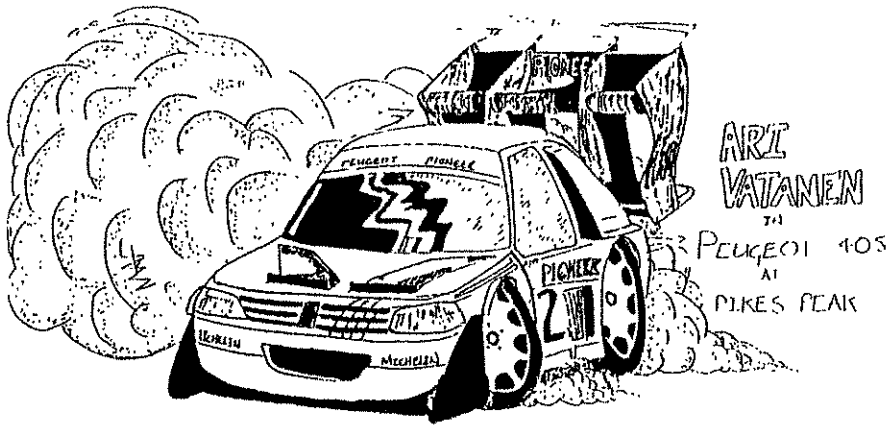




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APRIL 1991

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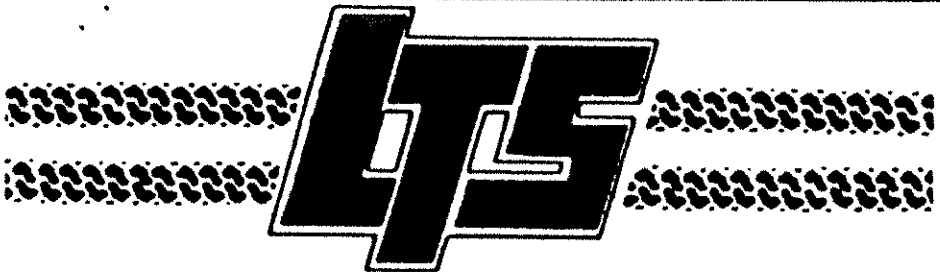
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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 242

Apr 1991

EDITOR

Hi Folks. It's time for me to put everything together for you to read this month at your leisure. I hope that you will also find time to enjoy your motorsport this month and let me know how you fare with a small article. Which brings me to thank Peter, Martin and Nick for their articles in this issue.

Looking at the competition calendar it looks like this is going to be a hectic month. First of all there is our own Aprilfools Autotest on Sunday 7th, I hope to see as many of you as possible there if only to fly the Trackrod flag. It should be a go day, and at the moment we have over 20 entries, so if you could help on the day, or just half a day, both Stuart and myself would be grateful. The following week see Selby running their Three Swans Rally at Melbourne Airfield. Then there is the Tour of Hamsterley on the 27th.

For those of you who helped on the York National last weekend John Smallwood and Andy Shaw would like me to pass on their thanks and for all those of you who did not make it you just will not know what you missed. A good day's sport topped off with a late lunch at the Cayley Arms. This rallying lack is getting more civilised.

Well that's all I have got time for this month so see you all later, and don't forget those articles. You will note that we have 28 pages this month, we may yet get our Hon Sec wish for a 36 page issue.

DEREK LEE

DEADLINE FOR THE MAY ISSUE IS
TUESDAY 30th APRIL 1991

FROM THE CHAIR

I have to say that the York National Rally timetable was certainly more appealing than the Talkland. Our stage started bang on schedule at just after 11.00am and, except for a brief stoppage to clear one car, ran very smoothly. What made it all the more civilised was the forethought of the Stage Commander, John Smallwood, who arranged for us to obtain a late lunch at the Cayley Arm's in Allerston, future Stage Commanders take note! It made for a pleasant atmosphere following the event except for noting that not all marshals saw fit to collect their equipment! Some of those who did collect it up just left it in a pile on their junction, it does make life easier if it is all delivered to the stage finish, is this too much to ask??

Our Social Secretary is beavering away behind the scenes, "new" venues and a variety of activities coming up, not least of which will be the Go-Karting in May. Anne already has some 30 names so if you want to partake you had better get a move on, it is bound to be a success and the chaps are out to avenge their defeat of last year by Susanne Stanhope, could all end in a pile at the first corner! Following this will doubtless be another successful boat trip and already booked is a trip to Peter Black's Motor Museum at Keighley, this will be in September.

The competition scene is now fully awake after what seems like a long hibernation. Those of you who are out and about, be it competing, marshalling or just spectating please keep the Editor informed by way of a brief report, it all keeps his fingers exercised and lets our membership know what has been going on!

Not much else for now so until next month enjoy your motorsport.

Richard Ineson
CHAIRMAN

SECS BIT

This has been left blank due to the fact that our Hon Sec is in the States with family. Double helping from him next month!! -ED

MARSHALS CORNER

Now that the dust has settled on the RAC contoversey let's get down to some more events.

