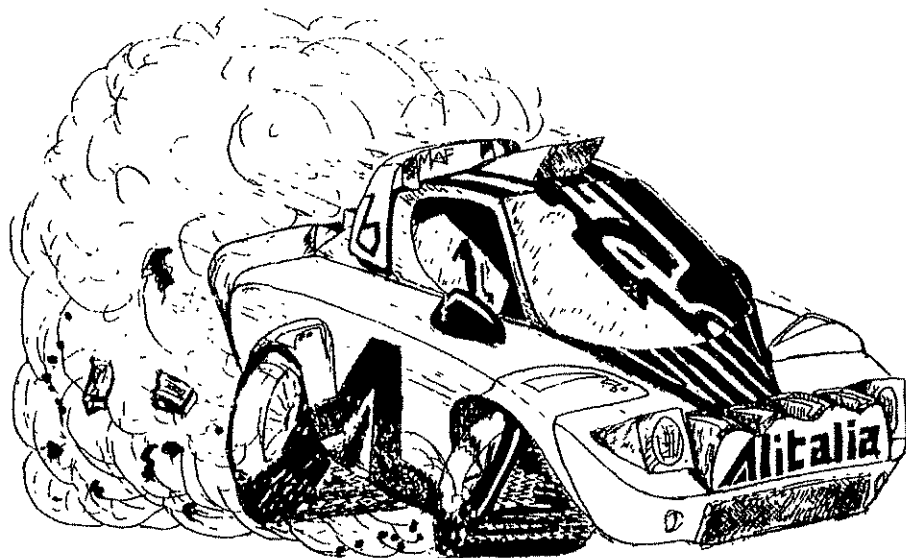


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# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 238

Dec 1990

## EDITOR

Well the first thing I must do is congratulate those members who have actually put pen to paper, but please do not relax just keep them coming in. You will find one or two of the articles a bit controversial, so if you have a comment to make about them, then you know whom to write to. (My address is on the back page !) I would just like to say that due to the length of a couple of the articles some of them have had to be squeezed in to the space available.

I would also like to mention the budding artist we have in the club, he gave us a drawing for the front of October's magazine and the one for this magazine. The gentleman in question is none other than that budding autotester Matthew Ineson. I hope he can keep us supplied with more drawings through out the year.

Well the RAC Rally has been and gone for another year, and after this year's resuffle to bend to the wants of a few, I can only wonder at what they will think of doing next year. Will they need marshals out 4 or 5 hours before 1st car?

That's next year, but this one is nearly over and it is the time of year to give good cheer. So I would just like to say a very Merry Christmas to you all and hope that 1991 will be a prosperous one.

That's all folks, see you next year.....DEREK LEE

**DEADLINE FOR THE JANUARY ISSUE IS**  
**SUNDAY 30TH DECEMBER 1990**

## FROM THE CHAIR

Well, now the Lombard RAC has been and gone our next major "bash" will probably be the annual dinner in January, doubtless Anne Moffat and team will be hawking tickets in the near future. Twixt now and then there's this Xmas thing which is always a good excuse for jollification! and allied to the festive season is our own Xmas Party - bound to be a good do for all who attend on Mick Britton's home ground - enough said!

Recent discussions in committee about marshalling raised various questions like, where are those members who complain about the lack of an interesting job on special stages, or any other events for that matter. It always seems to be the same stalwarts who turn out and give the required commitment both before and on the day - it's a serious issue really, because it is through our own events and stages we run for other clubs that tomorrows Stage Commanders, Timekeepers, etc, gain their experience and thus continue the Trackrod name at the forefront of the motorsport scene, so please - give it a shot - you won't be dropped in at the deep end and it won't happen overnight. Doubtless there will be other references to this matter elsewhere in this issue - give it some thought -. We need organising teams for one or two events in 1991!

Another item up for discussion was the inventory of all the Club equipment - would you ALL, please advise our Equipment Officer of any items of equipment you may have lurking in the depths of your shed/garage/cellar, not that he necessarily wants it returned (though that would be nice), just to establish what we have got and where it is!

Finally, back to the Lombard RAC Rally, the involvement of our members, this year, has been more diverse than ever before because in addition to "our" stage in Langdale, ably commanded by John Renny and Peter Stanhope (but assisted by many - most of whom were from other clubs!). We also had a presence in Regional Organisation, Radios, Assistant Clerk of the Course, Sponser Liasion, Documentation, - there are obviously no limitsto the extent of our involvement and this only serves to demonstrate the wealth of experience we have within our ranks.

None of this, of course, helps when it takes away people who would otherwise be helping on our stage - but I suppose this is progress of some sort!

And finally, finally, may I take this opportunity to wish you all the very best for the coming festive season and a prosperous 1991 .....

Richard Ineson  
CHAIRMAN

---

#### SEC'S BIT

As I write this piece in the warm at home some of you will be out on the RAC in the dark and cold thinking "I must be mad to do this!" Well I've got news for you - you must be.

It's probably not the done thing for someone wishing to progress in the organisation and administration of motor sport to express criticism of the RAC and the RAC Rally in particular, but I feel I owe some explanation for why the Club Secretary is not out helping on the Trackrod Stage.

In 1987 the RAC destroyed the truest of all motorsports when they decided to finish road rallies as we knew them. Events that cost around £30 to enter for 120-150 miles of competitive motoring which were won not just by money, but by the combination of car, driver and navigator. The case against these events was that it was not acceptable to have racing on public roads - the truth of the matter was more likely to be that PR problems on these events were jeopardising some of the RAC Rally - the easy solution was to kill it, rather than try cure the problems!

