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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 221

July 1989

Standin EDITOR's

Due to Roland being taken into Hospital Chris Sharpe and myself have quickly put together the mag. It will therefore not be the usual thick issue, we only started doing it tonight at 6:00pm!

I went to see Roland in Hospital today and he looks to be doing OK. he is in the L&L floor D Room 61.

Appologies to anybody who sent in articles which haven't been printed. especially Nick Pullan for his two which should be printed next month.

Ronnie MacKinnon and John McNichol wish to send thanks to all Marshals and Officials for their invaluable assistance on this years June Jesters Autotest. The event went very well on a hot sunny day, many people got burnt!!

Thanks also to the social committee for organising an excelent boat trip. why didn't anybody fall in?

Thank you to Susanne and Heidi for volunteering to help with this months mag!

Bye for now.

Peter Stanhope, Chris Sharpe.

SOCIAL CALENDAR

1989

- JULY 4 Admiral Hawke
 High Street Boston Spa.
 Quiz night from 8.30pm.
- July 11 Water Sports 7.30pm.
 Otley.
 See Becky Kemp for details
- July 18 Beehive at Thorner
 Also visit to Lord Mexborough's car
 collection
- July 25 Roundhegians, Chelwood Drive. BBQ and
 wheelbarrow races - see separate article
 Marshals meeting for COSTA Rally.
- AUGUST 1 Roundhegians, Chelwood Drive
- August 8 Crown, Boston Spa
 Annual General Meeting
- August 15 Wharfedale PCT
 See Peter Stanhope for details
- August 22 Beehive at Thorner
- August 29 Roundhegians, Chelwood Drive
- 25th July Bar-B-Que and Wheelbarrow Races,
Roundhegians, Chelwood Drive 8.30pm.

We have ordered a fine and sunny night for the above event. A small charge will be made for the bar-b-que food cooked magnificently by the committee. After which the calories can be worked off during the wheel barrow races organised by John McNicholl. Please support this event as its success depends on your participation.

Social Committee

NOTICE OF AGM

The Annual General Meeting of Trackrod Motor Club Ltd will take place at 8:30pm on Tuesday 8th August 1989 at "The Crown" at Bostan Spa.

Any person wishing to be nominated for the committee or as an official should complete a nomination form and forward the same to the secretary of the club by Tuesday 1st August 1989.

Any person wishing to have any subject raised at this meeting should forward details in writing to the secretary of the club by Tuesday 1st August 1989.

Richard Anderson
Secretary.

=====

Nominations for the committee of Trackrod Motor Club Ltd .

I wish to stand for the
position of at the forthcoming
AGM.

Signed

Seconded

Return to the Secretary, Richard Anderson.

COMPETITION CALENDAR

JULY 16	Single Venue	Beverly & District
JULY 23	Multi Venue	Alnwick & District DMC
JULY 28/29	Multi Venue	Ulster NIMC
JULY 30	Single Venue	Manby Airfield TMC ANCC Stage Championship
AUG 2/3	Multi Venue	International Rally TMC
AUG 5/6	Road Rally	Clithertonian district MC
AUG 6	Single Venue	Leconfield NHMC
AUG 12	Multi Venue	Litton & District MC
AUG 12/13	Road Rally	Devils own? Kirby Lonsdale MC
AUG 20	Multi Venue	3 Swans Selby & District MC
AUG 27	Single Venue	Manby 061 Car Club
AUG 26/27	Road Rally	Illuminations Morcombe car club
SEPT 2	Multi Venue	Cumbria Cumberland sporting Car club
SEPT 2/3	Road Rally	Coleman Tyres? Otley MC
SEPT 3	Single venue	Rotherham MC
SEPT 10	Road Rally	Dry Stone Rally Sheffield & Hallamshire

SEPT 12/15 Multi venue Manx International Manx
AC.

