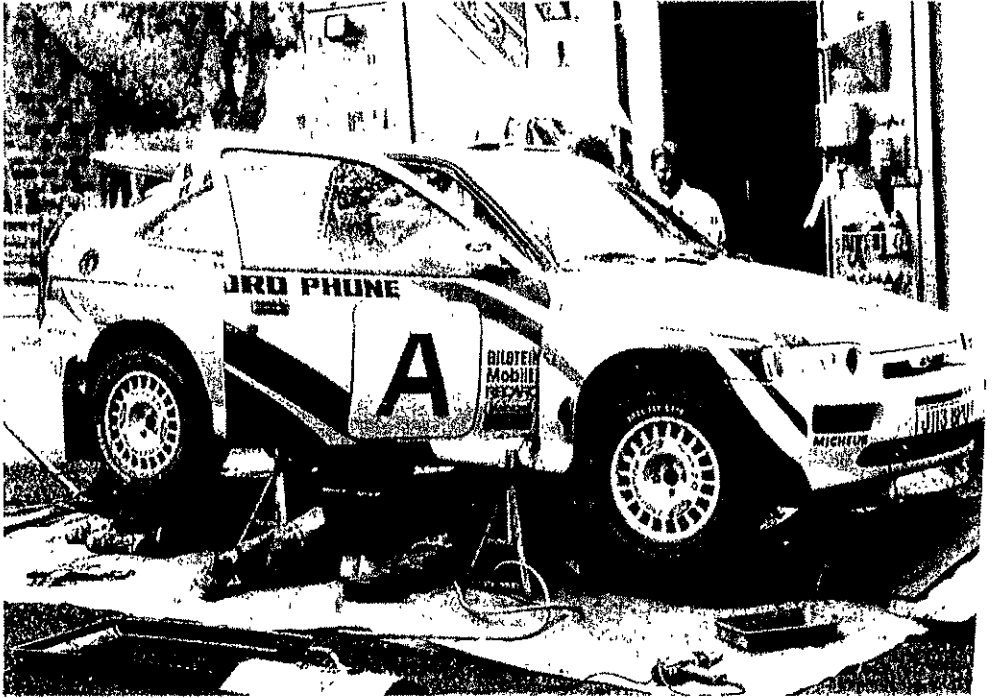


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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 257

Jul 1992

EDITOR

Well it has come round full circle again and at the end of this month we will have nominated a new committee. I know that a few of this committee are standing down due to personal commitments and I would like to take this opportunity to thank those who are retiring for the superb work and effort they have put into the club this last 12 months, from myself and also on your behalf.

Things are beginning to pick up speed on the competition front as well with the Costa Road Rally, reincarnated by Peter Rutterford and Mark Midgley and is 150 miles of classic Yorkshire roads as used in the 70's and 80's. The start is at the Yorkshire Farming Museum just off the A64 near York. The Barkston has had yet another face lift and is now to be called the Rally Car Forest Stages Rally, since Lord Chris has bought the Magazine. This year the start and HQ is at the Cairn Hotel Harrogate on the Saturday 26th September. The Lookout Stages Rally is well under way as well for the four year at Melbourne Airfield, near York. All these events are run by Trackrod Motor Club and need your help to keep them up to the standards that we and other clubs have come to expect from us. So if you have not got a job on any of them speak up now and get one.

So, that is all that I have time for this month, but keep those articles coming in, my thanks to those who have contributed for this issue.

DEREK LEE

**DEADLINE FOR THE AUGUST ISSUE IS
TUESDAY 28TH JULY 1992**

FROM THE CHAIR

Well, this is what the cobbler threw at his wife the Last! Yes the time has come for me to stand down from the Chair and take a back seat in the club affairs. I have been on and off committee in various capacities since about 1972 so I am now entering an "off" period, hopefully longer than previous ones! I must say that apart from one or two occasions I have thoroughly enjoyed my 2 year term of "office" and would like to thank the Committee(s) of the last two years for their support and efforts in keeping the wheels turning, hopefully in the right direction. This of course gives the membership the opportunity to introduce some "new blood" to the committee at the A.G.M. as there are one or two others who have also decided to stand down so get those nomination forms completed and sent in, don't wait and leave it to others, it probably won't happen if you all do that!