The RAC Rally is not timed as most stage rallies are with slow road sections and timed service areas. The faster you go on the road the more service time you get - so if a competitor requires more service time he has to "race on the road"!! Double standards here I think!!

For this years rally the RAC have excelled themselves. For the first time the rally is not a "secret" event but competitors have been allowed to make pace notes. The character of the rally has been sacrificed. Would you take the rough roads out of the Safari or the Acropolis, the yumps out of the Thousand Lakes, or not run the Monte if it snows ??? Of course not but the consequences of notes in the forests are further reaching. All events in the forest used by the RAC e.g. Yorkshire, will have the problem of competitors using notes made for the RAC Rally. This will mean more headaches for organisers trying to stop this, and for inexperienced crews it will be damn dangerous!

Also this year, the RAC will allow almost "free servicing", i.e. not contained in designated areas. The prospect of 188 competitors with service vans and chase cars doing two laps of the Yorkshire forests in one day, and particularly the works teams who care for nothing but winning, at all costs, frightens me silly. Would anyone like to volunteer to do the PR work for our Forest Rally next year ??

The RAC Rally is run for a dozen or so competitors of which 90% are foreigners. The sole criteria set by the RAC for the event is how many FISA points will they be awarded.

It is my opinion that rallying as we know it has a limited future as long as the governing body is allowed to run it's "pet" event at the expense of the thousands of clubmen who pay the RAC MSA to run the sport for them.

Oddly enough the fact that many marshals see the RAC Rally as the "Big one", meaning they put up with the appalling treatment they receive (signing on at least 3 hours before the first car, hanging around after the last car, attending training courses, and setting up the day before.) To me it is not the "Big one" it is a monster that is seriously threatening motorsport!

The RAC announced a few months back that in 1992 the Open Rally Championship and the National Championship would be combined, with a consequence of the demise of several rallies. Quite a bold step which must have been made after long discussions with organisers of the rallies concerned - wrong! The Trackrod Forest event is a round of the National series and our opinion has never been sought. In fact the first we knew of it was when it was announced in Motoring News. Are we a round of the new series - haven't got a clue, do we want to be? - never been asked. Why are the series being combined?, poor entries on the Open series, easy solution kill the National Series!

Perhaps fellow members will have realised by now the RAC and the RAC Rally are in my opinion, running rallying for the few at the expense of the many!

If you have been out on the RAC you are helping this continue. I would like to see the world's best drivers, but my conscience makes me stay at home.

John McNichol  
HON SECRETARY

( If anyone has any comments to make, for or against John's article, we would be pleased to hear from you. Then I could include it in the next magazine. I would like to thank John for bringing this matter to our attention - EDITOR )

## SOCIAL CALENDAR

Another December has arrived and I'm sure left most of you with jet-lag effects from the recent Lookout and RAC Rallies. BUT  
- you being Trackrod Members - I know you'll have saved some energy for our forthcoming activities :-

### **DECEMBER**

4 New Inn, Eccup (104/288 429)

#### **OPEN FORUM/VIDEO NIGHT**

11 Admiral Hawke, Boston Spa (105/434 454)

#### **FREE SANDWICHES**

13 RE-MATCH QUIZ NIGHT \*\*\*\*

CHANGED TO JANUARY 1991 \*\*\*\*

#### **18 XMAS PARTY - MICK BRITTONS CLUB**

Stoney Royd, Farsley (104/213 353)

(see below for details)

26 Boxing Day Autotest

(see separate article)

### **JANUARY 1991**

1 New Inn, Eccup IFIT IS OPEN ????????

8 Admiral Hawke, Boston Spa (105/434 454)

#### **FREE SANDWICHES**

#### **10 RE-MATCH QUIZ NIGHT**

Otley RAOB Club, Otley (104/198 454)

(see below for details)

15 Windmill, Linton (104/390 467)

22 Barleycorn, Collingham (104/392 460)

#### **FREE SANDWICHES**

#### **26 DINNER DANCE/PRIZE PRESENTATIONS**

Lawnswood Arms, Otley Road, Leeds.

I hope everyone enjoyed Bonfire Night at the New Inn. If anyone has any comments on this (positive or negative) PLEASE let me know - it will help for future events.



## FORTHCOMING ATTRACTIONS

### **XMAS PARTY AT MICK BRITTONS - 18th DECEMBER**

I hope you can all make it to the Xmas Party, this should be a good night with lots of fun (not for anyone with a nervous disorder).

The venue is well hidden, but you have a map reference and the way will be arrowed from the main road just incase! Full details are in the November magazine, but if you need more, please contact me on (0924) 262938.

Tickets are on sale NOW, but if you can't get to clubnights before then, do not be deterred, you can buy one on the night.

So come and let your hair down and wash away those post-rally blues!!

### **RE-MATCH QUIZ NIGHT - 10 JANUARY 1991.**

RAOB Club, Otley. (Food Available)

Sorry about the date change folks, but I don't think they would be too pleased if we tried to change the RAC De-briefing Night! Anyway - where are all you brave club members? I still need volunteers (You, You & You sounds good to me -ED) for the team of six to play "games" to gain points for TMC. I have only got one name so far and that's mine!! - 5 more please, 2 females and 3 fellas. We have the "brains" team sorted out, the four who will be answering all the questions, now we only need the other 5, and of course lots of club members to go along and give support to TRACKROD.

