



TRACKROD

MOTOR CLUB LIMITED

*Silver
Jubilee*

1970 - 1995

TRACKRODMOTORCLUBLIMITED

SEPTEMBER 1970 - SEPTEMBER 1995

25th ANNIVERSARY SOUVENIR MAGAZINE

CHAIRMAN'S WELCOME

Welcome to this, the 25th Anniversary and Souvenir edition of Trackrod Motor Club's monthly magazine. Over the years various editors have consistently produced excellent magazines in order to keep members in touch. Whether you are a founder member back in 1970, or one of the newer recruits I am sure you will find in this edition items of nostalgia and interest and that it will prove to be something you will enjoy and want to keep.

Trackrod, rightly in my view, claims to be the North's Leading Motor Club. Certainly I know of no other which has organised such a diverse and comprehensive range of competitive and social events, many of which have been, and continue to be, worthy of National and International standard. Our membership includes a member of the RACMSA board, and we have several appointed Stewards, Timekeepers, Clerks of Course, Environmental Scrutineers and Specialist Committee members. Additionally Trackrod hosts the regions Forestry Liaison and Rally Liaison officers as well as a host of competitors who can be found competing or supporting motorsport the length and breadth of the country.

We are truly an influential, and well respected, Motor Club; one of which we can be justifiably proud. Thank you all for making your contribution to that success and I look forward to the next 25 years!

ROD PARKIN
CHAIRMAN

EDITOR'S FOREWORD

Welcome to this, the Silver Jubilee, edition of the Trackrod Magazine which from humble beginnings on September 17th 1970 has survived a total of 25 years. I would like to say that the contents of this issue are not intended to be a definitive history of the club there would not be time or space enough for me to have covered everything.

I hope you all find something to amuse and interest you and I hope that I will have helped trigger one or two memories and that you will keep this magazine for years to come. Who knows, in another 10 years we could be celebrating a Golden Jubilee and someone else will have had the responsibility of covering the further history of the club.

I would like to apologise for any omissions, they were not intentional and no offence is meant if I haven't included all that has been submitted. Thank you one and all to everyone who has helped in any way whatsoever.

HERE'S TO THE NEXT 25 YEARS!

ENJOY THE REST OF THE CELEBRATIONS

Regards, NICK STEVENS (Editor)

ACKNOWLEDGEMENTS: Trackrod Motor Club would like to thank the following people and organisations for their help in the compilation of this magazine: The RAC MSA, The ANCC, Motoring News, Leeds City Libraries, The Yorkshire Post, The Yorkshire Evening Post, The Times, The Guardian, Alphagraphics and all individual contributors. **N.Stevens (Editor) August**

CONGRATULATIONS!



TRACKROD MOTOR CLUB SILVER JUBILEE

On behalf of the **RAC Motor Sports Association** I am delighted to send our congratulations to you and your colleagues within Trackrod Motor Club on achieving your Silver Jubilee. From small beginnings in 1970 the Club and its officials now play a major part in British motor sport contributing to our success across a broad spectrum of events catering for a wide range of abilities. Many members of the Club have actively participated in the government of motor sport, both regionally and nationally, and their enthusiasm allied with good Yorkshire common sense will always be welcome.

We all wish Trackrod Motor Club a healthy future to build on their past successes and look forward, with your members, to the Golden Jubilee.

Best personal regards,

**JOHN R QUENBY,
CHIEF EXECUTIVE, RAC MSA**



Congratulations to Trackrod Motor Club on attaining their 25th Anniversary.

Trackrod was founded in 1970 and very soon applied for membership of this Association.

Their members competed in various championships promoted by the Association over the years and organised events for these championships.

Indeed, Trackrod members have contributed much to

the workings of the ANCC over this last twenty five years and still continue to do so. It was Richard Ineson who started the Autotest Championship and ran it for over a decade. Your Chairman, Rod Parkin, is Forestry Liaison Officer and our Chairman is a Trackrod member, notwithstanding his impartiality when on Association business!

The Association thanks Trackrod Motor Club Ltd. for their contribution to its activities and wish you well for the next twenty five years.

From the officers of the ANCC

A FEW WORDS FROM RICHARD MOORE (Sponsor - Buywell Retail Park Clubman's Rally)

I think everyone will agree that Trackrod is an excellent and enthusiastic motor club, offering a wide variety of activities to its members, all of whom contribute towards making Trackrod such a success and having the reputation of being the North's "Leading Motor Club".

Therefore, I am delighted to be associated with Trackrod Motor Club and have, for the past three years, been involved in sponsoring the Clubman's Rally on the Forest Rally, which I believe has given new-comers the opportunity to take part in rallies which they would otherwise be unable to enter. I am also pleased to be sponsoring the event again this year.

The Clubman's Rally represents one of the best "value for money" options available to clubmen, and fully achieves the key objective of helping those who are only familiar with single venue events to enjoy the real thing. The approach of limiting entries to only National B Licence holders is also well received by the clubmen, as they do not have to compete against unequal odds.

Rod Parkin tells me that he has received many letters of thanks from clubmen, and that this event is well regarded and respected, which is extremely gratifying from a sponsorship point of view.

I would like to wish every success to Trackrod and all its members, and hope that there will be continued support of its events and activities for many years to come.

RICHARD MOORE

THE CHAIRMEN

Mr. Ray Dickinson, 1970 - 1972

Mr. Martin Cantrill, 1972 - 1974

Mr. Richard Jackson, 1973 - 1974

Mr. Steven Lloyd, 1974 - 1978

Mr. John Richardson, 1975 - 1979

Mr. Rod Parkin, 1979 - 1983

Mr. Keith Bowen, 1983 - 1984

Mr. Mark Dawes, 1984 - 1985

Mr. Ronnie Mackinnon, 1985 - 1987

Mr. Richard Simpson, 1987 - 1989

Mr. Peter Stanhope, 1989 - 1990

Mr. Richard Ineson, 1990 - 1992

Mr. Barry Dove, 1992 - 1994

Mr. Rod Parkin, 1994 - Present

The chairman have been helped by the following committee members over the years.