SEPT 17 Multi Venue Norking Gilders Stages
Lindholme MC

SEPT 23 Multi Venue Trackrod Forest Sages Rally
TMC

PCT'S AUTOTESTS AND HILLCLIMBS

JULY 9 A.T Grimsby MC

JULY 23 A.T Alwoodley MC

JULY 23 H.C Scammonden Dam

JULY 30 P.C.T Shell League Round. Ilkley &
District MC

AUG 6 P.C.T Malten & District MC

AUG 6 A.T York MC

AUG 6 A.T Spring Hill MC

AUG 6 H.C Baitings Dam Knowdale

AUG 13 H.C Scanonden Longton & District MC

AUG 27 H.C Batings dam Triumph sporting MC

TRACKRUD FOREST
SATURDAY 23rd SEPTEMBER 1989

Although we no longer carry the title of QUIP for this years event nothing else has changed. The usual 12 or so stages in the Yorkshire forests plus 4.5 miles of tarmac around olivers mount circuit are planned.

Thankfully several stage sponsors have generously come to our rescue - these are (in alphabetical order)

Alphagraphics (Leeds)
AppleYard Group (Yorkshire)
Kerridge Computers
Mitchell Fox (Leeds)
Raven Hall Hotel (Ravenscar)
Securicor Communications
Soft Options (Halifax)
South Midlands Communications (Leeds)

PLEASE SUPPORT THESE COMPANIES IF YOU CAN - IT ALL HELPS!!

As usual Rally HQ is the Raven Hall Hotel at Ravenscar.

If you havn't got a job by now its probably your own fault! Thanks for all your help whatever you're doing on the day

ROD PARKIN C of C

Club Membership

Dear All,

The membership still stands at 84 renewed and 13 new members.

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*****  
*                                     *  
*   HAVE YOU MOVED HOUSE?         *  
*                                     *  
*****
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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.

The first stage, only 200 metres down the road, was a spectator stage and the whole 4 kms. was lined with people. As John and I sat at the start we were getting very nervous, fortunately the start marshall spoke good English and counted us down 5 4 3 2 1 which was very helpful as we had no idea what the Finnish version was! Three minutes and 17 seconds later we were at the finish of the first stage and what a relief that was, I was still so nervous it took me 5 minutes to get a cig out and light it. On to stage two and we were escorted from the main road to the stage start by a marshall on a motor bike, clearing the way, most impressive. Stage 2 is one of the famous ones with a nasty series of yumps in it so I decided to take it carefully over the bad bit and the rest flat. John and I were now starting to get over the nerves and were working well together.

Stage 3 is the one with the biggest yump, which we had marked in the notes, and John warned me about it, so I backed off a little bit, we still must have flown 20 yards!! you literally looked out of the window to see hundreds of tiny objects watching in amazement. It is like landing at Heathrow Airport. Once that was over we got down to it, the stages were really fantastic, very very fast and very very smooth and great fun.

On stage 7 I was bubbling over with enthusiasm and slinging the car around with great glee, trusting everything John said until, bang!!! There we were in the middle of a corn field. John was quick to admit that it was his fault and shouted his apologies as he got out of the car, but looking back it was as much my fault as his, I was on cloud 9 but came down to earth with a bump. However, we were soon back on the road with the help of 20 or so spectators. On the next few stages I started to think more about my style of driving and we started going a little faster, or so I thought, as on stage 11 a long one of some 20 odd kms. I was overtaken by not one, but two Talbot Avengers - I couldn't believe it, I didn't think we were going that slow, then we caught a Datsun PA 10 so our morale was lifted a little.