### **DINNER DANCE/PRIZE PRESENTATION - 26th JANUARY 1991**

Lawnswood Arms, Otley Road, Leeds

Tickets will be on sale soon. (Will vegetarians please let me know so that I can order your meal specially.)

More details in January Magazine. Look forward to seeing you all soon.

Anne Moffat

SOCIAL SECRETARY

## MARSH THE MARSHALS' MUTTERINGS

By the time you read this the RAC Rally should be over for another year, but there's loads more chances to get frost bite :-

### **DECEMBER 26th - BOXING DAY AUTOTEST**

Trackrods festive cone-crunchers Christmas treat. Anyone can enter, but if you're not pylon bashing why not blow the cobwebs away by marshalling.

The venue is the West Street Car Park, Leeds ( next to the Yorkshire Post building ), with more action later on at Stoggy's Bar on Burley Road. I am the Chief Marshal so see me before I see you!!

### **DECEMBER 30th - SHERWOOD CHRISTMAS STAGES**

Same stage as last year - Downholme - a 1.5 mile tarmac blast being run twice at 10.45 and again at 15.15. So for once the times are quite reasonable.

If you are wandering what to do with the Christmas left-overs, the answer is simple, slap'em between two slices of bread, pack a flask and head north.

Contacts are Richard Simpson (Stage Commander) or John Smallwood his Deputy.

No details yet for any more events, but watch this space for further news.

P.S. Many thanks to everyone who turned out on the RAC rally.

Stuart Marsh  
CHIEF MARSHAL

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**PRONTAPRINT LOOKOUT STAGES RALLY**  
**4th NOVEMBER 1990**

This year's Lookout Rally began on 15th February 1990,....for the organising team. Basically the same as last year's team, they began to plan an improved event, drawing on the previous event for experience. At an early stage it became clear that "lapped" stages were possible, giving an increase of over 20 stage miles on the same roads as used last year at Melbourne Airfield.

In order to make life easier for setting-up and clearing the stages, it was decided NOT to use those wooden palletts that draw so much comment last year, but to increase our stock of tyres, including some great big ones, that we have permanently at the airfield.

A full entry was quickly obtained, no doubt helped by the event being in the Larkspeed (ex-Shell) League, and also the ANCC Stage Rally Championship. Sufficient marshals were cajoled, including a team from the Pennine Drag Racing Club, who are more used to 200mph in a straight line on the airfield!

The day of the event dawned bright and dry, although the stages themselves were still damp and slippery. A total of 9 stages were to be run, with the last two in darkness. After some comments about the tightness of the event last year, there were more and longer straight sections this time, and this led to a crop of engine problems, including early leader car 1 Yuk Hodgson (head gasket) and Trackrod's own car 10 Allan Powell (drive shaft). Despite these fast sections, it became clear that driving ability would count over power, one example being car 36 Tim Johnson and Roger Birkill, would finally finished 3rd overall - in a 1300cc Nova!

A total of 27 retirements from a field of 87 also showed how tough the going was, although this rate of attrition allowed the event to finish about 40 minutes earlier than planned. No doubt some of our club competitors will be writing of their exploits, but the list below sums it up :-

NO	O/A	CLASS	CREW	CAR
7	1st	-	Ian Jemison/Dean Kellett	Vauxhall Avon 2.0
12	7th	4th C	Tim Wood/Peter Green	

30	17th	7th C	Tom Whittaker/Vince Fletcher	Escort 1.6 4wd
73	26th	14th C	Mark Brier/Ronnie MacKinnon	Escort 2.0
79	40th	17th C	Russell Holdsworth/Julian Woollin	Escort 2.0
66	47th	22nd C	Stephen Sanderson/Rob Buchan	Astra GTE
10	Retired	SS 3	Allan Powell/Barry Dove	Escort 2.0
44	Retired	MTC 6	Mark Giles/Deorah Convery	Escort 2.0
34	Retired	SS 6	Pamela White/Graeme Kellet	Escort 2.1

Fortunately clearing-up after the rally was completed in two days rather than last year's marathon effort, although I now have nightmares about tyres - last year it was palletts! What next!!

I would like to express my thanks to all Trackrod members who assisted with the event - 40 of our members signed-on as officials or marshals, the other 98 officials or marshals coming from 20 clubs and organisations. The sign of a well run event is if the organising team have little to do on the day - well, I saw a lot of it on the day .....

John Bean  
CHIEF MARSHAL

---

## FOR SALE

Ford RS 2000 stage prepared car ( the orange one! )

Brief spec:- 2.1 engine, BV head, twin 45's, new cam, new ap comp clutch; 5 speed tran x rose jointed stick; disc's all round; baby atlas axle; tarmac and forest suspension; 5 RS alloys; 5 7x13 alleycats; 5 K&N alloys, plus some tyres.

Price - £3000. Tel. Darren Moon on Leeds 633647.

## COMP SEC'S CHATTERINGS

Thanks to everyone who came out and helped in any way on the Prontaprint Lookout Stages held at Melbourne Airfield on the 4th November. The event was a resounding success not only from the competitors point of view but as far as the club is concerned we won the Larkspeed League on the day and raised our final position to 5th overall.

It seems strange however that out of nearly 200 club members very few came out to support a Trackrod promoted event when many more managed to take a day off work to marshal on the RAC Rally. This sad fact is one that is probably common to many other clubs, but is regretted I am sure by the organisers of the other events the club promotes.