APRILFOOLS AUTOTEST 7th APRIL

A Trackrod event requiring a huge turn-out of bodies, especially since I'm Clerk of the Course. Venue is the West Street Municipal car park, handy for everybody and close to very good boozers. See myself or Derek Lee (there's a pun in there!).

THREE SWANS STAGES 14th APRIL

Selby & D.M.C. have asked us to provide marshals for this event at Melbourne Airfield. Signing on is between 06.00 and 08.00 with the venue being closed at 08.00. Have a word with me and I will pass names on.

TOUR OF HAMSTERLEY 27th APRIL

No details of times have been given, but most Club events have some regards for their marshals (unlike you know who).

WELSH RALLY 3rd/4th MAY

Anyone who fancies seeing the Open Championship unfold itself (another pun there!), can visit the land of Brains Bitter and enjoy some warm weather marshalling for a change.

If you require any further information on these events have a word with me at most clubnights, or give me a ring, I pop into the house occasionally to collect the mail.

Stuart Marsh
CHIEF MARSHAL

YORKSHIRE LARKSPEED LEAGUE

1991

As another year starts, so another Larkspeed League starts and this year the first event is on April 13/14th that being the Navigational Rally organised by Keighley and D.M.C. The second event, two weeks later is the Single Venue Rally at Manby, run by North Humberside M.C. Regulations for both of these events are now available and have been for three weeks, so if your going to do the Honourable thing and enter in the TRACKROD TEAM do so NOW.

The League Calendar looks like this:-

- 13/14 April Keighley Navigational Rally
- 27 April N.Humberside S/V Stage Rally
- 12 May Shipley Navigational Scatter
- 19 May Airedale & Pennine Autotest
- 2 June Y.S.C.C. Hillclimb
- 9 June David Brown Autotest
- 21 July Alwoodley Autotest
- 28 July Ilkley P.C.T.
- 11 August York Autotest
- 3 **November Trackrod S/V Stage Rally**
- 9 November Prize Presentation

All Regs for the above will be available from ME, so come on down and have a go.

Happy motoring.

Ronnie MacKinnon
LEAGUE TEAM CAPTAIN

LANCS & CHESHIRE CC

CHAIRMAN'S CHALLENGE AUTOTEST - 17 MARCH 1991

Excellent entry from Trackrod - 5 including 2 novices, Donald White and Matthew Ineson. Old hands MacKinnon, Ineson senior and Renny prepared for battle with other regulars within their respective classes.

Ineson senior gobsmacked as Ineson junior throws the MG onto the line on test 1, but breathes again when junior collects a penalty on test 2! - and test 3! Donald starts impressively though the winter suspension mods are taking some getting used to - now very stiff - the car that is! Tests very slippery, pouring down earlier, MacKinnon sets about Graham Hoare's Beetle with a small advantage after 3 tests. Ineson senior collects a pylon on test 1, all recorded by Film Producer extra-ordinaire "Barry" MacKinnon, along with all his other nonsenses of the day - that Mac is going the right way about getting his insides filmed!!

Renny breaks his knob and lobs it out of the Bitza in disgust but not before the brakes have been serviced - no pedal - no handbrake - no good!! This is followed by a fairly drastic misfire, I knew the brake fluid shouldn't have gone in that big tank at the back!, takes all lunch break to cure it, muck in the fuel pump - must be careful how you say that, especially after a drink or three!! Families get out of chaps way and take a walk to Wigan Pier, they all came back so it's taken for granted that none took a long walk on it!

Dry line now developed on tests, change to slicks, bald to the uninitiated! At the head of the field David Haigh continues to make the rest look positively geriatric, which we are of cause, but 2 hours behind him things are very hectic. Donald continued on his learning curve, being new to this level of competition took its toll with a pair of washout times appearing on his scoresheet. MacKinnon succumbing to pressure from't yeller Beetle, very close though less than a second. Ineson junior now 2nd Novice, looking to pressurise the leader into a mistake or six to tip the balance!

Renny's opposition is the fact he is knobless, not recommended in the Bitza, however the final test was a terrific performance, that quick he nearly lost

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it he was that surprised, third quickest in class but one David Haigh was 3.2 seconds quicker! - his car is bionic you know, hooked up to his brain! Ineson senior involved in what seemed like a 4 way tussle for a class win, finally keeping it together to put one over the other specials D. Sowman et al even if it was only 0.32 secs! Ineson junior intimidated the novice leader by just standing beside him and he took the Novice award by some 20 secs!

MacKinnon, try as he might just lost out to the Beetle by 1.5 secs, and a 3 sec mistake by Mac is on film for you all to see - tee hee! Renny quite happy to finally get Bitsa something like, pattern for new knob to joiner's shop Monday morning, now thinking about bodywork (Wow - aerodynamics could really upset it!) having seen the plywood Subaru of Dave Golightly.

