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**JUNE 1992**

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# THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 256

June 1992

## EDITOR

Well here we are again, five month's down and seven to go. The competitive scene seem to have gathered a bit more speed over the last few weeks, even yours truly has been turning his hand again, see articles within these pages.

This is a well packed issue for you this month, including Steve Sanderson's write up left out last month, an update by Arthur and John and many more. But remember do not be left out, if you have competed on and event, no matter how small, just put a short piece on a bit of paper and I will include it in the next issue. Remember you now get 5 trophy points for every write up so, there are plenty of points up for grabs...

In next month's issue will be an article on the Tenpin Bowling night at LA Bowls in Leeds organised by Rebecca Kemp, which was a great success and enjoyed by all that went!

Now to a more important point, it is getting near to the time for the ANNUAL GENERAL MEETING, 28th July 1992 at the Crown, Boston Spa. See the notice further on in this magazine, there is also a loose Nomination Form for those of you who wish to stand for Committee. They must be return to the Secretary by 21st July, as should any proposal you wish to have put on the Agenda, in writing.

Last month I mentioned that Stephen Lancaster had information about BBC's Top Gear team being at Melbourne airfield, we now have a date for you 6/7th June (this weekend) so see Stephen's article in this issue, but be quick!!!!

DEREK LEE

*Cover picture is of Peter Rutterford on the 1990 Mitchell Fox Hillclimb*

**DEADLINE FOR THE JULY ISSUE IS**  
**TUESDAY 30TH JUNE 1992**

## FROM THE CHAIR

Yet more news on the "Universal Licensing" by another name episode. It would appear that the MSA's recently issued statement about doing away with the Clubman C licence for 1993 may have been a little hasty! Representations are being made via various MSA Committees and other interested parties to cancel the idea. A recent survey on an MSA Championship Autotest revealed that more than half of the 48 competitors held a Clubman C licence! If the plan proceeds the next cheapest licence will be the Clubman RS at £20, some hefty increase from £9. Why not just come out with it and make sure all competitors hold a competition licence, a Clubman C (minimum) at £10 for 1993??

It is June, and time to cast your thoughts ahead to the Annual General Meeting and who gets your votes for Club Officers and Committee. There are likely to be a few changes this time, after 2 years think of a new Chairman, possibly a Secretary and Treasurer to boot?? Doubtless some committee members will be standing down though who knows when the time comes? 1992 is not proving particularly memorable what with one thing and another, though from what I hear we seem to be fairing better than most. Maybe it is time for some new faces to generate and re-kindle enthusiasm within our ranks, please give it some thought.

Going back to the earlier issue on licences, Hon. Secretary should be sending (via the Magazine) registration forms for those of you wishing to compete even on closed to club events who do not have a competition licence, so watch these pages for further information but remember, after 1st JULY 1992 it is in your best interest to fill in the form if you do intend to compete, even at the most basic level!!

Richard Ineson  
CHAIRMAN

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## SECS PIECE

I have only got a few words to say this month. Firstly we seem to be doing quite well in the Larkspeed League so far, lets hope that we can keep up the good work and try to win the League!

As mentioned in last month's issue the RAC MSA are bringing in a registration system for those of you who compete at the basic level without a competition licence. Well we were suppose to have these registration forms to hand out to you, but as yet they have not arrived. If you want one will you let me know A.S.A.P. as you need to be registered as from 1st JULY 1992.

Ronnie MacKinnon  
HON SECRETARY

## SOCIAL CALENDAR

### JUNE

- 2 Crown, Boston Spa (105/429 457)  
**OPEN FORUM**  
9 Admiral Hawke, Boston Spa (105/434 454)  
**FREE SANDWICHES**  
16 Stanhope Hotel, Rodley (104/222 371)  
**FREE SANDWICHES**  
23 Windmill, Linton (104/390 468)  
30 New Inn, Eccup (104/288 429)

