set of Turbospeeds and a new exhaust system fitted to the car the day before. This meant after making the car look presentable on Saturday afternoon we were ready for off and on our way to Grimsby. We chose not to trailer the car and so we arrived at scrutineering at 6.30pm. We got straight through with no problems and were in our B + B accomadation by 8.30pm.

Next morning we were up bright and early ready for action to commence. The first job for the service crew was to fit the CB Radio but as Sod's Law would have it the B..... thing wouldn't work. Ah well carry on regardless.

1st stage OK clocking the 13th fastest. 2nd stage getting faster 10th O/A. No problems until Cadwell Park where on the first run we collected the tyres on the outside of the bend just after the merge. A BIG moment but we were surprised only to find a passenger side rear quarter was bent. I hasten to add it had felt alot worse.

No further problems until stage 17 (Mamby) when nearing the end of the stage the oil pressure pipe (from engine to gauge) worked it's way out and decided to attack the exhaust manifold. Being plastic it did not last very long and melted spurting oil all over the engine bay and and exhaust and leaving a huge plume of smoke not only behind us but also in the passenger compartment, filling it to near darkness. Fortunately we were near the end of the stage and received a time from the finish control.

Now the next problem - to do stage 18. No mole grips to clamp the pipe only a pair of pliers. The only thing to do - cut the oil pipe and feed it through the bulkhead on the passenger

side so that I could grip the offending pipe. Job done but was there enough oil in the engine? Just! The dipstick said OK. Go. Stage 18 completed 6 seconds faster!!! and without an intercom! This loss was due to me jumping out of the car at the end of stage 17 to sort out the oil problem and forgetting to disconnect the intercom. This resulted in losing the link wire between my helmet and the amplifier. (Anyone finding this on Manby would they please return it. - "Pink elephants may fly!!")

Back to the service at Cadwell Park and the service crew sorted out the oil pipe problem with aforementioned molegrips and topping up the engine with oil.

No more real problems throughout the day setting reasonable times compared to some - we never changed a tyre all day opting to use the Avons throughout to record a very creditable 7th O/A and 2nd in class - in a car totally outgunned by most. Our thanks go to Ian and Paul our service crew and the organisers for putting on a compact, competitive and knackered event!

John Cope

Note from the Ed

At this point I would like to congratulate John Cope and his wife Louise on their recent marriage. I'm sure that goes for the rest of Trackrod aswell!!!

It only took 14 years!!!!!!!

JUNE JESTERS AUTOTEST 1989

Trackrod Motor Club will again be organising the June Jesters Autotest.

Date 25th June 1989

H

Venue Asda Car Park,
Handsworth
Not far from Junction
33 (M1)

Officials

Clerk of Course: Ronnie Mackinnon
Entries Secretary: John McNichol
Chief Marshal: Richard Simpson

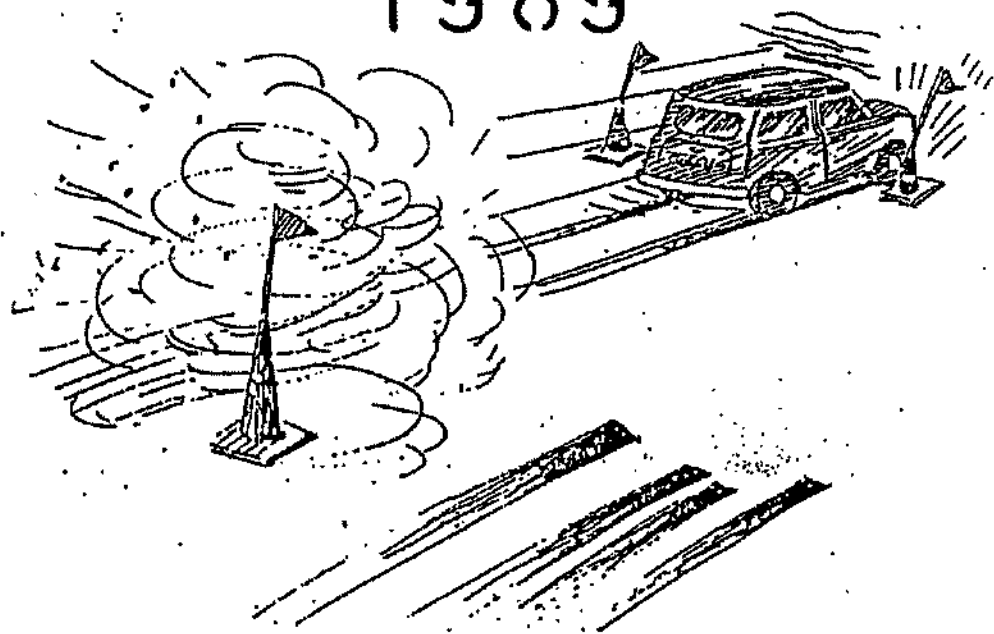
Contact Richard Simpson for
Marshalling duties. See last page of
magazine for details.

