



PREPARED FOR THE 90'S

OCTOBER 1991 MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 248

Oct 1991

EDITOR

Firstly I would like to apologise for this magazine being out one week late. The reason for this delay was the fact that the computer I use was not feeling very well, infact it had a virus. So Chris Sharpe who was using it to produce the Forest Rally Road Book, took it to Ravenscar for a bit of recuperation, and it was there that Dr. Neil DuCros administered a cure. So I have been nursing it along to get it in to top gear for next month's mag.

Now I would like to bring to your attention a few things that are happening over the next few weeks. URGENTLY required are names of people who will be doing the Economy Run on Sunday 20th of this month, to be given to Ken or Louise Goodall. Next month we find that Bonfire Night 5th November is on a Tuesday and the Committee have decided not to have a bonfire of our own but to go to the one organised by Jan and Nelson Doggett of the New Inn, Eccup. So in November the dates for the Crown and New Inn have been changed round. With the large number of people expected at the New Inn that night anyone who would like to volunteer to marshal the fire for Nelson, your help would be gratefully accepted. We will provide the tabards! You will also see in this issue an advert for the Larkspeed League Disco at the Craiglands Hotel, Ilkley. This is usually a great night and includes the Mick Britton Roadshow, so if you want to go give your name to Ronnie Mac.

Finally congratulations goes out to Rod Parkin and Team for putting on another superb Forest Rally, and hoping that the new Mintex Series will be as good if not better than the Mintex National Championship it is to replace next year, the Barkston being yet again the final round.

DEREK LEE

DEADLINE FOR THE NOVEMBER ISSUE IS
TUESDAY 29TH OCTOBER 1991

FROM THE CHAIR

October again, and a bit (only a bit) of a breather for all before the Lookout Stages. The last couple of weeks have been a bit hectic but the Forest Rally came and went as is usual. You'd think that we would know what to do by now, well we do when it comes the event but some basic true stories do provide some rib-tickling interludes, like filling the van up with diesel and shortly afterwards establishing it's a petrol engine!! Like spending an hour getting some 4' fluorescent tubes and then finding they should have been 5 footers!! Like having to go all the way back to Leeds from Ravenscar for the generators (there must have been a good reason for going in the first place?!) However, life's little incidents provide for much amusement during the subsequent weeks when you wish that people would just forget!!

I know that Rod Parkin has had more than his work cut-out to make sure the event happened this year through no fault of our own, and that he will be expressing his thanks to those who assisted him in due course, but I would like to take this early opportunity to thank everyone who turned out both prior to and on the day to make sure the event ran smoothly and to the high standard we have now come to expect, thank you all on behalf of The Club.

Those who did not go on the Peter Black's Museum trip missed out on an opportunity to see a superb array of motoring history, both cars and memorabilia. One comes away thinking that the surroundings are most unlikely for such a collection and the entrance is just a small door in a back street, nothing ostentatious at all! The only problem for me was that there was not sufficient room to display everything at it's best, too crammed in. Add a hundred and fifty people and you have got even less! However a very interesting couple of hours, thanks to the Social team for the arrangements.

Richard Ineson
CHAIRMAN

SECS BIT

This month I have only just enough time for a quick write up, so I will not hang about. I feel that the new members of the committee are working well to give the rest of us some new ideas to keep Trackrod in such high esteem.

The autotest crews were out in force at Bingley car park for the David Brown MC autotest on Sunday 22nd September. With the first three tests being long ones and an entry of 52 it took till 12.00 for everyone to do them. The rest of the tests were a bit shorter so things got a bit better. Only one problem to note was that the Spyder of Messers Inesons lost a clutch pin which had to be bodged with a nut and bolt. Richard finished 2nd in class, Matthew 6th in class, JR 4th in class and yours truly 1st in class.

A ride through the forests with John Fairweather on the Barkston last weekend was also not without its dramas. Waiting at scrutineering on Friday night, no show John and the new Astra were still in Leeds, but made it for first thing on Saturday morning. A problem with brakes throughout the day culminated into no brakes at all on a long downhill into a hairpin on Cropton and we ended upside down, end of day out.

Anyway that is all I have for now, promise to write more next month.

