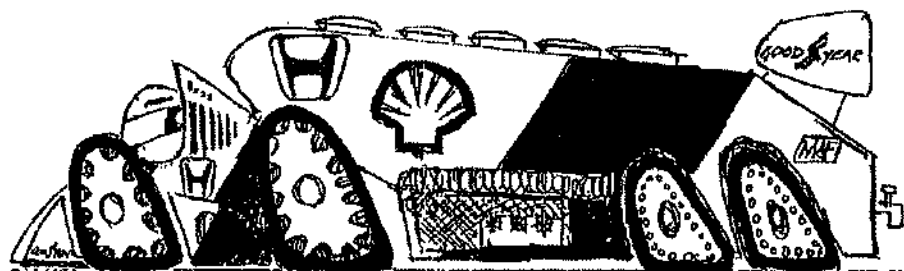


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SEPTEMBER 1991

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 247

Sep 1991

EDITOR

Hi folks, it is time for me to put all these articles into some sort of order, and it has been a bit of a push as I had to share the computer with Chris Sharpe who is using it to set the roadbook for the Barkston Forest Stages which is on the 28th of this month based at Ravenscar. So it is time for a final nudge of the elbow, and if you have not got a job on it you had better see Rod Parkin or John McNichol to get one!

A great weekend was had at Baitings Dam for our Hillclimb. From helping to set up on Saturday which included sweeping the track after the sheep had made a mess of it. It's time those sheep were house trained! To clearing up on the Sunday evening after a great day's motorsport. Thanks going to Peter Stanhope and Richard Ineson for their organisation.

As I said in last month's mag the list of Committee Members have now got their jobs attached so if you need something you will know who to see. Since the A.G.M. Andy Shaw has had to resign his position on committee due to other commitments, and I would like to take this opportunity, on behalf of the committee to thank Andy for the hard work he has done for Trackrod over the last couple of years.

Well that is all I have time for as my candle begins to fade, so until next month, bye for now!

DEREK LEE

**DEADLINE FOR THE OCTOBER ISSUE IS
TUESDAY 24TH SEPTEMBER 1991**

FROM THE CHAIR

August saw the second running of our BBQ Hillclimb at Baitings Dam and what a change it was from last year, the sun was in evidence for some of the time and it did not rain. All this contributed to a very convivial atmosphere which made the whole day thoroughly enjoyable. Competitors were well pleased with 8 runs up the hill and the turn-out from the club was the best for some time and as most of you were either competing or officiating your presence was extremely gratifying - thank you all for your contribution to the proceedings - not least of which was the team of caterers whose efforts were praised by all 100 or so "customers" at the BBQ. Just to make it a real family affair we must finally thank our Sponsor, Morley Waste Traders, alias Tom Whitaker, whose support ensured the event could take place and still be viable with only 34 competitors.

Fast becoming our busiest time of the year, we now enter September and that brings the Barkston Forest Stages Rally on the 28th. Hopefully a massive turn-out of club members will enable the event to run to its usual and now expected high standard. Everything is set for the event to be the decider of the National Championship, depending of course on the outcome of the Cumbria event, and we will also be hosting the Historic/Post Historic Rally cars as a pilot event for a full series in 1992. A slightly modified route is now finalised after extensive negotiations with the authorities - all we need now are entries and your support - don't miss it!

Richard Ineson
CHAIRMAN

SECS BIT

Here we are again, writing in the Secretary's Column. The last time I was Club Secretary was at least ten years ago!! but I'm sure Richard Ineson will be able to tell you the exact year. I can not remember who was Chairman that

year, it could have been that well known National Rally Organiser Rodrick K. Parkin of Midland Bank computer fame, or it could have been an ex-navigator (for one event only 'cos my rallying career came to an abrupt end soon after that outing, but that's another story) John Richardson of Selby, better known to us as Chairman and Regional Committee Delegate to the RAC. Wow John, that's a responsibility and a half! We also see John around the North of England prior to RAC time, doing a very worthwhile job in marshal training/timing which is always worth listening to.

