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**MAY
1992
MAGAZINE**

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 255

May 1992

EDITOR

The time has come for me to do my bit for the club and write this magazine, with the odd spelling mistake, but I got a mental block at the moment, so I am afraid that the content is not up to my usual standard.

The motorsport season seems to be well on its way but as yet I have not managed to get out again since Salford, but quite a few other members have been at it though.

I would like to apologise to Stephen Sanderson for not including his article in this issue but after spending all my time typing it in to the system, I seem to have got a problem in getting it to set in to pagemaker, so it looks like I will have to retype it all again and put it in next month's issue.

Anyone who is interested Stephen Lancaster has been given some information regarding the Drag Strip at Melbourne Airfield (where we run the Lookout Stages). Sometime in June there is to be a drag meeting with Tiff Nedell and the BBC Top Gear crew, along with some quite interesting vehicles to test. So if anybody is interested in going along we hope to have more details for you next month, or have a word with Steve.

Well that is all I can muster for now!

DEREK LEE

**DEADLINE FOR THE JUNE ISSUE IS
TUESDAY 26TH MAY 1992**

FROM THE CHAIR

Some of you will be aware of the 1992 Road Traffic Act which comes into effect on 1st July 1992. The implications for those taking part in Motorsport were to be quite far reaching as the charge of dangerous driving is now extended to include such instances in any "public place", e.g. forests, car parks, etc. etc., that is until the RAC MSA stepped in and stirred things up on our behalf. The situation now is, that, so long as you have a valid competition licence and are taking part in a fully authorised motorsporting event then you are exempt from prosecution whilst off the public highway.

However, the RAC MSA have recently indicated that, and quite rightly, those of us without licences taking part in closed to events or clubmen status events that do not require a competition licence are not exempt unless we register with the MSA via our Motor Club. The cost of registration will be £10 per annum (£5 for the balance of 1992) for which those choosing to register will receive a copy of the "Blue Book" so you can be described as being aware of the competition regulations. It is intended that Clubs will provide details of their members to the MSA who will furnish each of them with a registration form - it is then up to the individual whether they choose to proceed. If you do, my advice would be to buy yourself the cheapest competition licence, which is currently a Clubmans and costs £9.00 (though no pro rata cost is available for part of a year!)

We seem to have gone round in a full circle to arrive, yet again, at the compulsory licensing situation for those partaking in motorsport, at whatever level. Now the whys and wherefores have been the subject of much discussion for many years but it makes sense that those who do partake should be aware of the rules and regulations governing the sport, for their own sake!

If you would like the full story on this recent innovation please see the Club Notice Board for the latest issue of the RAC MSA News (1992/2) which explains it all! Should you disagree with the principle I doubt you will be able to do anything about it, it is one of those Force Majeure things foisted on to

us via the Laws of the Land. One thing for sure , it is likely to kill off grass roots/club motorsport events increasing the costs to those who would have liked to have a go! Bureaucrats win again!!.....

Richard Ineson
CHAIRMAN

SECS PIECE

It has got to that time again and Derek his waving his big stick at me, but I must apologise to him and you for not getting anything down on paper for this month's magazine. I have been too busy with work to find a spare moment. So I hope you all will forgive me.

As I mentioned in last month's piece that I did not go to the Aprilfools' Autotest as I was co-driving for John Fairweather on the Tour of Lincs and unfortunately we failed to finish, hope we have more look on the next one!

Just a quick note to say that Derek and I will not be able to organise the June Jesters Autotest this year.

So once again I apologise for not having anything prepared and to thank Derek for putting this little bit in for me.

Ronnie MacKinnon
HON SECRETARY

DON'T FORGET TO USE THE CLUB ENTRANT 'S LICENCE

4497

SOCIAL CALENDAR

MAY

- 5 Crown, Boston Spa (105/429 457)
OPEN FORUM
- 12 The Cairn Hotel, Ripon Road, Harrogate
NOGGIN AND BARKSTON MEETING (Start/Finish venue!)
- 19 **TENPIN BOWLING, LA BOWL SWEET STREET, LEEDS**
(See Rebecca Kemp)
- 26 New Inn, Eccup (104/288 429)
VIDEOP NIGHT ???

JUNE

- 2 Crown, Boston Spa (105/429 457)
OPEN FORUM
- 9 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 16 Stanhope Hotel, Rodley
FREE SANDWICHES
- 23 Windmill, Linton
- 30 New Inn, Eccup (104/288 429)
VIDEO NIGHT ???

TENPIN BOWLING

See Becky for times and other details. Should be a good night as quite a few people have already given in their names. So if you have not done so you had better be quick !!!!