Speaking of promoting events, at the last committee meeting it was suggested that so as to bring some new blood into the undoubted amount of expertise Trackrod has for organisation, and due to some members of the present teams standing down, we should ask for volunteers to help/promote the 1991 April Fools and June Jesters Autotest's. Of course anyone wishing to have a go would be given every support whilst allowing them to do their own thing. If anyone decided to take up the challenge then I can guarantee a lot of personal enjoyment and satisfaction can be derived from organising a well run event.

A rather baffling point regarding the RAC Rally (no - not why does it take so long to close stages) comes to mind and that is why are Timekeepers and Radio Operators held in higher esteem than Sector Marshals and more to the point the plain old Marshal. The thing which leads me to this conclusion is the plastic dangler used as a badge of office which is issued by the organisers. On the back of this is a statement allowing the bearer "When not on duty" into the spectator area and stages free of charge. WHY? Does the RAC think the job done by the "humble marshal" does not warrant this form of thank you, especially as some of them will have suffered bad weather and spectator abuse for nearly 12 hours on this years event - even more if you had the misfortune to be allocated to Boltby! For the record I have one of these "passes" and therefore am not making this observation out of "sour grapes". Perhaps it would be fairer to issue a badge of office bearing this

statement to all who sign on and officiate in whatever capacity. Comments are invited!!

### **BOXING DAY AUTOTEST**

For my sins I will be organising this years event as Barry has unfortunately had to relinquish the reins for this year.

As usual we will be at the West Street car park. Scrutineering will begin at 09.00 with a full morning's competition beginning about 10.30 and finishing about 13.00.

The event will be closed to club therefore you do not need an RAC competition licence to compete. Entry forms are available now, marshals please see Stuart Marsh.

### **SHERWOOD CHRISTMAS STAGES**

We are again running Downholm on the 30th December. See Stuart Marsh again - Please...

### **REGS AVAILABLE**

Wheelspin Stages	- Manby	8th December
Atkinson Stages	- Grizedale	8th December
Severn Dales	- Bradford	15th December
Boxing Day Autotest	- Leeds	26th December
Christmas Stages	- Darlington	30th December

See Me or Noticeboard .....

I hope you all have a good Christmas.  
See ya.

Richard Simpson  
COMPETITION SECRETARY

# PRONTAPRINT LOOKOUT

## STAGES RALLY

I'm a rally driver  
yes I am,  
I go as fast as I can,  
I driver a Cosworth rally car  
and I go from near and far,  
through the forests  
and over the hill's  
driving fast and having spills,  
over mud and over stones  
marshals moving all the cones,  
arrows pointing hear and there  
great excitement in the air,  
I've won the rally I'm number one!  
I'll come next year it's been such fun!!

REBECCA SIMPSON Age 10.

---

### ANCC AUTOTEST CHAMPIONSHIP 1990

Peter Cohan has won the championship again, and becomes the first person to score a hat-trick. He only manage to beat David Mosey by 15 points, so David takes class 1.

Class 2 was a walkover, by our very own Ronnie MacKinnon, who had the upper hand on Gren Pullan from their first meeting.

Class 3 was another private battle with only 30 points between Steve Morten and Andy Cohen.



Class 4 produced one of the closest battles we have seen for ages. Behind David Sowman, whose 8 event gamble brought just rewards, while Richard Ineson, after struggling all year with unreliability of one sort or another, was left some 100 points in arrears. However it was 3rd and 4th in class, Eric Wood and John Renny who provided the closest finish 0.1 apart, doubtless this battle will be rejoined in 1991.

1990 A.N.C.C. Champion - Peter Cohen

1st in class

Class 1 - David Mosey

Class 2 - Ronnie MacKinnon

Class 3 - Steve Morten

Class 4 - David Sowman

The awards will be presented, as usual, at the A.N.C.C. Awards Presentation at Cleckheaton in January 1991. See Richard Ineson for details and tickets.

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**PRONTAPRINT LOOKOUT STAGES**  
**4th NOVEMBER 1990**

OK McNichol, you win! Following your naming of names in last months mag, I felt I had to put pen to paper, re the next round of the Tortoise/Hare event between Astra/Nova (Sanderson/Bell) Dual of the Decade!

Unfortunately, it didn't happen as Stuart has invested in a Megamansion and the Nova has to go.

Happily, with Steve having a HUGE promotion up to Settle (where?), the Astra is staying and looking forward to next season, as are it's crew.

So, last Sunday, and off to Melbourne for the Prontaprint Lookout Stages organised by some minor set of northern motorsport loonies.

If you read last months thrilling episode you will know that on the Crystal I

spent most of the day saying “where is the toilet?” and “please stop a minute ‘cos I’m going to be .... too late!”(and you call us loonies!-Ed). I shall never feel the same again about the end of Harewood Dale 1. If they are reading this, many thanks to the finish crew who gave me a drink to de-clag my mouth! I must emphasise, it wasn’t Steve’s driving that caused the problem but a nasty 24hr bug recently introduced to my family!

Anyway, onto Melbourne and happily the crew are both feeling fine. The car had sailed through scrutineering the previous night and documentation was efficient as ever due to the Trackrod crew (who’s a crawler?) (or are you just trying to get back in my good books - Ed’s asst.)

Pre-start preparation was then carried out by the crew. Nobblis on the back as well as the front? Nah! Quick kick of the tyres; navigator writes a large L ans R with felt tip on the respective hands and we’re already to go!