Everything was going great, the car was running well, we were meeting Paul and Graeme in all the right places and we were thoroughly enjoying ourselves. Then we came to stage 21, a flat in 4th stage, with nothing bad marked on the notes, but just before the end of the stage we took off on three consecutive browns and landed heavily on each. We got to the finish and as we stopped at the line there was that well known noise of crank on sump!! All sorts of things were flashing through my mind, I thought that was going to be the end of the dream, but John doesn't give up that easily and had already mentioned half a dozen ways of fixing it, so off we went to find Paul and Graeme, who up until now had only put petrol in. They were all keyed up for a wheel change as previously arranged when we came screeching in. They knew straight away all was not well, John gave them a quick run-down of what had happened. The engine mounts had gone. Fortunately halfway was next so we could use some of our lateness at a cost of 10 points a minute. Paul and Graeme got straight into it and after a few screams, as they burn their hands on the manifold, the job was done, the crank was off the sump and we had new engine mounts. Off we went to the halfway dropping 12 minutes.

Halfway meant, for the leaders 6 hours of rest, for us it meant 4 hours, 1 hour for food and chat with the others, 2 hours of sleep and 1 hour travelling to and from the start.

At halfway we were lying 4th in class and 9 overall, we were being beaten by No. 81 which was an Escort Sport as well and he was 75 seconds in front after 21 stages, having beaten us on 10 stages and drawn with us on 2 and we had beaten him on the others. We were also only 6 places behind the only other English entry, and they were in a full Group RS 2000 so we were rather pleased with ourselves.

Stage 22 was another spectator stage and was the roughest of the event, at the end of this there were funny noises coming from somewhere, so we got Paul and Graeme to take a look around underneath! nothing to be seen. It was okay on the link

sections so we carried on with another two stages and the noise was still there but only during the stages when the power was on. On stage 25 John traced the noise, it was the gearbox resting on the tunnel! a closer look at service showed that another engine mount had gone. There was no time to change it there and then so we carried on taking things a little easier. John worked out where we could do the change with the least time lost and Graeme and Paul got stuck in again. This time it did not go so smoothly and we lost 17 minutes, on the road. But we were still in the Rally.

After stage 32 we had another short halt of ten minutes to re-group. Just before going in Paul and Graeme checked the engine mounts to find the one we had just replaced was starting to fail again!!! Things didn't look too good but to try and ease the strain on the mount we jacked up the engine and stuffed as much rubber under the engine as possible. We set off again knowing that one good pump and it would go, so all brows had to be treated with caution. Luckily the stages were very fast and still very smooth. Stage 35 was one I had been looking forward to ever since we had made pace notes. It is the classic of the rally, just like a roller coaster, 20 km. long and fast, very fast. We again managed to catch the Datsun taking 14 minutes 2 seconds and beating No. 81 by 6 seconds, so we still had a chance of catching him if the stages stayed smooth. The engine mount was not getting any worse so we started going a little quicker. Had we not lost so much time on the road we could have had a real fight for 3rd in class, as it was we were still having great fun trying to get time back on him and on the next 6 stages took 18 seconds back. We were now getting close to the end and only had a final loop south again over some of the first stages. We did 2 and 3 again and the first half of 7. The final few stages were the real sting in the tail as they were some of the longest stages of the event, being 35 km. long. I was very relieved that we were not caught on this one, in fact we nearly caught a 2 litre Opel driven by a very jovial frenchman.

We arrived at the start of stage 47, the final stage, about 10 minutes early and sat and waited, and as we waited we got more and more nervous, eventually we drove up to the start line and waited for the marshall to count us down and after 47 stage count downs I still had no idea of whether they were starting from 10 or 5 but the flag lifted and we were off, a classic stage again and when we got to the finish we were most relieved. We drove straight down to where Graeme and Paul were waiting and as we rounded the corner the look of relief on their faces was amazing. We had just completed a dream, 60 hours of the best rallying one could ever wish for, and we were only 1 hour and 25 minutes behind Markku Alen in his full blown Fiat!!!!

I cannot see why English rally enthusiasts do not invade Finland to do the 1000 Lakes rally as they do the R.A.C. It must be one of the cheapest events in the World Championship for an English clubman to do. We only used one set of tyres on the whole event, the entry fee is only £100 and petrol and the cost of living over there is very similar to ours. All in all we shall remember it for a very long time.

