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**DECEMBER 1991**

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# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 250

Dec 1991

## EDITOR

Already you will have notice that the magazine is slightly different this month, in the fact that a few of you might well have had to put on your glasses to read the contents of this magazine. I have done this month's magazine in smaller print as a cost-cutting exercise to see if we can reduce our printing bill without spoiling the look of our magazine.

So I would really appreciate your comments as soon as possible so that we can keep everything as we know it. One of the other alternatives is to possibly get some more advertisers to offset the cost or I am afraid that our Treasurer will be putting the membership fee up next August.

As this is the last month of 1991, I have looked back over the last 11 months and feel that although there has been a recession on and some events have either run at a loss or had to be cancelled that Trackrod has been very fortunate and seen a good response to all of the events we have organised, except the June Jesters Autotest which both Ronnie Mac and myself reluctantly cancelled at the last minute due to clashes with other events, but we will be back in 1992 to pick up where we left off. The only other event that was cancelled was the Wharfedale PCT which was organised by Barry and Becky and that was due to the venue not being available at the last moment.

The RAC Rally again has been and gone, with the usual moanings about the amount of time spent waiting for the competitors to arrive. I was marshalling at junction 6 on Langdale, which was just before where Richard Ineson was. I was at least pleased that we did not have to get up there in the middle of the night to get into the stage, 10.00am was quite good enough. My only comment on the RAC Rally was the fact that there was only about 12 - 15 world class drivers and after them it seemed to be just clubmen. It reminds me of the old Mintex rallies not the old RAC rallies, and I think it is time the RAC MSA decided to take the event out of FISA's World Rally Championship and run the event as it used to be without all this receiving and pace notes, make it driver ability to read the roads.

Well that's all I have got time for see you all next year!

DEREK LEE

**DEADLINE FOR THE JANUARY ISSUE IS**  
**TUESDAY 31ST DECEMBER 1991**

## FROM THE CHAIR

After my 1990 "alternative" RAC Rally it was with some surprise that a similar opportunity was presented to me in 1991.

This time, proceedings kicked off with Brunch at the Downe Arms, and a briefing speech to 100 Lombard Guests as to what to expect at Junction 7 on our own Langdale Stage. The transportation of all these bods was then accomplished by coach, yes the full size jobs, along Forge Valley and the approach road to Birch Hall, no mean feat!!

Commander Renny had laid on the Raynet lads to provide a radio link to the finish by which we received competitors times which was of great interest to the gathering throng. Amongst the guests was Brian Carte, the Chief Exec. of Lombard N.C. Finance who expressed his congratulations to Trackrod for organising the Stage very efficiently, this was echoed by many of the Lombard staff members and guests who found it refreshing to be confronted by civil marshals (and these guys had been to a good number of stages on this event) and excellent viewing options. As per usual the top 10 - 15 made the rest look like another event and it was not long before the steaming coffee, laced with whatever of your choice (!) was flowing from the bowels of our number 1 coach, it really is a very civilised approach is all this! At about the time the daylight started failing we were summoned back to the coaches for the return to the Downe Arms and afternoon tea, a pleasant natter on what had been observed and the times achieved prior to joining the massive queue on the A64! I think the most pleasing aspect of the whole affair was the recognition of the effort the club had put into the running of the stage and being able to accept the compliments on behalf of all involved and to be able to pass on their unsolicited and sincere congratulations to you all, well done.

Finally I would like to remind you before you read it elsewhere, that the Christmas Party will be at Mick Britton's Club, Farsley and will need your support if it is to be the success it deserves, and also of the Boxing Day Autotest at West Street Car Park, Leeds, Alwoodley MC are joining us for this customary lighthearted affair to blow the Christmas cobwebs away! Marshals will be required so please come along for the fun!

Richard Ineson  
CHAIRMAN

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## SEC'S PIECE

Into the last month of 1991 we go and looking back, what a year. If anyone is looking forward to 1992, I am, but that's another story.