An excellent day rounded off by our novice autotesters demonstrating they are also novice navigators - Wigan to Leeds via Stoke-on-Trent !!!

Ineson senior.

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NORTHERN LIGHTS ROAD RALLY 1991
LEEDS UNIVERSITY U.M.C.

We had quite an eventful build up to our first road rally of the season. It was Wednesday 27th February and I had no competition licence, even though I had applied for it on the 5th February. A quick phone call to the RACMSA replied, "Sorry, there is nobody in the licence department until 4.00pm!" I was unable to contact them on Wednesday or Thursday as I was too busy. Friday morning came, still no licence, I had to ring them. Luckily someone was in this time. I was told that they had received my application form and had posted my licence second class on the 11th February. Obviously it had got lost in the post. I asked the lady if she could send some kind of approval by fax, as L.U.U.M.C. would not just accept a licence number. Then I got a mouthful, "I've been here since 9.30 and the phone has not stopped, I haven't got time to send any approval". I asked her if she could just simply fax a message. The reply was that she was not allowed to use the fax machine. I then lost my temper and told her I was not willing to pay £10 for not having a licence, when it was not my fault and it could so easily be solved by a simple fax message. She finally agreed to try and send something by first class post, if she had time!

It was Saturday morning and I walked downstairs and saw that one envelope had arrived. I opened it and with great relief saw a provisional licence from the MSA. Everything else had been sorted out previously, so at 7.30pm Mark and I headed towards McDonalds at Guiseley. We arrived a few minutes before our due time and noticed a lot of competitors struggling to get through the noise test. We thought we would be alright, but we were proved wrong, we were 80dB and the limit is 78dB. After adjustments we were cleared, but told that an Official from the RAC was here and if the car was noisier at half-way we would be stopped.

Scrutineering passed without any problems, except for our spotlights not working properly, and the scrutineer was very impressed with our steam cleaned engine. A quick look at the spotlights revealed a loose wire on the relay which was immediately rectified. We then filled in our blackspots and quiet zones, and waited for the start.

The first section was at Storiths, near Bolton Abbey. While waiting at the

time control, on this narrow road, there was a tap on the window, a lad in a white shirt asked if we would pull over and let a red Montego through. We gladly obliged, but later we wished we hadn't, for about a mile into the section we were confronted by this same lad, who looked a bit drunk, walking in the middle of the road. We slowed down and he shouted abuse at us so as he moved to one side I put my foot down before he could whacked the car. Anyway, after a few more miles into the section, we were confronted by an Escort nose down in a ditch. We stopped, along with a crew in a blue Maestro, and helped them out. We jumped back in the car and set off in front of both of them. We went passed Stump Cross Caverns and turned right off the B 6265 towards West End. Then to our sudden shock the steering wheel went extremely light as I saw the control and braked, the car just slid. At first we thought that there was something wrong with the car, but then we realised that it was "Black Ice". We just managed to stop, and proceeded with great care (Phew!). The next bit of black ice was on Brimham Rocks, where supposedly someone had gone off in a big way, so we took it carefully. We then followed the route upto the halfway point at the A 1, the last six miles or so were nearly the same as last year

We were not asked to go to noise, so we continued passed Busby Stoop Garage and onto Kilburn. We then flew up those winding bends to the top, next to the Gliding area. Again we suffered with black ice as we came down towards Old Byland through the most feared ford of them all - Caydale Mill - (That brings back a few old memories - ED). Those members who know it, will agree it is like driving through a river, especially with all the rainfall we have had just recently. Then we headed towards Helmsley and up around the infamous Cockayne Loop, which we cleared in a fast time despite - driving snow! On approaching the ford near Kirbymoorside, we were trying to get passed a blue Mini and as she moved to the left to go through the ford we sailed passed her on the right. She didn't like that! After that we ended up at NTC 20, where we were confronted with ten cars in front of us. No-one moved for about five minutes, so I made a note of the time we entered the control. The drivers in front told us they had been there for over twenty minutes. The timekeeper said that no marshals had turned up so the control was running very late. When we eventually got to the control he agreed to sign the time which we did actually arrive at.

By this time it was getting quite light, so when we left NTC 20 we went for it. Unfortunately Mark made a small mistake but we soon got back and were really going. Travelling rapidly along by Sutton on the Forest we came upon the last bend and nearly lost it, but around the corner and into MTC 22. After booking in at MTC 22 we headed off to the Jacobean Lodge, where we had a small drink and while most of the others left we stayed convinced that we had won something. The results were declared final and we had won the 2nd Beginner award. So felling well chuffed and pleased to have won something on our first rally together.

I would like to say thank you to Mark for doing so well on our first outing. The saga continues on April 14th at Keighley.