Anyway, where was I The time is 9.20pm on Saturday 24th August as I write this - only 2 hours and 40 minutes to midnight and the 25th. So what, I hear you all say - well the 25th August has 2 major events, Yes, you've got one the Barby Hillclimb, but have you got the other ?? - answers on a postcard or see me any clubnight!!

Before I go any further, a very great thanks must go to John McNichol for his sterling work during last year for the club as Sec., and I am sure we will continue to see John and Jenny in the future at clubnights and events when they can make it. Thanks again John.

You will now notice at the back of the magazine all the new committee members and their positions for the forthcoming year. Please help all you can, especially with articles for Derek Lee. He does a sterling job, but needs your support by you writing your experiences and making sure he has them by the 25th of any month for inclusion in the next month's magazine.

Finally before I go a word to all club members, please help support your club's events, sadly we are struggling badly with marshals and competitors on many events and all I ask is please do your best to help Trackrod survive through this bleak period.

See you all soon. Happy motoring.

Ronnie MacKinnon
HON SECRETARY

SOCIAL CALENDAR

After some gentle arm twisting by one or two committee members I have now ended up with job of Social Secretary.

I will have a very difficult job following on from Anne Moffat, who has done a great job over the past few years. Anne is now recovering from her accident and I am sure we all wish her well.

The next social event will be our visit to Peter Blacks Motor Museum, but since I hope to be on holiday on the day (24th September) Anne has agreed to act as party leader. Either Anne or myself will need names three weeks before the event so give either Anne or me a call NOW to book your place. My phone number is on the Committee List at the back of the magazine and Anne can be contacted on 0924 262938. The cost of the trip is £2.00 each.

The calendar for the rest of the year will follow the previous pattern of Tuesday evening Noggins interspersed with a few other old favourites, and hopefully a few new ideas. I am always open to suggestions (providing they are legal, moral, and physically possible!), so put your ideas on the back of a fiver and give it to me!

Anyway down to business :-

SEPTEMBER

3 Crown, Boston Spa (105/429 457)

OPEN FORUM

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

FREE SANDWICHES

17 Beehive, Thorner (104/376 401)

24 **PETER BALCK'S MOTOR MUSEUM, KEIGHLEY.**

For those of you not going on the trip, there will still be a noggin at the New Inn, Eccup

OCTOBER

- | | | |
|----|---------------------------|---------------|
| 2 | Crown, Boston Spa | (105/429 457) |
| | OPEN FORUM | |
| 9 | Admiral Hawke, Boston Spa | (105/434 454) |
| | FREE SANDWICHES | |
| 16 | Beehive, Thomer | (104/376 401) |
| 23 | Windmill, Linton | |
| 30 | New Inn, Eccup | (104/288 429) |
| | VIDEO NIGHT | |

So I hope to see you all soon.

Stuart Marsh
SOCIAL SECRETARY

Dear All at Trackrod,

Thought I'd just write a note to thank you all very much for the kind thoughts and beautiful flowers, they really brightened up my day.

Apart from being battered, bruised, extremely bored and slightly bald (where they stitched me up), I'm recovering and looking forward to seeing you all again soon.

Thanks again.

Kindest regards.

Anne Moffat.

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COMPETITION CALENDAR

SEPTEMBER

- 1 Airedale & Pennine MC Autotest Res
Stockport MC Autotest Res
Lancashire AC Hillclimb, Scammonden Dam Res
- 7/8 Sheffield & Hallamshire Rally of the Dams R/R
Res maps 110 & 119
- 8 N. Humberside MC Autotest Res
Kirby Lonsdale MC Pendragon Stages Rally Res M/V
maps 90, 91 & 92
Lindholme MC Gilders Stages Rally Res M/V
maps 111 & 120
- 8/9 B.A.R.C. Yorkshire Hillclimb Harewood
- 14 Lincs/Louth MC Mad Video Stages Res S/V
Pendle MC Lee Holland Stages Rally
- 14/15 Knowdale CC R/R Res maps 97, 98, 102 & 103
- 15 Selby & DMC Stage Rally
Bridlington MC Wolds Rally
Glossop & DCC Autotest Heathfield Res
- 21/22 Eastwood MC Cossack Rally R/R
- 22 Clitheroe & DMC Autotest Res
York MC Stages Rally Res maps 90 & 100 M/V
Sheffield & Hallamshire MC Res S/V
- 28 TRACKROD MC BARKSTON FOREST STAGES Nat M/V
maps 94, 100 & 101
- 29 Mablethorpe MC Thurlby Wolds Rally Res M/V
Alwoodley MC Autotest