TRACKROD

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ASDA

JUNE JESTERS AUTOTEST 1989



A ROUND OF THE "BRITISH R A C AUTOTEST
CHAMPIONSHIP" 1989

AND

THE "INTER-ASSOCIATION" AUTOTEST FOR 1989

INTER ASSOCIATION GRASS-ROOTS MOTORSPORT

The Association of Northern Car Clubs is delighted to announce that it will hold the Inter Association Team PRODUCTION CAR TRIAL and Team AUTOTEST on Sunday the 25th June, 1989. The first time that these events have been run by one Association on the same day.

The Autotest will be held at the ASDA Carpark on the Orgeave Industrial Estate at Handsworth South of Sheffield only 2 miles from the M1. It will be organised by Trackrod MC (see previous page).

This event has been held in Northern Ireland for several years but this year the ANCC has been asked to run the event as they have been runner up in the recent past and hopefully being a mainland Britain this may boost team entries.

The PCT was last year won by the ANCC and will again be held at Wharfedale and organised by Ilkley & DMC which is one of the leading organisers of PCT's in the UK.

Both events are also rounds of the respective PACMSA National Championships of which they have been a regular feature for a number of years.

Associations include: Central Southern Eastern Midlands, North East and Cumbria, North East Midlands, Northern, Northern Ireland, North Western, North Eastern, South Western, West Midlands, West Scotland, East of Scotland, East Midlands, London Counties and the Welsh.

These Associations and their member clubs are the basis of all motorsport, their hard work loyalty and dedication is second to none, in their voluntary participation in this very popular and competitive spectator orientated sport.

For more details please contact:

Steve Smith, Hon Secretary, 17 Hawkstone
View, Leeds, LS20 8ER
Tel: (0943) 76365

Lord Mexborough's private car
collection 18th July 1989

Dear All,

Hopefully you will all know by now that I have organised a visit to Lord Mexborough's private car collection. The collection is not normally open to the public.

Some of the cars are Ferrari's (inc 308, Dino, 356), Porsche's (inc 959, 911's), Lamborghini's, Maserati's, Lancia Stratus, AC's etc etc

The date of the visit is Tuesday 19th July and we will be meeting at 7:00pm, very prompt!!

I am limited to the number of members who can attend. To make it as fare as possible I am going to do as below,

On Tuesday 27th June there will be an answering machine on my home number from 8:00pm for 1/2 hour. Please do as below:

1. When the machine answers, state who you are then hang up.
2. Only one person per membership, no guests.
3. Only one member per telephone call.
4. Membership must be paid up before 1/5/89
5. My home number is Leeds (0532) 675685

I will then have a list of members who are going, later at the clubnight, along with the tape. This I think makes it as fare as possible. It will only cost 5p, and if the phone is engaged try again.

Cheers for now.

Peter Stanhope.

SOCIAL CALENDAR

JUN Tues 6th Crown, Boston Spa
Tues 13th Roundhegians, Chelwood Drive
Tues 20th Boat Trip York (see opposite)
Tues 27th Beehive, Thorner

JUL Tues 4th Quiz Night Admiral Hawke
(See below)
Tues 11th Roundhegians, Chelwood Drive
Tues 18th Beehive, Thorner
Tues 25th Roundhegians

Future Events

QUIZ NIGHT 4th July 1989
Admiral Hawke, High St, Boston Spa

By popular request we are holding a Motorsport Quiz. The Landlord is very kindly providing some refreshments so let's have plenty of support. Quiz sheets available from 8.30pm to 9.30pm so don't be late or you won't win!!