### JULY

- 7 Crown, Boston Spa (105/429 457)  
**OPEN FORUM**  
14 Admiral Hawke, Boston Spa (105/ 434 454)  
**FREE SANDWICHES**  
21 Stanhope Hotel, Rodley (104/222 371)  
**FREE SANDWICHES**  
28 Crown, Boston Spa (105/429 457)  
**TRACKROD M.C. ANNUAL GENERAL MEETING - 8.30pm Prompt.**

### AUGUST

- 4 New Inn, Eccup (104/288 429)

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## **NOTICE OF ANNUAL GENERAL MEETING** **OF TRACKROD MOTOR CLUB**

Notice is hereby given to all Members of Trackrod Motor Club Limited that the Annual General meeting of Trackrod Motor Club Limited will be held at 8.30pm on Tuesday 28th July 1991 at the Crown, Boston Spa (105/429 457)

Any member wishing to be nominated as an Officer of the Club or as a Committee member should complete a nomination form and forward the it to the Secretary of the Club by Tuesday 21st July, 1992. (Nominations forms are enclosed in this issue or are available from any committee member.)

Any member wishing to have anything raised at this meeting should forward details to the Secretary of the Club in writing by Tuesday 21st July, 1992. Please note that only items on the Agenda can be voted on on the night, anything else will only be discussed upon.

Ronnie MacKinnon Club Secretary.

## COMPETITION CALENDAR

### JUNE

- 6/7 John Stubbins Memorial Road Rally Pendale DMC  
Drag Racing York Raceway Melbourne (Lookout venue!)
- 7 Scammonden Hillclimb Y.S.C.C.
- 14 Blooming June Autocross at Tong, Shipley DMC (Larkspeed League)  
Twyford Stages Sheffield & Hallamshire MC
- 21 Seven Dales Rally at Tong, DeLacy MC  
Olivers Mount Hillclimb, Auto 66  
Baitings Dam Hillclimb Glossop & DMC  
Production Car Trial Ilkley & DMC
- 27 Dukeries Rally Dukeries MC  
Colman Tyres Stages Otley MC
- 28 Autotest Clitheroe & DMC

By the time you are reading this the Alwoodley Road Rally will be over and done with, and hope that we have as good a result we had on the Keighley Rally in April. We have not done any rallies since then, but have been out on two Treasure Hunts. The first one was the DeLacy Fun Day Treasure Hunt, which saw a good few Trackrod crews in attendance, of course a Trackrod crew had to win, John McNichol and Barry Dove. The second one was organised by the AA and Radio Aire FM. This was a very tricky event with some of the questions being in Leeds City Centre. We were the only Trackrod crew and we managed to finish third. A very enjoyable day with all the money raised going to charity.

### MARSHALS REQUIRED.....

27th June

Otley MC are running their Colman Stages Rally at Manby again and we have been asked if we could help out with some marshals. If you are interested in a good day out then will you please let Andy Turnbull know as soon as possible on 0943 862836

Peter Rutterford

COMPETITION SECRETARY

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**DON'T FORGET THE CLUB'S ENTRANT LICENCE NUMBER**

**4497**

## EVEROUIP STAGES - MANBY 25TH APRIL

After the cancellation of the York National this was to be our first rally this year, which was a round of the Larkspeed League, however we were Trackrod's only crew entered for an event with a full 75 car entry plus reserves.

After signing on we discovered that 4 Stage layouts were planned each run twice. The first four were all tarmac and on old road tyres, we hoped it would stay fine! The first stage was uneventful for us but several cars were already stopped. On stage 2 we caught a Manta on the 30 second lap system who eventually let us past.

Stages 3 & 4 were variations of the first two but we seemed to have developed some problems with engaging 3rd gear, the interim results showed us 41st.

Stages 5 & 6 were 8 milers using the fields giving a 50/50 split loose/tarmac. As it remained dry we opted for the same tyres, this was a mistake as there were many muddy corners which limited traction. After stage 5 we changed the tyres to intermediates (used P7 knobbles) which improved traction on the loose but created clouds of blue rubber smoke on tarmac.

Stage 7 & 8 were similar, again 8 milers and on the final stage we were again baulked on the lap system by a Lada who had nowhere to pull over, costing us more time, perhaps it should be sent back to Russia.

