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APRIL 1992 MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 260

Apr 1992

EDITOR

Well, what a contrast with last month's magazine. This one is brimming with articles, and I have already been promised two articles for next month, well done.

After last month's editorial about the ANCC Autotest Championship, I took part in the first round which was held at Salford, sharing with Hon Secretary MacKinnon (I can not have been too bad as he said I can have another go). I quite enjoyed the event even though I came 47th out of 48!! Practice is now needed for the Larkspeed League events.

It was sad to hear that the York National had to be cancelled, we can but hope that it is not going to be the trend for '92, as we need to keep our two major events, the Barkston and the Lookout, going.

I am writing this for you after arriving home from the Aprilfools' Autotest which was a success, though our entry was low compared with last year's event. But we ran it and everybody said how much they had enjoyed it. My thanks go to Stephen Lancaster for stepping in at the last moment to be Clerk of the Course, and to Nick Stevens who scrutineered and helped all day spite threats of going to Cadwell Park to see the Tour of Lincs, and to Paul Scruton for his help in organising the marshals and timekeepers.

Anyway that is all I can manage this month see you all soon.

DEREK LEE

**DEADLINE FOR THE MAY ISSUE IS
TUESDAY 28TH APRIL 1992**

FROM THE CHAIR

Spring is in the air! - like a lot of other things!, pity the York National had to be cancelled though. Who is to blame for such a state of affairs we have had two major events cancelled so far in '92, will there be more?? It appears to be the usual Catch 22 situation - organisers waiting for entries and entrants waiting for confirmation that the events are on - granted entry levels are down considerably but surely those organisers and competitors that are out there need to take the proverbial by the horns and give the commitment that is required. If this does not happen we could easily get on the downward spiral of apathy where people will not even try to put on events and then what will competitors do!??

Maybe we are in for a big re-think in motorsport terms, organisers of autotests so far this year have reported great difficulty in securing venues though competitor support has been reasonable to excellent. Even our Editor made the trip to Manchester to take part in Ronnie MacKinnon's Escort and he promises to be out again in the future. Of course with ASDA now opening on Sundays several clubs have lost regular venues, particularly in Lancashire, at a stroke and Bingley Car Park hosted it's last autotest recently as the Aire Valley Motorway finally starts construction in the near future, so please keep your eyes peeled for new venues be it private roads or carparks and let us know.

Rallies are a slightly different kettle of fish, just what will happen if the forestry roads become simply too expensive?? There is much that can be done to reduce costs but the basic requirement of somewhere to do it is a problem to which no one has the solution, maybe the European Parliament is the place to start, get some of their rules over here!

Finally, one event that is the definitely going ahead in 1992 is the Morley Waste Traders Barbeque Hillclimb on 30th August 1992 at Baitings Dam, but I would remind you that for 1993 we need a new organiser to replace Peter Stanhope, form a queue now to get an insight during the 1992 event, do not forget - No organiser No event, which is the basic ingredient to attract competitors.

Richard Ineson
CHAIRMAN

SECS PIECE

Summer-time has arrived and that now gives us the "extra hour" of daylight to fettle our motors for the coming season. Some have been out already on autotests, the first and second rounds of the ANCC Championship. The first round I did with Derek Lee sharing the Escort, Richard and Matthew in the Spyder Special, and Howard and Donald in the "Red Hot" Mini!! Not bad to have six members out. The second round was at Bingley which I could not attend, but I believe the others, with the exception of Derek, were in attendance.

The rally season had another set back with the cancellation of the York National due to a lack of entries. So we now look forward to the Tour of Lincs which is running and has at least 2 Trackrod crews in attendance. Unfortunately it is on the same day as our Aprilfools' Autotest, so I will not be at that autotest either.

Lets hope that by the end of April we will all know our destiny for the next 5 years, and look forward to a prosperous few years. This may help also put confidence back into peoples minds and allow them to start enjoying life again. I believe that a major reason for the cancellations and very reduced entry on events has been this uncertainty.

So, off my soap box now and back to business, lets hope we see more club members out and about this year helping and competing on events. See you at most clubnights.