Derek rang this evening to ask if he could come over and pick up my offering to the magazine. It has been an absolutely hectic week and has you guessed, I had forgotten to write my piece, so here I am 7.30pm on Saturday night quickly putting pen to paper before Derek arrives.

Unfortunately I was unable to venture out on the RAC but watched with interest every night. John Fairweather again had hard luck when a drive shaft broke on the last stage of the Kielder complex on the Wednesday. Ironically the service crew were to change them at the next service halt as a precautionary measure. The L.S.D. he had bought for the car was suppose to be able to drive the car on one shaft, alas it did not and by the time the chase car and shaft and rally car met up together, and after speedily changing the offending part, they clocked in 7 minutes late at the next control OTL. Very bad luck John, especially after all the hard work that had to be done to the car after the roll on the Barkston.

Now I have become self-employed and a shop trader, my own motor sporting activities will be few and far between, but I still hope to do some navigating for John and do a bit of Autotesting in the new year.

Hope you all have a super Christmas and a Merry New Year, but remember to drive safely.

Ronnie MacKinnon  
HONSECRETARY

## SOCIAL CALENDAR

Here are your diary dates for the next two months. Please note that the venue for the 17th December has been changed to accommodate our Christmas Party at Mick Britton's in Farsley.

### DECEMBER

- 3 Crown, Boston Spa (105/429 457)  
**OPEN FORUM**
- 10 Admiral Hawke, Boston Spa (105/434 454)  
**FREE SANDWICHES**
- 17 **CHRISTMAS PARTY - MICK BRITTON'S CLUB**  
Stoney Royd, Farsley (104/213 353)
- 24 Christmas Eve - No clubnight meeting.
- 26 **BOXING DAY AUTOTEST WEST STREET CAR PARK**  
Refreshments after at Stoggy's, Burley Road.
- 31 New Years Eve - No clubnight meeting, but Nelson will still be pleased to see you if you decide to go.

### JANUARY 1992

- 7 Crown, Boston Spa (105/429 457)  
**OPEN FORUM**
- 14 Admiral Hawke, Boston Spa (105/434 454)  
**FREE SANDWICHES**
- 21 Beehive, Thomer (104/376 401)
- 25 **TRACKROD ANNUAL DINNER DANCE AND PRIZE**  
**PRESENTATION, Hilton National, Garforth.**
- 28 New Inn, Eccup (104/288 429)

I have had a new venue suggested which I hope to be trying soon. If you have any ideas for a suitable place please let me know

If anybody know of a small minibus (under 12 seats) for hire, please let me know as we could be needing it for a continental rally visit.

### FORTHCOMING ATTRACTIONS.....

Two dates for major club functions have now been set, the Christmas Party and the Annual Dinner Dance and Prize Presentation.

### CHRISTMAS PARTY

This will be on the 17th December at Mick Britton's Club, Stoney Royd, Farsley. This replaces the noggin at the Beehive, so if you have read this please tell anyone who may not have heard. Last years party at the same venue was voted a great success, but poorly supported so when you are contacting people to tell them not to go to the Beehive cajole them into coming along to the Christmas doll! The price need not put anybody off at only £1.00 yes one pound, so get your tickets now!

### DINNER DANCE

Our Annual Dinner Dance and Prize Presentation has now been firmly booked for the 25th January 1992, this is to avoid clashing with an RAC Rally function. We are returning to the Hilton National Hotel, Garforth (formerly the Mercury). The price has been held down to £15.00 per head, no increase on last year, something you can not say about most things. All the other ingredients stay the same, so the special room rates of £25.00 per person for Bed and Breakfast may attract people who want to party and avoid the breatherlyser. Ticket raffles will be held so you may win a ticket before the committee start to strong-arm you.