Peter Rutterford and Mark Midgley
Car 42 Golf GTi 16v

APRILFOOLS AUTOTEST SUNDAY 7th APRIL
MARSHALS WANTED

For the above event, to keep up the good name of Trackrod Motor Club, and provide yet again an A1 event. For the superb competition between the competitors and the professionalism of the organising team, and the friendliness of the marshals. I would like to thank those of you who will be turning up in advance for coming out to marshal, timekeeping or be a test watcher all are equally important to the smooth running of our event.

Also I have been sorting out my garage and anyone wanting a few tyres (on rims, for a Ford or Mini for Autotests) I have got some up for grabs, so see me on the day.

See you all there, collecting your wages will take place with the prize giving.

Malcolm Jagger

MEMBERSHIP MATTERS

Welcome to the following new members:

Mark Midgley of Leeds
Simon McInerney of Shadwell
Dave Kennedy of Alwoodley
Chris Robson of Leeds
Mr & Mrs Tony Moore of Outwood
Andrew Townson of Harrogate

I hope that you all enjoy being members of Trackrod Motor Club Ltd for a long time.

Membership now stands at a very healthy 124 including joint and Honorary members.

Thank you for renewing your membership this year. This month's magazine is being sent only to those people who appear on my list of paid-up members. So, if you've had to borrow somebody else's magazine, either you've not renewed or my list's wrong (perish the thought!!). Either way, perhaps you'd like to see me?

Having said that, I'm now going to preach to the converted:

When renewing membership, cards will happily be sent by return of post provided that an S.A.E is enclosed. Otherwise you can pick them up at clubnights, or wait for it to arrive with the next magazine.

It says all this on the renewal form, so why do I have to repeat it here?

Now the boot's on the other foot. I apologise to everyone who relies on their membership card to tell them where the next Clubnight will be. The year's only three months old, and the card's already out of date!

Andy Shaw, Membership Man.

SOCIAL CALENDAR

Hope you all had a lovely Easter and did not eat too many easter eggs and feel ill like I did. Anyway, it's back to the grindstone for most of us. Here are some more dates to get you back into the swing of things.

Please note - another inter-club Quiz Night, we need cheerleaders and support for our gallant Trackrod Team. (see further on for details.)

APRIL

- 2 Crown, Boston Spa
OPEN FORUM
- 9 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 11 Moortown RUFC
4-CLUB QUIZ NIGHT (See map below)
- 16 Windmill, Linton (104/390 467)
- 23 New Inn, Eccup (104/288 429)
TRACKROD CLAY PIGEON SHOOT
- 30 Beehive, Thorer

MAY

- 7 Crown, Boston Spa
OPEN FORUM
- 14 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 19 **BRADFORD KART-RACING** (Details further on)
- 21 Beehive, Thorer
- 28 New Inn, Eccup (104/288 429)
VIDEO NIGHT

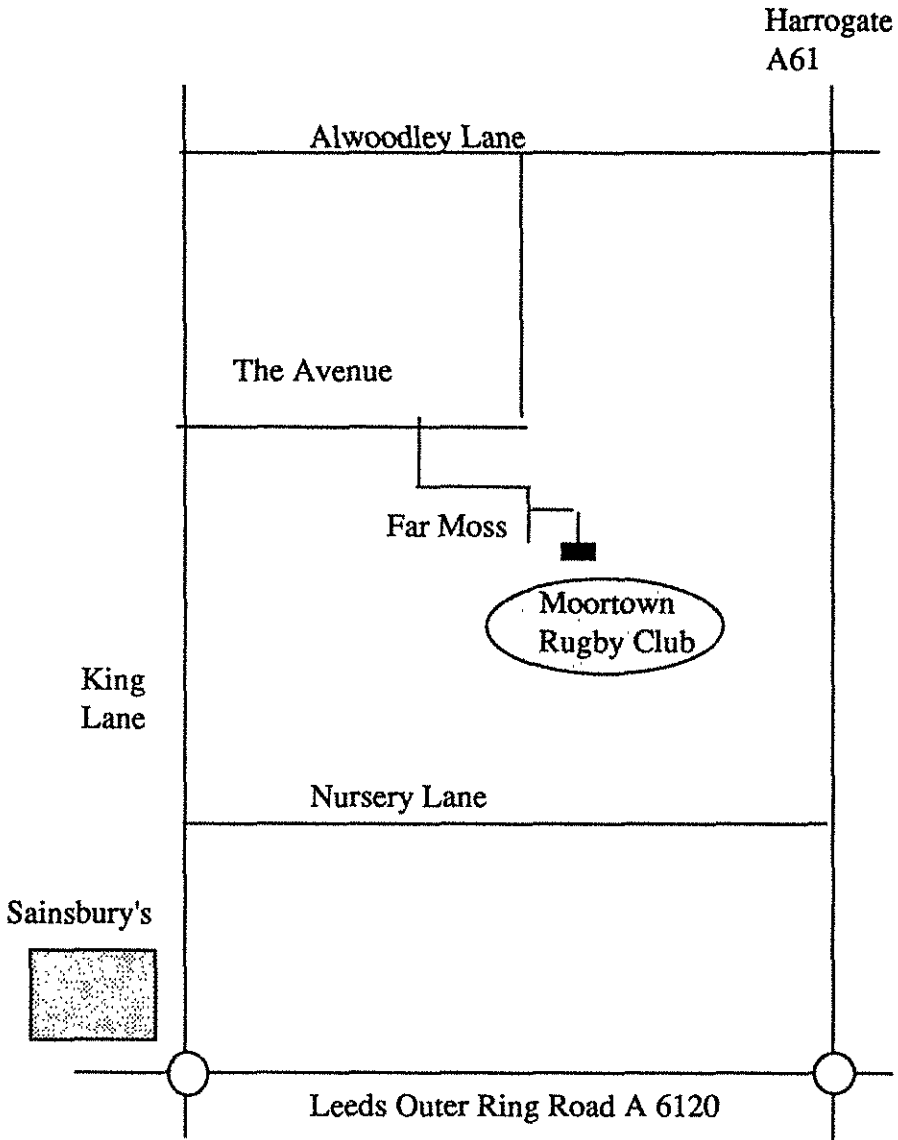
By the time most of you have this magazine in your hands, you should be sitting in the Crown. I know this is a rather controversial venue, but perhaps we can get things sorted out at the Open Forum. Your constructive comments will be most welcome..