Yours the Happy Pine Plodder.....

Ronnie MacKinnon
HONORARY SECRETARY

DELACY MOTOR CLUB FUN DAY.

Roll up, roll up all the fun of the fair. Well, a motorsport fun day presented by Delacy Motor Club, at their clubhouse at ***** on Sunday 10th May 1992. We have been invited, along with Ilkley & DMC to take part.

The plan is to have a Table Top Rally in the morning, a Treasure Hunt in the afternoon and a Barbeque in the evening. So if you feel you would like to take part let me know and I will make a list up, but I need to know who wants to go by 28th April.....

EDITOR

SOCIAL CALENDAR

APRIL

- | | | |
|----|---------------------------|---------------|
| 7 | Crown, Boston Spa | (105/429 457) |
| | OPEN FORUM | |
| 14 | Admiral Hawke, Boston Spa | (105/434 454) |
| | FREE SANDWICHES | |
| 21 | Stanhope Hotel, Rodley | |
| 28 | New Inn, Eccup | (104/288 429) |
| | VIDEO NIGHT??? | |

MAY

- | | | |
|----|---|---------------|
| 5 | Crown, Boston Spa | (105/429 457) |
| | OPEN FORUM | |
| 12 | Admiral Hawke, Boston Spa | (105/434 454) |
| | FREE SANDWICHES | |
| 19 | Tenpin Bowling, Sweet Street ?? (see Rebecca Kemp A.S.A.P.) | |
| 26 | New Inn, Eccup | (104/288 429) |
| | VIDEO NIGHT??? | |

QUIZ NIGHT

This is still to be finalised but should be by the end of this month or in May, hopefully to be at a new venue in Wetherby. Still need names for the Team.

TENPIN BOWLING

We are making arrangements to have an evening at Tenpin Bowling in Leeds, on Tuesday 19th May. Give your names to Rebecca Kemp A.S.A.P. Cost should be around six pounds per head, for games, shoe hire and admission. Start would be at 19.45hrs PROMPT.

COMPETITION CALENDAR

APRIL

4th	Pirelli International Rally - Cumbria :	Cumberland Sporting Car Club.
5th	Aprilfools' Autotest (ANCC)	Trackrod MC
	Tour of Lincs, Stage Rally (ANCC)	Lincs/Louth MC
	Hillclimb, Scammonden Dam	Knowldale CC
11th	Pearlex Derwent Stages Rally	Workington & DMC
	Autowindcreens Road Rally (ANCC)	Matlock MC
12th	Hillclimb, Bailings Dam	Shipley & DMC
	Autotest	Morecambe CC
18th	The Keighley Navigation Rally (ANCC/Larkspeed)	Keighley & DMC
	Hillclimb, Harewood	BARC Yorkshire
19th	Hillclimb, Harewood (National Champ)	BARC Yorkshire
	Autotest	Bolton-Le-Moors
25th	Everquip SV Stage Rally (ANCC/Larkspeed)	N. Humberside MC
		Ilkley & DMC
26th	Autotest	Sheffield & Hallamshire
	Curbrough Sprint	

RALLYING IS DEAD IN YORKSHIRE!

What a great start to the year, first the Talkland and then the Ryedale Stages. Now I hear the York National is off and also the Des Winks Stages. I rang Julie Stephenson of Malton Motor Club and she assures me that they will run a rally in October. Hopefully by September the recession will have eased off and we will have a good entry on the Barkston.

Peter Rutterford
COMPETITION SECRETARY

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First of all I would like to say that Derek does a great job of putting the magazine together every month with very little help from the members of this Club! (20 grovel points to start with - ED) I noticed that he managed to use the SpelCheque in last month's mag - no spelling mistakes, just slipped up on the deadline for the April issue - 25 February!! (-10 grovel points -ED) I see I am organising an Autotest on the 5th April with our excellent editor, but what he does not realise is that I and most of the other officials for the Aprilfools' Autotest are going to Cadwell Park for the Tour of Lincs, and a certain Paul Scruton is not driving!