Stage 1 was fairly uneventful but of course the only place Steve nearly loses it was right next to all the huge piles of manure (sh\*t to you Derek!) at the top of the airfield. I could see us ending up covered in glory! Steve had really got the “bit between his teeth” spurred on by rapidly catching the Kadett in front of us and this resulted in a spin at the flying finish, luckily just after the boards.

The Stages up to Stage 6 passed without any great incident although we were too keen on the flaming great hole at Sector 14, the muddy surface on the left kink soon after 14, although this dried out later, or the rough surface at the split.

Stage 6 was quite fun, as we actually caught and passed somebody! A Skoda!! We caught him against the muck heaps at Sector 13 and managed to get passed after the first chicane (SS 8). Now I know how frustrated Mansell feels on catching up slower cars and not being able to get passed. The Skoda seemed very tail happy to say the least!

Major service followed; petrol top up and a sandwich, but Stage 7 caused a few problems. Firstly we understeered off into the loonies at the nasty little complex before the run up to the split and then, horror of horrors, the car started to misfire - was Mr Reliable going to have his first retirement?

A very slow time but further major service soon put things right; push the plug lead back on and bolt the spots in place and we were ready for the off again. I really am amazed at the amount of messing about some crews do. I'm no mechanic and Steve's skills are fairly basic in this department (no offense Steve) but I do think there is much to be said for a strong, basic car without major refinements. It may be not too quick but it's great fun and hopefully, relatively cheap. Let's face it, most of us ain't going to make the big-time, so it's all for fun.

The final night Stages were approached with a degree of trepidation, but again were fairly unproblematic, for yet another finish for the good old Astra. Who thought up that last horrible "3 point turn" hairpin?! Roll on the next one - probably not until next year now as Steve is searching for a new Sheep-herder's hut on Ingleborough, and I'm skint.

Thanks to all the organising crew and marshals for an excellent days sport and my special thanks to all the timing crews; especially Ronnie, Anne, Suzanne and all others on MTC Out; it must have been an extremely long and cold day for you all. Thanks again.

Rob Buchan/Steve Sanderson  
Car 66.

P.S. I'm reliably informed we finished about 47th.

## A MARSHAL'S EYE VIEW - LOOKOUT STAGES

In the three years I've been a member of Trackrod, I don't ever remember reading a magazine article from a Marshal - am I wrong? Anyway, we marshals appear to be in the "Forgotten League", but I say that if you want to be recognised, stand up and say your piece. So, I am now going to attempt to give you a brief outline of the experiences I can remember from my day on the Lookout. It seems a long way back and I've slept since then.

My "duties" on the Lookout started weeks before the event, getting the organising team kitted out with sweatshirts for one. Then I agreed to help Malcolm with "public relations". (Why do I say "yes" before I know the consequences?) Foolishly, I dragged myself out of bed on two consecutive Sundays, at a most unearthly hour, only to be dragged, half asleep, round the houses and villages within earshot of the competition, marshal's cars and service vehicles. Not forgetting the odd boy (or girl) racer.

I really had my share of fresh green countryside, crows, cattle and magpies, and rain, don't forget the rain! It waited till I got out of the car and started the half-mile walk along someone's drive (the postmen and milkmen must have bikes!) then it came down. I gave up in the end and did not bother to run or try to time it right for the rain to stop. I did have some difficulty trying to keep the P.R. letters dry however. Anyway, bedraggled and exhausted, it was finally lunch time. So, looking like a wet hedgehog that had been dragged backwards through a hedge, I had lost all my pride and vanity, and ignored the looks I got when we piled into the pub for something to eat. Sheer heaven!!

The weekend of the event finally loomed, so on Saturday afternoon I packed the car with all sorts of gear, six of everything, just incase. (I even took the usual mud-packs and pollyfilla.)

Off I drove into the sunshine, (Shouldn't that be sunset!-ED) armed with my enemy - the MAP. Once I found which way up it should be, I felt quite confident. Radio full blast, not a care in the world, I finally (in record time) got to the "big roundabout" where I was supposed to turn right, but which right? Anyway, I finally hit the right one after a couple of trips round the roundabout. My luck was in after that and I actually arrived at Melbourne

Airfield without any further detours. Found Malcolm and then we set off again to put up the various signs and cones in strategic places, it didn't rain much.

Twilight was on us as we had completed our task and headed once more for the airfield, to see if our services were required further before heading for Rally H.Q. We grabbed a cup of coffee whilst unloading the remaining equipment onto the van.

Angus Brown, one of our fairly new and very enthusiastic members arrived, minus his navigator who had let him down at the last minute. I was offered the job. "Who me - navigate?" I get lost trying to find the bottom of the garden. I felt a mixture of excitement and dismay all at once. I would have given my best Trackrod sweatshirt to have been able to accept such a challenge, but for me to have read pace notes without knowing one end of a map from the other, I would have let Angus down badly. I was really disappointed, I'd missed out on a lifetime challenge. Anyway, Angus finally managed to get Andrew Apperley who can certainly read a map.

Back to H.Q. for a good evening socially and the excitement was beginning to show along with, I'm sure for some, anxiety. Most of the crew had to be up at 4am in the morning, so a reasonably early night was in order. Me? Well I had already done my early morning stints on P.R., so I did not have to get up till 8am. I felt really privileged and almost guilty. (MTC was a civilised start time.)