FORTHCOMING.....

Quiz Night - Thursday 11 April 8.00pm Prompt Please.

Food Free. See map below for directions.

PLEASE can we have as many Trackrod members (friends & family) as possible.

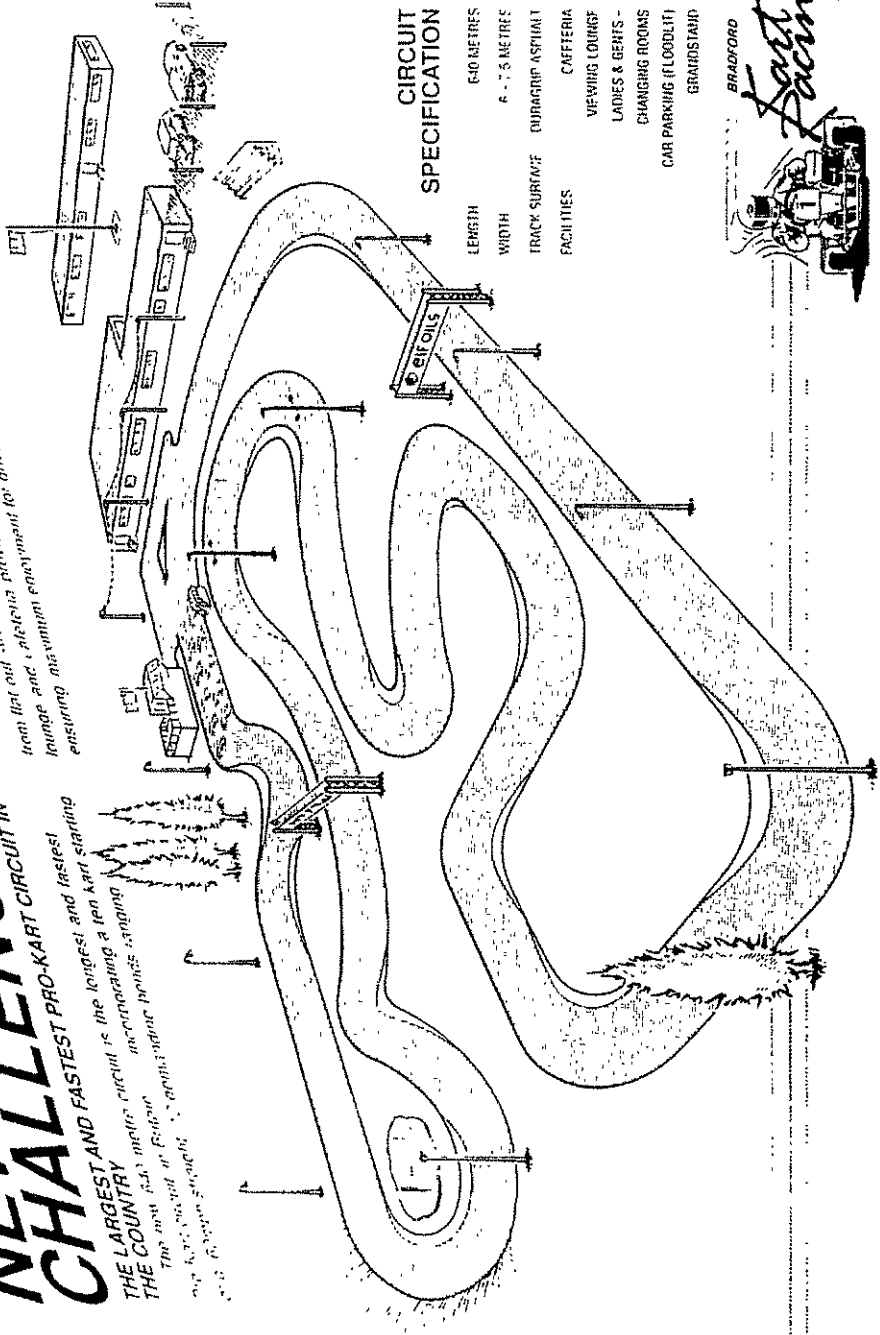


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- FACILITIES
 - CAFETERIA
 - VIEWING LOUNGE
 - LADIES & GENTS
 - CHANGING ROOMS
 - CAR PARKING (FLOODLIT)
 - GRANDSTAND