R.Anderson, R.Ashcroft, E.Baker, J.Bean, J.Bojungs, S.Broadbelt, S.Brown, I.Buchannan, B.Chapman, J.Coulthard, R.Cross, D.Dickinson, N.Du Cros, D.Fernyhough, V.Fletcher, H.Fowler, P.Gledhill, C.Goodall, K.Goodall, L.Goodall, S.Grant, I.Gurnett, S.Hall, S.Holden, R.Holdsworth, K.Hunn, M.Jagger, G.Kellett, M.Kemp, R.Kemp, M.King, S.Lancaster, N.Latimer, D.Lee, N.Leuchars, K.Marr, S.Marsh, D.Marshall, J.Mason, J.McNichol, G.McPhaill, M.Midgley, C.Miller, S.Mills, A.Moffat, R.Moore, R.Moran, A.Munnis, C.Nutter, M.Ogden, R.Ovenden, C.Palmer, S.Rathbone, J.Renny, C.Rose, P.Rutterford, C.Sanderson, S.Sanderson, B.Schofield, P.Scruton, C.Sharpe, A.Shaw, P.Silberberg, R.Spurdens, N.Stevens, R.Stevens, J.Stoker, F.Stuart-Brown, D.Taylor, P.Telford, J.Thompson, D.Turnbull, A.Varley, R.Webster, J.Westmoreland, H.White, J.Wilson, J.Woolin, S.Wren

THAT WAS WHEN.....

Obviously many other things have happened during the last 25 years outside Trackrod but can you remember what was happening on these dates?

25 YEARS AGO:

THURSDAY SEPTEMBER 17TH 1970

Crisis in Jordan civil war breaks out between Hussein's army and Palestinian guerrillas King Hussein imposes martial law.

The **Teton Dam** in **Idaho** was completed it collapsed a year later!

John McVicar was on the run following his escape from prison.

And a strike at **GKN Sankey** meant that **Vauxhall** cars were being delivered to dealers on "dummy wheels" as supplies were short!

Jochen Rindt wins the **F1 Drivers** championship in a Lotus-Ford

20 YEARS AGO:

WEDNESDAY SEPTEMBER 17TH 1975

Unemployment figures showed the number out of work at 1.3 million.

The **Poulson fraud case** was continuing he designed Leeds International Pool!.

Rembrandt's "The Nightwatch" is severely slashed in an attack.

Papua New Guinea gains independence as 35th member of the commonwealth.

The **national steel crisis** meant that motor manufacturers B.L. and Ford were having to buy abroad some things don't change!

And a **Rothwell boy** was struggling to drill a hole through a "big conker" turns out it was a live hand grenade!

The **Fiat 131 Miafiori** was available at £1750. According to the adverts, it stood up well to rust I wonder if Trading Standards know?

Niki Lauda wins the F1 title driving for Ferrari

15 YEARS AGO:

WEDNESDAY SEPTEMBER 17TH 1980

Lech Walesa founded the Polish Union "Solidarity" in opposition to the government.

There were **home defence exercises** taking place in Northumberland fine if you live in the North East

but what if you live in Cornwall!!!

A thief was arrested by a man in his **Y fronts** after he had been chased from Wakefield on the M1 and then on foot from Stourton to the Queens Hotel

Wm. Whitelaw gave permission for the Welsh to have their own TV channel.

Alan Jones, driving a Williams Ford wins the **F1** championship.

10 YEARS AGO:

TUESDAY SEPTEMBER 17TH 1985

Margaret Thatcher expels six Russian diplomats for spying.

The wreck of the **Titanic** was located.

Major **earthquakes** wreck the city of Mexico with major loss of life.

Derek Hatton calls for an all out strike at Liverpool Council

Plans are revealed for the "New" **West Yorkshire Playhouse** to be built on the Quarry Hill site in Leeds believe it or not, it's actually been finished!

Russell Brookes wins the Manx in a Manta and with it the Open Championship.

Later in the year the **Metro 6R4** makes it's World Championship debut.

Alain Prost is champion F1 driver in a McLaren-TAG and **Timo Salonen** champion rally driver in a Peugeot 205T16

5 YEARS AGO:

MONDAY SEPTEMBER 17TH 1990

Margaret Thatcher visits Czechoslovakia and then attacks the Russians over their policies perhaps she never did Geography at school!

Edward Heath talks to **Saddam Hussain** (Sad and Insane?) about a possible "deal" over Kuwait and it's territory not a popular thing with the rest of the House of Parliament, or Hussain, no deal reached.

The **Sierra RS Cosworth 4X4** takes it's first International Rally win on the Manx in the hands of Russell Brookes but **David Llewellyn** wins the championship. **Ayrton Senna** wins his 2nd F1 crown driving for McLaren-Honda whilst champion rally driver is **Carlos Sainz** in a Toyota

TRACKROD THE FIRST **TWENTY FIVE YEARS**

Fifteen years ago I was asked, probably by Richard Ineson, to write an article for the tenth anniversary of Trackrod Motor Club. Part of it was written on a beach in Kuwait, where we were living and working in 1979. It seemed pretty remarkable then that the club had reached the grand old age of ten. Now here we are celebrating our first quarter century! Extraordinary!

Of course, a motor club is all about cars, and the people that drive them. Fifteen years ago, I used to waft majestically through the desert safely cocooned in the air conditioned yankee splendour of my Pontiac Firebird Formula. Six point six litres of pure V8 muscle, fed by the obligatory four pot Holley carb. which drank four star at the rate of 12 miles per gallon (provided you used only two of the four chokes most of the time). As petrol cost the equivalent of twelve pence per gallon, this was not a problem. A far cry from the hot metal we used when the club was born. In those days, a good Cooper S, 1275 of course, was still a weapon to be reckoned with. Twin Cam and Mexico Escorts were exotic beasts, the old Cortina GT being more popular with the clubman. Imp Sports and beetles dominated PCT's and roof lights could still be used on rallies such as the Gulf London, the Seven Dales and the R.A.C.. We used to "breathe" on our cars, no, not to polish them, but to make them "go faster". Black Bonnets, wheel spacers, wood rim steering wheels, body stripes and the ultimate accessory, the crash hat on the rear shelf, all added that extra bit of oomph at the Harehills Lane Grand Prix. Of course some nutters even went so far as to fit big carbs, four branch exhausts, competition brake linings and other junk like that, but they were just the cowboy fringe.

