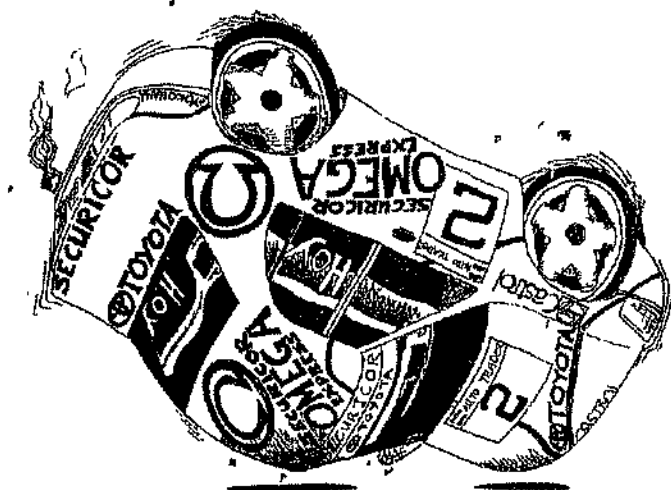




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OCTOBER 1993

MAGAZINE

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 272
Editor

October 1993

Hello again folks,

A thousand thank-you's for all the superb articles this month. I really had a job fitting them all in. If I happen to have missed anyone out, don't worry, I'll put it in next month's magazine. I didn't even have space for the Crossword!! The clarity and contents of most of the articles were excellent and a pleasure to read - keep up the good work everyone!

There will be another Inter-club Quiz night at Slaithwaite MC, Lepton Highlanders (that's all the address she could give me!) but it's on the A642 Huddersfield/Wakefield Road. Its a Social Club and the evening starts at 8.00pm A buffet will be provided at a small charge. I'll be looking for willing Team members again please.

Barry received a smashing letter from Steve Lloyd - a long-term Member who we don't see anymore, but who still reads the magazines. Its great to hear from people like Steve and I will publish his letter in next month's magazine - sorry I didn't have space this time Steve.

I hope you all enjoy this month's magazine, as I said, it's full to overflowing and I thank you again for your articles. When they're written in such graphic detail it makes one feel as though they're actually there and gives a picture to people like myself who doesn't really know what goes on in the hot seat and helps me to understand the terminology. (Some of it unrepeatable!).

Look forward to receiving another batch for next month.....
Anne Moffat

**DEADLINE FOR NOVEMBER ISSUE IS
TUESDAY 27TH OCTOBER 1993**

CHAIRMAN'S CHAT

Hi, Well, September arrived somewhat darker and wetter but without doubt busier. As the Artemis Equipment Forest Stages grew nearer, so did the hushed panic as the final pieces of what is a giant jigsaw fell into place. On the weeks prior to this the Hillclimb had been a success, the Costa still suffered with problems but as both Peter and Mark admit, it was not without effort, just bad luck.

September also saw a training day in Dalby Forest which proved to be a great success, those Club Members who came along were treated to an effective live stage with all the ensuing dramas, including very realistic staged incidents. Well worth the effort of turning up, sadly, only about 20 people from several Clubs saw the need, but for those who did, it was rewarding.

During the day we were also given a demonstration of a Forestry Grader in action and a 75 ton roller which showed the work involved. The Forest Enterprise also gave a detailed seminar of their policy toward forest utilisation including rallying. Dalby Forest is only 90 years old.

On the day previous to this I had been doing Noise Tests with Becky Kemp when a late entry - one Yuk Hodgson arrived to be checked - more later!!

During the month, I received a very nice letter from one Steve Lloyd, a very active Member during the Club's earlier years. It was refreshing to hear that people don't lost touch, even when they move away. Perhaps Steve would consider coming up for the Dinner Dance, I'm sure there are plenty of stories to re-live with some present Members.

Well, the Artemis has been and gone and a credit to Rod and Team - very well appraised with an absolutely sumptuous Headquarters. Who spun their car round on the 18th Fairway??? There will be more comments to follow I'm sure, but that's all for now.

Cheers.