Stuart Marsh  
SOCIAL SECRETARY

## READING READING Part 4

### WEXFORD RALLY 1991

Car 72 Ian Whincup/Martin Douglas

Following on from Cornwall where a 1300 Uno had putted away from us on the straight, Beric decided his engine needed more gee-gees under the bonnet and so a major engine rebuild was attempted. Once completed we decided to have a go at the Millbrook (Vauxhall's proving ground) to run it in (?) before our foray into Southern Ireland. The theory was correct however the engine building was not, and it went bang just before the event, so that was that until it was put together again.

As I was unwilling to send away another entry cheque into a black hole from which it would never appear entry or not I left it until a chance meeting up at Craven with Ian Whincup (of Imber fame) made me jump ship from one 1600 Sunbeam to another. A few swift phone calls later, B&B, ferries and an entry were all arranged.

The event takes place over both Saturday and Sunday with practice /receiving on Friday, so we set off on Thursday (Peter Henness, Ian Sunderland and myself) to catch the 3pm boat from Fishguard. Despite a meeting with the Carmarthen Constabulary we made it in plenty of time, drove on and waited for Beric to arrive (who had rebuilt his engine and placed a late entry with Jim (the Irishman) co-driving.

Friday dawned bright and sunny so we set off down to the Talbot Hotel to sign on as a practice crew and get a road book and we were off. 270 miles later we had covered all of Saturdays stages 3 times and all of Sundays stages twice, and as there was a 40mph speed limit drama had been limited, save for Stephen Price with his hired Fiat Uno embedded in the front of a bus. [SCHOOL BUS!! FOR ALL THOSE MULL FANS - ED] How crews manage to receive stages 15 or 16 times for World Championship events I do not know, however Brian Patterson's notes were very good and did not need much alteration. If anything they were too detailed and most of the changes consisted of crossing things out.

Ian uses a descriptive system as opposed to Beric's number system, and as to which is better it all depends on where the notes have come from, or if the numbers have been "translated" from the descriptions or if they have been made independently.

Later that day we met Ian down at scrutineering where the car sailed through, but there did not seem to be any noise test. The Irish are very concerned with safety, but not much else!

On Saturday all cars had to be in Parc-Ferme by 09.30am and then the event started at 2.00pm. The rain started at 11.00am and so people started worrying about tyres, we did not as we had TB's or TB's, which would have to do! As everyone was around at 1.30pm the organisers decided to set car 1 off at 1.45pm, fifteen minutes before expected, but no one seemed to mind with 120 cars following at 30 second intervals.

Saturday consisted of 3 stages each done 3 times, in total 75 miles or so. We set off taking things steady but still quite quickly and started setting times 2nd and 3rd in class. The organisers had shown great skill in seeding all the competitive 1600 cars (except the eventual winner!) behind the Metro GTi's and so they started getting in the way as they were being caught. This led to at least 3 retiring following accidents as crews struggled to overtake. We only caught the one and he moved over as quickly as he could. After that they were very gracious letting faster cars through at the arrival controls. We finished the first day 24th O/A and 2nd in class, 90 secs behind Dave Watkins/Chris Griffiths who were 22nd.

Saturday had seen us driving fairly steadily so Sunday was the day to attack and try and reduce the gap to Dave Watkins. The third place man was more than a minute behind us. There were 4 stages to do, each one 3 times, in all about 90 miles of stages with service after each lap. This gave us our first problem, it was unlikely that we had enough fuel to get round one complete of stages and so Peter was assigned chase car duties and arranged to meet us between the 2nd and 3rd stages with a jerrycan if we needed it. We did need it having to put in 3/4 of the can after 18 miles of stages and 1 road mile!

On the first lap we lost four seconds on the first stage and were equal on the second, then taking four back on the third. Because we were running together on the road we could compare times at each arrival, and Chris Griffiths assured us that he had not seen Dave as flustered as he became during that lap!!

The second stage of the day took us past the spot where Ian had had a wheel bending incident in 1990. This, lots of gravel, Ian "going for it", and me turning over 2 pages of notes at once led to an exciting twelve minutes, including a couple of very big moments. Next time round we were much tidier, safer and 16 seconds quicker and we finally started to reel Dave and Chris in at the regular rate of 3/4 second a mile.