I was on MTC duty for the first time and was looking forward to it. Didn't know exactly what it was, but as long as I was kept busy I did not care (I have this extremely low threshold of boredom.)(Some of us have noticed with the sort of games that you organise, say no more!-ED) I reported for duty and was straight into the action as soon as my clip-board and pen were ready. The sun was shining, but it was bitterly cold. I did not care a jot, because I'd finally learned from being out on numerous rallies, to wrap up sensibly. So there I was, stiff as a board because I had put so many layers on I could not move! However I was warm as toast. I really got into the job, it was fast-moving and I could actually see the crews. They did not have their helmets on until they arrived at MTC so I knew who was whom. Trackrod I'm pleased

to say, had twelve entries.

Ronnie Moore was “boss man” on MTC, but he had loads of patience and was very helpful. Keeping us supplied with coffee, etc. He even set up brollies and straw bales as a wind shield when it got colder at the end of th day.

There were the usual Heinz 57 display of cars and it never ceased to amaze me how some of them actually stayed in one piece. They rattle, roar and squeak, have various bits tied on with rope and tape, that’s before they start! I won’t even criticize them though, the crews must have lots of bottle (or they’re insane!).

Time passed fairly quickly in the morning, and apart from being asphixiated by exhaust fumes,I was enjoying myself.

I kept close tabs on Angus Brown in his Peugeot 205 GTi, and although I was disappointed about not being able to navigate and missing my chance, I was pleased to see him and Andrew Apperley doing well, especially for a Novice.

Then there was number 90, the Lada. My heart went out to that car and it’s very brave crew, it got to the point where we were all looking out for it coming in for the next stage. Sure enough, there it was, battered and bruised, but still going .

Having drank so much coffee, I thought I’d better sample the “ladies powder room”. I had heard several stories from my female counterparts, which made me delay my impending visit. I ignored the calls of nature and threw myself back into my duties.

Several cars had dropped out by lunchtime and were ready to limp back home. Again, I felt sorry for them, but the Peugoet and the Lada were still going strong. Finally, by this time , the call of nature got to screaming pitch, so I submitted and trundled off to the “hut”. Trying to ignore the aroma which hit me yards before I got to the door, I managed to squeeze myself into one of the dark (no windows on this side) 2’x 2’ boxes. Not only did I get jammed between the two walls when my elbows got wedged whilst trying to unzip my jacket, but I also discovered that even at my height, I had to tiptoe and

“perch”. (The mind boggles, but do go on - ED) But wait for it, me trying to be yuppified, I had bought one of those thermal long-sleeve stretchy leotard type things with “poppers” in a strategic place. (Go on, GO on - ED) Of course when I opened them, the darn thing shot up both back and front like a roller blind. Well, you can imagine the predicament I was in, I had to dig through three layers of clothing to find the ends and drag them back down again. I didn’t know whether to laugh or cry. Why, oh, why me?? There I was stuck between two walls, legs in cramp, hot flushes and at the same time turning blue in an attempt not to breathe so I did not have to suffer the aroma. (I don’t think they had been cleaned since last year.) Finally, I got back to out into the daylight and suddenly knew how pit ponies must have felt, and I don’t think I’ve appreciated fresh air as much in all my life. After that experience, the exhaust and burning oil fumes were nectar. (I had the censor hovering over that paragraph, but he’s gone now, Phew !! - ED)

Darkness beganto fallonce again and the cold was setting in, despite the layers of clothing. I got the job of handing out interim results at one stage and that got my legs back into action and restored some warmth. Also the “chuck wagon” was very close at hand, so we did not have any problems as far as food and beverages were concerned.

Apart from a couple of short delays, the day seemed to go well and I was delighted to see that Angus and Andrew in the Peugeot had finished and so did the Lada, which everyone cheered, for their sheer determination and staying power. I think it was about 7pm-ish when we finished and by then, it was raining and all I wanted to do was to soak in a hot bath. So back at Rally H.Q., which unfortunately only had showers, who can afford to be choosy. As long as the water was at boiling point and would thaw me out I did not mind.

I watched the awards presentation. Angus and Andrew in the Peugeot had won the Novice Award, what an achievement after being without a navigator to start with. Guess what, the Lada crew of Jason Turner and Jim Plevy won the Pitstop Tyres, Spirit of the Rally Trophy, so congratulations to them.

The end of yet another successful Trackrod organised event, well almost. The next day Malcolm and I had to go and pick up the signs, but that did not take

long, as it was beautiful sunshine. Melbourne Airfield had to be "cleaned up", so several of the remaining galant volunteers (All the organising team - ED) ploughed the energy they had left into lifting tyres and straw bales, etc. so that everything was left in order. I gave up at the point of lifting tyres, and drove back home (without a map). I felt tired, weary and had pneumonia yet again as I always do after volunteering for rallies.

So, if you were to ask me whether I'd volunteer again for another rally? Who me? NEVER AGAIN!! When's the next rally??

Anne Moffat

(Marshal extraordinaire. Have you ever thought of writing for Mills and Boon. Many thanks for your article Anne. Who will write next month's epic?? -ED)

:-

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## TROPHY POINTS UPDATE

Well folks, the battle is truly on for our wonderful pots this year with some new competitors putting in points claims forms which alters many of the tables

**REMEMBER, ALL POINTS MUST BE CLAIMED BY DEC 31st (except for the Christmas Stages which I will allow up to 9th JANUARY 1991.....**

Also, all those of you who have trophies from last year, PLEASE can I have them back, CLEANED, by the 7th January at the latest

so they can be engraved for the new winners.