Following a fairly lengthy period of inactivity, club event-wise it is good to report that regulations are now available for our Costa Road Rally; Morley Waste Traders B.B.Q. Hillclimb and the Rally Car Forest Stages. Needless to say that the organisers of these events will be seeking support and assistance from the club membership to ensure that things run smoothly and are adequately manned and marshalled, so please do not be backward at coming forward! You may of course be absolved of such duties if you choose to compete on the event(s)! Watch out for further information elsewhere in the Magazine.

Richard Ineson
CHAIRMAN

PHOTOGRAPHS

Cover picture Malcolm Wilson and the new Escort Cosworth on the Scottish picture by Peter Rutterford

Centre page making a big splash on the 1981 Tour of Mull in Fishnish Bay, was Gez Waters and the 1982 Editor John Bean
Picture by SPR Productions.

SOCIAL CALENDAR

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
- 23 Sunday Treasure Hunt, New Inn, (104/288 429)
Eccup - 10am Prompt !!!
- 28 Crown, Boston Spa (105/429 457)
TRACKROD M.C. ANNUAL GENERAL MEETING
8.30 pm Prompt

AUGUST

- 1/2 Costa Road Rally (105/651 523)
Yorkshire Farming Museum
- 4 New Inn, Eccup (104/288 429)
OPEN FORUM/VIDEO NIGHT
- 11 Admiral Hawke, Boston Spa (105/434 454)
FREE SANDWICHES
- 18 Stanhope Hotel, Rodley (104/222 371)
FREE SANDWICHES
- 25 New Inn, Eccup (104/288 429)

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 1992 at the Crown, Boston Spa.**

Any member wishing to be nominated as an Officer or Committee member should complete a nomination form and return it to the Secretary of the Club by **Tuesday 21st July, 1992.**

COMPETITION CALENDAR

JULY

- 4 Blake Stages, Knutsford & DMC
- 5 Highfield Farm PCT, Keighley & DMC
- 11/12 Tye Croes Multi-Use, Stockport MC
- 12 Scammonden Dam Hill Climb, Shipley & DMC
- 12 Armstrong Massey Stages, Beverley MC
- 18 Manby, Slaithwaite MC
- 18/19 Road Rally, Garstang & DMC
- 19 Autocross, Whitby & DMC
- 19 Autotest, Alwoodley MC (Larkspeed Round)
- 19 Battle of Britain Stages, Wigton MC
- 25/26 Markates Breidden Road Rally, Welsh Border CC
- 26 White Rose Stage Rally at Tong, Shipley MC

AUGUST

- 1/2 Costa Road Rally, Trackrod MC

- 23 Treasure Hunt, starting at the New Inn, Eccup.

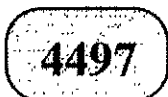
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COSTA ROAD RALLY 1/2 AUGUST

Urgently required - a Chief Marshal and also plenty of marshals to help make this a welcome return to the Costa. So please let me know as soon as possible...

Peter Rutterford
COMPETITION CALENDAR

DON'T FORGET THE CLUB'S ENTRANT LICENCE NUMBER



BARBECUE HILLCLIMB 1992

The 1992 BBQ hillclimb is only a couple of months away, things are going well, regs are being prepared and all we require now are entries! The event this year is on 30th August, bank holiday Sunday, and will be run again at Baitings Dam. The format will be as follows:-

Signing on from 09:00,
Practice starts at 10:30,
Timed runs from 13:30,
Barbecue from 16:30,
tickets FREE for all marshals and competitors.