The car was running like a dream, except for the brakes which were locking up quite often and Peter and Tim were now experts at bleeding Sunbeam brakes, this problem continued for the whole event.

Sunday was in general faster than Saturday, several sweeping stretches being travelled at about 120 including a couple of jumps that had appeared since the recce, possibly because the recce was done at 40 mph!!

As we lined up at the final arrival control I calculated that we were 40 seconds behind Dave with only 10 miles to go, we arranged to both take it easy and not do anything stupid. We both kept the promise and did the stage in 9.36 (9.18 was our previous time) to come 14th and 15th O/A, 1st and 2nd in class 2 1/2 minutes in front of third place.

A brilliant event, if you have not been to Ireland, go. Many thanks to Peter, Simon and Tim for servicing and to Barry, Kate and Beric for moral support. Oh yes, the Guinness is better over there!! Thanks to Ian Whincup for asking me, hopefully it won't be long until the next one!

Next time: Barkston, Mull and Cheviot  
Will we get blown off the roof?  
Will the bar ever shut?  
Will beric's car last 100 stage miles over Otterburn?

Martin Douglas

Thanks yet again to Martin for a superb article and I feel that if I could give an award for submitting articles then it should go to Martin for effort he puts in to firstly to write them and then to send them to me. Martin, again many thanks to you - EDITOR.

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## MERCHANDISE

Is your 'T' shirt tatty?  
Is your sweatshirt shagged out?  
Looking for an unusual gift?

Any of these problems can be solved by digging deep for some of the high quality merchandise that the club has for sale! We have got assorted sizes in T shirts (but only in one colour), one sweatshirt, and a few ties.

If your sick of people pinching your pen then why not buy one of the clubs and then you are sure to get it back (they don't work!)

All of these items are for sale at popular prices (well the committee like them!)

Stickers should be appearing in the near future.

Stuart Marsh

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## TROPHY POINTS

Well lads and lasses this is the last chance to claim your trophy points for this year, so if you have not done so already - then get them in!

Also all those of you who have the trophies from last year, it is time for you to return them so we can give them to this years recipients. Please can I have them returned to me (preferably cleaned, as received) as soon as possible and no later than 2nd January 1992.

A trophy points list should be published next month listing the various winners and the runners up. So if your name does not appear on them, next year you will have to try harder.