BRADFORD



ITINERARY

SUNDAY 19th MAY 1991

ARRIVAL ~ Guests sign in at reception.
12 - 12.30pm

SAFETY CLOTHING ~ Flame retardant race suits,
helmets and gloves are
provided in the changing room.

DRIVERS BRIEFING ~ Explanation of racing lines,
flag signals and all aspects of
safety by professional instructors.

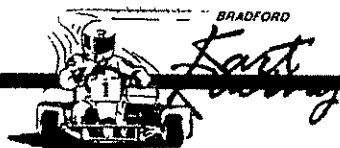
PRACTICE ~ All competitors take part in a
practice session prior to racing.

QUALIFYING HEATS ~ Each driver competes in a
minimum of five qualifying heats.

SEMI FINALS ~ Top twelve drivers compete.

GRAND PRIX FINAL ~ Top six drivers compete.

TROPHY PRESENTATION ~ 1st Trophy and Bubbly.
2nd Trophy.
3rd Trophy.



CLAY PIGEON SHOOT

Tuesday 23 April at New Inn, Eccup

Due to the diminishing light in the evenings please be there for no later than 6.30pm if you wish to have a go. This event is for any adult to attend, including our lady members. It should be a fun night for all.

Bring your family and friends to spectate. There will be a Pie and Pea supper also.

I will be circulating within the next couple of weeks for your names and I will tell you the price of the tickets then (don't know yet!) Members who are not able to get to the next few clubnights, please ring me to book your places. (0924 262938)

BRADFORD KART RACING

Sunday 19 May Arrive between 12 - 12.30pm

Itinerary and map of circuit over the page.

If you would like to have a go, please contact me a.s.a.p. Only a few places left. £35 for a day to remember, includes all your safety gear etc. (see itinerary on centre pages) Bring your friends or family, spectating is free and you can support your Trackrod Kart Racing colleagues.

PETER BLACKS - 24 September £2 per head, so that gives you plenty of time to save up.

SPORTONOGGIN TBA

TABLE TOP RALLY TBA

OK folks, I think that should keep us all busy for a while, I am going to lie down for a few hours now, I have got writers cramp.

See you all

Regards from your ever-loving Social Secretary
Ann Moffat.

LETTER TO OUR CHAIRMAN FROM A PREVIOUS EDITOR

Dear Richard

I've been meaning to write to you for some time, but now I have been galvanised into action. I felt I should write to comment on all those articles in the Trackrod magazine from the past which often features yours truly. Just to show that old competitors never die, they just get more boring, so I thought I would let you know what I have been doing recently.

After the purchase of an MG Metro last year (C reg, for Mary) we joined the MG Car Club and went along to a few events. The first one I entered was an autotest at the motorway services near Chippenham (shades of Hartshead Moor!). Tuning for the event was extensive, consisting of taking the packet of Polo's off the front shelf and pushing the radio aerial down. The tests were fairly complex but, fortunately, we had two runs at each, the best one counting. It was great to see the old MG's tyre smoking their way around, these guys really use their very valuable motor cars.

My class was a bit more up to date, with Metro's, Nova's, Mini's! and a Peugeot 205 GTi. Once I remembered that in FWD you do not declutch to handbrake turn, it all went quite well. In fact I beat the 205 by 0.6 of a second to win the class!

Two weeks later we did a PCT my son Richard passengered. The tuning this time was even more extensive, involving unloading the spare wheel and lowering the tyre pressures. The Polo's stayed on the shelf! The morning was dry and good fun, even getting a "clean" on one hill. Then it rained and that was that. Even Dellows were getting 11's and 12's. We finished well down, muddy and wet, but determined to do better next time. A dural sump guard has been purchased to stop the front air dam bouncing on the bumps, but as yet, there has not been a next time.

What really prompted me to write though was the stage Mary and I watched at on the RAC Historic Rally. It was at Shepton Mallet, and it was just like Boltby in that it was pouring with rain and freezing cold. The adjacent pig farm did not help the atmosphere any! But the cars, absolutely superb. Mini

Cooper S's, Lotus Cortina's, Healey 6's, MGB's, Volvo P544's, Ford Zephyr's, E-Type's, an Elan, an Aston, a Spitfire and a Pontiac Firebird, and several open Morgan's too!! All having the time of their lives. But of a Mickey Mouse test (like Thorpe Arch, as I remember it) with reversing tests, stop astrides, and very tight chicanes. Tremendous sight and sound though, particularly the Healeys.