If any members are interested in helping please contact Graham Whitaker, Chief Marshal, on 0532 654182. Regs will be available shortly, either on the notice board or from Richard Ineson on 0532 679329. This is a good venue for both the first timer as well as the expert.

Due to moving to Scotland this will be the last year I will be organising this event. If you are interested in being the Clerk of Course please give me a call, 0259 760611, or contact any club committee member.

Hope to see you all on the 30th.

Peter Stanhope
Clerk of Course

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SEC'S PIECE

For those of you who are interested, we have finally got the information regarding the RACMSA's new registration scheme which we have mentioned over the last two months, and here is a letter from the MSA about it:-

Dear Secretary,

**1991 ROAD TRAFFIC ACT: REGISTRATION OF ALL COMPETITORS
- WHO DO NOT HOLD AN RACMSA COMPETITION LICENCE -
TAKING PART IN RACMSA PERMITTED EVENTS.**

From 1st July 1992 the new Road Traffic Act will come into force in Great Britain. In due course the legislation will be extended to cover Northern Ireland as well. Among many other changes within the Act, the offences of dangerous driving, careless driving and causing death by careless driving when under the influence of drink or drugs are extended so that they will apply not only to the public highway, but to any public place.

A wide range of "grass roots" motor sport events are likely to be affected by this change, including:

- Autotests
- Twelve car rallies (starts and finishes)
- Single venue rallies
- Trials
- Cross country events

While the Act was still before Parliament, the RAC held discussions with the Government to ensure that there would not be unnecessary adverse effects on motor sport events of this kind. As a result, provisions were included in the Act which allow an approved "authorising body" to exempt from the risk of prosecution competitors taking part in duly authorised events.

The RACMSA will have the responsibility for making the necessary arrangements to ensure that exemptions can be granted, where the necessary conditions are met. You will now appreciate that this is a significant responsibility not only for us, but also for event organisers, and that it is

extremely important that we are open to criticism about the way in which the exemption procedure is administered. In order to ensure that the RACMSA will be in a position to adequately meet its obligations under the Act, a number of measures will be introduced which, subject to further discussion with the Department of Transport following the hiatus caused by the General Election, will almost certainly include revision of the current permit system and the introduction of direct registration of all competitors wishing to drive on RACMSA permitted events. In order to allow sufficient time for a registration scheme to be established, this item has been given priority. Other changes which are likely to affect clubs and event organisers rather than competitors themselves, will be notified to clubs as soon as possible.

At the Regional Committee on 18th March 1992, and subsequently at the RACMSA Board, and finally the RAC British Motor Sports Council (both on 19th March), unanimous approval was given for the introduction of a scheme for registering individual competitors directly with the RACMSA. Introduction of this scheme and the associated regulations needs to be set in hand now given the 1st July deadline. We are therefore making the following arrangements:

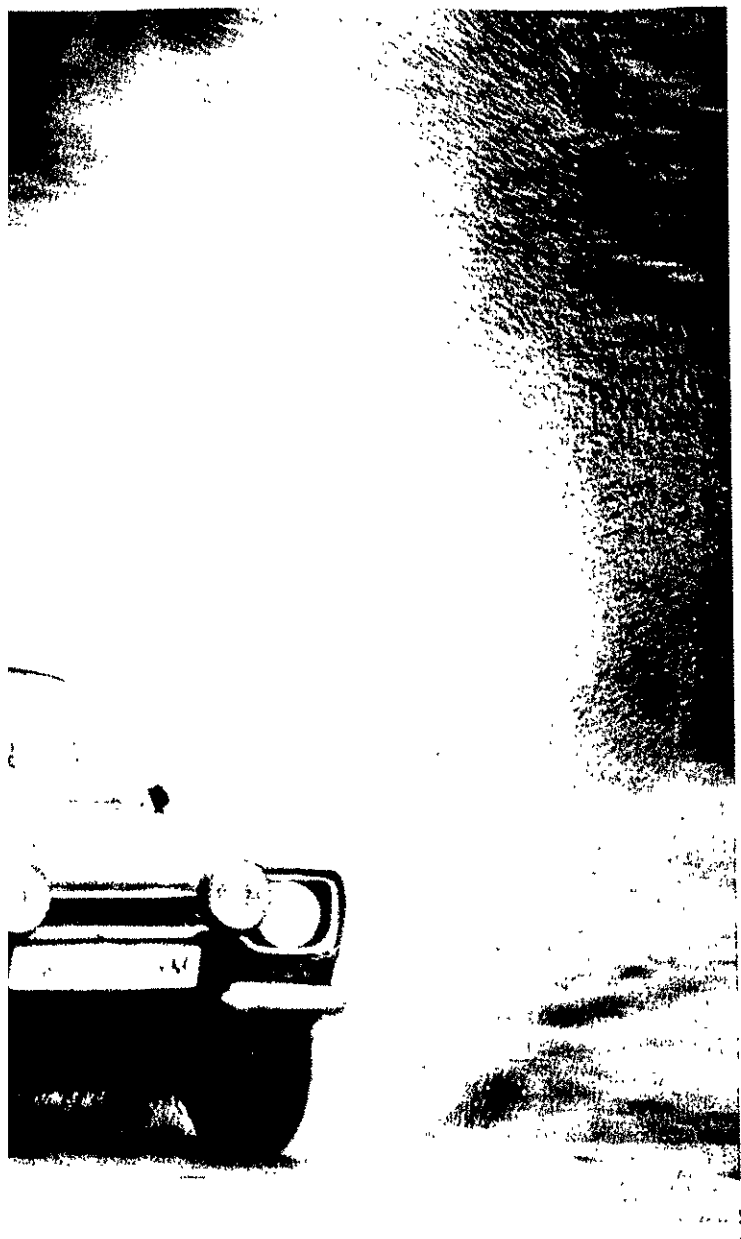
1. REGULATION AMENDMENT

The present Regulation E.3.1 is cancelled, thus the entitlement to compete in certain events on a "club card" is replaced by the following:

E.3.1 - Waiver of Licence - The RACMSA waives the requirements for competition licences of Entrants, Drivers, and Co-Driver/Navigators in Closed or Clubmans status, Autotests, Trials or Cross Country Events, and Closed Rallies, provided that the Driver's name and address has been registered with the RACMSA and he or she has signed the following declaration:

"I do not hold a valid competition licence by any national automobile club and I understand that in consideration of being allowed to drive in competitions, I am acquainted with and agree to be bound by, the General Regulations of the RACMSA. I declare that I hold a valid driving licence (other than provisional) or I am under the age of 18 years and have not been banned from holding a driving licence".





2. PROCEDURE

2.1 REGISTRATION OF COMPETITORS WHO DO NOT HOLD A CURRENT RACMSA COMPETITION LICENCE

Upon receipt of an application for competitor registration, the RACMSA will issue a "Registration Certificate" direct to the competitor.

NB. Only one registration will be required per competitor even if he or she is a member of more than one motor club.

2.2 REGISTRATION FEE

The full annual registration fee is expected to be £10, subject Board and Council approval towards the end of this year; however for the remainder of 1992 a fee of £5.00 has been determined.

2.3 REGISTRATION FORMS

Pads of simple registration forms will be provided by the RACMSA to clubs, one form to be completed for each competitor. This will take the form of a triplicate document: top copy to RACMSA for registration, second copy to be retained by the processing club, third copy to be retained by the competitor as a "Temporary Certificate" pending issue of a full "Registration Certificate" from RACMSA.

2.4 BLUE BOOK

Upon receipt of the registration documents from clubs Blue Books will be dispatched directly to the competitors' registered addresses.

2.5 RACMSA NEWS

RACMSA publications such as "RACMSA News" and other information as appropriate will also be dispatched direct to the competitor's registered address.