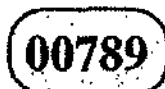
OCTOBER

- 6 Knutsford & DMC Autotest Res
Auto 66 Club Hillclimb, Scarborough Res
De Lacy MC Kirton Stages Res S/V
- 11/13 2300 Club Tour of Mull Stages Res M/V
Maps 47, 48, & 49
- 13 Pendle & DMC Autotest Res

13/14 Stockton & DMC R/R Res
maps 88, 92, 93 & 99

Key:- Res - Restricted, Nat - National, R/R - Road Rally, S/V - Single Venue
M/V - Multi Venue

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FORTHCOMING MAJOR MOTORSPORT EVENTS

SEPTEMBER

- 8 Italian Grand Prix, Monza. FIA Formula One.
- 10/13 Manx International Rally, Isle of Man.
European Rally Championship.
- 15 Croft Rallycross.
British Touring Cars at Donnington BTCC.
- 19/23 Rally of Australia, World Rally Championship.
- 22 British Touring Cars at Thruxton BTCC.
Portuguese Grand Prix, Estoril FIA Formula One.
European Rallycross, Lydden Hill, Kent.
J.C. Van Hire Stages, BTRDA Championship.
- 28 **BARKSTON FOREST STAGES, MINTEX NATIONAL
CHAMPIONSHIP.**
- 29 Spanish Grand Prix, Barcelona FIA Formula One.

OCTOBER

- 6 British Touring Cars at Silverstone BTCC

Please may I introduce myself. My name is Peter Rutterford and I am now Trackrod's Competition Secretary. This position has been vacant for sometime since Richard Simpson resigned due to work and Barry Dove was

pressurised into the job. Unfortunately Barry had many other jobs involved in the sport, so that's where I step in. I hope to let you the members enjoy motorsport by keeping you informed to what is on. Not only on a local basis but also on a national and international Basis as well. I feel this should encourage you to have a go yourself (if you can afford to).

I would like to say thank you to Tom Whitaker for sponsoring the Barbeque Hillclimb as it was such a good event. Those of you who follow the international rally scene will have noticed that Juha Kankkunen won his home event the 1000 Lakes for Lancia after many years of trying. So a great weekend was had by all.

So I will see you next month, unless you have anything you want to ask me in the meantime.

Peter Rutterford
COMPETITION SECRETARY

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CLUBNIGHT SPORTONOGGIN - 27th August 1991

I would like to thank from the bottom of my heart the overwhelming response from Trackrod members at the above event.

I was astounded at the number of entries we received and the large queue of marshal's waiting to sign on. Terrific!!

God you're so keen!! I hope you manage to find some enthusiasm from somewhere to read this article because I'll tell you that it took a dam sight longer to organise the event.

Rebecca Kemp

(I must first of all apologise to you all for omitting this event from the Social Calendar in August magazine, but it was in the July magazine, so if you can not be bothered to check back or open your mouths and ask somebody about these events, then why should we bother trying to organise them for you in the first place - EDITOR)

OPPOSITE LOCK STAGES. MANBY - 20th July 1991

Alan Powell/Barry Dove Car 3

The day began with a good breakfast at 07.00 then down to Manby Airfield for 07.30 noise and scrutineering no problem, but wish Kelvin Brown would not talk so much! Seeded at 3 the main competition we thought would come from Phil and Mick Gallagher in the BDG, and Tim Wood and Sue Rylatt.

the format for the event was new with the service area being in the field at the west side of the airfield next to the entrance to the white. The schedule was 2 stages tarmac then 1 stage on loose, alternating until stage 12 which was 1 complete lap of the loose and then 2 laps of the tarmac!!