Ronnie MacKinnon
HON SECRETARY

BARKSTON FOREST STAGES RALLY

Just a quick note to say many thanks to all of you who came out to help us run this years Barkston Rally, sorry about the weather but that unfortunately has nothing to do with us. I expect that we will hear about many of your dramas over that weekend at the next few clubnights. Again many thanks as we could not have run it with out your help.

Rod Parkin
CLERK OF THE COURSE

SOCIAL CALENDAR

Did you spot the deliberate mistake in last months magazine. Yes the date for October were Wednesdays, so here are the revised dates for Tuesdays!

OCTOBER

- 1 Crown, Boston Spa (105/429 547)
OPEN FORUM
8 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
15 Beehive, Thorner (104/376 401)
20 ECONOMY RUN - For details see article opposite.
22 Windmill, Linton
29 New Inn, Eccup (104/288 429)

NOVEMBER

- 5 New Inn, Eccup (104/288 429) *
BONFIRE NIGHT - ROCKETS AND SPARKLERS!
12 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
19 Beehive, Thorner (104/376 401)
26 Crown, Boston Spa (105/429 547) *

* Denotes - changes due to bonfire night

A few people have come up with ideas for social functions, but two of them need some idea of numbers before any further work. Firstly a visit to a car factory, Ford at Halewood, Nissan on Tyneside or Rover at Longbridge are all possible for a day trip by mini-bus, but it will have to be a weekday. A few people have suggested a visit to an overseas rally Ypres or Manx to name but two, but others could be considered (anyone fancy the Safari ?...). In either case it will need a minimum of ten people to make mini-bus hire a practical proposition, so if you are interested have a talk to me.

Lastly we have an invite to a Quiz organised by Ilkley & DMC on Wednesday 30th October, at Pool Mills Social Club, Otley and teams of four are required. We have a few semi-brainy people, but some new blood (and brains) would be welcome.

Stuart Marsh
SOCIAL SECRETARY

* * * * *

THE TRACKROD ANNUAL ECONOMY RUN FOR THE JACKWIL TROPHY.

Sunday 20th October, will see the annual running of the Trackrod Economy Run, closed to club. The start will be at the Texaco Adel Service Station (MR 104/270401, next to the Lawnswood Arms).

All you will need for an enjoyable day out is your car, yourselves and a map 104 to plot a simple route of approximately 60 miles. So just present yourselves between 10 and 10.30am with £4.00 to Ken or Louise Goodall, and easy on the gas!

Afterwards we will retire to the New Inn at Eccup.

See you soon.

Ken Goodall.

* * * * *

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WANTED

Stage Rally intercom. Rims and tyres (black and round preferably) for Fiat. Any auxiliary lighting. All as cheap as possible. Contact Andrew Apperley with the Fiat Uno shed on 0977 514718 or on 0836 544037.

ACCOMMODATION AVAILABLE FOR THE WEEKEND 2/3RD NOVEMBER.

Mrs King of "Cobble Cottage" Main Street, Sutton upon Derwent, has 2 - Double rooms and 1 - Single room at £15.00 per person for Bed and Breakfast. Tel 0904 608766.

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CASTROL Crystal Ford Rally

Saturday 19th October 1991

BICKLEY STAGE

Last signing on at 12.00

Stage Operational by 12.30

First Car Due 13.30

We have been asked by N.H.M.C. to run the Bickley Stage on this years event, our "usual" stage Wykeham seems to have seen the last of rallying if not for ever then certainly for the time being.

The Bickley Stage is approximately 4 miles long and all being well we should be finished and away by 16.30.

N.H.M.C. regularly turn out to assist on Trackrod events, this is now our opportunity to return the favour so plenty of Marshals Please!

At the moment I have only had one or two volunteers so plenty of interesting jobs left - names please to : Stage Commander John Smallwood 0904 706257.

RALLY OF THE DAMS - 7/8th September 1991

This event was the 5th round of the A.N.C.C. Road Rally Championship, and also a round of the East Midlands Championship. A strong entry of 60 cars reported to the pre-event formalities in Sheffield city centre, and then proceeded to a "secret" start area - Woodall services on the M 1.

Our initial impression was that this event would be very different from the highly navigational events we had contested to date. Many of the East Midland entries were sophisticated road rally machines, which just managed to comply with the rules (i.e. RWD Mk 3 Escorts etc.). Our Cavalier FWD GL looked a little out of place here, but under the skin Arthur has made several improvements to the brakes and suspension which were to help us on the night.