2.6 RENEWALS

In order to ensure that renewal can only occur through a registered

RACMSA club, it is proposed that no renewal notice will be sent from the RACMSA to the competitor. A numbering system will however be incorporated in the registration documents referred to above. Thus, in the future, competitors who are renewing their registration will be able to quote their registration number of the previous year thus minimising administration costs.

2.7 MEDICAL

No medical declaration will be required by the RACMSA. However, clubs must exercise care in registering competitors if club officials feel there is any reason to doubt the fitness to compete of any individual concerned.

2.8 CLUBMAN LICENCE

From the 1st January 1993 it is proposed that the Clubman C Licence will be abolished as part of a licensing restructuring plan and will be replaced by competitor registration as set out above. This should lead to consistency at the "grass roots" level of motor sports.

It is extremely difficult at this juncture to calculate how many people will be registered as a result of this scheme. Thus, the revenue generated by it may not adequately cover the costs associated with providing the Blue Book and periodic issues of RACMSA News. In order to provide stability therefore, the Board of RACMSA is prepared to ensure that any shortfall of income against costs in the first two years will be met by economies.

These steps have been taken only after careful consideration. We believe that the approach adopted, (which has been discussed and agreed with Government Officials), will reinforce the relationship between competitors and their clubs, and will in practice also enhance the continuing drive to ensure that all events, at every level are as safe as they possibly can be, both for competitors and spectators. Thus I would ask you at club level to help support the scheme's introduction. Motor sport must be able to demonstrate that the trust and responsibility placed on us is fully justified.

Yours sincerely

John R. Quenby
CHIEF EXECUTIVE

So if you have any problems please come and speak to me or any member of the Committee, or see me for a Registration Form if you require one.

Ronnie MacKinnon
HON SECRETARY

TREASURE HUNT - 23 August 1992

Those of you who read your magazines in entirety will have noticed that Stephen Lancaster, Paul, Scruton and myself are organising a treasure hunt.

Originally scheduled for Sunday 19th July, we have now changed the date to SUNDAY 23RD AUGUST to avoid clashes with ANCC/LARKSPEED events. We are also inviting a few other clubs to join us for the day.

There will be no tricky navigation (although you may like to bring OS map 104 just in case). The route is less than 50 miles all on good quality tarmac and we have checked the route in a standard Fiesta, 3 up! All route instructions will be supplied and we can promise you a FUN DAY OUT.

So make a note of the details in your diaries :-

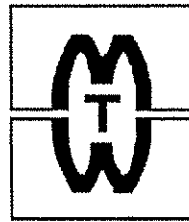
SUNDAY 23rd AUGUST - 10 am (prompt please)

NEW INN, ECCUP (104/288 429)

Please let us know if you intend to take part so that we can print enough copies of the route A.S.A.P. Nick Stevens tel. 0532 674326.

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HARTLEPOOL AUTOTEST 14 June 1992

“Three Cheers” for Chris Langan and his team for demonstrating how to hold a successful autotest. With the benefit of a few events under our belt, we are starting to realise the range of quality in events.

This was achieved at Hartlepool by two things, firstly attention to detail and secondly the skilled and experienced test designs. I might have guessed this, when for the first time, we were offered a discount for an early entry! The final instructions arrived with copious maps of how to find the “Hartlepool Shopping Mall” from anywhere in Britain, and on the day programmes were available to both competitors and spectators. The contents of these included a “Stars Guide” of famous drivers, their vehicles and test diagrams. This must have added considerable interest for the spectators, who could now what the drivers were **trying** to do!

The grandstands around the arena attracted a lot of families with young children. At the end of one batch of tests all the drivers emerged from the ‘pits’ to learn the next tests by walking the course and a small voice was heard to say “Dad, Dad, the drivers have forgotten their cars”.

This was not a big site, but the tests were fast and spectacular to watch. They were a true test of driver skill and not the awful mind benders of some organisers (don’t they know there is no navigator). To see David Haigh and others perform with such speed and accuracy is humbling indeed and must be truly amazing to spectators.