It set me thinking how many of those types I had rallied in, and since most of my rallying was in Trackrod colours, here's the resulting list - Anglia, Spitfire, MGB, Zephyr, Mini Cooper, Porche 911, Datsun 240Z, Imp, Cortina and when I was in Kuwait a Pontiac Firebird. Quite nostalgic, perhaps Richard Jackson might be interested in having a go next year! I must contact him and suggest it. Definitely a lot more fun than the current four wheel drive brigade seem to have.

So that's it Richard, I shall let you know how the MG competes this year a little on. All the best to you and the other old friends in Trackrod, it is great to see you doing so well.

Yours very sincerely

Stephen and Mary Lloyd.

MORECAMBE BAY STAGES RALLY 10th March 1991

Following our car bending excursions at Cadwell in November, a long rebuild programme was planned - however, it all ended up getting done in two weekends!!! Some organisation? Rebuild complete 3 March 1991. We were ready to go to Flookburgh, or were we?

SAT 9th MARCH 1.00pm Finish work and go on an intercom hunt, eventually returning home at 5.00pm.

7.00pm. Fit intercom and wait for service van to arrive, only to find out that due to an unforeseen problem it was not available.

8.00pm. Ring General Manager at home, "No problem. You can borrow a van if we've got something suitable in." Thanks Terry, we could not have done without it.

10.00pm. Got a van but, unfortunately, no tow bar. All the same, load car onto trailer and fall into bed.

SUN 10th MARCH 3.00am Woken up by half of our enthusiastic service crew and start loading the van. That certainly annoyed the neighbours, but who needs sleep?

4.00am We're off. Scrutineering at 7.15am, no problem, or is there?

4.15am Trailer on back of co-drivers's car jackknives on Otley Road, but persevere by various devious means, finally arriving on time. Met up with fellow Trackrod member Paul Farrar who was out for the first time in an immaculate Nova.

9.00am The event proper started.

Indulged in a big spin on the first stage, but fared no worse than those who, reading the regs, had believed the organisers when they said that this was a tarmac event and had gone out on slicks. Believe me, Flookburgh is not a real tarmac venue - it's sodding rough!!! Paul arrived at service with a well bent n/s/f wing and door after another competitor ran into him.

On the 4th stage we slid off just missing a bloody great big tractor axle buried by the side of the road. Then arrived at service only to find that the water pump had cracked due to the alternator being loose, no spare and not enough time to repair so we took stage 5 nice and easy, till there was time to do a proper bodge!! This entailed repairing the pump with Gun Gum exhaust paste and a blowlamp, this held out for the rest of the day. There was just time for one more spin on the 7th stage on our way to 28th overall and 4th in class. Paul was unfortunately excluded after being towed out of a ditch on stage by a Land Rover.

Thanks are due to Ian for carrying out all the shitty jobs and doing without sleep on Saturday night, to Barry for driving and service, oh yes, and to Dave for not shouting at me too often.

Nick Stevens and David Coates - Car 38.

FOR SALE

TRW SABELT 5 - point competition harness with shoulder pads, still in box, quick release, with crutch strap..... £85.00

Tel. Graham on 0924 - 367849 (Wakefield) or contact Chris Downes any club night.

Two 185x60 HR 14 Pirelli P6 tyres with 6 mm tread - £20 each.

Also four 160x65x315 TD Metro tyres, 2 Michelin & 2 Dunlop 6 mm tread - £15 each or £50 for four.

Tel. Andy on Leeds 562393 after 6pm please.

G reg Black Nova GTE sunroof and all usual extras, one owner from new. Offers in the region of £6500. Contact Nick Stevens on Leeds 674326 or any club night.

4 Alloy rims (Alfa Guilletta) suit Alfa, Chevette or similar. Offers to Nick Stevens.

Championship winning autotest Mini saloon 1100cc all the right bits. Not super pretty but loads of potential. £200 Contact Peter Cohan (via Richard Ineson Leeds 679329).

WANTED

1 pair of Cibie Oscar type spot lights - Contact Mike Cook on 0532 - 391022

Set of wheels (steel or alloy) for a Mk 2 Cavalier (FWD) or an Astra, 5 1/2 J x 13 preferably.

Contact Arthur Heaton on 0937 584631 (W) or 0937 844557 (H).

READING READING!

March 2nd signalled the start of another year of the A.N.C.C. Road Rally Championship with the Leeds University run Northern Lights Road Rally. This year heralds possibly the best competition since 86/87 due to the new standard car rules. These rules were greeted by both myself and other members in the deep south (south of Sheffield) with doubt in that they were obviously sensible the RAC would not possibly agree. Anyway they did and 4 or 5 of the top 7 or 8 cars were standard and illegal to the "RS 2000" rule, Astra 16v, Charade GTi etc. and even the winning car while it had only 8 valves and 1 cam, ran on 185/55 tyres (60 series used to be the limit.)