I would like to take this opportunity to warn club members about a strange creature who roams the streets of Headingley in the guise of a student. Its staple diet is raw fish and onions and enjoys leaping onto unsuspecting motorists, namely yours truly, and giving them heart attacks. So beware, it might be you next time!!

Now for the serious stuff - Motorsport. Saturday 7th March, Leeds University's Northern Lights Road Rally. Team Psycho comprising Nick "I've no brain" Stevens, Tim "Rolf" Nichol, Barry "the Hoover" and myself head for the Big Mac in Guiseley, in Tim's SWB Land Rover to sign on (you don't know how close you came to getting a knock on the door Derek). We asked for the finish control on the first selective and surprise, surprise (no Cilla's not here) we got it. Once Nick had found the map and learnt how to plot a six figure reference we knew where we were going, up to Blubberhouses and just north of the A59 on the yellow that leads to Thruscross Reservoir. We now had over three hours to kill before the control was open, so we first said "Hi" to the Noise Officials (Hi Barry and Becky), then annoyed the two TMC crews out for a play. Then the unanimous decision to find a pub near our control, obvious choice the Timble Inn. After annoying the locals in the pub we set up camp at our allotted point and waited for the competitors to arrive. During which time I had to witness Nick and Tim eating raw fish and onions!!

Once the competitors started to arrive it was all hands on deck to do the paper work as there were three or four cars arriving at once, and we had to hold a few for two or three minutes as they had cleaned the selective. In total we had 45 cars through, out of the 47 entries who started, including a new Porsche 911 running at No 2. All in all a good night and in bed for 2am. It was good to see a bit more interest with a road event than in recent years and I hope we do as well with the Costa on 1/2nd August.

Sunday 8th March, 4x4 Fun Day at Castleford.

Climb out of bed at 9am, make some more sarnies and coffee, remembering to wash the flask out first after last night, then round to Team Psycho's HQ and pile into Tim's Land Rover again and nearly breaking my knee on the rear tow ball. Barry was unable to join us so it was just the three of us on this journey into the unknown. Nick and Tim put their

wellies on but they ignored me when I said there probably would not be any sheep about!

A word of warning to all budding rally drivers don't ask Nick to navigate for you as he got us lost in Castleford even with directions. Once we had found the venue, an old quarry, we parked up and went to see what it was all about. Tim had entered just for the laugh as

he had never been off roading before, so there was to be no panel bending or heroics. Basically the event was a free for all with all manner of four wheel drive vehicles, including an ex-army 6 wheel Stalwart, driving around trying to climb 1 in 3 slopes or getting stuck in mud or holes.

For the brave or "I've just thrown my brain away" there was the 1 in 3 slopes which were driven both up and down. We saw one particular Range Rover attack one hill with such force it nearly turned over half way up - a total D*** HEAD. He finally burnt the clutch out by continually trying to get up these hills, HA, HA. There was of course people there who knew what they were doing and made it look easy and safe.

Tim did not fancy the hills as they looked steep enough just standing at the top. After a couple of hours walking around watching Land Rovers bending corners and breaking tow bars Tim decided it was time to have a play, so it was stay away from trouble and a gentle drive around the quarry to build up some confidence, and with only a little rain the ground was reasonably dry which helped immensely. Without any organisation there were 4x4's driving in every direction, we needed eyes in the back of our heads so nobody drove up a slope into us.

After an hour or so Nick decided it was dinner time, so out came the raw fish and onions again - totally disgusting. You just can not take anybody anywhere nowadays!! After lunch, with Tim's confidence growing by the minute he decided to tackle an innocent looking slope through some trees you could have driven a car up but half way up things came to a halt with the wheels spinning. The reason for this was the ground was covered in small branches which acted like marbles, with our rear blocked by a large tree we required a tow out forwards. This should have been a straight forward exercise with plenty of suitable vehicles around to help, but with Team Psycho nothing is straight forward. With an offer from another Land Rover owner to winch us out the cable was duly attached. As the cable began to strain and stretch and with the front wheels of Tim's Land Rover spinning, we were still not moving I began to think this an't right. Then I noticed the hand brake was still on!! Once I mentioned this little item, the which did its job without effort, to Tim's embarrassment and cost, he now has a slightly bent front tow bar.