Michele King  
TROPHY POINTS SECRETARY

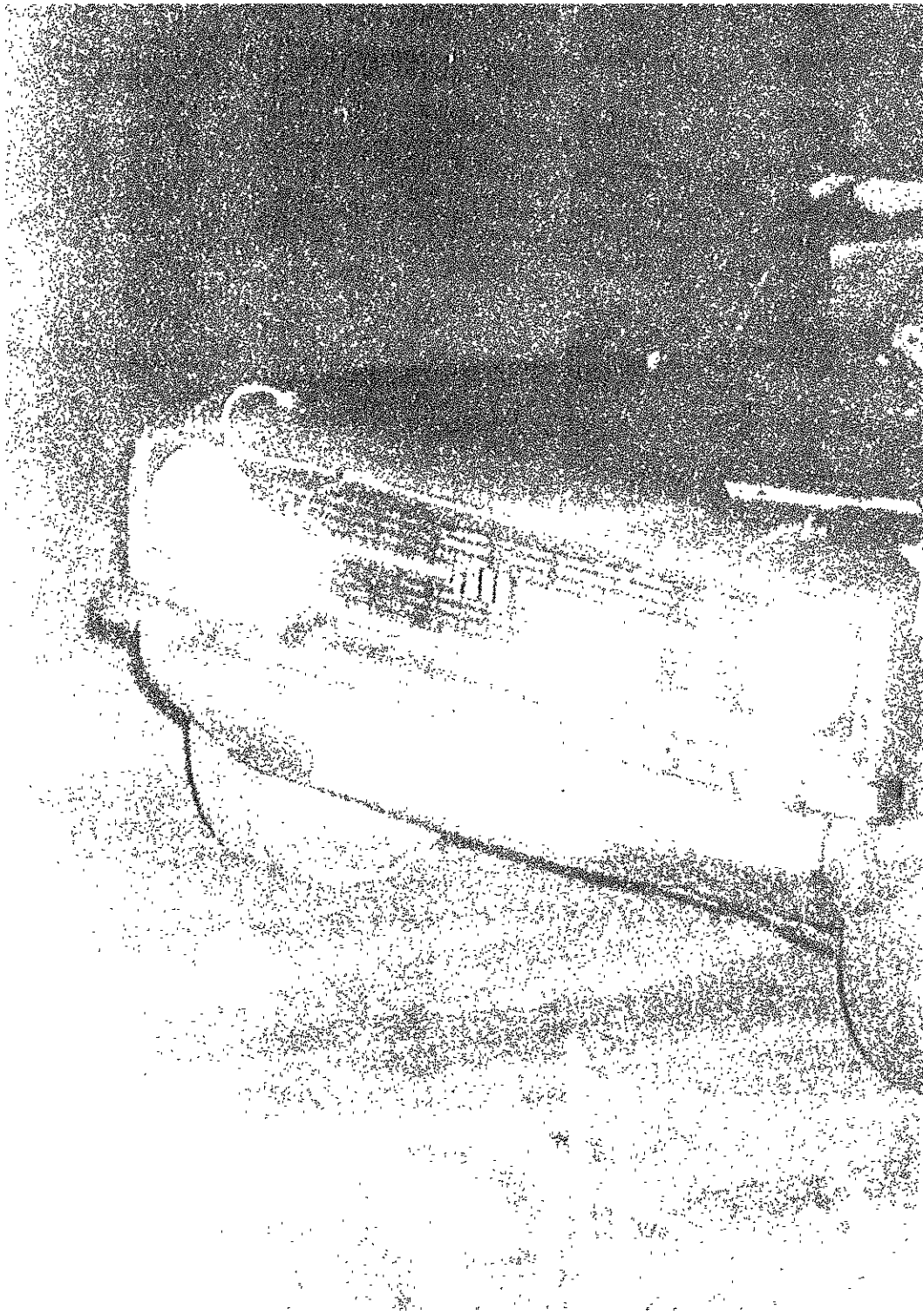
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## 22nd TOUR OF MULL

Can Range Rovers fly? well this has been proven to be YES again on this years Tour of Mull organised by 2300 Motor Club. I was asked to run as CC1 taking the Chief Marshal round the whole event.

For those who have never been to Mull you do not know what you are missing! Situated on the west coast of Scotland, Mull has some of the most beautiful scenery in the U.K., as long as it is not raining! This year it was one of the best years, there was hardly a drop of rain and some days it was glorious sunshine.

This was the second year to be run with closed roads with the usual format of night stages on Friday/Saturday and Saturday/Sunday, each night there was also one forest stage. On the Saturday afternoon this year there were two closed road stages and two stages in the forest, the closed road stages were said to be very spectacular.

With the roads being closed by an act of parliament no member of public is allowed on them after a set time. The system worked as thus, CC5 Ian Richardson as clock delivery approx. 1 1/2 hours before the first car, followed by CC4, a Police car with the numbers on the side! which officially closed the road 1 hour before the first car. He was followed by CC2/3 the safety cars checking that all driveways, roads are taped off and all cars parked well off the road. Then followed CC1 driven by myself taking the Chief Marshal round all the stages approx. 40/50 minutes before the first car checking that all stages are manned properly. CC0 then followed about 10 minutes before the first car.

I managed to keep the Range Rover on the island, just, thanks to a lot of Susanne's encouragement, SLOWDOWN. On the Saturday afternoon stages the forest CC0 car broke down so we were asked to due the job, not a nice thing having Andy Knight right behind you.

At the end of the event all the competitors had to take their time cards to the Glen Forsa Hotel where we were staying, so at 4 am a big party started with hundreds of competitors, marshals etc. in the hotel, I think we saw the dawn come up!