I would like to take this opportunity to thank once again Team Shoe String for all their support, all families and friends, Jim Stoker and Tates for all their help, Jewsons, Magnet Southern, Ziebart, Filtrate, Champion, Castrol, John Gill, Ronnie Schofield, Quip, Dunlop, Fords, Budget and J. B. S. Renny Ltd. and M. & M.J. Milnes. I also hope that Torline and Silja Line will allow us to travel with them again as we intend going back to Finland to compete again.

JOHN C.D. RENNY

Lord Mexborough's private car
collection 18th July 1989

Dear All,

The answering machine was on last week and there were just over 20 members who called.

Stuart Marsh	Steve Hitchcock
Richard Simpson	Paul Telford
Derek Lee	John Richardson
John Bean	Michael Cook
Nigel Drayton	Steve Sanderson
Ian Richardson	Rob Buchan
Jackie Smyth	Barry Dove
Tom Whittaker	Ken Goodall
John Renny	Malcolm Jagger
Richard Ineson	Beccy Kemp
Mark Brier	Anne Moffat
and me!	

I will be letting these people know when and where to meet. If you find you cannot go, the meeting time is 7:00pm near Pickering, please let me know so that I can get somebody to replace you.

Cheers for now.

Peter Stanhope.

Dear Members

Marshalls are required for the events below:

SUNDAY 20th AUG. '89 THE THREE SWANS
SATURDAY 14TH OCT '89 CRYSTAL STAGES

The club has stages on both events so lets have a good turn out.

Also a mega chance for Trackrod Motorclub, Sunday 19th November 1989 we have been asked to assist, at Chatsworth House, stage 4, on the R.A.C. '89. The information that came to me only last week is that the stage is going out live on T.V. and Trackrod are doing the stage start; brill or what!

So put your name down to assist, and let Trackrod show the world how to do it LIVE on T.V.

MALCOLM JAGGER
CHIEF MARSHALL.

MOBIL 1 RALLY CHALLENGE (AUG 1 AND 2)

This International televised stage rally is being filmed by Barrie Hinchcliffe and all being well will be shown prime time on BBC TV in November.

If you want to help please let me know as soon as possible -numbers must be limited but I'll try and accommodate as many as possible.

There will be 5 or 6 works teams with international drivers entering so it should be entertaining and also a chance to promote our motor club with our nice clean caravan and trackrod banners (over to you Paul!)

ROD PARKIN

CHAIRMAN'S CHAT

Well here we are, the July issue of the magazine comes round again for another year and as usual it heralds the end of another year in the life of Trackrod Motor Club and a new beginning with the election of a new committee at the AGM in August. The actual date of the AGM this year will be August the 8th, 1 week later than usual but at the normal venue of the Crown at Boston Spa.

After long deliberations I have decided to stand down from the committee this year as other projects, within the motor club, are taking up more and more of my time and as I will only take something on if I can give it 100% then I feel it unfair that the club may suffer.

I would like to thank everyone for their support over the years and of course anyone who may need my help in the future only has to ask.

Of course, in this copy of the magazine are nomination forms and if any of you have something to offer fill it in and give it to the secretary ASAP.

July sees the second running of the Costa Stages at Manby. It was nice to see the entry full after only 2 weeks and a pleasant surprise to see that 12 Trackrod crews have entered including last years winner Andy Womack no doubt going for 2 in a row. Even I am out in an ex hillclimb Imp which should be fun, if I can get in it.

We have had exciting developments over at Melbourne, where the Talkland Lookout runs in November, all of which will be revealed in due course but keep March/April in mind next year.

Other dates for your diary are the 22nd of August when I am running a stage on the 3 Swans and the 14th October for the Crystal Stages. We have also been asked to marshal on the Televised Chatsworth Stages of this years RAC, so see Malcolm Jagger for details as he is arranging this one.