So here is the latest SP.....

## **RALLY & SPEED AUTOTEST TROPHY**

R. Ineson - 2  
M. Ineson - 13  
A. Apperly - 10  
S. Stanhope - 10  
R. MacKinnon - 10  
J. Renny - 8  
A. Shaw - 5



### **DICKINSON PCT TROPHY**

P, Green - 11  
R. MacKinnon - 10  
M. Jagger - 9

### **MARSHALS TROPHY**

A. Heaton - 70  
P. Andrews - 50  
A. Shaw - 30  
M. Jagger - 25  
P. Stanhope - 20  
S. Stanhope - 20  
M. Scott - 20

### **SERVICE CREW TROPHY**

J. Hehir - 10  
T. Hugill - 10  
C. Bell - 10  
R. Kemp - 5  
R. Buchan - 5  
J. McNichol - 5  
M. Briar - 5

### **TRACKROD TROPHY (ALL ROUNDERS AWARD)**

P. Stanhope - 70  
M. Jagger - 65  
R. Ineson - 40  
S. Stanhope - 35  
R. MacKinnon - 33  
A. Apperly - 29

### **F.S.B. DRIVER**

J. Fairweather - 34  
T. Whittaker - 31  
S. Bell - 21  
S. Sanderson - 20  
A. Powell - 17

### **F.S.B. NAVIGATOR**

R. MacKinnon - 49  
V. Fletcher - 31  
P. Green - 27  
S. Sanderson - 18  
B. Dove - 17  
S. Bell - 15

### **A.N.C.C. DRIVER AND NAVIGATOR**

No Claims.

### **OUTSIDE EVENTS TROPHY**

R. MacKinnon - 1069.8  
R. Ineson - 736.1  
J. Renny - 268.1  
P. Stanhope - 92.0  
S. Stanhope - 74.0

### **HUNTERS TROPHY**          No Claims

### **CREST SINGLE VENUE RALLY DRIVERS**

T. Whittaker - 158.3  
S. Sanderson - 114.3  
M. Briar - 95.6  
D. Moon - 66.0

### **LADIES COMPETITOR AWARD**

S. Stanhope - 102.1  
J. Smyth - 66.0  
Two claiments only!!!

### **SPY 44 TROPHY**

(best 5 events)	event types
R. MacKinnon - 459	3
R. Ineson - 267	1
P. Stanhope - 92	2
S. Sanderson - 60	2

### **LLOYDS MULTI VENUE RALLY DRIVER**

J. Fairweather - 211.0  
T. Whittaker - 140.6  
A. Powell - 93.7  
S. Bell - 88.0  
S. Sanderson - 82.6

### **GORDEN JEFFERSON CO-DRIVER TROPHY**

P. Green - 523.3  
R. MacKinnon - 306.6  
V. Fletcher - 252.6  
R. Buchan - 141.9  
A. Apperley - 98.7  
B. Dove - 96.7

### **LARKSPEED LEAGUE AWARD**

R. MacKinnon - 588.2  
R. Ineson - 373.8  
J. Renny - 183.8  
T. Wood - 97.1  
T. Whittaker - 87.4  
D. Marshall - 87.3  
P. Stanhope - 68.8  
S. Stanhope - 67.0

Well, if you do have any protests about these scores/claims please see me any club night up to the year end..... I will have the score table with me, so I can explain why your not winning that particular trophy.

Ronnie MacKinnon  
TROPHY POINTS SECRETARY

**NICHOLLS OF BOTTESFORD, CADWELL PARK STAGES**  
**10th NOVEMBER 1990**

Having recently purchased Derek Marshall's old Sunbeam and finally rebuilt it, the decision was taken to enter an event and have a go.

A hectic week ensued in the run up to Saturday's event, organised by Eastwood and District Motor Club, as the car had not turned a wheel in a month or two!. Wednesday saw us refitting the sumpguard we had lent Derek when he was performing as one of the course cars on the Barkston Forest Rally. Thursday, a hurried phone call to Derek, "Can we please borrow Mr. McNicol's intercom?" (MISTER McNicol, creep, creep - ED) Friday, load the car and put what spares we had into two Sierra's ready for the off. 12.00 Friday and away we go, without said intercom and my bag of clothing! A dash across Leeds and finally all systems are go.

Having spent the night in B & B in sunny Cleethorpes ?? We awoke on Saturday to thick fog and heavy rain eventually getting to Cadwell 10 minutes before scrutineering. Tyre choice was not a problem, we had no choice Yokos on the front and cheepo Kig Pin remoulds at the back all in forest patterns, very worrying.

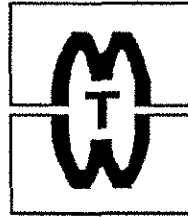
Start 1 was a disaster, fuel starvation at the start, off on the first real bend less than 1/2 a mile in and soon followed by contact with a tree, which everyone else seemed to have hit. The next three were better, fewer spins and no collisions! The next one saw us close to retirement, up on two wheels on top of a bank on the Rallycross circuit in front of MAD Video's camera. Caught and collided with a Lada on stage 6. Stages 7 & 8 were cancelled leaving 4 more stages all to be run in darkness. Now where did I put those spotlights? Good runs on all these, despite forgetting to turn the intercom on, after we cut out at the start of stage 10, saw us finish 31st overall and 7th in class. Not bad for our first proper stage event. You may wonder why we travelled so far, well we decided to make our debut as far from home as possible in case we made a total \*\*\*\* up.