Stage 1 was 2 laps of the tarmac with chicanes etc., which was duly completed in 5.07 on a new set of Colway 185x60x13 intermediates. Fastest time went to Tim Wood on 4.58. The Gallaghers retired on stage 1 with a rod out of the block. Darren Moon set a blistering 5.00 dead, but his day had strange consequences, also on 5.00 was car 7 a nice 2 litre Escort Mk2.

Stage 2 repeat of the first saw us spin off on a tightening right but setting a 4.56 and still losing 7 secs to car 7. On the one Tim Wood threw his cam belt when a stone took a liking to it, bending the valves and breaking the camshaft bearing carrier. Stage 3 was one full lap of the old and new loose stage which we took 12 seconds out of car 7 setting fastest time.

We continued to compete with car 7 for the rest of the day, but in a straight line we did not have the power, we could not brake him, corner faster and leave him for dead on the loose, but those straights at Manby are a mile plus long

The only drama's we had were when the exhaust broke on stage 7 which I duly welded with a strap but could not do more without the sumpguard off. It broke again on stage 9 so knowing that we had two all tarmac stages to do we removed the sumpguard and began welding in the presence of Kelvin Brown the noise official. When he was happy we went and did stages 10 and 11 replacing the sumpguard after 11.

Stage 12, total mileage 7 plus saw us 26 seconds in arrears. Alan chose to go on the Colway intermediates (which proved a little bit more exciting on the loose). So having questioned whether we consolidate our pretty secure 2nd overall or go for it, the reply was "..... em we're not going without a fight". After a slight delay we arrived at SS12 with only a 30 second gap between cars this only proved a little difficult as the soft breeze had now lifted and was clearing the dust pretty quick. 5 4 3 2 1 GO - Flat for 200 then 45 right & left to 90 left!! 2 wheels on the rough 2 on the hedgerow (these tyres have loads of grip on loose but lack something in the steering area), another trip up the scenery but we were going for broke, on to the old loose firm enough. Alan drove brilliant, off the loose to tarmac no prisoners here, anticlockwise down to the open left hander by the conning tower past the

service/finish area flat in 5th 110+ front nearside wheel waving at the spectators (absolutely magic) another lap and in to the finish 8.35 phew!! Car 7 did 8.42 so we managed to pull 7 seconds back. It was not enough but we kept 2nd overall 55 seconds in front of 3rd overall.

The event organised by Slaithwaite MC was very good and well organised with only one or two slight delays but excellent. To our service crew you were fabulous. Becky for all your help even down to spraying aftershave all over to keep those bleeding fly's off, magic and Mark for the tyre changes etc. and Tom, Vince, Darren and Mike for your help when you unfortunately retired and all the girls.

Alan what can I say you drove fantastic, 5th overall on the 3 Swans was good this was pure adrenalin, cheers.

Darren and Mike set some fast times only to miss the lap split when his oil pressure disappeared, don't think I would have accepted exclusion when the regs read different to Blue Book!!

Tom and Vince shed a bottom hose on stage 1 but went on to record some decent times. Finally retired after stage 6 when a suspected bottom joint was very loose, this later turned out to be a worn pinch bolt and pin. (soon be a 2 ltr RWD Mk4)

Roll on 31st August for the Armstrong Massey should see a full team out again.

Barry Dove

I must also say what a pleasure it was to see Alan on song. Infact it was a most enjoyable days marshalling I have had for quite some time - EDITOR





READING READING PART 2

CLIFFORD COS IMBER STAGES

Berie Ewin/Martin Douglas Car 39

Having decided to do all the mainland rounds of the Motoring News Championship this year plus Wexford at least. Our first event of the year was our local round on Salisbury Plain. I thought I had better give you an idea of who my driver is. Well Beric Ewin is a local Reading driver who runs Clifford Cos Engineering the events sponsors. The car is a tarmac spec Sunbeam with fibreglass wings and kevlar doors and a fairly competitive engine (honest!) Imber roads are characterised by being very straight and so organisers need to use chicanes every mile or so to keep the average speed down. our car was geared to run at 122mph on 53cm Michelin TB's however this was nowhere near quick enough down some of the straights (!).