Do the lads still tune the motors? Is every weekend a feast consisting of WD40 for starters, Castrolase for Hors D'oeuvres, Molyslip main course, and to follow, a big helping of Swarfega, the whole lot washed down with a pleasing if impertinent concoction of rust, rubber hose, antifreeze and water? Or is it now just a case of chips with everything. These days my French turbo diesel with Australian actor suspension could easily knock spots off what was my hot Anglia in 1970. And there's another thing. Spots. Just lights generally, they're so good now, you don't need spots on the road car. Not that there's anywhere to hang them even if you wanted to. And there's yet another thing. We used to use one car for autotests, PCT's, rallies, treasure hunts, sprints, and the odd hillclimb. (Well I did anyway). During the week the wife and kids were allowed the use of it, so long as her indoors was careful not to exceed four and a half thousand on the Smiths tachometer, sorry, rev counter, that was stuck on top of the dash. Six and a half was definitely reserved for the Sunday driver. Like everything else in the world, cars have

become more specialised, and perhaps less fun. Though earoling the Gti round the lanes brings back fond memories of the old 970 Cooper, and i don't have to rebuild it after every thrash.

It seems amazing that it all started twenty five years ago. the reasons why it began are part of motorsport folklore and legend, but if you haven't heard the saga, just ply me with a beer at the Anniversary dance and I will reveal all. There's an offer you can't refuse! We really didn't know what we were starting at the Wharfedale all those years ago. it wasn't easy to begin with. (We used to **dream** of a shoe box on the M1 etc. etc.) but with enthusiasm, energy, tenacity and a large slice of good fortune, we did it. and since then, you have done it. It takes a lot of time, a great deal of patience and some sheer bloody mindedness to keep a club like Trackrod going. Sometimes the committee wonder why they bother. Sometimes the club member also wonders why the committee bothers. But occasionally, like the golfer who hits the perfect drive, it all seems so right you just can't wait for the next event to get hold of that motoring feel good factor again.

Trackrod has been blessed with good officers. (I speak as a past Chairman, of course). The best administration in the world means nothing without the support of you, the competitors. And you, the marshals. And you, the organisers. In fact, all of the people who for one reason or another have been part of this great motor club over the past quarter century. I am immensely proud to have been associated with Trackrod Motor Club, and immensely proud, if somewhat astonished, that we shall be gathering in September to celebrate our Silver Jubilee. i look forward to seeing you all there, when we can drink a nostalgic toast to all our yesterdays and crack a magnum of the best Formula One bubbly hair spray to all our tomorrows. Here's to the next twenty five years.

VIVA TRACKROD!

STEVE LLOYD

MOTOR SPORT, **THEN NOW AND THE FUTURE?**

"Can you possibly knock out an article for our Silver Jubilee Magazine? After all you've been involved in motor sport longer than most."

Your editor really knows how to hurt. Anyway here goes. Looking back I suppose the most dramatic and probably the most damaging thing that has happened to the sport has been the constant escalation in costs. If you go back a shade further than your 25 years to the late '50s, you would see huge entries on rallies of standard cars. I've been navigating on a London Rally and been car number three hundred

and something and been the 58th TR on the event. I know ours went back to the sales demonstrator fleet the day after the rally and all the others on the event were bog standard too. Contrast that with today when after the first stage there are rarely more than a handful of competitive cars in contention. It's always difficult to compare generations (I reminisced recently about the assassination of Kennedy and someone thought I was planning to do something about that bloke with the violin) but I don't think the drivers were any less competitive then. Which is easier: To beat three or four other top cars or, say, 57 other identical cars as we had to with the TR? And, does anyone think that Jim Clark wouldn't be a winner today? Of course not (I heard Jackie Stewart recently list Jim as the greatest of all time. Quote "He did things with a car that were unbelievable.")

Trying to look forward 25 years, I suppose the most dramatic and damaging thing that could happen to the sport would be to fail to control costs. As I write this, yet another F1 team bites the dust and a few others are biting their finger nails. If we don't keep a cap on costs so that more people can get involved then we won't maintain our position as one of the top sports. And we certainly won't fight off the threats we face from environmentalists and the like.

Even changing attitudes to the car may affect our sport. Technically it is now possible to "dial your destination" and sit reading while your car drives itself to where you want to go. Sensors will stop you speeding or hitting things and anyone who slogs around the M25 or through the hell of Spaghetti Junction will know that road rationing through such methods cannot be very far away. When that happens, those of us who want motoring for motoring's sake will be regarded in much the same way as Morris Dancers are today. (If of course your Committee are all Morris Dancers then I think you are a fine breed and look forward to your exhibition routine at your dinner dance)

Whatever the future holds, I remain convinced that the heart of motor sport lies not in the hospitality paddock at Grand Prix but in motor Clubs, motor clubs like Trackrod, which is why I wish you a happy birthday and hope you have many more successful years to come.

STUART TURNER

Stuart Turner has been involved in motor sport for many years, as a journalist and a top International Co-driver with the likes of Erik Carlsson winning the RAC rally in 1960. He later became team manger at BLMC and guided the team to many top results. Eventually Stuart joined Ford Motorsport at Boreham as team manger before retiring towards the end of the 1980's. He contributes much towards the organisation in the UK, publishing "Wheels" and contributing to the motoring press.

THE TRACKROD EVENTS

As a club Trackrod have a reputation for organising many of the best events in the Local and National Calendar. There follows a potted history of a number of the current events along with notes on, as yet to be revived, older events.

AUTOTESTS

Trackrod has, over the years, been responsible for the running of a number of Autotests in and around Leeds. Many of these events have qualified for ANCC/BTRDA status during their time. The Janus used to run early in the year and has not run for a number of years. Next up is the April Fools Autotest that has recently been run at West Street. This is usually a well supported event but the general feeling is that a new venue would see a return to the top of the pile for this event. The June Jesters ran, surprisingly!, in June often at Hartshead Moor Services. Then, to round the year off and blow away one or two sore heads we have the boxing day event that sees many people out purely for fun. If you know of a venue then there is absolutely no reason why these events cannot be revived and prosper especially now that there is the option of Production Car Autotests.

COSTA - DI - PLENTI

Instigated in the early 70's as a road rally this event grew up to become a round of the Motoring News/BTRDA Silver Star and ANCC Championships by 1981. Temporarily the event became a stage rally having the honour of being the first event to be allowed to use the "loose" at Manby. The event then went into hibernation for a number of years before being briefly resurrected in the early 90's. Plans are afoot to use the title to promote a novices only road rally which is after all what the original intention of the event was. Highlights have included wins for Ken Goodall/Mike Tempest in '74 and Vince Girardier/Bill Kirkpatrick in '76.