Having read the magazine over the past few months I was worried that potential competitors may have been tempted to boycott the event as "They're not what they used to be!", however a healthy entry of more than 50 cars were led away by last years runners up Steve Kemp and John Williams. Winners for the last 3 years, Pete Billam and Lloyd Walker were kept away by the RS 2000 being retired and Pete's works Maestro Turbo being pranged three days before the event by a colleague.

The first couple of selectives measured 25 and 20 miles respectively and were cleaned by the top runners as was (not surprisingly) the first time recovery section. However many people were in trouble already by booking in early to non-competitive time controls. Among the top 30 cars this was the biggest single cause of fails. Are motor clubs not doing their jobs in training up and coming new clubmen to the ways of rallying? Stage rally men hardly ever book in early, so how come so many road rally navigators do it? My view is that they are still regarded as road rallies of old but with harder navigation, where timing was not really important because if you went OTL you were virtually out and should go home. Navigators have not studied the event regulations and the blue book if they made this type of error. What hope has club competition if people arrive to compete without a clue as to how the timing works? In 2 years I have only been rung up twice about the timing that was to be used - once by Lloyd Walker (is that why he won so often) and once by a competitor worried by intermediate regularity controls. These used to be feared by myself and many other competitors, yet this year more

crews got them right than wrong. Perhaps the messages are getting through after all?

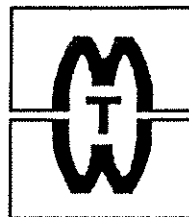
The second half of the event took crews up White Horse Bank, through Caydale Mill, around Cockayne Loop and finally an 18.5 miler to finish at the Jacobean Lodge, where results were posted and winners being Steve Kemp and John Williams in an H reg Peugeot 309 GTi, with second place going to Roy and Chris Jarvis in a Vauxhall 1600 Cavalier Estate. These results perhaps show that you do not need a "Virginia" tyred RS 2000 to do these events nowadays and that road rallies have not been killed off. Yes they are slower, (and safer? - we had not one accident of note) quieter and cheaper than there used to be. You still need to drive competitively but you won't need 6 Turbospeeds to get into the top 5.

As has been indicated in previous months the RACMSA had to do something to keep the events within the Road Traffic Act and the current rules in what we have got, so why don't people stop whining about them and go and give an event a try. As long as you read the rules you won't go far wrong. In fact because stage and road rally timing are now so similar they make an excellent training ground for doing the paper work. No doubt there are many people in Trackrod who would be willing to impart some of their colossal knowledge for the small payment of a pint or so. The A.N.C.C. Road Rally Championship is healthy and if you would like more details see Roland Cross (he's the one with the empty pockets near the bar!). All you need is a car and an open mind to give a couple of events a try before you make a decision.

Having said all that I shall be competing in the 1991 Demon Tweaks/MN National Tarmac Championship, so I hope to fill some more pages with tales of Salisbury Plain, Cornwall, Pembrey, Wexford and Otterburn during the year. I might even pop up to do Radio on a Trackrod event or two provided I can sit in the warm all day and get in for free! (but that's another story, perhaps for later).

Martin Douglas
Timekeeper - Northern Lights.

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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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Stage Rally S-V	Stage Rally M-V
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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, 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 April 1972

Held a Production Car Trial at Whin Park run by Steve Rathbone and Wren, Ken Goodall ran out of fuel while Howard White ran out of electric's! Steve Hazeldine, in his mother's Hillman Imp was beaten by Richard Jackson for his class.

Also had an indoor rally, won by Martin Cantrill (Where are these people now?) and an autotest at Sherburn. Nice fast open tests allowed our Ken to flex the RS 1600's muscles and win his class whilst the Mini class was resolved in favour of Geoff Northmore from someone called Ineson, and Dave Wise (where are "Morecambe" and Wise now?). Geoff was last heard of at Appleyard of Bradford some 5 years ago - anything more recent ?? Had a clubnight at Goodall senior's pub, only Ken got discount!

Then there was the L.U.U.M.C. Northern Lights Rally, Ray Dickinson was Stewarding and Ian Wilson was organising, yes the latter is the same who comes to clubnights now! We had 7 crews out with our best being 9th o/a Dave Lawton/Duncan Gill, 12th o/a was another name known to many Andy Mackay/Mike Tempest in a Cortina Twin Cam. The Brothers Lee (One of whom now runs the Rally and Speed Shop in Chapel Allerton which used to be Howard White's emporium!) also figured at 17th o/a and Ken Goodall/Richard Ashcroft at 22nd.

It was the final chance to buy tickets for the Dinner Dance @ £1.65p per head, however there was a problem, the Post House Bramhope advised us they had double booked hence we changed venues to the Hotel Metropole in Leeds together with its potential parking problems.

David Taylor stood down as Secretary so the search was on for a replacement.

Trackrodends

Richard Ineson.

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