Barry Dove (Alias the Man in the Moon)
CHAIRMAN

SEC'S BIT

Well, here we are again. Anne is banging on my door to get this article to her in time, so I am afraid it is short but hopefully, sweet!!

Firstly, an apology from our Treasurer as the arranged EGM for the 14th had to be postponed, due to the accounts still not quite ready. A new date will have to be set and notification will be given.

I would like to thank Rod Parkin and Team for organising another successful Forest Stages Rally, with their new sponsor, Artemis Fork Lifts. It was a good day's motor sport, the weather stayed fine and everything seemed to go well. I thought so, but when you are delivering the clocks at the front of the rally, everything does seem to be okay. Once again, well done to Rod and Team.

Just a quick reminder that it is getting close to the end of the year and Vince Fletcher is still looking for claim forms from you all - so if you have not claimed yet - do so now!!

Our next event is the Lookout Stages Rally again at Melbourne Airfield, so if you can help us please catch John Smallwood, Stephen Lancaster, Peter Rutterford or me. The date is Sunday 7th November.

I would like to hear from anyone who would be interested in becoming an A.N.C.C. approved timekeeper, or even thoughts of becoming a Scrutineer or even a Noise Test official. Let me know so that we can maybe arrange some training sessions and update our list of officials.

Bye for now.

Derek Lee
SECRETARY

SOCIAL CALENDAR

OCTOBER

- 5 Yorkshire Switchgear Social Club
 Meanwood Road, Leeds (104/290 363)
 OPEN FORUM
- 12 Admiral Hawke, Boston Spa (105/434 454)
 FREE SANDWICHES
- 19 Crown, Market Square, Wetherby
 FREE SANDWICHES
- 26 New Inn, Eccup (104/288 429)
 VIDEO NIGHT

NOVEMBER

- 2 Yorkshire Switchgear
 OPEN FORUM
- 9 Admiral Hawke, Boston Spa
 FREE SANDWICHES
- 16 Crown, Wetherby
 FREE SANDWICHES
- 23 Harvester, Wetherby Road, Scarcroft (104/364 417)
- 30 New Inn, Eccup
 VIDEO NIGHT

Please note the change of Yorkshire Switchgear to the first Tuesday in the month for the **OPEN FORUM**. This is the opportunity for you, the Members, to air your views. If you don't tell us, the Committee, your

views,how are we supposed to know!!

Admiral Hawke becomes second Tuesday in the month.

Other dates for your calendar - **Annual Dinner Dance** is at the Lawnswood Arms on **Saturday 15th January 1994.**

That's all for now.

Russell Holdsworth
SOCIAL SECRETARY

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ARTEMIS EQUIPMENT
BUYWELL RETAIL PARK CLUBMANS FOREST RALLY
25TH SEPTEMBER 1993

Having been selected as this year's recipient of the Trackrod Motor Club Chairman's Award we were looking forward to this event.

Having been less than successful during the last three events, I have competed (retiring on 2 and finishing next to last on 1) we put every effort into ensuring that we scored a respectable finish this time out. We were successful in securing sponsorship from a number of sources. ARCTIC PALLETS of Thorp Arch set the ball rolling followed, in quick succession, by WEST RIDING MOTORSPORT and fellow Trackrod member ARTHUR HEATON. Thanks are due to all of the above for their support.

O.K. Plugs over, on with the event report. Our day can best be described as mint! There were no major problems with the car, for a change. The new engine, built by Steve Smith at WRM, was brilliant, loads of torque and a seemingly bomb-proof bottom end. We sailed through noise and scrutineering (didn't we Vince) and the car looked great in its new livery.

Stages 1 and 2 (Cropton and Gale Rigg) were incident free although the boulders at the landslip in Gale Rigg looked huge. On Stage 3 (Givendale/Dalby) we slid straight on at one of the new chicanes then, whilst cursing myself for this error, brushed a bank (with the co-drivers side of course!) on the approach to a hairpin.

Into service and the crew swiftly carried out level checks and changed the rear tyres as the offset of the rims we had been using was causing them to foul the rear arches.