I was surprised to be given a full list of Time Controls, many of which were timed to the second, 1 hour before the off. The format was mainly selectives, with two regularity sections towards the end of the night, more of those later. The "difficulty" in the navigation was that most sections had passage checks which were - sort of - given in a hand-out at each selective start. All of the directions were fairly straight forward map references, although many were in the form of 10 - 15 "blackspots" to avoid.

The first two sections used the lanes around Worksop, and on a 2 mile selective I found the organisers using "Plan B" to gain some results. The start clock was running 59 secs late, and the finish clock 59 secs early..... result - drop 13 seconds! This practice was to continue throughout the event, which caused a fair bit of time loss, once again due to the need to park up to plot the correct route.

The first half wound northwards around Maltby and Doncaster. The navigation was causing some problems to cars around us, car 23 a Peugeot following our every move at one stage until we took a very dusty white!! We next saw this car retiring at half-way.

Petrol was at Wooley Edge services, and there was no time to spare before the second half started in the lanes around Wooley Edge. I was concerned about the loss of time here, as the navigation was via a number of Give-Ways, including 2 at the same junction! My concern must have got to Arthur, because we flew round the maze of lanes, picked up a hard-to-find passage check, took one wrong slot, but still managed to clean the selective - one of only 2 cars in the whole field to get round without penalty! The secret was, of course, that the organisers wanted us to use the same crossroads twice, slightly staggered in reality, but not on the map!

We then headed for the hills, between Denby Dale and Penistone, with no major problems. At TC 29, on the hillside above Stocksbridge, a blind brow followed by a downhill 90 left showed signs of carnage, a rare sight on road rallies nowadays, where several cars, including ourselves, had moments. It was also noticable that our pace had picked up considerably.

From NTC 30 to TC 31 we were given a list of 32 map references, either blackspots to avoid or PC's to pass. After a lot of head scratching, I made the decision to miss one of the PC's in order to keep from going OTL. This proved to be justified when we completed the section within 4 minutes of maximum lateness, after a section of nearly 15 miles in length.

Two more short selectives heading south towards Hallam Moors saw another problem, this time caused by not receiving a signature for a code-board, its too late to do anything when you are within 2 minutes of going OTL and at the start of the following section! Still, I kept quiet until we reached the final two "Regularity" sections leading to the finish. It does not help to wind-up your driver on a competitive section, especially as it was now broad daylight. By completing the two "regularity" sections without any time loss we made the finish venue with a few minutes to spare, and sat in a line of cars at the MTC. Here the marshal took the Timecards and I took no notice of the times being entered. This was a fatal mistake, as it transpired that I had booked in 2 minutes early or 2 fails! A sad end to a night of 7 hours non-stop rallying, although our final tally of 4 fails put us at 24th O/A. The top ten finishers were all from the East Midlands/Sheffield area, top A.N.C.C. crew being

car 11 Steve Robson/Paul Taylor from Whitby, who are also contesting the East Midlands Championship. They finished 11th O/A with 1 Fail.

The A.N.C.C. Championship is still a closely fought affair, Arthur still lying 3rd O/A, myself 4th O/A, roll on the next event!!

John Bean and Arthur Heaton car 24.

BBO HILLCLIMB

On behalf of myself and the organising team we would like to thank all members who assisted, in whatever capacity, on the above event. After last year's downpour we were blessed with much warmer and sunny weather, the benefit of an outside Barbeque headed by Rod Parkin and his team - well done!

For the record some 52 people signed on of which 35 were Trackrod members assisted by members of Otley MC, Yorkshire Bank MC and Nat West Bank MC. Only one member plus assistants did not turn up without reason or contact, others changed to competitors or were sick. All in all a good turn out enjoyed by all - I think! Certainly the competitors enjoyed the 6 timed runs and this was due to a lower than expected entry, coupled with slick organisation.

Thanks again and well done, hope to see you all next year.

Graham S. Whitaker
CHIEF MARSHAL

HELP REQUIRED

Contact Liz Young on Stamford Bridge 72895 for anyone who is interested in marshalling on the Des Winks Stages. Single Venue at Wombledon on the 27th October.