BBQ HILLCLIMB

Back in 1989 Stephen Lancaster and myself started looking at the option of running a Hillclimb on behalf of Trackrod. To my knowledge, and I am sure some of the older and wiser members will put me right, the club had never run a Hillclimb before. We therefore started talking to the ANCC and other organising clubs about how to go about getting a venue, date, competitors, permit etc.

With the above in mind we first tried Harewood and others, there were no dates available (only a limited number of events are allowed to run at each venue per year). There was a date free for Baitings, in August and we opted for the August Bank Holiday weekend. By this time it was the

ROGUES GALLERY! (OR IS THAT REALLY ME...?)
AUTOTESTS



Richard Ineson in his Mini Clubman and sporting Yorkshire Bank Overalls!



John Renny, feeling the strain!

RALLIES



Ken Goodall/Mike Tempest, note Ken's trade mark shirt and tie!



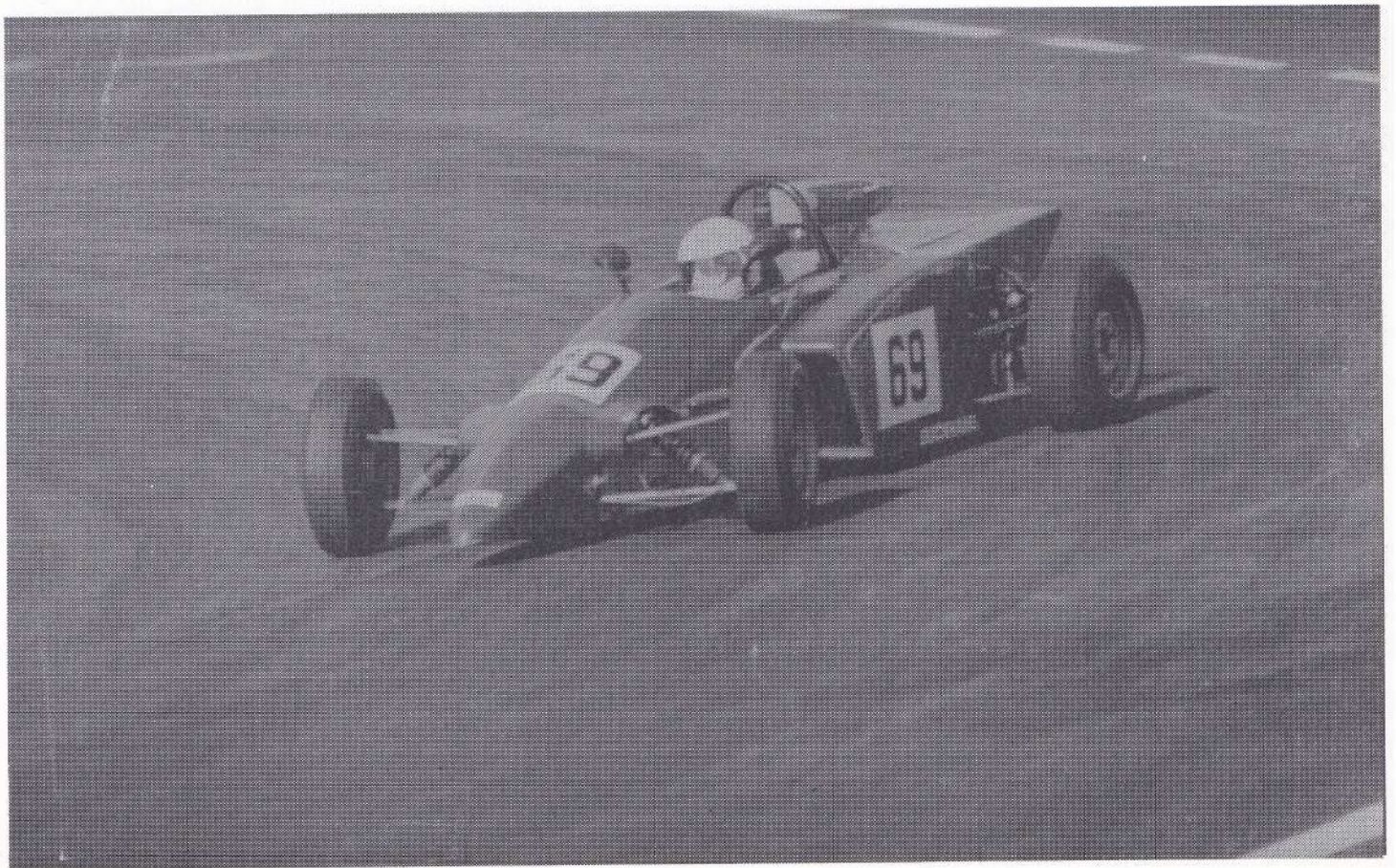
*Steve Lloyd driving the course car on the TMC run Crest Motels Stages Rally.
Venue is the now defunct Thorpe Arch "Autocross" circuit.*

RACING

Although predominately a "rally" club there have been occasional forays into racing.



Ex TMC Member Lawrence Bristow (10) and Tim Harvey, Labatts Sierra, BTCC 1989



Now a Rally Driver, Matthew Thomas is seen here practising his opposite lock technique in a Formula First car.



Richard Jackson/Mary Lloyd post spotting on the 1976 Wharfedale PCT



*The late John Westmoreland doing what he enjoyed most, marshalling.
The man on the bonnet is Roland Cross.*

middle of the year so no time was available to organise an event in '89.

During this time I had been doing a few hillclimbs in my 911, both at Baitings and Scammonden so I had a few ideas. The main ones being that the organisation must be 'slick' so that the competitors can get the maximum number of runs, and so better value for money, and that since the date would be August we should have good weather and so make it a special day. That is how the idea of a BBQ came about, was it a good idea with the weather that we had in the following years?! Two BBQ tickets would be offered 'free' with each entry.



Current sponsor, Tom Whittaker, at Baitings Dam

For the 1990 event Richard Ineson volunteered for the job of Secretary, Derek Lee start, John Smallwood results, and Rod Parkin catering manager. We approach Steve Hazeldine for sponsorship of the first event, the following years Tom Whittaker kindly volunteered to sponsor. To get a full entry we made sure that a member of the club was at each event for the two months before handing out regs., this proved successful and a good entry was received.