COMPETITION CALENDAR

MAY

- 3 Historic Road Rally Otley/Airedale & Pennine
- 10 Spring Autotest Keighley & DMC
- ANCC
- 16 Harewood Hillclimb Open & newcomers meeting

16/17	Dunfab Danum Road Rally,	Lindholme MSC	ANCC
17	Harewood Hillclimb	Only for BARC Members.	
	Baitings Dam Hillclimb	Slaithwaite MC	
	Horton Motor Spares Autotest	Airedale & Pennine	
	Larkspeed		
24	Curborough Sprint	Nottingham SCC	
30/31	Pennine Road Rally	Alwoodley MC	
	ANCC		
31	Bloodhound Stages, Northcotes	Grimsby MC	
	ANCC		
	Alpine Trophy Hillclimb	Lancs & Cheshire CC	
	ANCC		

* * * * *

MARSHALS REQUIRED

We have been asked to help out on these events so if you can spare the time to go out and marshal please do so, and remember TWO things you can claim your trophy points and when it come to our events these clubs will be asked to help us run them, so your help will help the club!

Marshals are needed for the Dunfab Danum Rally 16/17 May. The event starts at Adams of Thorne, Near Doncaster MR 111/684134. Please contact Nicola Early on 0742 477582.

Marshals are also required for the Rally and Speed Shop, Pennine Rally on 30/31 May. Signing on will be at Massingberd's, Ripon Road, Harrogate from 8.30 pm. There will also be a Marshal's Draw, so please contact Judyth Elliott on 0532 678073.

Peter Rutterford
COMPETITION SECRETARY

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KEIGHLEY NAVIGATIONAL RALLY - APRIL 18/19th.

We were very late in deciding whether to do this year's event, but finally on Saturday 11th we agreed to and on the Monday I rang the entries secretary, who said we would be accepted and I duly sent of our entry form. On Thursday we received our final instructions and noticed that we seeded at number 16 and happy that Arthur Heaton and John Bean were at 18. As the only two Trackrod crews out on this event we knew that we had to do well to gain points for the Larkspeed League. With it being Good Friday I could prepare the car at a leisurely pace, the thing is though that with the ANCC running a standard car class there is very little that I have to do except to check the tyres, oil water, lights and brake fluid, so within an hour it was ready.

Mark bought the maps on Saturday and started highlighting the numbers an hour before we were due to set off. He had just finished as I arrived, we ran through everything we needed and then set off towards Skipton Rally Centre. We had a fairly long wait at noise along a muddy track (very annoying after you have just washed the car), we passed noise then proceeded to line up for scrutineering. No problems there, so we lined up ready for the off. Paul Burns called a drivers meeting and warned us about police and sheep, then wished us a safe and enjoyable nights motorsport.

We left the start and headed for NTC 2, arriving on time and lined up for route card 2. This was fairly straight forward and with route instructions based on symbols on the map, the only problem being the time to plot it all on to the map. We set off slowly with Mark plotting as we were going along. The only thing was Mark being three steps ahead of where we actually were, so this meant he had to look back to give me directions. This slowed us down and unfortunately Arthur caught us up, I let him overtake as Mark had not quite finished plotting. When he had I put my foot down and started to catch Arthur. We came to a fairly long straight which was open so I proceeded to overtake Arthur, when I noticed a police car, wham! went on the brakes and tucked back in behind Arthur, luckily the police car did not pull out. The end of this section was at Elslack where we both got the same time, then headed

along the main A59 towards Gargrave, so I overtook Arthur so that we could get to the control before him.

We pulled into a small road opposite the Johnson & Johnson factory where we saw NTC 7 in front of us, so after waiting a few minutes for our time we were off. This time the route instruction was by a Herringbone diagram. We set off and then stopped to plot the herringbone, we still struggled with these as you can easily go wrong. The flying repmobile passed us again so we knew that we had lost at least one minute. Mark finally had it plotted so we set off trying to catch Arthur. I was a bit unsure when we went through Bell Busk but I was happy to see the control on the other side of Otterburn. Unfortunately due to P.R. problems there was no Ntc 10 or TC 11 so we proceeded straight to NTC 12 at Malham.

We were given Route Card 5 which was complicated and time consuming, because you had to work out the map references from letters i.e. S=1, W=3, T=4, etc. This took quite a long time to plot, but even worse on the bottom of the page they had put some black spots in, using the same code. A few of the top runners picked up fails here, because they entered the time control from the wrong direction (a WD), obviously they had not put the blackspots down. The road from Malham to Halton Gill is very interesting, I think we spent more time in the air than on the ground. The next control was to the South East Arncliffe. This took us via Conistone towards Grassington, unfortunately we bumped into the same policeman as we had seen earlier only this he had a radar gun, and we were under the speed limit, so we continued to TC 17. Then quietly through Grassington toward Pately Bridge and on to Appletreewick. At NTC 18 we were given our next route instructions, these were tulips without arrows on them, which after a bit of working out we set off towards Storiths and on to TC 19.