Boat Trip 29th June 1989 Kings Statue, York

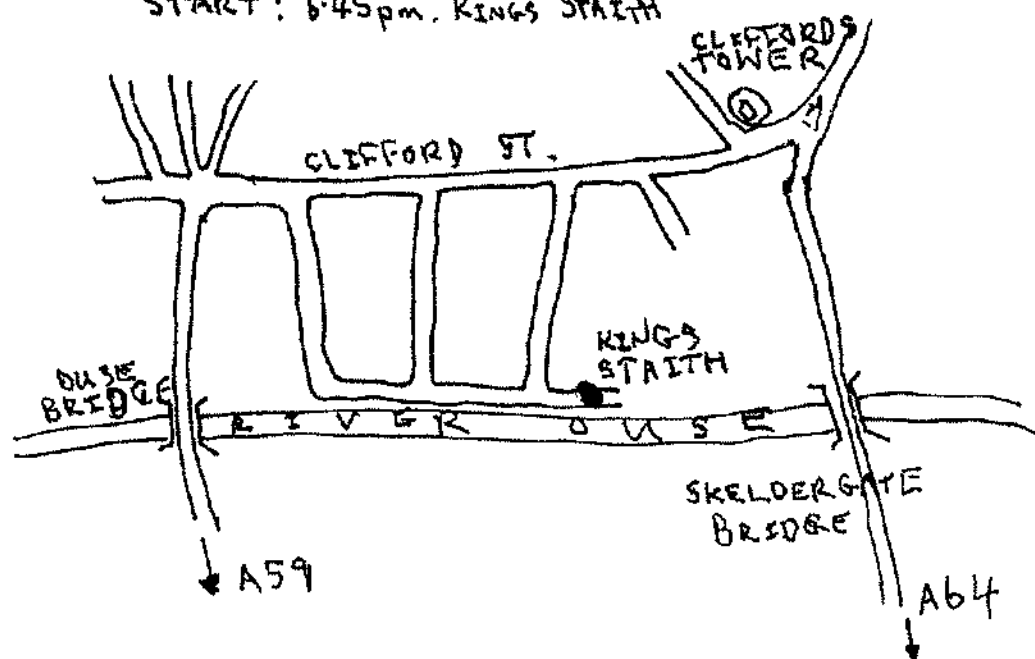
This event will start from York again like last year. Further details will be available shortly - so don't book your holidays for this particular week. All those who went last year had a really super time so save your pennies for the tickets.

Tickets will be available at any club night at 7 pounds per head including buffet, from any

Social Committee Member. The price has been subsidised from the Social Funds. Details of starting times etc to follow.

Hopefully this year one of the crew will fall in the water again to provide us with some on-board entertainment!!

START: 6.45pm. Kings Staith



Future Club Night Venue:

It is proposed that at least once a month the members might prefer a different pub. If you know of a suitable venue please let Pam, Christine or Anne know. We have already had a couple of suggestions - fortunately they were no more.

The Social Committee

Christine Goodall
8 The Crescent,
Leeds 17
Tel Lds 673491

Anne Moffat
7 The Orchard,
Ossett
Wktd 262938

Pamela White
201 Porcupine Ln
Wrenthorpe
Wktd 829725

COMPETITION CALENDAR

ROAD RALLIES

JUN 11/12th Garstang MC (C) 102,103

STAGE RALLIES

JUN 4th Grimsby Satges S.V.

7/12th RSAC Scottish Rally M.V.
RSAC

24th Dukeries Rally M.V.
Dukeries MC. National

24th Tyneside Stages M.V.
Fynemouth BDMC

A.C.T.'S/AUTOTESTS/HILLCLIMBS

JUN 4th Hartlepool BDMC A/T

11th Vol CC A/T

25th June Testers Autotest:
TMC

F.M.C. ENTRANTS LICENCE No. 02103

BARRY DOVE
COMPETITION SECRETARY

Sunday morning saw the "Purple Beagle" (Porsche 911E) and myself arrive at Baitings Dam. The dam is only about 3/4hour from Leeds.