The event went very smoothly, especially for the first time, with competitors commenting on the number of runs we did. The only problem was the weather, after a very hot Saturday when we set up the hill Sunday was wet, but in the end this did not matter and everybody enjoyed themselves, including the BBQ.

By this time my work had moved me to Scotland, and so for 1991 and 1992 life was becoming a little difficult. So during 1992 I decided to stand down, allowing new blood to be brought in.

Richard Ineson continued for a 4th year, and then past on to the current team. The event has now run at Baitings for 5 years, and built up a reputation for providing value for money. This year the current Clerk of the Course, Nigel Drayton, has arranged for Harewood Hillclimb to be the venue and I wish him look luck at the new location.

Peter Stanhope, (C of C 1990 to 1992)

LOOKOUT, IT'S THE LOOKOUT!

Most of you will know the Lookout Rally as a single venue stage rally, at Melbourne Airfield near York but, that is only half the story. It has only been a stage rally since 1989 but if you go far enough back in the archives of TMC you will find that Nick Leuchars joined with Andy Munnis of Postel Motor Club (POAC) and got a team together to run a novice road rally.

The start was at the Crest motel at Oulton and Nick and Andy had planned a good route on maps 105 and 111. Yours truly was driving on his first rally as a driver! I can only remember that we set off from the start to the first section via Ferrybridge and then south of Knottingley down a white. Three, two, one GO! and we were off down this white and through a tunnel under the M62 and onto map 111. The second half saw the route come back to Church Fenton, and by Sherburn in Elmet and South Milford before finishing around Castleford. From what I can remember an enjoyable first drive and my thanks go to Ronnie Moore for navigating.

I can not find any information about the 1979 event apart from the fact that Andy and Nick had acquired a sponsor, this being Fryer International Transport of Dewsbury. They managed to retain their support for the following year. A few changes to the regs can be seen, one being the move for the start to the Garforth Cliff Garden Centre. Officials now include Stuart Marsh as Joint COC with Nick, Steve Mills and Derek Smith as Stewards, John Westmoreland as Chief Marshal and Derek Lee as Secretary. A similar format of a 125 mile route on public roads on maps 105 and 111 and an entry fee of £12.50 plus insurance at £8.00. Advertisers included names like Quip, Ziebart, Mitchell Fox, Yorkshire Bank, Square and Compass, J.W. Turner timing and Crest Hotels. Many thanks to these for the support given and those who still support us now!

The foreword to the 1981 regulations read as follows "WELCOME to the fourth Lookout Rally, organised by Trackrod Motor Club Ltd. As before, the event is designed to give Clubmen and Novices the chance to enjoy running at the head of the field, and to give beginners a good chance of being in the awards. The 125 mile route on maps 105 and 100 will be mostly on tarmac roads. This year Morley Waste Traders Ltd. is enabling us to provide you with a quality event for still less than half the price of the average SPR3, as last year. If for some reason you cannot compete (Expert already!), then we would be happy to receive your assistance as marshals - and with £100 in the marshals draw, there are some pretty substantial prizes up for grabs (why not double your chances by doing two controls). Whatever you do, we wish you an enjoyable nights sport. THE ORGANISERS."

With the regrettable demise of Postel MC, Trackrod carried on and this year we moved to the old Costa-Di-Plenti date of 19/20 Sept. and onto map 100 to try and give a better route layout, with sections over Thixendale, Grimston Brow, Castle Howard, Snargate Wood, Yearsley Moor and many others. The officials changed again with Nigel Latimer as secretary, Ronnie Moore as Entries Sec., Tony Longstaff as Chief Marshal and Barry Dove as Scrutineer. Nick had to bow out at this point and therefore I took his place alongside Stuart. Many thanks to the above and to Tom Whittaker for his help from Morley Waste Traders.

With the late decision to change the date from Sept. Back to July in '82, it was decided to cancel for that year. Every effort was made for the 5th running of the event in 1983. John Westmoreland attracted a major sponsor in the shape of Duckhams (Motor Oils) and Slaid Hill Motors provided a course car. This partnership survived for 4 years and we had a premier event with full entries each year. We had a new start venue at Tadcaster Albion FC and the finish was at The Buckles. A new class was introduced for Semi-Experts and an extra penalty was announced, "No form of radio-telephone equipment will be allowed in competing cars (this is to include "C.B." or the RAC emergency "Mercury" radios), whether fixed to the car or hand-held. L4.1.4 Penalty - Exclusion." The route remained similar and yet more names come back to haunt us, John Bean, Keith Hunn, Elaine Longhorn, Steve Hitchcock, Jean Lee and John McNichol.

John Westmoreland and I were joint COC's for those 4 years and one year proved that we both had similar ideas for route planning. When we compared our initial routes we found them to be almost identical (amazing but true!).

The mid 80's saw increased Police activity and this was the start of the downhill slope for road rallying. One amusing anecdote is that of Ian Richardson, navigated by father John on the '86 event. After being stopped by Police near Stamford Bridge and being informed that he had been clocked at 76 mph Ian said "that was in third in a 1300 Lada, brill!!"

I have looked at the '86 entry list and it includes names such as Mark Tierney, P.Hobson, Tony Moore, John Bilbie, Stuart Bell, Steve Sanderson, Tom Whittaker, Vince Fletcher, John North, Martin Westmoreland (John's son), Ian and John Richardson, John Smallwood, Andy Shaw, Tony Hall and Geoff McPhail.

In '87 we decided to give it one more go before things began to change. We moved the start to Leeds at the ASC on Armley Road. We changed the name to the Trackrod Novice Rally and ran it without any bother from the police.

Richard Simpson and John North were amongst the new recruits from the organising team. After that John and I bade the event a fond farewell.

John's health had been deteriorating so the rest was well received by John and Carol. Then in '89 Richard Simpson and Richard Anderson approached both John and I with the idea of running a single venue stage rally at Melbourne Airfield using the Lookout title and utilising some of the trophies that were just standing there doing nothing (not that trophies do anything else!) and so the Lookout Stages Rally was born. The first cars ran on 5th November 1989 to the enjoyment of many people. The event has continued to grow and is well respected under the control of John Smallwood and myself over the last 6 years.