Apart from knocking the mud off the wheel arches and refuelling our only problem was the gearbox which decided to behave again on the last two stages, it seems that after the syncro has crunched in 3rd for years it is now crying enough.

We finally finished the last stage at 6.30pm and by the time the car was loaded up and the tyres changed to drive home the results were available and we finished 32nd O/A from 57 finishers.

Stephen Sanderson and Rob Buchan car 58.

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## SCOTTISH INTERNATIONAL RALLY

Central Scotland MC have been asked to run the Blair Adam stage on this year's Perth Scottish Rally. Starting at 08.00 on the Sunday morning 14th June. The Stage Commander is our very own John Smallwood with my assistance. So if you are interested in coming along, for more information contact John on 0904 706257 or me on 0259 760611.

Peter Stanhope

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## HORTON MOTOR SPARES AUTOTEST - 17TH May 1992.

Airedale & Pennine MC put on a superb event on the 17th, at North Bridge Leisure Centre, Halifax. It was round three of the Larkspeed League and well supported with 46 entries, including Richard Ineson; Howard and Donald White; Ronnie MacKinnon and myself from Trackrod, giving Ronnie five to choose the best scores from.

I arrived just after 9.00am to find Ronnie and the Black Beast waiting for me and ready for scrutineering, this was done with flying colours so on to signing on. We found that they had amalgamated class two with our class three, the two cars were Nick Pullen in a Nova and Henry Kitching in a Metro MG.

Howard and Donald were in class one and looking at their times it proved to be a battle of wills, as they both took 2 plus 10's and their test times were very close even down to the last test where they recorded the same time of 28.3 and finished equal 5th in class with a time of 548.7, not bad after 21 tests.

Ronnie and myself however, that was a different story. Ronnie recorded the fastest time on test one, but collected a plus 10 as he drove through the first gate, the door mirror hit the stick in the cone. Must keep further away next time! This gave Henry Kitching the lead after three tests and this then became another battle of wills as Ronnie slowly hauled in Henry fractions of a second a test. Eventually finishing .6 of a second in front, Ronnie on 547.2 and Henry on 547.8, phew that was close. Me, well I just plodded along all day. Hitting a tight gate on test three and not going over the line on the same gate on test six. (need more confidence, or glasses!) Test 7, well what can I say, if you see a video of it you will know what I mean, as I took out a cone on the first gate in spectacular style, but you are not meant to hit them! Anyway thing improved and I did not hit any more, but on test 20 I had three wheels over a line another plus 10, never mind. My final position in class was 12th out of 22, not bad, and thoroughly enjoyed many thanks to Ronnie for sharing the Black Beast.

Class four saw another battle this time between David Haigh and Richard Ineson these two finishing over 40 second in front of the third place man. It all started on the first test with David going the wrong side of a marker (the biggest one on the test a street lamp!!) and collecting a wash-out, and with Richard being the fastest on that test now had a 30 second advantage. David then started to take between 1 and 2 second a test back off Richard and by test 14 was just 6.3 seconds behind. Test 15 proved to be the turning point as Richard collected a plus 10 and duly handed the lead to David who finished 18 seconds in front of Richard. Not bad after such a handicap, which also cost him FTD which went to David Mosey in class 1 who had a clean sheet all day and finished 1.4 seconds in front of David Haigh. Phew again!

Ikkey finished first on the day as far as the Larkspeed League was concerned and I think we finished second, not a bad day after all. Next round Shipley and District MC's Blooming June Autocross at Tong, on the 14th June. Followed by Y.S.C.C.'s Autotest on 21st June.

Derek Lee.

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### A.N.C.C. AUTOTEST CHAMPIONSHIP

After 6 of the planned 12 events it has developed into a close thing for the overall honours between Steve Morten (Midgct/Ford), Ken Sturdy (Mini 1000) and David Mosey (Mini 1000). David Whitfield in the Mini Special has three events in hand and high scores could put him well amongst the leaders.