This year we have registered for the Motoring News Championship and the smaller Abbeygate Southern Tarmac Championship. However still doing selected events depending on how good the event is and how much budget we have left rather than just to get points.

Anyway back to the story. For the second year running the organisers provided pacenotes for all the stages, however unlike other events only descriptive system notes were available. As we use a number system (far easier and simpler to both read and understand). So I spent the previous night changing every bend on all the stages from "slight" to "square" into 1 to 8. Because of that I missed any opportunity to go to the pub, but at least that left me with a clear head for the 06.00 start on the Monday morning. As we were seeded at 39 we were due to leave at 06.39, but we were a few minutes late due to the number of roadbook amendments given out. Soon we were off to the first stage, New Zealand Farm run uphill, all of 1.83 miles to get going on.

Characteristically we made a slow start and took 10 seconds longer than the 1600cc opposition, a start we were struggling to make up for the rest of the day. The next stage was longer nearly 4.5 miles where we were 20 seconds off the pace as there seemed to us to be a couple of inconsistencies in the notes so we were not taking any chances on our first visit to Imber. The third and fourth stages were cancelled due to Rob Moore's accident from which I hope he is recovering swiftly, and so we were routed to SS 5, up the Range Road and all the way back to Core Cross. As it was our first visit we did not know the American Road is completely flat (in a 1600 Sunbeam) and so we were careful at the cautioned pot-holes, however we wound it up towards the finish as we started feeling more confident.

First service was only 10 minutes or so and off we went again for a second lap of New Zealand Farm, this time 5 seconds faster and on the 4.5 miler a clear 24 seconds faster. Splitting these two stages was a 1 mile (repeated) of Steeple Ashton, the only tarmac stage I have seen where knobbles were a requirement and 6 inch deep ruts developed through the day. Our second time was 7 seconds faster, though still being careful!

As the day went on we got quicker and quicker until stage 14, Steeple Ashton 3. On the last bend of the stage we slid wide and just as I was getting ready to be bounced off a very sturdy telegraph pole we hit a rock in the banking which forced us back onto the track and we made the finish. At the stop line the marshal assured us that the tyre looked a bit soft so we changed it on the next road section. Also finding that a great chunk of the wheel was missing as well. The new wheel still wobbled alarmingly leading us to presume that the half-shaft was bent, once we stopped to check that the wheel nuts were on tight! There were still 4 stages to service so we cruised through Steeple Ashton 4 setting a time 73rd fastest. Then the next two stages were cancelled, leaving just 5 miles of stage to limp through. A time of 1 second slower than before, seems to be a strange definition of limping, but we made it to service where we had 58 minutes or so to fix all that had broken. Closer inspection revealed the disc had almost been smashed into two parts. However Simon

and Kevin were brilliant and managed to change half-shaft and disc etc. in 55 minutes. We then dropped our only lateness of the day as Beric cleaned his hands, but we were in contention again.

Three stages remained so we had a good go over these to end up 34th overall and a rather depressing 9th in class. As our aim was to pick up MN points it was better as only four crews above us were registered and we were second Southern Tarmac Championship crew. The prizegiving was a rather hotch potch affair as the 1st overall had to leave to catch a ferry to the Isle of Wight and so he was presented with his award first, however the dancing girls soon made up for that!!!

Thanks to Peter Rushforth and team for making the best of a not very good selection of roads, but please, please leave that dreadful Steeple Ashton alone next year! Thanks also to Simon and Kevin for servicing and to Beric for not retiring when he really wanted to.

Next round Tour of Cornwall - will we be more competitive? Will we beat Tony Pond? What will break and how long will the tyres last? Read the answers to these and other questions in the next instalment, when available!!