COMPETITION CALENDAR

LOCAL MOTORSPORT EVENTS FOR OCTOBER

- 11-13th 2300 Club Tour of Mull Stages,
Res M/V, maps 47, 48, 49.
- 13th Pendle & DMC Autotest Res
- 13th Otley MC PCT
- 19th N. Humberside MC Crystal Stages,
Res maps 94, 100, 101.
- 19/20th 061 MC Road Rally
- 19/20th Stockton & District & Northallerton MC
Three Rivers Road Rally
- 26/27 Morecambe Illuminations Rally
- 27th Bury Auto Club Autotest
- 27th Malton MC Des Winks Stages

NOVEMBER

- 3rd **TRACKROD LOOKOUT STAGES**
Matlock MC Autotest
Barnard Trophy Navigational Rally,
Lincs M & CC

MAJOR MOTORSPORT EVENTS FOR OCTOBER

- 12/13th Targa Fiono (Historic Rally Champs)
- 13-18th San Remo Rally (World Rally Champs)
- 19th Audi Sport Rally (Shell Open Champs)
- 20th Suzuka Formula 1 (FIA Champs)
- 20th German Touring Cars Donnington Park
- 27th-2nd Nov. Ivory Coast Rally (World Rally Champs)

Also Motorfair at Earls Court October 17-27th.

It was good to see that the Mintex Championship went down to the last round the Barkston Forest Rally, which guaranteed us a good entry including Colin McRae's practice in the Yorkshire Forests for the RAC Rally.

OTHER POINTS OF INTEREST

Marshal's required for the Three Rivers Road Rally.

Please contact : Ned Brook, 38 Addison Road, Great Ayton, Middlesbrough, Cleveland TS9 6AW. Tel 0642 722791

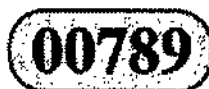
WANTED

Members to compete on the Three Rivers Road Rally. This will be a great event for beginners who can use any production car to A.N.C.C. Regulations. There are no limits, even turbochargers, multi valve engines can be used. The organisers have gone a long way in making this event attractive. The route will be either competitive or non-competitive with no regularity sections and the navigation will be only simple types i.e. map references, tulips, spot heights, etc. I would like to see a few more Trackrod entries on this rally. So if you want any regs see me A.S.A.P.

Peter Rutterford

COMPETITION SECRETARY

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BURMAH WOLDS RALLY - SEPTEMBER 15TH, DRIFFIELD

September 15th saw the first event run by Bridlington and District Motor Club for seven years, the (closed permit) Burmah Wolds, the intention being to raise funds for a village hall in Bewholme with all the local residents becoming involved with the running of a "Horsepower Weekend", four legged kind on Saturday and noisy rally car kind on Sunday!

Unfortunately a clash of dates saw a somewhat low entry of 26 cars for nine interesting stages totalling some 50 miles on and around stubble fields including three or four vicious jumps and long straights.

There were two Trackrod crews out on Sunday, Dave Coates and myself running at an ominous seeding of 13 along with Phil Kent (he of the pink wheels at the Hillclimb!) and Tony Booth at 23.

Stage one saw both crews in trouble in one way or another with Dave and I being credited with a time two minutes slower than that taken which was soon rectified by the organisers and Phil and Tony emerging late having stopped on stage with stuck brakes.

Things could only get better, or maybe not. We lost the electric fan wiring early on, suffering overheating in a big way at the flying finish. Phil collected a puncture losing more time. Our ever willing service crew sorted the cooling problem out in no time, but Phil returned collapsed o/s rear suspension after the next stage, time for some Bodgineering!! New spring seat fabricated using exhaust U clamps. However this lasted less than half the next stage, so we inserted a section of exhaust pipe for a permanent remedy!

Things were going well with Dave and I 5th overall and second in class and Phil and Tony somewhere around 12th when on stage 8, seeing our class leader leaving the start line as we approached the merge, I took the next jump flat in fourth, the Sunbeam did a good impression of an Ostrich, burying its head in the sand with enough force to bend the chassis and push the sumpguard into the sump and smash the crank pulley, now with no drive to the water

1991 LARKSPEED LEAGUE AWARDS

1990
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ILKLEY & DMC

&

1991
CHAMPIONS
? ? ?

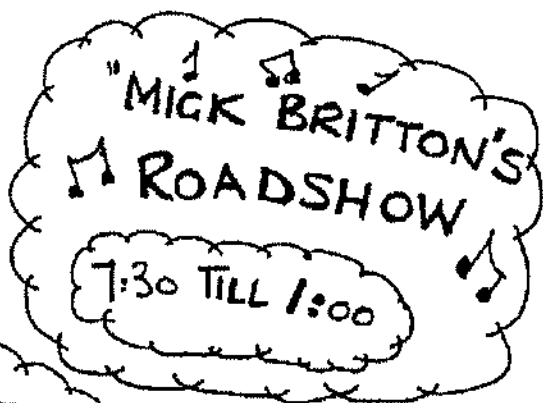
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9th NOV.