What of Trackrod members you ask?? Well, in short, not as good as they could be. Ronnie MacKinnon is tied up in Pine of the Highland variety (busy with business!); Howard and Donald White are still doing development work on the car, but improving no-end (after 21 tests at the recent Airedale and Pennine event both had identical total times!); me, well as has been said on numerous occasions I am over the hill, must release brake to gather up speed and go on diet to improve power-to-weight ratio. As for J.R., well there is just no hope, yet to break his duck for 1992.

Richard Ineson

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## SATURDAY NIGHT AND SUNDAY MORNING or The Most Fun You Can Have Without Going To Bed.

### Episode 1. NORTHERN LIGHTS RALLY

After last year's successful season, resulting in 3rd Expert Driver and 1st Beginner Navigator awards, the over 40's rally team decided to try the A.N.C.C. Road Rally Championship again. The first event was the Northern Lights, so prepare the car (empty ashtrays, clean lights, etc.) and roll up to noise, scrutineering and start at MacDonalds at Guiseley. (What happened to Harry Ramsdens?) Team Trackrod held a briefing in the Yorkshire Rose, attended by more people than most clubnights, and so to the serious stuff.

A non-competitive run out to Blubberhouses led to the first selective over Kex Gill Moor, driven "carefully" according to Arthur, and "very trying" according to Nick Stevens at

the finish, since the back brakes were smoking well!! A section past Menwith Hill and down to Darley followed, dropped 11 seconds, and then to Map 99 for Hartwith Moor/Brimham Rocks, passed two Escorts in mid air, then Sawley and to Boroughbridge. The section north of Boroughbridge led to an unplanned trip down Pilmoor White and led to petrol. After petrol the route headed north over Yearsley Moor, Wass Bank (downhill), White Horse Bank, Scawton, Rievaulx and "a short sharp blast" through Caydale. That ford was deep! Drove into it in the approved manner, speed down, revs up and keep to the right, halfway through an anonymous thud signalled that the engine had swallowed 1796c of mucky water and instant retirement. With help of the Stewards and Clerk of the Course we managed to restart a very rally engine and returned home in a very wet car. If the spectators who dammed the ford thought it made for good entertainment would they like to contribute to the £300 plus repair bill to my car, let alone to the others that drowned out??

## Episode 2.

### AUTOWINDSCREENS RALLY

A quick conference led to a decision to do the Matlock Motor Club Rally, "a no nonsense event". A sump guard was fitted hurriedly after warning tales of rough whites and the organisers statement of "for the more competitive driver"!! Well presented paperwork, including hints for the navigators, led us to the Chesterfield start, where after scrutineering, noise, etc., we set to some pre-plot navigation, luxury, and the prospect of 13 plot and bash sections as well. A non-competitive section took us to the start of a regularity section (timed at 30mph) at Unstone and the first hand-out (actually carried in the car in sealed envelopes). Then the trouble started, an innocuous looking set of tulips and herringbones proved difficult to plot resulting in dropping 14 minutes at the first control, something that was to cause more upset later. The section finished east of Barlborough, with the loss of another minute, and led straight into the first competitive section on Whitewell Common, dropped 1 minute. The next section started on a rough white near Clowne, a warning of things to come, and included 4 PC's and 3 TC's, 9 minutes dropped, 8 on plotting, but about average for the field. The "roads", footpaths, old railway lines, bits of tarmac, looped to the east of Bolsover. Two more short sections led to the link through Clay Cross to a competitive start at Stretton. The following pre-plot section resulted in the loss of 2 minutes and on to a hand-out of black spots, where the combination of a wrong plot, wrong slot and the 14 minutes dropped earlier put us OTL at TC15. Cutting the next section cost 6 fails, but with time recovery at TC 19 we were back in the rally. Incidentally, the hand out for the section of approximately 10 miles was a 45 junction herringbone! The following combination of Bonsall Moor and Elton Common whites, complete with stage arrows, took us to petrol. Woodside Farm white, with boulders the size of Minis, started a run eastwards finishing at Harper Hill, just outside Chesterfield. A short run through Chesterfield to NTC 26 and a series of sections looping across the north of 119 to the only timed to the second part of the event, over Sir William Hill and Breton (very rough) whites, 8 minutes dropped, not bad. The sneaky b...s then took the route northwards off the map

onto a section defined by mileages, no problem navigating, but thick fog and no map made everyone slow down, our 8 minute loss was about average. High Rake white followed, or would have done if a tired crew could have fathomed out the navigation to get onto the road, 4 instructions in 100 metres radius, so we acquired 4 more fails (like 'O' level time isn't it?) on the way. After Chatsworth, the leg took us over Beele Moor to the finish at the Robin Hood of Baslow, where breakfast and beer awaited the survivors. End result was - 23rd overall, 17th expert and 4th A.N.C.C. regular.