Scrutineering past with no problems. The only things you have to do to a standard car are, have a sticker showing which way to turn the ignition off, twin throttle return springs, car number, a none reflective timing bar, good seat belt and a crash helmet. Any standard car can enter, car 1 was a 950cc Nissan Micro!!!

The cars were split into two groups. Each group was taken to the bottom of the dam, competed up, held at the top. When all the group had finished they were taken back to the paddock whilst the other group was taken down. There were two untimed runs in the morning. After lunch we had four timed runs.

The weather kept fine all day and everybody had a good time, I even got first in class!!

I only planned on going over to look at the venue for a possible event their next year, organised by Trackrod. It turned out to be a good idea competing because I saw the event from a competitors point of view.

Is anybody interested in helping organise a Hill Climb next year? Competing on a Hill Climb? (I was the only competitor from Trackrod). Rob Buchan has already been volunteered since he was there along with Ned Du Cros!!

Peter Stanhope

1000 Lakes 1979

Well Roland found out that I have Competed on the 1000 Lakes Rally way back in the Summer of 79 he has twisted my arm to put pen to paper to recap on our exploits.

I was attempting the Ford Escort 1300 championship for the second year running and finding things difficult trying to keep up with those with better sponsorship when John Millington phoned me out of the blue and asked if I would be interested in going to do the 1000 Lakes. As this was one of the events that I had always wanted to compete on I agreed in principal and asked him the all important question how much? he replied no more than 2 weeks holiday any where else in Europe, to which I agreed again.

John organised a meeting to which he invited other people he new who might be interested in going along to watch and help share some of the costs and I had done the same. We ended up with a total team of 12 all keen and willing to help in any way possible.

The team comprised of Paul Glover, Greame Bradford, Richard Dobney, Bob Stoker, Rod Parkin, Richard Spurdens, Glen Cox, Joan Cox, John Rawlins, Dave and John Millington and Myself. The agreement was that everything would be shared all travel costs food costs etc so any discounts we could get everyone would benifit. We where going to camp to further keep costs down and we would get a mini bus to tow the trailer with and take 2 other cars for people to go and watch in.

We set off 8 days prior to the event so that we had time to do a recce of the stages before the event and to give those going to

watch time to explore Finland. No major sponsor was found but friends and some local firms gave in any way possible i.e. Lone of trailer by John Gill, Petrol from Tates West Park along with an extensive spares box, Jewsons Timber a cash donation, Quip stickers sweet shirts etc.

The entry fee at the time was less than £100.00 and we got 50litres of petrol for starting. It was costing me more to do the Escort championship rounds and I would be getting 5 times the mileage on better roads.

I must point out that following the first meeting with every one involved it was very obvious that every one was going to have a real laugh from start to finish and this proved to be the case as Bob and Richard Dobney kept everyone in stitches with their joint antics on the journey one of the most amusing was in Finland on the way there. We had been traveling none stop for 2 days or so and had pulled in for some petrol at a service area and Richard, Bob and others had all gone for a leak around the side of the service station it was late at night and we where all very tired when suddenly they all re appeared looking a little shocked and told the others that they had just seen a moose which was 10 ft tall and weighed a ton. We all crept very gently up to the corner and looked round to see if it was still there and sure enough it was and probably still is today as it was concrete, it was like something out of a cartoon.

We finally arrived at the camp site in the early hours and put the tents up and unloaded the car. John and I went more or less straight off for a look at the first stages and to try the note making out. After two or

three hours we where well tired and returned to see what was happening at the campsite. The crew had found the sauna and where all relaxing in it followed with a dip in the lake to cool off. Having tried the saunas on the boats going over we thought we were getting used to it untill some locals came in and turned the heat up at which stage we had to leave or fry. Things tended to continue on much the same formate for the rest of the week John and I going off early each day to make notes of the stages and the rest wandering off to check out where to watch.