Stage 4 (Staindale) was fast although the dip at the flying finish caused the car to bottom out and step well out of line as we approached the stop line. Enjoyed stage 5 (Langdale), despite the rain, although the car slid wide on more than a couple of occasions. Stage 6 (Harwood Dale) was great, I have spectated here many times, and was aware of the brows etc.

On to Service 2 in Scarborough, struggling through traffic, and a quick top up with fuel and a change to tarmac tyres on the front then a short run through very heavy traffic to Olivers Mount. We really enjoyed this stage, Paul even had chance to wave at Ian Maddison as we went past him. We were apparently credited with a time faster than most of the other competitors (perhaps someone can explain what was wrong to me at some time) this was rectified in the final results.

Then the run in to the finish at Leeds and it was here that the only problem all day occurred with the car, the rev-counter stopped working!

Thanks are due to a number of people so here goes... Mike and Phil at ARCTIC PALLETS (who will be sponsoring us again next year), Steve and Simon at WRM for the engine and untold amounts of advice and patience. Arthur for the tyres, Stephen Lancaster and Peter Rutterford for being in the right places at the right time with the Emergency Service Car. Tim Nichol and Mark Winterburn for Service Van duties. Matthew Thomas and Anthony Dodd for an interesting battle all day, there were generally only a few seconds between our stage times. Thanks are due to the people who nominated us for the Chairmans Award, I only hope that next year's recipient has as much success and fun as we had

NICK STEVENS and PAUL SCRUTON
CAR 135 - 29TH OVERALL - 10TH IN CLASS

CONGRATULATIONS

To Sarah and Alistair Richardson on the arrival of their baby girl, Heidi Ann, born on 13th August, weighing in at 9lb 3oz.

Congratulations and best wishes for all Trackrod Members

Editor

AUGUST REFLECTIONS

THE COSTA ROAD RALLY -

The Farming Museum provides excellent facilities for an event of this type - plenty of car parking, warm rooms and decent food in the cafe. After filling a couple of holes in the stomach with a rather large yorkshire pud and stew, we set off to our time control at the bottom of the Cockayne Loop. With a totally inexperienced navigator, we didn't get lost once and arrived in plenty of time to watch Richard's "Walkman TV". We were so engrossed in the television, that we nearly missed the course car. First car due 1.15am. By 2.45am and still no cars, we knew something was wrong. Eventually some arrived (7) as they had had to negotiate a Black Sport wrongly marked.

This would put us very late for our next control in Otley. Undeterred, we set off in convoy at a reasonably rapid rate towards Helmsley where we managed to attract the attention of the only awake policeman in the whole of North Yorkshire. Se stuck religiously to speed limits for twelve miles and still he pulled us. After sorting out who we were and where we were going, he allowed us to go on our way. My Astra van absolutely flew back to Otley and we made the control with two minutes to spare. No more problems there, so then we returned to the Sun Inn for breakfast.

By this time, I was looking forward to my bed but I was informed at about 7.30am that a number of control boards hadn't been collected, so Derek and I set off for a quiet Sunday morning drive collecting stakes and pieces of cardboard!! We ended up doing all the rally route to make sure nothing had been missed and arrived back in Leeds about 2.30pm.

For all the aggravation, I'd had a good night and enjoyed myself. Next year's event should run a lot more smoothly with Mark Midgley taking on board the vast amount of advice (abuse!) from Competitors and Members . Good luck Mark. We'll be there.

RUSSELL HOLDSWORTH

BAR-B-QUE HILLCLIMB

By arriving at the New Inn, Baitings Dam on Saturday evening, a relaxed evening can be enjoyed with good company (Mark Dawes explaining how to make rocket fuel from 2 star petrol) decent food and plenty of drink. The evening was going well as we retired to the pool table. Jez had only dropped his jeans twice, Mark Dawes, the once, and Rod still couldn't get across the room fast enough. Never mind Rod, better luck next year.

Unfortunately, the evening was ruined by the disappearance of the BDA prepared Pinto Escort of Becky's as it was stolen from the car park. Although it had been under reconstruction for two and a half years, it had been well worth the wait. It looked superb. This put a real damper on the weekend, and after the police had been, we retired to bed.