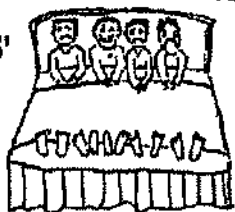
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pump the next lap was tackled with a whistling radiator and the wipers on. On return to service we managed to bodgineer the pulley to enable us to complete the 9th and final stage for 6th overall and 2 nd in class plus a trophy (our first award). Congratulations to Phil and Tony who overcame problem after problem to finish 11th overall and 4th in class.

As I am now a student the planned entry on the Barkston had to be shelved, see you at Melbourne for the Lookout.

Nick Stevens and Dave Coates

P.S. Is anyone selling a 2CV with "No nukes" stickers, I understand that all students have to have one!!!

READING READING - PART 3

TOUR OF CORNWALL

Having arranged an "executive" caravan for the weekend at the start venue the Hendra Holiday Park in Newquay, we were all set for an airfield event with lots of road miles as we had been told. Having passed through scrutineering and noise we signed on and were given 2 road books, a service road book, etc. etc. etc. While I plotted Saturdays route including all the road sections Beric, Peter and Simon went out to buy some tyres and rations. I left Sundays route to do on Saturday night, deliberate move on my part, for if we were to retire on the Saturday I would have been sick had I wasted all that time for no reason.

Saturday arrived and we got up as John Price went past our caravan while doing stage 1. We watched the first ten and then wandered up to Parc Ferme where we fired up the car and got ready. Stage 1 was a 3/4 mile blast through the Holiday Park which was very slippery and muddy and as a result no one beat the maximum time of 1.33 so we were in joint lead to SS 2 (or joint last!!)

Then the fog came in and we had two pretty slow runs through Penhale, a 2 mile road through sand dunes to first service.

As the event was a round of the Nova GSI Challenge there were loads of very fast cars in our class so we carried on looking for Motoring News points rather than a class award. Stage 4 was cancelled due to fog, and then the sun came out and we were able to quicken up our pace.

SS 7 Trelowarren was a 3 mile stately home stage where we set a pretty good time compared to other 1600's. Rod Heal told us that Richard Breakell had really been going for it and had been very fast in his 1600 Fiesta, so we lost heart until we got a time 5 seconds quicker than him! Richard is the class leader in the Abbygate Tarmac Championship.

A couple of real hang on rides round Predannoch Airfield took us to the 4th service area and then to Portreath Airfield where we notice a strange scraping noise at the finish, it was the brake caliper falling off so we had to cruise through the 3 stages until we had 15 minutes time in a road section to re attach it all.

A last blast round the Holiday Park, where they had change the bogey time, took us into Parc Ferme where we found ourselves about 10th in class and 40th O/A, 1 place in front of the great Tony Pond. So as we left Parc Ferme for the bar several things were on our minds - could we beat Tony Pond, what will brake tomorrow, why had I not plotted the route the night before???

Sunday dawned hot and sunny & with 8 stages to go, four were at two venues which were split by three services. The first two were curiously named Blackpool 1 and Blackpool 2, and due to our customary slow start we lost a few seconds. It was not helped by the organisers map being absolutely dreadful, but never mind off to SS 3 & 4, around a disused airfield at St Eval (pronounced Sneville) which was very gravelly and produced a few slides and a fairly large spin. John Price's engine went bang on these stages so at least we moved up a place.

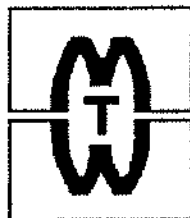
After another quick service back to Blackpool, where they ran a repeated version of the first stage and we knocked 7 seconds off our previous times, even though they had tightened the chicanes. The next one had the same start but slotted left after about a mile or so and through a chalk pit. Luckily the tracks were very, very wide and the Dunlop slicks were not perhaps the correct choice but we set a time 2nd or 3rd in class, which surprised us as it seemed I'd had time to write out a couple of postcards up one particular hill but nevertheless we were still going and off back to St Eval for the final two stages.