We were now at halfway on the A59 just near Bolton Bridge, MTC 20 was a time recovery section so we had over half an hour to wait. It became obvious that Car 1 Dave Elliott and Car 2 Steve Kemp had both got fails at Malham, so we set off on the second half hoping for a top ten finish. The next control

was on the north side of Embsay. The navigation was by tulips again only this time we had some arrows, luckily. We went round a small triangle opposite Barden Tower and then straight to Burnsall with the control just before the village. The next section started on the other side of Burnsall and took us up to petrol at Threshfield. We did not take on any more fuel, but Mark got some more cigs! We then headed towards Cracoe off on a yellow road to Rylstone and then competitively down towards the roundabout at Skipton. We then headed on the main A65 towards Addingham on the new Draughton by-pass to a point just off the main road. At NTC 28 we were given a Herringbone diagram which took us from Addingham to Silsdon via Nudge Hill. The next section took us to Kildwick using map references and blackspots, and onto the control just outside Steeton. We went up Steeton Moor passed Redcap Tarn and then via a white to Laycock, and then we drove to the finish near Oakworth.

We enjoyed a welcome breakfast and sat waiting for the results. This took quite some time, and a few hours later they were announced. We were very pleased to have finished 6th O/A and Arthur and John finished 7th. With us being the only two crews from Trackrod we were pleased to have earned the club some points for the Larkspeed League.

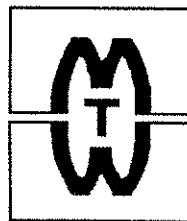
Peter Rutterford and Mark Midgley

OBITUARY

It is with great sadness that we have to report the recent death of Pamela Smith. Though not a member of the Club for many years she was, however, one of the originals, and part of our very first Social Committee. Always a willing worker for the Club she maintained her cheerful outlook on life right up to the day of her sudden death.

To her family and friends we extend our sincere condolences.

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APRILFOOLS' AUTOTEST

I would like to offer my thanks to all marshals who turned out for this year's Aprilfools' Autotest. Also a big thank you to John Renny for the loan of his van for the day.

Like last year the Tour of Lincs ran on the same day, but we still had a good turn out. We had 18 competitors and managed to run 21 tests in all. Well done to Howard White on getting Best Trackrod award, and Richard Ineson for 3rd in class, he was also given a special award for his efforts the previous weekend at Bingley the prestigious Broken Steering Wheel award, heh, heh, (thanks to Nick and Tim for making the trophy) Richard was overwhelmed!!

Many thanks to everyone for a good competitive days motorsport.

Paul Scruton
CHIEF MARSHAL/TIMEKEEPER

P.S. Thanks to Nick and the team for not going to Cadwell Park to watch the Tour of Lincs.

EXCHANGE VISITS WITH R.A.C.O.

Are you interested in helping an other motor club in Holland ? R.A.C.O. are a similar organisation to our own Trackrod Motor Club and help to run various rallies in Holland, Belgium, etc., (including the Ypres)

They are willing to provide accommodation and help for anyone wishing to see their events, and they would like to come to the U.K. on the same basis, especially for the Lombard RAC Rally.

Our contact with R.A.C.O. is CORRIE WIGMANS, and I have the address and phone number so if anyone is interested will you please let me know.

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RETROSPECTIVE

From the pages of the Trackrod Magazine of may 1973.

New members in May were Allan Ford; Steve Martin Sayer; Liz Vint and Sandra Hessey - does anyone know where they are now??

The editor apologised for the short magazine, seems nobody had bothered to write anything, now there's a familiar winge!! Peter Courtney, in a letter to the editor supporting the view that we were a cliquish club and felt that if you did not know that Ken Goodall was a butcher (yes, he was then!) the report stating that he "carved his way through the field" meant nothing, not many of us didn't know that he was a butcher, indeed a recent quiz question in 1991 asked who was known as the Flying Butcher - answer - Ken Goodall !!

Dennis Dickinson reported that Selective 5 on the Holderness Rally proved to be more effective than Ex Lax! Ken Goodall had been 4th until penalised for arriving early somewhere, usual Goodall style, in a rush for everything!

Huddersfield MC invited us to the Saxon Inn at Ainley Top for a Roger Clark evening - entrance 15p!! That was May 1973 except that Steve Lloyd was selling a 1097cc Cooper 'S' of 1964 vintage with several little extras for £175.00 - bet he wishes he still had it now!

Trackrod ends

Richard Ineson

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