After another stop for lunch No 2 for Nick the human dustbin, we went walkabout again taking the odd photo and deciding which tracks could be driven without too much harm

to life and limb, but still keeping well clear of the steep hills. Whilst on foot a chap in a LWB Land Rover drove into a hole and promptly got wedged with the front and rear bumpers jammed into the sides of the hole and all four wheels off the ground, his wife did not look too impressed, (a bit like Jean, with your house building, Derek!) but no problem a quick tow by another Land Rover got him out.

Tim was now bored with walking so it was back to the landy for another play and with confidence high tackling some of the easier looking banks and slopes making sure first there were no branches on them, because Tim was NOT going to get stuck twice in one day. After driving around the tracks we had surveyed earlier for an hour or so, Nick was complaining he was hungry again so with all the food gone we headed for home. An end to a very enjoyable day and my thanks to Tim for driving and putting up with me for a day and a half!!

I bet Derek is pleased I have finally finished because he has to type all this into the computer, that is if he has time between wall building and shopping at Woolies for glasses. (Only joking!!)

Stephen Lancaster

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MEMBERSHIP MATTERS

Well if you are reading article you have obviously paid your dues. A really good start to the early part of the year, we now have:-3 Honorary members,47 single members, 23 joint members,and 18 members (single) carried over from last years rallies.So a total of 91 memberships in all.

It would be really nice if we could see a good proportion of our members out on events and coming out to clubnights instead of being Armchair Members. Times are bad so come and cheer yourselves up at a clubnight meeting.

Trackrod would also like to welcome the following new members:-

James Beverley

Jan Goulding

Julie Davidson

Allen Ross

Matthew and Lindsay Thomas

Tim Nichol

Also to welcome back some well missed members:-

Darren Moon

Michael Grey

Pam White

See you soon.

Rebecca Kemp

MEMBERSHIP SECRETARY

4X4 FUNDAY, CASTLEFORD - SUNDAY 8th MARCH

Having marshalled on the Northern Lights Road Rally the previous night, Sunday dawned bright(?) and early(!) and we prepared for the off.

As with all motorsport preparation is essential and in this case comprised of:

1. Make lots of sandwiches.
2. Fill 4 flasks with soup and coffee.
3. Look at sandwiches and decide to make a few extra!
4. Find wellies.
5. Fit tractor tyres to Land Rover.
6. Set off for venue without map!

Having got lost following a slight navigational error by myself, we arrived at the venue for what turned out to be a most pleasurable day.

We parked up and went for a look round and enjoyed watching a lot of extremely silly people doing very silly things with VERY expensive vehicles. Prize pillock of the day went to "Mr. Braindead" the Range Rover driver who had succeeded in damaging the shiny new Range Rover he was in before finally destroying the clutch attempting a mega-steep climb, it turns out that the vehicle did not even belong to him!

Having decided which sections of the available land we would attempt to traverse in Tim "Tonka Toy" Nichol's shiny G reg. Landle we set off along some gentle woodland tracks. Another Stevens navigational error saw us stuck halfway up a gentle (!) slope and backed against a tree. Off I went to arrange a tow out but this operation proved to be somewhat difficult until Steve Lancaster reminded Tim to take the handbrake off! I had been watching with some tension whilst all this took place as I had left my sarnies and flasks in the back, but I need not have worried as they did not eat them. Lunchtime me thinks!

Throughout the day Tim got braver and braver attempting sillier and sillier things. Towards the end of the day Tim decided to have a go at a mud run, basically a long deep ditch with a 4 foot vertical climb at the end, and he succeeded. It was a pity that the Nissan behind us got stuck but at least Tim got his revenge by towing him out before having another go, all this in front of a gathering crowd and to applause!

Just time to finish the sarnies and empty the flasks before the journey home after a day of fun for the paltry entry fee of £10.