In total there were 19 stages which totalled over 140 stage miles for a cost of £200, not bad value for money since most of the stages are on tarmac!

It was nice to see a few members there competing or marshalling, I think this is the most enjoyable rally during the year, sorry Rod even better than the Barkston, so not wanting to over publicise the event it would be nice to see more members there next year.

Peter Stanhope

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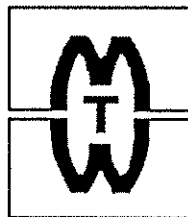
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**TROPHY  
POINTS  
CLAIM**



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

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

Organising Club: Trackrod/Other

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

---

Competitors: Please fill in below  
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:-

EVENT STATUS:

C    CM   R    N    I

ANCC round?                    Y/N  
LARKSPEED League round?    Y/N

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

RESULTS

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

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

---

Received \_\_\_\_\_

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

**TROPHY  
POINTS  
CLAIM**



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

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

Organising Club: Trackrod/Other

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

---

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Economy Run            Other:-

EVENT STATUS:

C    CM   R    N    I

ANCC round?                    Y/N  
LARKSPEED League round?    Y/N

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

RESULTS

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

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

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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 \_\_\_\_\_

**1992 TRACKROD MOTOR CLUB MEMBERSHIP**

I wish to APPLY FOR/RENEW my membership of Trackrod M.C. Ltd for 1992.

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 December 1972.

The editor commented on a lack of marshals for our recent Stang Stage on the RAC Rally (some things never change) and the fact that as "privileged spectators" should be prepared to stand out in the pouring whatever in the dark! This was brought about by marshals remaining in their cars and the Chief Marshal had to go door-knocking to drag them to their posts, Stang does not allow a car to be parked at every marshals post!

New members, (here's some more going over the hill now they have been mentioned in this column) how about : John Richardson, Alan Powell, Andrew Roddy, Pete Womersley and Jeff Baldock.

The Chairman Martin Cantrill seemed to be expressing concern that committee meetings were getting bogged down in discussions on drinking habits whilst trying to come up with new clubnight venues, rather than discussing real motor club business. He also suggested that an element within the club felt the Stang stage to be a farce, but that they should not criticise until they see how much effort had to be put into the organisation!! "Next time" he told us, it would be perfect, even if we all had to be there for four hours in the freezing cold and one man per corner (oooooh!)

Ursula Ovenden was doing some work for a national opinion survey and was seeking owners of various cars to help, no record of her finding owners of a Vauxhall Victor, Austin Maxi, Hillman Avenger, Ford Consul, etc, etc.

The Holland Cup Rally only had one Trackrod entry from Richard Jackson/Dennis Dickinson who complained of a vast lack of traction in the 240Z as the event used a lot of muddy whites, which resulted in their finishing 8th O/A.

The Berwick Trophy Rally saw five Trackrod crews out : Steve Rathbone/Duncan Gill, Marsh Newman/Mike Tempest, Martin Kemp/Ron White, Ian Gumett/Jim Gostin, Chris Ineson (no relation)/J. Crawshaw, all in Minis!! Pete Mann/John Westmoreland non-started due to a lack of car! Of the bunch, Steve Rathbone/Duncan Gill proved to be the most competitive, finishing 16th O/A.

That's it until next year.

Trackrod.....ends

Richard Ineson

xx

Well that's all folks for 1991 and here's hoping 1992 is going to be as good if not better.

From all the committee we wish all of you a Happy Christmas and a Prosperous New Year.

xx

## COMMITTEE OFFICERS

### **Chairman**

Richard Ineson  
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### **Secretary**

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### **Social Secretary/Merchandise**

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### **Membership Secretary**

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### **Equipment Officer**

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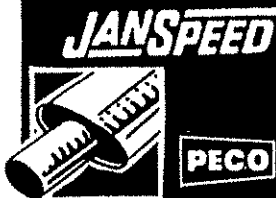
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