Now the advantage of being on cooking team, is that you don't have to start too early. 9.00 rise and breakfast then meander down to the paddock about 10.30am.

Jill and I set up the barbeques, sorted the salads and seemed to be waiting forever for the barbeques to get hot, but when they did, we were rolling. After that, we didn't have time to think, just keep those burgers and bangers rolling.

We fed nearly everybody - my apologies to those who missed out and I think everyone enjoyed it.

My big, big thank you must go to Jill whose humour was unwavering in the most hectic of moments; and without whose help we wouldn't have fed everybody so efficiently.

This year we managed to beat the rain, just! So let's keep our fingers crossed for next year and look forward to another excellent event.

RUSSELL HOLDSWORTH

TROPHY POINTS

Well, its October again already and another year is almost over. Time flies etc. Below are listed Trophy Points standing as at 27th September 93. The next time I will be giving information on the positions in the various competitions will be at the Dinner Dance in January, when we will be presenting the POTS to whomever - it could be YOU!!

Also, regarding my article in last month's magazine about the Barbeque Hill Climb, I was so totally underwhelmed by the FLOOD of ZERO claims, I thought I'd repeat it for the Forest Rally. As I said last month, it not only counts towards its respective class' - i.e. Marshals, Service, Rally Driver or Navigator etc., being a Trackrod organised event, it also scores on the Trackrod Trophy and the Newman Trophy (for ladies), as well, so there are a fair number of points up for grabs. There are only TWELVE weeks (approx) for claims. Its no good ringing me on the 32nd December - that's too late, its up to you - **GET CLAIMING!!**

LARKSPEED LEAGUE

Driver		Navigator	
Steve Sanderson	116.7	Rob Buchan	116.7
Paul Scruton	39.4		
Derek Lee	16.7		

STAGE RALLY

Driver		Navigator	
Steve Sanderson	254.5	Barry Dove	321.1
Alan Powell	219.4	Rob Buchan	254.5
Ian Richardson	147.0	Lloyd Walker	147.0
Matthew Thomas	103.3	Anthony Dodd	103.3
Tom Whittaker	101.		

ROAD RALLY

Driver		Navigator	
Alan Larkin	537.3	Richard Norbury	215.3
Arthur Heaton	105.8	Lloyd Walker	92.9
Ian Richardson	92.9	Mark Midgley	80.6

Peter Rutterford	80.6	Arthur Heaton	74.7
Mark Midgley	33.1	Peter Rutterford	63.1

SERVICE CREW

Chris Sanderson	20.0
Nicola Sanderson	20.0
Becky Kemp	10.0
Peter Rutterford	5.0
Mark Midgley	5.0

MARSHALS TROPHY

Phil Andrews	45	Paul Scruton	40
Becky Kemp	40	Peter Rutterford	20
Derek Lee	15	Chris Sanderson	10
Nicola Sanderson	10	Mark Midgley	10
Arthur Heaton	10	Barry Dove	10

TRACKROD TROPHY

Derek Lee	30
Mark Midgley	20
Paul Scruton	15
Becky Kemp	10
Peter Rutterford	5
Phil Andrews	5
Alan Larkin	5

Richard Norbury

AUTOTEST TROPHY

Mark Midgley	10
--------------	----

DICKINSON TROPHY (PCT)

Paul Scruton	39.4	Derek Lee	16.7
--------------	------	-----------	------

NEWMAN TROPHY (All round Lady TMC Events)

Becky Kemp	10
------------	----

SPY 44 - next month's magazine

Vince Fletcher

TROPHY POINTS SECRETARY

HUNTERS TROPHY

(Treasure Hunts etc)

Derek Lee	5
Julie Davison	5
Peter Rutterford	5

OUTSIDE EVENTS (off road)

Arthur Heaton	10
---------------	----

SUTTON SPARES RALLY - TOM WHITTAKER/BARRY DOVE
CARLTON & D.M.C. MANBY AIRFIELD

THEY CAME, THEY SAW, THEY CONQUERED (but not Everest)

After the theft of Rebecca Kemp's absolutely mint Escort, our planned trip to do Manby did not come to fruit. In the period following Tom Whittaker having just acquired a very nice 1.9 205 Peugeot asked if I fancied a trip to Manby YES!! With a service crew of Becky, Jackie and Darren Moon, the somewhat repetitive trip along the M62 began. Tom admitted that his knowledge of front wheel drive was limited to a forklift at work, but this was just a fun day out to try the car!!