See you all on the Barkston, if we make it round Wexford OK!!

Martin Douglas

Many thanks Martin for keeping us abreast of what is happening in the forgotten land south of Sheffield. Looking forward to your next instalment, so keep up the good work and see you soon - EDITOR

Dear Derek,

Congratulations on a fine year's worth of editorship, and more power to your keyboard for the future!

I write primarily with a few thoughts, although they are not directed at anyone person in particular. They concern the frequent references to poor turnout at club events, and I trust that they will be taken in the constructive manner which I offer them.

Firstly, I see from Andy Shaw that we have 144 members in the club, that means that they have taken sufficient interest in the sport to fork out the membership fee, in return receiving their magazine each month.

Secondly, the references in the magazine to poor turnout would seem to suggest that nowhere near 144 members are "regular" members, possibly a quarter of that figure? This also means that 3/4 of the members have only the magazine to go on as to what is happening and to attract their interest. Recently, a lot of the articles have spent more time complaining about poor turnout and lesson what fun it is. My impression is that if there is anyone out there who attends less regularly than I do!! they would start asking why the turnout is so poor and probably not bother turning up. People only come to the club because they want to, no amount of complaining will motivate them.

So my suggestion is, to those who write to you in future, more on the positive side of the events and less on the "please turn up 'cos no one else will", people only come to the club BECAUSE THEY WANT TO.

Finally, and yet another cause of falling attendance is what John and John have both written to you about - smoking - is the committee going to come up with any ideas? My feet vote on my behalf.

Neil Du Cros.

Many thanks for your scrawl, Neil. As you say there have been many articles these last few months regarding turnouts both at events and at clubnights, and my feeling is that I would prefer to type into the magazine articles about good events that people have enjoyed, and so as I start my second year at the keyboard I hope that they are the sort of articles I will be getting!! - EDITOR.

TROPHY POINTS - UPDATE

8 months gone, and the tables change slightly. Remember who to give your points to from now on Michelle King, if you do not know who she is, ask me!

Well, this is who's doing what and no arguments please!! See me if you don't agree.

1. Autotest Trophy - R. Ineson - 90 - 6 events
R. MacKinnon - 77 - 5 events
M. Ineson - 44 - 5 events
J. Renny - 35 - 3 events
D. White - 22 - 3 events

2. P.C.T. Trophy - A. Heaton - 3 - event

3. Marshal's Trophy - P. Andrews - 35 pts
R. Kemp - 20 pts
N. Stevens - 15 pts
D. Lee - 15 pts
J. Bean - 15 pts
A. Heaton - 15 pts

M. Cook - 10 pts
P. Scruton - 10 pts
M. Jagger - 10 pts
+ 12 members on 5 pts each

4. Service Crew Award - R. Kemp - 10 pts
6 members on 5 pts each

5. Outside Events Trophy - A. Heaton 39 pts - 4 events
T. Whitaker - 25 pts - 2 events

6. Larkspeed League Trophy T. Whitaker - 25 pts
A. Heaton - 16 pts
R. Ineson - 12 pts
M. Ineson - 9 pts
J. Bean - 6 pts
+ 5 members on 5 pts each

7. SPY 44 Trophy - Only A. Heaton qualified to date.

8. Ladies Competitors - No claims

9. Hunters Trophy - No claims .

10. Stage Drivers Award - (best 8 events to count)
A. Powell - 35 pts - 2 events
S. Sanderson - 24 pts - 3 events
N. Stevens - 17 pts - 2 events
M. Brier - 12 pts - 1 event

11. Stage Navigator Award - (best 8 events to count)
B. Dove - 35 pts - 2 events
A. Apperley - 25 pts - 2 events
R. Buchan - 24 pts - 3 events
D. Coates - 17 pts - 2 events
J. McNichol - 12 pts - 1 event

12. Road Rally Driver Award - (best 8 events to count)

P. Rutterford - 65 pts - 6 events

A. Heaton 31 pts - 4 events

13. Road Rally Navigator Award - (best 8 events to count)

M. Midgley - 65 pts - 6 events

J. Bean - 21 pts - 3 events

R. MacKinnon - 10 pts - 1 event

14. Trackrod Trophy -

D. Lee - 30 pts

M. Jagger - 30 pts

R. Ineson - 29 pts

J. Renny - 27 pts

S. Marsh - 23 pts

B. Dove - 22 pts

J. McNichol - 21 pts

K. Goodall - 20 pts

+ 29 members below who have claimed points.