### Episode 3.

### KEIGHLEY NAVIGATION RALLY 18/19th APRIL

The repmobile was hastily reprepared (washed) for the second event in a week. Paul Burns had promised a "good old thrash" and we were not disappointed. The start of the all plot and bash event was at Skipton Rally Centre, miles from the chip shop and hot drinks. A 2 mile run out of Skipton to 4 TC's and 3 secret checks using virtually every bit of tarmac around Lotherdale and thanks to John's navigation, the loss of only 1 minute. Non-competitive through Gargrave up to Eshton, Winterburn, Bell Buske and Airedale, cleaned. A change of maps to 98, via Malham to NTC 12 and an unscheduled rest halt caused by the late loss of the previous bit of route. the next hand out was coded, with via's and blackspots taking ages to plot, this lost us 9 minutes, grim faces until the marshal at TC 14 told us that the first three crews arrived WD! Followed by 12 miles of classic moorland to TC 15 at Halton Gill and with no further loss of time. A non-competitive section down Wharfedale to NTC 16 and a blast from Hawskwick to Grassington dropped 2 minutes, thanks to a driver inspired missed slot. Tricky navigation caused the loss of 9 minutes on Storrieths, looking for non-existent Secret Checks. Emsay, Barden Moor followed and a short section from Burnsall to Linton, where a twelve figure grid reference cause chaos among the crews and an average 5 minutes dropped on a 2.5 mile section. Much needed ciggies and petrol were acquired at Treshfield and then south competitive along the B6265 to Skipton without loss. Addingham Moor was cleaned and another piece with via's and blackspots on Silsden Moor dropped 5 minutes, and on to the last section on Steeton Moor which included the famous "Yorkshire Bumps" where a voice from the roof of the car told me to .....ing back off, as the sump guard grounded for the ninth time. Breakfast and a quick nap at the finish, at Newsholme Manor, but no results available. We later found out we were 7th overall, a satisfactory result of our first fail free event, and congratulations to Peter Rutterford and Mark Midgley who beat us by 5 minutes in the Team Trackrod convoy, as cars 16 and 18 ran together for most of the night.

Arthur Heaton and John Bean in the Repmobile.

## DRAG RACING AT YORK DRAGWAY (MELBOURNE)

Further to last month's editorial, the BBC Top Gear team will be at Melbourne Airfield on this weekend 6/7th June with Jeremy Clarkson. I am organising to go and marshal on the 7th, the Sunday, so if anyone is interested in going please let me have your names NOW so that I can sort out the passes. You can phone me on 0532 587445.

This is an opportunity to forge better relations with York Dragway for us to run the Lookout Rally there in November.

## DELACY MC FUN DAY - 10th May

What can I say but a super day out, well supported by Trackrod. I would like to thank all involved at DeLacy for all their hard work in organising everything from lunch to the raffle prizes. Laugh of the day was Nick Stevens nearly been bitten by a big Alsation dog, I told Nick no to try take the bone out of it's mouth!!!

As a sort of rematch Nick, Paul Scruton and myself will be organising a Treasure Hunt on Sunday 19th July. We will be inviting DeLacy MC and possibly a couple of other clubs to join in the fun. Starting at the New Inn, Eccup 10.00am prompt, no need for a map as directions will be given but Map 104 may be a help. We hope to finish back at the New Inn for refreshments, so come on have a go.

Stephen Lancaster.