Seeded at the latter end of the field due to a late entry, we lined up for Stage one. The weather being very mild and dry meant that Carlton & D.M.C. had opted to run eight stages all of which consisted of 50% loose/50% tarmac, so we chose to run Michelins intermediate's.

Stage One and we were off flat to chicane left to right.. to 90 left and 90 left immediate, 50 yards sweeping right onto loose 75 yards 90 right and narrows. Bloody Hell!!

Well, viewing the ground looking past Tom's helmet indicated we were in a vertical plane to the ground in a wall of death pattern along a grass covered banking, without lifting the throttle the Peugeot returned to a level position again, just in time for a narrow 90 left over crest.

At the end of Stage One it was time for a Team briefing. "I was only recceing the stage that's all" was Tom's reply. It was very obvious that front wheel cars don't take kindly to rear wheel driving attitude. After Stage Two we were up to 20th O/A, not bad for first time in F.W.D. Tom's mastery of f.w.d. continued throughout the day as our position o/a rose to 12th after five stages.

The crew next to us in a very nice black Cosworth Sierra came in after 5 and shouted "This car's got no turbo, no boost, no f... all". Some people are never happy.

Continued on page 18

CHIEF MARSHAL

May I first of all say thank you for the warm welcome and support from the other members of the Committee and Club. For those of you who don't know me I first became involved with Trackrod in 1985 (surprisingly enough as a marshal!) and my experience covers many RAC's, Cartel's, National Breakdown's, Costa's and others, as well as a few stints in navigators seats.

To assist with my move into the job, if any of you wish to marshal on events please contact me either on Tuesday night meetings or at home. Murphy's Law dictates not all requests for assistance will arrive in time for inclusion in the magazine. The first is a request from Lindholme Motor Club for marshals on their Dunfab Danum Trophy Road Rally on 9/10th October, short notice I know, but if you can help, please contact myself or the Chief Marshal of the event, Nicola Early (0742 477582).

As a final point, we've got 'Chairman's Chat', 'Sec's Bit' and others. If anyone can think up a better title than 'Chief Marshal', there may be a pint for the best one.

Richard Webster
CHIEF MARSHAL

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COMPETITION CALENDAR OCTOBER AND NOVEMBER 1993

OCTOBER

3	Autotest (Larkspeed) Stages Rally, Holme Farm, Tong	York MC De Lacy MC
9/10	Dunfab Danum Road Rally	Lindholme MC
10	Falls Single Venue Stage Rally Barnoldswick Autotest P.C.T.	Loughborough MC Pendle & Dist MC Otley MC
15/17	Tour of Mull	2300 Club Ltd
17	Premier M/V Rally Peak P.C.T.	Dukeries MC Glossop MC
22/23	Three Rivers Road Rally	Northallerton & Stockton
23	Crystal Stages Rally	North Humbs MC
30/31	Cossack Road Rally Ridings Road Rally	Eastwood & DMC Alwoodley MC
31	Wombledon S/V Stage Rally	Malton MC

NOVEMBER

7	Lookout Stages Rally (Larkspeed) 13/14 Road Rally	Trackrod MC Wakefield & DMC
14	Lynn Single Venue Stage Rally	Kings Lynn & DMC
21/26	Network Q RAC Rally	RAC MSA
27	Demon Rally (Snetterton)	West Essex MC

MARSHALS

Lindholme MC desperately need some help on the forthcoming Dunfab Danum Road Rally - if you can help please phone Nicola Early on 0742 477582.

Ian Jackson has also been in touch. He needs marshals for the forthcoming Three Rivers Rally. If you can help please phone 0642 583445.