The weather was appalling ensuring that we were always on the right tyres, as the chalk tracks turned into 2 feet of sludge and this was quickly distributed all round the tarmac. Our next planned outing is at Cadwell Park on 3rd February 1991, budget permitting.

**Nick Stevens and David Coates.**

P.S. Is anyone good with filler, Lada's don't bend as easily as Sunbeams!!

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**TROPHY  
POINTS  
CLAIM**



**TROPHY  
POINTS  
CLAIM**



Name \_\_\_\_\_ Memb. No. \_\_\_\_\_

Name \_\_\_\_\_ Memb. No. \_\_\_\_\_

Event \_\_\_\_\_ Date \_\_\_\_\_

Event \_\_\_\_\_ Date \_\_\_\_\_

Organising Club: Trackrod/Other

Organising Club: Trackrod/Other

**ORGANISER/DRIVER/NAVIGATOR  
MARSHAL/SERVICE CREW**

**ORGANISER/DRIVER/NAVIGATOR  
MARSHAL/SERVICE CREW**

Competitors: Please fill in below  
AND provide evidence:-

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AND provide evidence:-

EVENT Type:

Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

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Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: \_\_\_\_\_

ENTRANT Name: \_\_\_\_\_

RESULTS

Entry No. \_\_\_\_\_ Position Overall \_\_\_\_\_

RESULTS

Entry No. \_\_\_\_\_ Position Overall \_\_\_\_\_

No. in Class \_\_\_\_\_ Position in Class \_\_\_\_\_

No. in Class \_\_\_\_\_ Position in Class \_\_\_\_\_

Received \_\_\_\_\_

Processed by \_\_\_\_\_

Received \_\_\_\_\_

Processed by \_\_\_\_\_

## CLUB MEMBERSHIP

It has been decided, by the Committee, to continue keeping the list of each member's abilities and experience.

This information will be held on a Computer, and will only be available to the Committee and organisers of Club events.

Abilities and experience (circle as appropriate).

Have you been a Steward on an event? Yes/No

Marshaling: Chief, Sector or Junction

Timekeeping: Chief, Start/Finish or Assistant

Scrutineering: Chief or Assistant

Noise Official: Yes/No

Radio: Controller, Operator or Listener

Competitor: Driver and/or Navigator

Organiser (can be more than one): Autotests, PCTs, Road, Forest or Social.

State any activities that you wish to become involved in:-

I understand that the above information will be held on Computer for Club use only.

Signed \_\_\_\_\_

## 1991 TRACKROD MOTOR CLUB MEMBERSHIP

I wish to APPLY FOR/RENEW my membership of Trackrod M.C. Ltd for 1991.

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

Date \_\_\_\_\_ Signed \_\_\_\_\_

Proposed \_\_\_\_\_ Seconded \_\_\_\_\_  
(Only necessary for NEW members)

Single membership £8.00

Joint/family £10.00

Enclosed is CASH/CHEQUE for the correct amount.

Please delete as appropriate. **PLEASE SIGN OVERLEAF**

Please fill in the page overleaf and return to the membership secretary (address on the back page of the magazine). If the form is returned by post the membership card will be sent with the next magazine,<sup>1</sup> unless a stamped addressed envelope is enclosed.

**Please notify us if you change your address.**

Thank you.

**For official use.**

Membership No. \_\_\_\_\_ Comp \_\_\_\_\_ Membership card \_\_\_\_\_



## RETROSPECTIVE

From the pages of the Trackrod Newsletter of December 1971.

Autotests at Acaster were reported whence, Clerk of the Course John Wilson provided the tests which were reported as not containing "natural angles". However Jim Rawlings won in his Stiletto Imp from somebody called Ineson and Steve Mills. Steve Lloyd was in amongst the silverware as were Ken Goodall and Richard Jackson.

Johnny Solk and Frank Stuart-Brown achieved some notoriety by being our first crew to attain National status in the Rally Licence Department. It was also noted that they were perhaps the only crew with 120 service teams to call on!

We also had a somewhat comprehensive report of the RAC Rally which proved to be one of the most memorable for several reasons: the weather (snow and lots of it); the film (from Harrogate it started) and Tony Mason (That name rings a bell - ED) co-driving Chris Sclater into the lake!!

Editor Lloyd wrote profusely on the Fiat rally cars he'd had a close look at at Bolton's of Leeds - I always thought his obsession with Fiats would lead him astray eventually! - the story that followed his Fiat article did give some credence to these thoughts as it was a fairy tale sort of thing about a rally driver called Jasper - enough said!!

The Newsletter also contained a Christmas Quiz - first prize being an award that proved you could turn over 3 pages to find the answers...!!

Several people had items for sale :-

A novel Lucas 43amp Alternator for your equally novel Q.I. lights £20 to John Wilson would buy it for you.

Ken Goodall's market stall had 4 1/2" x 13" Ford wheels at £1.50 each - a steel!! (Heh, heh,) or how about a sumpguard for a MK 2 Cortina (a what??)(Is this the same Ken Goodall we know today-ED)

Steve Lloyd had on offer a 28/36 D.C.D Weber on a Ford manifold, complete with air cleaner - all for £12 (aye lad, but it wor an arm and a leg in them days!)

Trackrod.....Ends

Richard Ineson.

## COMMITTEE MEMBERS

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Membership Secretary	Andy Shaw 10 The Moortands, Wetherby LS22 4TA. (0937) 64009
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