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[illegible]

**"So that's Manneil's secret."**

*Cartoon by courtesy of Griffin from the Daily Mirror.*

## TROPHY POINTS UPDATE.....

### YORKSHIRE LEAGUE - after 2 events

|               |        |
|---------------|--------|
| P. Rutterford | - 96.0 |
| M. Midgley    | - 96.0 |
| A. Heaton     | - 90.0 |
| J. Bean       | - 90.0 |
| S. Sanderson  | - 46.4 |
| R. Buchan     | - 46.4 |

SPY 44 - no claims

LADIES COMPETITOR - no claims

STAGE RALLY DRIVER/NAVIGATOR - no claims

### ROAD RALLY DRIVER

|               |                    |
|---------------|--------------------|
| A. Heaton     | - 142.0 - 3 events |
| P. Rutterford | - 128.7 - 2 events |
| A. Larkin     | - 37.2 - 1 event   |

### ROAD RALLY NAVIGATOR

|             |                    |
|-------------|--------------------|
| J. Bean     | - 142.0 - 3 events |
| M. Midgley  | - 128.7 - 2 events |
| G. Whitaker | - 37.2 - 1 event   |

### AUTOTEST TROPHY

|           |         |
|-----------|---------|
| R. Ineson | - 270.5 |
| D. White  | - 193.8 |
| H. White  | - 156.5 |

PCT TROPHY - no claims

### MARSHALS

|                  |      |
|------------------|------|
| P. Andrews       | - 20 |
| everyone else on | - 5  |

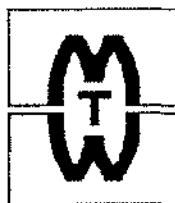
SERVICE - no claims

### OUTSIDE EVENTS

|           |        |
|-----------|--------|
| A. Heaton | - 50.0 |
|-----------|--------|



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### TRACKROD TROPHY

S. Lancaster - 15  
D. Lee - 15  
N. Stevens - 10  
J. Smallwood - 10  
all others on - 5

NEWMAN LADIES - all claims in 5 pts each.

Please remember to claim your points within three months, otherwise claims are void. I am sure there must be more of you out there doing events, so why have you not put any claims in? It is now the sixth month and only six more to go so come on and remember what points make.....

Michelle King  
TROPHY POINTS SECRETARY

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### DELACY MC FUN DAY.....

Well their we were 10 o'clock Sunday morning at DeLacy Motor Club's clubhouse awaiting the start of an exciting day. We had four crews with pencils and rubbers in hand to challenge one crew from Wakefield and two from DeLacy. We had one and a half hours to decipher Geoff Round's brain teasers penalty free. Any help we were given cost us 5 points. There were five sections of which sections two and four had Paul and myself, and Nick and Stephen wondering if we should have stayed at home. But we fought on taking a penalty on both of these. Our other two teams of Peter and Julie, and Mark and \*\*\*\*\* were having a few problems as well but they kept going. We all finished over the allowed time and so we were penalised. The two DeLacy crews and the Wakefield crew bet us all, proving the fact that Trackrod MC is the strongest, as it was supporting the rest!! Anyway never mind this was suppose to be a fun day, no need to get too serious.

Then it was a break for lunch which the ladies of DeLacy had laid on for us, just a small buffet at a nominal fee of 50p each. This was helped along with the fact that the bar was also open, my round I presume!!

Well that went down great and now it was time to put Robert's devious mind to the test and try our hand at Treasure Hunting. The sun was beating down when we left the clubhouse and we started looking for clues. We were half a mile from the start and already we had failed to find the first two. Oh well keep going things could only get better, we thought! We had 3 hours and 45 minutes to do the whole route so we still had plenty to go at. The route took us from Brotherton to Burton Salmon where they used some graffiti

on a fence as a clue. On to Hillam and first wrong slot ending up at the A63 instead of the A162, time to put brain in to gear. Fairburn and Lumby were the next ports of call and to touch the western edge of South Milford picking another clue up at the church. We then pressed on to Ledsham via B1222 and at Fairburn Ings Nature Reserve someone had rubbed out the answer on the notice board for our next clue, oh well keep going.

Now came a long drive up the Roman Road (A656) to Aberford, for a couple more clues (this man is devious), before going to Lotherton Hall and a coffee break if you wanted one, if not more time to go looking.