Now it's my turn. On November 7th, Trackrod Motor Club are running the Lookout Stages at Melbourne, if anybody can help, please see me.

But more importantly to the Larkspeed League is that we get a full entry of FIVE Trackrod crews actually doing the rally. If you are entering the rally, please tell me.

Peter Rutterford
COMPETITION SECRETARY

*** Marshals * * Marshals * * Marshals * * Marshals ***

CASTROL CRYSTAL FORD STAGES RALLY
23RD OCTOBER 1993

We have once again been asked to run a stage for North Humberside Motor Club on the "Crystal". The stage we have been given is SS2 Langdale. It is about 7 miles long with 16 junctions including Start and Finish. First car is due at about 11.30 am. Last signing on will be 10.00 am. The stage will be run once and we should be finished and away by 2.00 pm at the latest - plenty of time to have an enjoyable afternoon in either Scarborough or perhaps the Cayley Arms !!!

Anyone wanting to help or requiring more information please contact me on **0904 706257 OR Derek Lee on 0943 875231.**

Look forward to hearing from you.
Many thanks.

John Smallwood

P.S. Marshals are also needed on 7th November for the Lookout Stages!!! - Please see Peter Rutterford

*** Marshals * * Marshals * * Marshals * * Marshals ***

A couple of top ten retirements and a quickening pace left Tom and myself in 6th place o/a going into the last stage, then the plan "Sod it, let's go for it".

The low down torque of these engines is incredible and we staged the last Stage with a purpose? Into the second lap we passed two cars on the main strip down the road side to the last chicane in and out no problem and over the Flying Finish. A good day's motor sport.

During the day we had steadily got quicker but for some, notably the new owner of Tom's 4 x 4 Escort, Shaun Hanlon, he had tried to wrap it round a solid tyre barrier, the barrier won. Fortunately, both Shaun and his wife were okay.

When we began the last Stage we were 6th o/a and one second in front of the Black Cossie, but he obviously found some turbo and boost as he took 5 seconds out of us. This left us 7th o/a and 2nd in Class.

The service crew were busy all day (don't know what they were doing as the car ran faultless). Well done Tom, thanks to Becky, Jackie and Darren.

Barry Dove

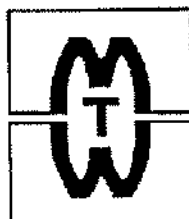
OPPOSITE LOCK STAGES - ALAN POWELL/BARRY DOVE
MANBY AIRFIELD

After putting in an entry on Slaithwaite's Rally at Manby Airfield, Alan proceeded to wash the car since it still bore the grime of its previous event. With a service crew of Becky and Tom, we departed to Manby early hours of Saturday.

As in keeping with Slaithwaite's tradition, the Service Area was to be the field across from the usual tarmaced area (bad move this time) 10 miles from Louth, the heavens opened. We on the other hand, were delighted as water creates a good levelling factor in the power struggle.

Continued on page 23.....

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ARTEMIS FOREST STAGES 1993

This year's event was based in Oulton, but as last year, the actual start was at Duncombe Park.

First Stage was Cropton, and when we arrived at High Muffles, our mysterious misfire of the year re-appeared in time for the Hugill Broadcasting Co. to record on the second visit. Once clear of this Stage, the car again was ok for Gale Rigg and the first Dalby Stage. After going through several of the chicanes on our belly because of the ruts, we seemed to have damaged the exhaust.

Next was service, who would be there? We were unsure as this year Jacki was looking after the new baby. Steve Hitchcock had our gear on Friday night and depending on work, Chris and Elaine Downes were coming. In the end, all three were there with Chris' Transit, a first for us, a van for service. Chris replaced an exhaust clamp, a quick coffee and away to Staindale. The longest Sage of the event followed, Langdale/Sneaton combined. No more problems and on to Harwood Dale via a refill en route, then to Weaponess service. A quick tyre change and then 2 Stages on Olivers Mount.

Stage 1, misfire again at the Mount hairpin on both laps, and 16 seconds slower than in March on the York National. By the 2nd Stage it had started to rain, again misfire on the first lap, 2nd lap, too fast in, lock up, take the tapes, turn round, no misfire and only 5 seconds down on the first run.