John Westmoreland's cancer had taken its toll and unfortunately he was too ill to attend the first running at Melbourne and sadly John succumbed on 14th December and he has been sadly missed ever since.

I do hope that both Trackrod and the Lookout prosper for many years to come.

DEREK LEE

THE "FOREST RALLY"

Way back in 1976 the thought of a relatively new Motor Club actually organising a Nation Championship Stage Rally was almost unthinkable, and certainly far from the minds of the organisers.

Yet the current round of the Mintex National Series saw its beginnings nearly 20 years ago. Several attempts had been made to find suitable stages, but the breakthrough came when Richard Jackson, with the assistance "found" some land at Thorp Arch Trading Estate. Close examination revealed some excellent mileage just waiting to be used, whilst other areas had to be coaxed into use with the aid of bulldozers, 20 ton rollers and a JCB!

So it was that on Sunday April 3rd 1977 the Leeds Crest Stages was born. As the name suggests, support came from the Crest Hotel Group - David Riach was their area manager and Steve Malby was in charge of the Hotel at Oulton. Other supporters were Halfway Garage at Robin Hood, Rally and Speed Shop, JW Turner Timing, Horsforth Tyre Supply, Ziebart, C Richard Jackson, Coopers of Oulton, Yorkshire Bank, Shellsport and Tate Cars.

The Clerk of the Course was yours truly, Secretary Richard Spurdens, Timekeeper John Richardson, Scrutineer Nigel Drayton, Chief Marshal Richard Ineson, Entries were courtesy of Sue Broadbelt and the Press Officer was Steve Lloyd. Pleasingly several of that initial team were able to stay with us and have undertaken a variety of roles over the

years. The entry fee was £20 and that included insurance and two lunches! The overall winner would receive £75.

Some 18 stages were on offer, totalling 40 miles, and including the then "classics" of Wighill, Full Sutton, Burtonfields, Tockwith and Church Fenton - where are they now?

Flushed with our initial success we again ran in April '78, and again in September the same year! This was due to our receiving approval to use Forestry Commission land and that was the only date available. Whilst the Crest were still our major sponsor, Quip Accessories had now joined in as Co-sponsor. The next offering was in 1980 by which time the BTRDA had asked us to be a round of their championship. I well remember debating whether or not to allow them to reserve 50 places for their members - this was a time of over subscribed entries!

Rawlings Fruit Juices took the lead for one year in 1981 and we finished in Redcar. Obviously the East Coast had an attraction and we moved to the Southlands Hotel, Scarborough when Quip Performance Centre then took over to be our longest running sponsor. Having won the BTRDA award for the "best event" in 1982 we were delighted to be invited to join the RACMSA National Championship, then sponsored by Marlboro, in 1986. This necessitated providing over 80 stage miles plus a move to a bigger hotel and many of you will remember the long relationship with the Raven Hall Hotel at Ravenscar, with scrutineering in a local barn, horizontal rain and panoramic views!

By now the organising team had expanded massively over the initial "few" and Phil Sykes, Julie Thompson, John and Victoria Renny, Peter Stanhope, Ronnie Moore, Chris Sanderson, Barry Dove, Niel DuCros, Chrys Worboys and Martin Kemp joined the core team.

After a short period "on our own" Barkston Plastics came to the rescue in 1990 courtesy of Chris Lord, and he stayed with us for three years, the last being 1992 as the Rally Car Forest Stages Rally. During this time Richard Moore generously agreed to sponsor the Buywell Retail Park Clubman's Rally and this has been widely acclaimed as a positive move to encourage more "novice" competitors into "proper" forest rallies. Richard continues to this day and we are very grateful for his support. Artemis took the main title in '93 & '94 and who who knows, the next few weeks may see a new sponsor on the horizon for 1995 - any offers?

Many, many people now go to make the current event a success, many from other motor clubs and it would not be right for me not to thank Geoff Round, Jeff Askwith, Lloyd Walker, Steve and Amanda Smith, Nicola Sanderson,

Richard Hart, Eric Schofield, Neil Bowring, Keith McGhie, Steve Groves, Andrew Apperley, Jim Kilmartin, Graham Whitaker, Brian Heppenstall, Rebecca Kemp, Richard Hardcastle, Keith Davison, Time Jameson, Martin Smith, Roy Brader, John McNichol, Richard Harrison, Ian James, Steve Stringwell, Jim Jones and Ian North. Our current sponsors of Mintex, Teleflorist, Mitchell Fox, Kall Kwik, Alphagraphics, Wentworths, and Leeds Leisure Services prove that many organisations consider us to be worthy of support. Add to them the Hoteliers, Forestry Commission, National Parks, most major tyre companies, local councils and a host of local Motor Clubs and suppliers and you begin to understand the scope of what the event has now become.

It is always dangerous to list individuals. I am sure I have omitted many who have made the event the undoubted success it is today - to those who feel left out I unreservedly apologise and I am sure you will find some way of repaying me! It is true that over 1000 people now assist before, during and after the event.

To you all I express my gratitude for your help, friendship, commitment, enthusiasm and professionalism over the years and I look forward to working with you for many years to come.

ROD PARKIN, COC

OTHER EVENTS

It has been some time since the club has been able to find a suitable venue for a PCT although it is not for lack of trying! Previous events have been held as far away a Stump Cross and attracted many entries. Navigational Scatters used to take place on Club-Nights and again were supposed to be low-key fun events. In addition to these there have been many other event types including Gymkana's, Club-Night Noggins, Treasure Hunts and the Annual Economy Run.

SOCIAL OUTINGS

As a club Trackrod meet weekly with up to 40 members turning up on some evenings. In addition to this there has been much organised in the past as social events for the membership, including the boat trips, karting, brewery visits, trips to the Yorkshire Car Collection, Sportonoggins, Treasure Hunts, Scatters, etc. etc. Don't forget to add to these the Annual Awards Dinner, Barn Dances, this years Anniversary Ball.

TRACKROD LADIES

Even from the earliest days of the club ladies have been actively involved in competition, the running of events and many have actively helped run the club by serving on the committee.

On the competition front one or two members still compete on occasion and have had great success. Hopefully National moves to encourage women into motorsport will see an increase in numbers too.

Let's hope that the Trackrod Ladies continue to be there and continue to earn the respect that their contributions deserve, a matter that is often forgotten!