Friday soon came around and Paul and Greame did a final check on the car giving it a full service and the rest of the team put the stickers on the car with Bob and Richard again providing the entertainment. We then all piled up to scrutineering where we hit our first snag, the scrutineer wanted us to take our strut brace of as it was not allowed with group 1 cars and it took some sorting out but John soon had him sorted and the offending item was temporarally removed to satisfy him.

Whilst all this was going on those who where there to watch where sorting the organisers out and getting press packs arranged this was Rods master plan and worked with great effect. We then went off to sort some parts out for the van as it had been causing a few problems. When we got to the ford garage who should be there but the Ford team with Vatanens car and the Dunlop vans so we had a good look round had a chat with the teams and made arrangements to use Vatanens old tyres if we where getting short which proved in valuable in the end but for other reasons.

ALL WILL BE REVEALED IN NEXT MONTHS ISSUE.

John Renny

Dear All,

Welcome to the following new member:-

John Fairweather.

The membership now stands at 84 renewed and 11 new members.

```
*****  
*                                     *  
*   HAVE YOU MOVED HOUSE?         *  
*                                     *  
*****
```

Please let me know if you have moved house so that I can keep my records up to date, my address is at the rear of the mag. This will result in the mag being delivered quicker.

Application/renewal forms are available from most committee members or see myself, I am at most clubnights.

Cheers for now,

Peter Stanhope
Membership Secretary.

TRACKROD TROPHY POINTS - MAY '89

Marshals Trophy

P. Stanhope	25
M. Jagger	20
P. Andrews	20
A. Heaton	20

Trackrod Trophy

P. Stanhope	15
S. Lancaster	10
C. Sharpe	10

Service Crew Award

R. Anderson	5
R. Buchan	5

Off Road Events

R. Ineson	80.00
P. Stanhope	71.66
J. Renny	30.00

F.S.B. Drivers

S. Sanderson	10
D. Unsworth	10
A. Powell	10

F.S.B. Navigators

S. Bell	10
D. Smith	10
B. Dove	10

Lloyds Special Stage Rally Trophy

D. Unsworth	78.91
A. Powell	73.42
M. Vary	51.66
S. Sanderson	34.82

Single Venue Stage Rally Trophy

D. Unsworth	33.57
R. Kemp	5.00
A. Powell	3.00

Hunters Trophy (Navigational Scatters)

J. Westmoreland/	
S. Sanderson	15

Well folks at last there are some Trophy points that are worth publishing, although I know for a fact that there are a lot of you out there that haven't claimed any yet, so come on and get them claimed before the 3 month time limit is up, and yet again let me remind you it is your responsibility to get a claim form filled in and passed onto to me, 'cos unless there is a form correctly filled out with results etc. then you won't get any points!!!! OK

It was decided at the last committee meeting that a points system would be introduced for anyone attending any Clubnight, and so from the 1st Tuesday of June there will be a book for you to sign and for every clubnight you attend and sign in at you will be awarded 2 points per night which will count towards your points tally for the Trackrod Trophy, and it will be up to you to locate the book and sign yourself in.

Chris Sharpe
Trophy Points Secretary

GOVERNMENT MEMBERS

Chairman	Richard Simpson 69 Eastleigh Drive, Tingley Nr. Wakefield. Leeds 527031
Secretary	Richard Anderson 28 Ash Tree Grove, Whinmoor LS14 5LT. Leeds 608044
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Competition Secretary	Barry Dove 5 Kenilworth Gdns. Gildersome LS27 7EW. Leeds 536985
Trophy Points Secretary	Chris Sharpe 28 Lee Lane East, Horsforth LS18 5RE. Leeds 580364
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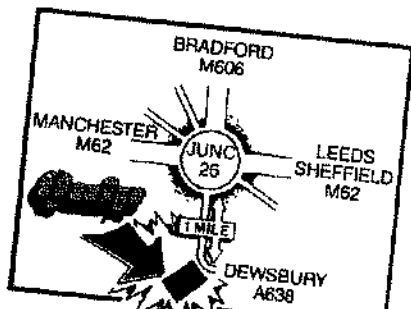
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