Back and service, tyre change for Dalby 2, not as many rough chicanes this time, only Mikkolas Bend.


Service again at the fire tower, tarmac tyres selected for the last 2 Stages at Duncombe Park, hope it stays dry. 2 good Stages and in the wait for the first, I realise that the misfire only occurs when the petrol tank is full, so it seems we have a possible air lock, and thus fuel starvation.

Then a long run to Oulton and a long wait in the holding control before the finish at Oulton Hall. We finished 45th Overall, 5th in Class.

Thanks to all the organisers for a very good event.

Our thanks also to Chris, Elaine and Steve for servicing.

STEPHEN SANDERSON/ROB BUCHAN
CAR NUMBER 75



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RETROSPECTIVE

From the pages of the **October 1974** issue of Trackrod's Magazine.....

Ineson takes over as Editor and introduces photographs for the first time - long editorial on need for contributors (still going on today!) (Funny how history repeats itself! - ED). Chairman Lloyd thanked the retiring Committee for all their hard work - particularly Richard Jackson, "the original 48 hour day man" who was instrumental in securing Shell sponsorship for the first "Costa".

A report of the happenings in Committee - basically "all" they did was appoint people to jobs (being the first of the new Committee year); discuss the role of the club President (not concluded - to be continued at a future meeting. Discussion on the Motor Sport Group (this was the fore-runner of the Humberside M.S.G. (now defunct); scores attributed to the Ladies Trophy - the Trophy Points Secretary would clarify the situation; It was also decided to obtain catalogues from all known film libraries to enable us to plan some film shows (remember them - we all sat in the dark and actually watched the screen in silence!! - the video machine has a lot to answer for!!)

There was a report on the recent P.C.T. at Stump Cross Caverns organised by Jim and Janet Thirsk, alas, only 15 entries, but intense competition - a motorcycle trial crossed the venue in the morning showing us car lads how to really cover rough ground! Steve and Mary Lloyd fought to be last in class in their Viva - Mary won - and was last! Ken Goodall's Mexico with L.S.D. (probably the drug as well!) found it to be of no advantage, however he did beat David Lawton whose Escort emitted the most astonishing noises when his right foot is in its customary position - i.e. flat on the floor!! The event was won by Norman Milligan in his Imp from Stan Peel's Anglia.

There was also a comprehensive report from Ian Gurnett who accompanied a certain Vincent Girardier (now of Aire Valley Motors fame at Kirkstall) on the recent Shunpiker Stages Rally and ended up collecting three awards! 1st Novice Ford, 1st Novice Overall and 1st Novice in Class!

Trackrodends

Richard Ineson

After the usual documentation etc., we arrived at SS1 (all tarmac stages, no loose stages due to rain) seeded down the field, we had chance to watch the opposition and weigh up the options (none!!)

Stage one left us with 6th fastest time after a massive slide on the edge of the old service area, but well pleased with the time, Stage two was a repeat and still 6th o/a.

Now only eight Stages were planned due to loss of the loose stages, even though by lunch time it had dried out. After SS4 the Airfield was changed round and we ran anti-clockwise with SS%.

S4.3.2.1. go 1st into 2nd Bang! What's this bonnet laid on the windscreen, as I struggled to undo my belts this handsome bloke slammed the bonnet back down and replaced the pins (thanks Tom!!!) Belts back on and go, only to be blasted by someone with a big horn to keep over, this we did but pursued him with vigour only to see him lock it up and spin off at the next hairpin right.

Having smote a tyre wall earlier in the day, damaging the navigator's door, we were again in pursuit of an Astra 16v to the aforementioned hairpin to see him do the same thing, just leaving room for us to pass on the inside, thank you.

It was now becoming increasingly difficult to keep pace with more powerful machinery as the Airfield was now bone dry and our Colway's were not a match for T.B. etc.

The last two stages saw us drop a little more time but the end result was 7th Overall and 2nd in Class.

Another fine drive from Mr Powell and thanks to Becky and Tom for being tops in food and servicing.

Barry Dove

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