THE COSTA CURSE.

When our editor asked me if I would contribute an article to the 25th anniversary magazine I decided to look back in the box in the attic and see what warm memories I had of Trackrod events in the past. However, the more I looked the more I remembered the ill fates that have beset me every time I competed on the Costa Di Plenti Rally.

My first contact was about 1980 when I put in an entry to navigate David Walmesley in his RS2000. Unfortunately the car was not ready to turn out so we did not start. This was to be my best result for a long time on the cursed event!

In 1983 I took the opportunity to enter with Dave Kelsall in a Twin Cam Escort with big arches. The specification of the car was significant as rule changes shortly to be enforced would mean no more road rallying for Twin Cams or cars with big arches. We managed about two selectives before going straight on instead of left on Osmotherley Moor, onto very slippery grass, down a hill and through a dry stone wall. This certainly solved the problems of the wheel arches which were ripped off with bits of almost every other body panel. Its a pity they were not about to ban six inch minilite wheels as they disappeared when we went for assistance. Not a good night, sorry Dave.

But 1984 saw the return from exile of John Cope in a push rod Escort, no arches and no minilites but a driver known to all as reliable sometimes to the extent of monotonous as a safe bet to finish any rally. Part of John's secret was that he prepared his own car to meticulous standards and considered it an insult to suggest he carried a single spanner in the car. The exhaust manifold broke about half way.

1985 saw John and myself seriously contesting the ANCC Road Rally Championship and handily placed to win it when the Costa came round again. By now we had not only

changed the exhaust manifold but the entire car for the RS2000 that brought us much success. The organisers seeded us at No 13 obviously aware of my previous success on the event but I was fortunate to have sight of the first selective before hand which was 30+ miles long and took John round it while waiting for the start. Despite torrential rain we flew this section, passing three cars in front of us and being 2 minutes quicker than the eventual winner John Mennell. We were well wound up now and continued at pace until the curse decided we had got far enough and spun the car round backwards into a welcoming ditch. No real damage but would that car come out? As the results went, a steady run would have got us maximum ANCC points and probably lost us the championship. Curses!

Guess what happened in 1986? Wrong, we finished in 4th place.

A typical Cope/McNichol copybook run? Well not really, the alternator had decided it needed a rest on several occasions and we were being sparing with the lights. This may have been responsible for hitting a large post with the o/s rear as we dropped down to Caydale Mill which made John cry a bit about the paintwork at petrol but didn't seem a problem at the time. The problem was that the fuel tank lives in the o/s rear and was bulged in, reducing its capacity. Consequently we ran out of petrol on the way to the finish and had to get a mate to fetch some petrol to reach the finish just before we ran out of time! But we had broken the curse at last.

1987 saw the last Costa Road Rally "Costa's Last Stand" it was known as and since our sport was being taken away from us it was off with the gloves and time to WIN. With a full set of pacenotes made and practised and the curse now beaten we were out to do our best. We decided not to repeat the previous years trick by trying too hard early on and were comfortable in third place, less than a minute behind eventual winner Retchless at the petrol halt. Start of the next section went flat straight, flat left, 300, T turn less than 90 left. We didn't, straight on at T demolish sign post, stop in ditch. This was most unlike John and I was convinced it must have been my fault (well it usually is) but even JC could not blame me for the Aeroquip hose which had split and lost most of our brakes. The curse had had the last laugh.

So in six attempts I managed just one dodgy finish.

Martin Kemp I hate you.

John McNichol.

TRACK ROD DOMINATE THE DALESMAN

TRACK ROD (*sic*) Motor Club of Leeds won the team prize and had three crews in the top five finishers of the Dalesman Rally - an overnight event run by Leeds Motor Club.

This was only the second Dalesman event in the past three years, yet the organisers attracted a maximum entry of 75 crews for the 170-mile route which started from Otley, went north via Bedale and Darlington, and finished at Ripon.

Conditions were very good except for occasional drizzle which made the going slippery, and all but 21 of the starters completed the distance which included time controls (where the cars were timed to the minute) and two selected (where they were timed to the second).

The event was won by Track Rod member Ken Goodall, a Leeds butcher, and his co-driver/navigator H. Edwards. They were in an RS 2000 Escort and lost 10min. 56sec. putting them well ahead of the rest.

The favourites, Ron Beecroft, Harrogate, and John Millington, Leeds also in an RS 2000, went out with a hole in the sump of their engine.

Ten crews were excluded for not stopping at various "Give Way" signs on the route.

Experts: 1. K. Goodall/H. Edwards (RS 2000) Leeds 10min. 56secs; 2. K. Murray/A. Hill (Wass Ascona) Ripon 13:28; 3. D. Lawton/S. Hazeldine (Mexico) Leeds 13:44; 4. A. Powell/F. Stuart-Brown (Escort) Leeds 15:48; C. Payne/J. Hollings (RS2000) Otley 20:34; Best Novices: J. England/J. Spence (Mexico) Otley 26:01; Best Team Track Rod MC - Goodall, Lawton, Powell

Thanks to Alan Larkin for allowing the reproduction of this article he wrote for Motoring News that appeared in the issue on 7th November 1974. See if you can spot the Trackrod Crews.

Alwoodley's first rally

The first event to be run by a motor club is usually treated with a little contempt by most of the local "names". However, the Alwoodley Motor Club's Pennine Rally seems to have kicked this theory way, way into touch, all the local names getting their entries in, and an excellent entry list was the result.

After a last minute reshuffle, as a result of their 12th overall on the Illuminations, running number one were R. Beecroft/J. Millington in the Station Garage Ilkley's Mexico. The

number two slot went to Costa-di-Plenti winner K. Goodall, this time with R. Ashcroft looking after the office work and number three and first "foreigner" away was the very smart Opel Ascona of I. Pickup/R. Bailey. They were followed by the "Yorpac" Saab of J. Potter/J. Swindlehurst and the top five was rounded off by R. Jackson/M. Cantrill in the big 240Z, not the ideal mount for the twisty and tight hairpins the Pennine Moors had to offer!!

The first three or four time controls were meant to be a warming up "section" and nothing that should have caused the average club navigator any reason for concern was included. However, many crews chose to approach the triangle at 389432 from the wrong direction, the first crew to do so being D. Ashford/P. Croft in the Escort TC. A further six crews made the same mistake later on.