Apparently I am not allowed to go to the Tour of Lincs, due to some fool volunteering me for autotest duties on the same day and so the next time I may have something to write about will be after the C Cat in June.

Bye for now.

Nick "Not as mad as Derek says" Stevens & Tim "Totally loony" Nichol

P.S. Sunbeam update..... VORSPRUNG DURCH KNACKERED..... Intensive rebuild in progress..... Co-driver(s)/service crew available, see me if you are interested.

AN INTRODUCTION TO AUTOTESTING

It is now many years since I used to enjoy Autotests. When my son Don wanted to try some motor sport, I recommended this as a cheap, simple form. This is a myth! There is no cheap motor sport. So, we took professional advice from the experts in the field. Indeed, upright members of our committee, like Richard Ineson and Ronnie Mac. "Oh yes" they assured "all you need is an old banger with a two speed gearbox, (forward and reverse) and a trailer to get it to and from events". It is my duty to inform all members that they are FIBBERS! A course in orientation and anti-dizziness, like the astronauts go through, would be a useful qualification. Infact these days I find more strain on the brain than on driving skills (although this is arguable). Of course one must have B.G.H. (bloody good handbrake) but this is easily attainable with new brake shoes, drums, cables, flyoff lever, fulcrum pins and shoe levers!

so what is it like actually doing an event. Well, before any driving takes place, a most comical ritual can be observed. This involves groups of people, walking backwards and forwards, whilst muttering the chant "Forwards, free turn, reverse, astride, handbrake, reverse flick, finish astride". Simultaneously other groups perform the 'Autotest Dance' which involves feet rooted to the ground, stance - leaning slightly forward, arms waving and index fingers making circles, accompanied by an expression of deep concentration and torture. After about five minutes all participants can be heard saying, "I've got it, I think I've got it".

At the conclusion of this the driving starts, but one notices that the fastest drivers appear to cheated by fitting further modifications to their cars. One of these is a rubber band which allows a car to cross a line forwards and immediately catapult it in reverse, the car never ceasing motion! Inevitably something eventually falls off the car like a diff, or a cv joint, and someone always seems to say "Didn't you fit a whatjumucallit, oh well you must fit a whatjumucallit or it will self destruct". Thanks for telling me now, buddy!

However, it can not be too bad since we are really getting in to it now. All we have to do is a complete strip-down to the shell, throw away nearly everything and rebuild the remains with loving care.

Howard White

P.S. Please ask Richard what happens to geriatric steering wheels!!

(Well it is nice to see that one of our three Founder Members has returned to his second childhood, yet again, and put pen to paper to give us all a quite comical rendering of the insight to autotesting. Many thanks Howard and I look forward for Chapter Two -ED)

RETROSPECTIVE

From the pages of the Trackrod Magazine of April 1973.

The magazine was late due to printing problems and Richard Ovendon being under pressure at work!

Dennis Dickinson and Martin Cantrill had resigned from Committee and moves were afoot to replace the two "stalwart committee men". The why's and wherefore's were not explained as they were somewhat complex but Richard Jackson would extend his role as Deputy Chairman to encompass the duties of the full blown Chairman until the AGM.

Yes we had acquired a caravan, a Bluebird Rambler, sounded grand, anyone who remembers it will perhaps be sad to have been reminded of it! However we were pleased as punch at the time, planning to paint it Black (a Black caravan!!) and Red.

The Dewsbury & DMC's (where are they now?) White Rose Rally started from Full Sutton airfield and we were inspired by their set-up, portable lighting et al (dearie me haven't we come a long way!)

The hatch and matches department reported on the hitching of Andy & Christine Mackay and Jim & Christine Rawlings. New members included Chris Ainley; Sue Broadbelt; T.M.K. Brooke; Chris Aitkin; Tony Mitchell; Chris Withers; David Meech; and A.J. Foster - what a busy month!

Mike Swan (remember him?) submitted a 5 page article on the ownership of a wait for it DAF 44 - just who could write 5 pages about a DAF? All rubber bands and not enough in the "go" department, however a major service at 6000 miles cost.....£6.00p!!

Trackrodends

Richard Ineson

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