**15. Newman Ladies
Trophy**

A. Moffat - 23 pts

C. Goodall - 20 pts

R. Kemp - 20 pts

J. Smyth - 15 pts

+ 12 lady members who have claimed points

I now hand the reins over to Michelle. Happy motoring, and see you soon.

Ronnie MacKinnon.

**DON'T FORGET TO GET YOUR POINTS CLAIMS IN
TO MICHELLE A.S.A.P.**

BARBEQUE HILLCLIMB - 25th August 1991

I would like to take this opportunity to thank everyone who came to help run our second Hillclimb at Baitings Dam, and for those of you who did not, where were you! Because you missed probably the best event this year. With only 34 entries and the weather idea they all managed to get in 6 timed runs to give them the best value for money.

I would like to thank Rod Parkin and Russell Holdsworth and team for putting on a superb after event feast. Amazing what you can do with a few bread buns, sausages, burgers and a bit of lettuce to feed about 120 people!!

The winner at the end of the day was no. 61 Glyn Sketchley in a Nova Jedi 492 with a time of 27.89 secs. It was nice to see that we had five entries from Trackrod, well done lads. Thanks also must go to Tom Whitaker of Morley Waste Traders for their sponsorship of this years event.

Thanks yet again to everybody, and hope to see you all next year.

Peter Stanhope
CLERK OF THE COURSE

RETROSPECTIVE

From the pages of the Trackrod Newsletter of September 1972.

19 competitors took part in the sportonoggin which was won by Steve Lloyd, looking down the list we see the names Martin Kemp, Steve Holden, Ron White, Marsh Newman, Richard Ovenden to name but 5. Had an E.G.M. to authorise the new A.G.M. date and to reduce the size of the Committee to 3 officers and 6 elected members (seems to be about where we are now!) There was also a report of the treasure hunt won by Richard Jackson "and a cast of thousands" which just happened to include Tony Woofenden and his fiancée Sue. Tony made headlines only last week by

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chasing off some car thieves who were trying to nick his car but he, or rather his car came in for some pretty horrendous treatment from the thieves with crowbars - however we digress. Martyn and Liz Cantrill were also taking part together with Ian Wilson and "Kath".

Oh, incidentally, the E.G.M. approved the election of a Club President and this was duly done, Ray Dickinson being unanimously supported by the Committee, though there was an element that saw this as a promotion to "upstairs"!

David Taylor reported on the antics of our Sprint and Hillclimb fraternity. Howard White managed to roll his Cooper 'S' into a ball at the Longridge Sprint, he escaped unscathed however and was 3rd in class by virtue of his earlier timed run! The car was repaired during the following week for an event at, would you believe, Baitings Dam only to be beaten by .02 secs for 1st in class!

Our Shell League team were sprinting at Topcliffe though results were not available at time of writing, our team of 5 were Ken Goodall, Richard Jackson, Dennis Dickinson, Keith Marr, David Taylor and John Mitchell. More next month?? We were lying 4th in the League, somewhat better than our current performance! This was after the Huddersfield MC Autotest at Wellersby Park Barracks when B.A.R.C. "imported" a lot of "national" talent in George Holland, Dick Squire, Trevor Smith, etc, an act frowned upon somewhat by us lesser clubs. Somebody called Ineson finished 3rd in class, Johnny Solk 7th, David Taylor 8th and best novice, Dennis Dickinson and Richard Jackson, both sharing the former's Mexico had the clutch burn out so collected a fair number of washout times to be classified as finishers.

Trackrod ends

Richard Ineson

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.

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