The route then pushed on to the Otley area via the "Deeper than usual" ford at 351429 in East Keswick which didn't cause any crews reason for alarm. A short neutral through Otley and then south of Ilkley to TC5, many crews having the odd "Heart in mouth" feeling over this long, straight, jumpy road. A short neutral took the field north of Silsden onto the first short plot and bash section south of Addingham and to TC6 which was also to be the start of selective 1.

By now all clean sheets had gone, all crews dropping time at TC6. The first selective proved to be a very popular one with all crews, as this included the first taste of "white" and took in the rough, pot-holed Woofa Bank road. Much sideways motoring was evident due to the loose, slippery and very wet conditions and a good crowd of spectators enjoyed themselves immensely.

Leaving selective 1 behind crews headed south via the outskirts of Keighley and onto the second plot and bash section which also took in the change of map. Fog, Plot and Bash and the America Farm white at 014424, which many crews had marked as a non-goer, meant almost half the field failed the route check prior to the white.

Beecroft/Millington were now pulling way ahead of the rest of the field and nothing that the organisers could throw at them was causing them any concern. Another two crews still going well and taking everything in their stride were Potter/Swindlehurst in their Saab and Lawton/Hazeldine in the Escort TC but it was going to require a big effort to catch the eventual winner.

Across onto map 103 and the start of selective 2. To the organisers amazement Beecroft/Millington and Lawton/Hazeldine both cleaned this selective, such was the pace they were setting. Next fastest were Girardier/Richardson in their Escort TC being eight seconds over, followed by Potter/Swindlehurst on 16 and by Butter/Bower on 18. Two or three tight Targa sections led to the third and final

selective which took in the Newfield Hall white followed by a ninety right over blind brow which was cautioned by the organisers and avoided a mass of bent bodywork!!!. Beecroft?Millington set fastest time once again aided by their intercom to overcome a deafening rear axle scream which was giving the crew cause for concern, being so near the finish and in sight of a good win. Selective 3 saw the eventual winners 78 seconds over, Lawton/Hazeldine 87 over, Potter/Swindlehurst 90 over, Goodall/Ashcroft 91 over.

At the finish all competitors said they had enjoyed the event and looked forward to next year's Pennine when most will be back for another "stab".

ALAN LARKIN.

1st Overall: R.Beecroft?J.Millington (Escort Mexico), 249; 1st Expert: D.R.Lawton/S.Hazeldine (Escort Twin-Cam), 311; 2nd Expert: J.Potter/J.Swindlehurst (Saab 96 V4), 337; 1st Semi Expert: A.Powell/S.Peel (Escort 1600GT), 382; 2nd Semi-Expert: J.Coups/M.Hazeldine (Escort 2-Litre), 511; 1st Novice: S.McInley/R.Mason (Escort Twin-Cam), 1F 564; 2nd Novice: C.Wheeldon/L.Hodgkinson (Escort 1300 GT), 1F 1144.

The following article first appeared in the club magazine in 1971 and is reproduced here for the benefit of those who have not had the pleasure of reading it. Suffice to say that it was reproduced in Motoring News who suggested, at the time, that the writer should concentrate on scripts for pantomimes. The originator is, of course, non other than the versatile secretary of the day Steven Lloyd.

A FAIRY STORY FOR YUMPERS/HOW THE TROLLS LEARNED TO FLY

Once upon a time in a far off land across the sea lived a race of little people. The land was so cold and hard that they decided to move to a warmer country. They watched the birds migrating south, and thought "Of course, that's it, we'll fly south like them". So they built a machine to fly in. It held 4 people, had a simple engine in front, was aerodynamic for smooth flight, and strong to survive the landing. They tried to take off by running the machine up a slope, which dropped away at the crest, when the machine would become airborne. This it did, but only for short distances. It wouldn't stay up. Nothing daunted, they built more machines, made them stronger and more powerful, and tried again. And again. Very soon the land was full of people in little machines taking off and flying short distances, only to crash back to earth again. The little people were on the point of despair, when some foreigner, called Turner, who happened to be holidaying there, saw all this activity and, not realising the true purpose, thought the

people were playing a game. A game called "Yumping" which is part of an event called "Rallying". He got very excited and offered those "Trolls" as they were called, who "Yumped" furthest, vast sums of gold, and promises of visits to hot lands over the seas where bigger and better yumps were to be found. This was exactly what they wanted, so some of the Trolls managed to escape from their land. Those who stayed realised their machines could not fly them away. But the machines could yump a long way and not break when they landed. So they visited the land of the "Turner" with some machines, and yumped so well that they were given large bags of gold by the kindly Scottish, Welsh and Irish Rallies, while the wicked RAC growled and muttered "Group Six, Group Six", but had to pay in the end. The Trolls began to make the machines especially for yumping and sold them all over the world. People still wanted to yump further, though, so more powerful engines were sold, at £850.00 each, limited slip diffs. at £115.00 and special seats for the pilot at £80.00. Charging these sorts of prices, the Trolls very soon became rich and a big factory was built at Trollhattan to make more machines for more gold. They called them "Special Airborne Antics Bolides" or SAAB's for short. Eventually, all the Trolls were so rich they could visit warm lands whenever they wanted, in proper flying machines. And, even though they didn't yump so well in the hottest country, they all lived happily ever after.

STEVE LLOYD

THE LARKSPEED CONNECTION.

In 1972, Paul Hargreaves of Y.S.C.C. came up with the idea of an inter-club competition based on team entries for a variety of events. With support from initial series sponsor Shell Oils, that was the beginning of what is now a keenly fought and supported inter-club series - THE LARKSPEED LEAGUE. Things have progressed somewhat and the series is still fiercely contested with the top ten clubs each year being able to allocate an event to count towards the championship. In recent years this has been the Lookout Rally at Melbourne Airfield and we have been able to attract relatively full entries for what has become the end of season decider on more than one occasion.

Trackrod member ALAN LARKIN took over the sponsorship of the series in, I believe, 1990 and things have continued to blossom for regional motorsport as a result of this partnership. Alan himself can often be found competing on events as part of the Trackrod Team.

Thanks to the faith shown in the series by LARKSPEED and initially Shell Oils there is a club championship that promotes an atmosphere of friendly rivalry, Long may it continue to run.