Of course the proof is in the pudding and so the results revealed the fastest drivers and the fastest classes, unlike a recent event where David Haigh was beaten by a Class 1 Mini!

Thank you Hartlepool for a very enjoyable and educational day.

Howard White

ADVERT

Nick Stevens and Dave Coates intend to contest the RALLY CAR STAGES (Quip, Barkston, etc. etc.) this year, and are rebuilding the Sunbeam in readiness (properly this time!)

Cash is tight - we would appreciate it if anyone has any part-worn 13 inch forest tyres for sale, cheap, to help us on our way. Thanks in anticipation (grovel, grovel)

Nick Stevens Tel.0532 674326

(I think I should have called this a Grovelvert !!! - ED)

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CLIMBING IN SCOTLAND

No not on your feed up mountains but in a car! I have been up here now over a year and so I thought it was about time I entered a hillclimb. Doune is not far away, about 20 miles from home at the other side of Sterling so off I went in the old Porsche.

The hill is over 1,300 feet long and very interesting! From the start line, down by the motor museum, you go straight into a 45 left, then up through a flowing series of corners up to the open part of the hill. 3 2 1 over a brow, light, followed by 30 right, the road then flows round to the right across a meadow and then a very steep bit, 3 2 1, very light over brow into 45 right, try and keep it on the road (I did 2 out of 6 times!), through the "S"s into the finish.

The event I entered was a closed to club organised by Mid Lothian Car Club on 10th May. There were over 40 entries, on a National event they get up to about 120, we were given 4 practice runs and 2 timed runs, all for £25 plus £10 to join the club, not bad value for money!

After the first run up the hill I decided that I wasn't going for the FTD but to finish. My times steadily increased, 66 sec., 68 sec. (it was raining a little), 64 sec., 64 sec., 63.7 sec. and finally 63.3 sec. The other cars in my class, Westfields, were doing it in 54 seconds and the FTD was 42 seconds, a little bit quicker!!

A good day out and I will be back, but not in the 911! It is a very testing hill requiring a lot more skill than any of the Yorkshire hills I have been at.

Peter Stanhope

RETROSPECTIVE

From the pages of the Trackrod Newsletter of July 1973. When Roger Blamey won a raffle winning a dinner for 4.

Secretary Lloyd commented on the recent 12 car rally and reminded those

who had entered (all novices) that “neutrals” were there for a purpose and disregard only helped the “anti brigade” (they caught up with us eventually!)

We had an eventful stage on the Autospeed Rally with one or two rollers amongst the later runners it was thought that the format of daylight was the way forward but there was (still is??) a question mark over the use of airfields and farm tracks, not proper stages!

We welcomed 8 new members all of whom are now officially over the hill:- Tom Wheater; Tony Longstaff; M.J. Parkin; Danny Churchill; Jack Coulthard; Graham Wilson; Richard Hurst and Laurie Clark. Interestingly we published their addresses, phone numbers and membership numbers!

An item appeared on the recently disclosed J.C.W. Special, John Wilson’s lightly modified Mini Pickup in JPS colours, very smart as I’m sure some of you will remember.

After last month’s revelations on the Austin Allegro July brought the nitty-gritty on the Dolomite Sprint and its innovative operation of 16 valves.

Paul Adleman reported on the B.A.R.C. Scarboro Weekend autotest, a sort of special stage autotest between York and Scarborough on Saturday, overnight stop and knees-up in Scarborough with more tests on the car parks and roads (yes - Marine Drive and Whitby Old Road) around Scarborough. Russ Swift, yes autotester and Montego two wheeler, won the event in his VW and Phil Cooper collected an award in a new Allegro!

For sale column included Tim Bennett’s ex-works de-seamed Cooper ‘S’ ex Hopkirk and winner of 1969 Circuit of Ireland, asking price an extortionate £750 - worth £30,000 now?? Only one careful owner, none of the others gave a damn!!

Trackrod ends

Richard Ineson

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