All this on top of our own events of course!!

See you all later

RICHARD

COSTA '89 STAGES RALLY
Sunday 30th July Manby Airfield

Will anyone without a job to do on this event and is willing to marshal Please! Please! speak to Mark Brier or John Renny. Lets maintain the excellent reports after last years event.

P.S. Due to overwhelming response for entries we have decided to lift the entries to 75 cars.

Hope to see you on the day.

Beccy Kemp and Barry Dove.

SOON TO BE HELD THE WETTEST
AND THE MOST COMPETITIVE OF SPORTS
TUESDAY 11TH JULY
THE INTER-CLUB WATER NOGGIN

THE VENUE: OTLEY RIVER
DUE TO START: 7.30
YOUR OPPONANTS: OTLEY
ILKLEY
SHIPLEY

FINISH VENUE: WHITTAKERS ARMS (opp Woolworth)
Main Street, Otley.
SUPPER INCLUDED

Modes of Transport at venue to be supplied by
organisers.

An action packed evening promised, don't forget
we have the Trackrod name to uphold. We can't
let these bum's beat us this time (remember the
sporta noggin).

Alas, we need YOUR HELP. If you have a
football at home can you please bring it along.

Children welcome to the main event.

See me if you want to volenteer.

BECKY

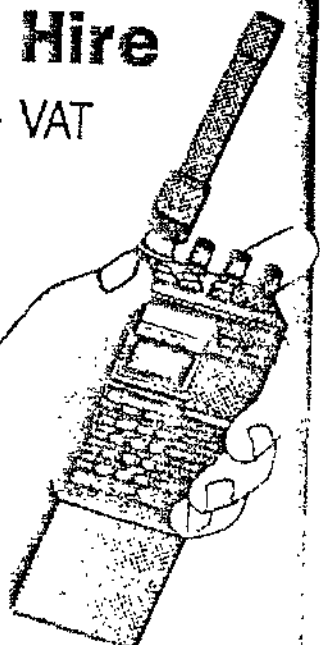
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Trophy Points Secretary	Chris Sharpe 28 Lee Lane East, Horsforth LS18 5RE Leeds 580364
Chief Marshal	Malcolm Jagger 19 Springfield Close, Horsforth Leeds 589693
Membership Secretary	Peter Stanhope 21 Woodhill Gdns, Leeds LS16 7DD Leeds 675635
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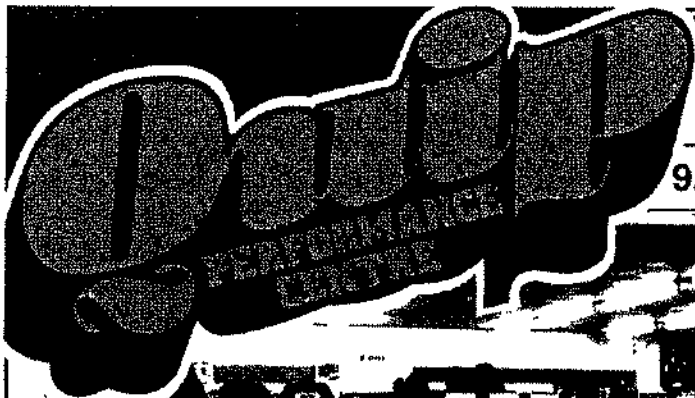
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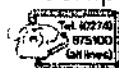
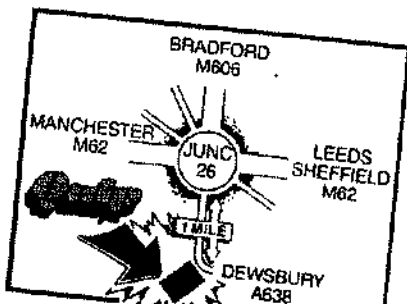
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