Travelling around these roads had brought back early memories of the Lookout Rally, it was initially run as a co-promoted event between Trackrod and Postel MC. and Barry Dove also commented, at the end, that he had remembered those days. But where did he come from? It appears that John and Jennifer McNichol with Barry Dove and Rebecca Kemp had rolled up to the clubhouse and after having a drink (and then the closing of the bar), were persuaded to take part.

Anyway we decided not to have a break but to wait until we get to the finish, so we pressed on down Copley Lane picking up one clue in the middle. Into Sherburn-in-Elmet and right on to the A162 down to Monk Fryston, via a slight detour down Meadow Lane just outside South Milford. Should have been Meadow Lane in Monk Fryston (must learn to read, as well as spelling and adding up, hey Nick...!!). Well we carried on through Birkin and Byram-cum-Sutton to find ourselves almost back to the start, one problem we had forgotten to collect some treasure. Must remember to keep brain in gear, so with everything shut we did a quick detour down to the A1 services, this proved to be a costly endeavour, anyway never mind it had still been a good day out. So back to the clubhouse a quick check on the answers a cup of coffee and we checked in.

While we waited for the rest to come back our hosts had started the barbeque and although the service was a bit, slow considering they were using two small barbeque grills it was well worth the wait. I would like to pass on thanks and appreciation to Geoff Round and all at DeLacy MC for putting on a great days sport, it was just a pity that some of the other clubs invited did not turn up!

Paul and myself finished around 4th equal with the lads from Wakefield and first all male crews, our reward to share a box of after dinner mints! First prize of a model satellite dish went to the McNichol crew, well done to John and Co.

Geoff was talking about possibly doing another Fun Day in a couple of months, so if you missed this one I urge you to try the next one, when I get the details I will publish them in the magazine.

Derek Lee

## RETROSPECTIVE

From the pages of the Trackrod Newsletter of June 1973.

The Chairman, Richard Jackson fired a full Salvo across the bows of potential "cowboys" within our ranks, giving them a warning that unseemly street driving would not be tolerated and such behaviour would result in forceful ejection from the club.

It was also reported that I ran a P.C.T. over the slag heaps of Middleton Broom Colliery, excellent venue ruined by the presence of "Gippos" who put through a couple of windows on our "new" caravan on it's first event, and by the weather which turned the slag into mud the day before! I recall chasing gippos all day as they kept nicking the test markers! the winner was Dave Lawton!

Keith Marr and Lindsay Sutton (later MacKinnon) organised the Clognog Autotest on the car park behind the Cannon Cinema (then the ABC) in Leeds, reported on by John Wilson and won overall by someone called Ineson. The presence of a parked car in a rather strategic position made for some very interesting manoeuvres of which I am sure the car's owner would not have approved. Test diagrams and results were all published in the June issue!!

Steve Mills had taken over the editorial role as Richard Ovenden found work and magazine production were not compatible on a time availability basis!

Richard Jackson and Dennis Dickinson competed on their first International, the Welsh finishing 5th in class and 62nd overall no mean feat from 170 starters (a bit better than 1992!!)

Howard White got a class win at the Topcliffe Sprint and repeated the performance at a second event at the same venue later in the month. Weather played havoc with hillclimbs at both Harewood and Scammonden Dam with Steve Wren having a wild moment at Harewood and Howard having his only dry run at Scammonden disallowed for some reason! Steve Mills burst an oil cooler pipe whilst pulling 8000 revs in the Min, liberally coating the Scammonden tarmac, needless to say ruined the big ends and everything else! David Taylor had a plug lead malfunction in the wet at Harewood where he eventually finished 7th in class.

John Wilson gave us a report on the "exciting" new Austin Allegro (!) and there was page upon page of trophy points and their annual explanations. Steve Lloyd still had his MGB GT for sale at £915 o.n.o. (Where is his number? I'll have it if it's still available) and we had a Lotus Cortina Mk2 for sale at £600 (I'll have that as well!!!), vendor unknown.

Trackrod ..... ends

Richard Ineson

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