To try and beat Tony Pond we gambled on intermediates to handle the gravel and were a little bit slower than before (a lesson to be learnt there maybe?). So we approached the final stage confidently, and on the last bend of the stage the clutch broke and we coasted to the stop line with only a road section to do. Once the marshals had pushed us on our way we realised we had 12 minutes to do 7 miles through Newquay so panic set in. Luckily Peter and Simon were following in the van so off we went. Trying to time the give ways was simple, but halfway up a Cornish 1 in 4 hill we got stuck behind a Mini and had to stop. So we were in neutral on a hill with no clutch and 6 minutes to get to MTC 4 where lateness penalties were handed out at the rate of a minute per minute. The only way to do it was to get the van to push us up the hill until Beric could hook a gear, to the noise of bending bumpers and cracking rear lens we were off again. The next test was an uphill give way onto an A road, so Peter overtook us in the van, pulled out and blocked the traffic so we had a clear run onto the main road. We shot into the finish with much engine revs and air horns, but were still a minute late, so I leapt out of the car and began arguing with the marshal that we had been past the control board but behind a service barge, etc. etc. etc., anyway he was just about to change the time when the Control Officer intervened, already knowing that lateness penalties had been dropped due to the top ten having problems with traffic.

Tony Pond beat us by 18 seconds, but we were 3rd in class of the Motoring News crews and 32nd O/A. Not bad considering..... A brilliant event which

continued on page 20.....

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had over 80 miles of stages around Cornwall of all types, and if anyone is ever in the area do this event, you won't regret it. (OK it is a long way from Leeds, but no further than Mull is from Reading!)

Many thanks to Peter and Simon for servicing so efficiently. Currently there are rumours of Tony Pond going to Wexford, so there will be answers to these questions in the next edition.....

Will our defeat be avenged?

Is Ian Whincup a better driver than Beric Ewin?

Is the Guinness better over there than Stanhopes over here?

Do descriptive pace notes work as well as a number system?

Which is better, £140 for 160 miles or £340 for 80 miles?

That's all for now.

Martin Douglas/Beric Ewin Car 52.

RETROSPECTIVE

From the pages of the Trackrod Newsletter of October 1972.

Hey, report on the restricted Autotest at Kings Road - Richard Ineson shot to stardom taking F.T.D.

New equipment had been in evidence - notice board, scoreboard, (we have still got it and use it), typewriter, duplicator but still looking for a caravan for about £75 would you believe!

Steve Lloyd reported on the impossible, he had sold his Fiat and bought an MGB GT as a successor to his other 'B's (none of them MG's) and claimed it to be a great dolly puller - don't know how Mary felt about that! Anyway

continued on page 23.....

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

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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.

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Membership No. _____ Comp. _____ Membership card _____

down with Agnelli and up with Lord Stokes (or was it up Lord Stokes?)

Richard Ovenden reported on progress with his new car, singing it's praises as you do - front wheel drive, 998cc, 2 star petrol, 35 mpg, large boot, 2-speed wipers, electric washers, 0-60 in 15 secs - yes you guessed a Datsun Cherry 100A.

Not much been happening hillclimb wise except for the recent Harewood meeting where Howard White finished 3rd and David Taylor 6th, in different classes.

The SPY 44 rally round up included a report on the Shipley & DMC Uniflo Rally which saw Dave Lawton/D. Gill finishing 18th and Best Trackrod. Other entries included Martin Kemp/Ron White (29th and 2nd Novice), Ian Buchanan/M. Stones 53rd and Richard Jackson/Dennis Dickinson 59th.

Also included in the rally round up was a list of the latest RAC Blackspots for maps 90, 91, 92, 93, 94, 95, 96, 97, 98, 102, 85 & 89!!

The aforementioned autotest at Bramhope had a healthy entry of 25 made up of a wide variety of cars including a Hillman Huskey of Mr 7 Mrs Parkes, Richard Ovenden's Datsun Cherry, Steve Holden's Viva, Paul Adelman and Alan Forrest in Mexico's, Ken Goodall's RS 1600, Johnny Solk's Spitfire and so the list went on! That's a few more who are now officially over the hill!!

Trackrodends

Richard Ineson

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