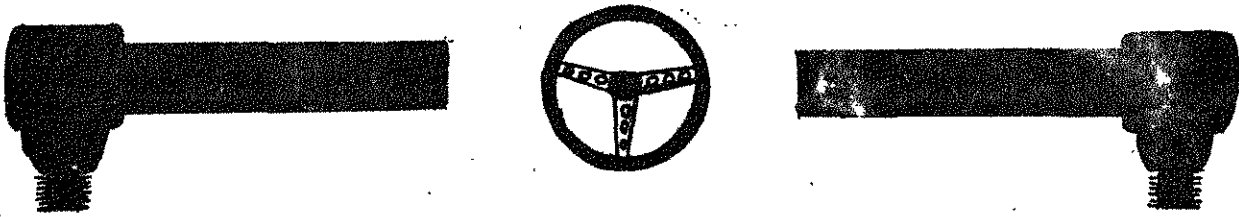


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB

R.A.C. REG. NO. 1230.



A GLEN B CLARKSON PHOTOGRAPH.



E. ISHERWOOD / JACK COLTHARD - 1275 COOPER S - 1973 C.D. BRAMHALL

MARCH 1975 -- No. 53

TRACKROD MOTOR CLUB

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1974/5

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TRACKROD MAGAZINE

MARCH, 1975

No. 53

Editorial

Well, this is where we say goodbye to all those of you who have no intention of renewing your membership, we hope you will find something to fill the fantastic void which will undoubtedly be left in your lives.

We would like to offer our apologies in advance for the late publication of the next issue which will be necessary to enable us to ensure that all those, and only those, of you who have paid their subs. before 31st March receive your copy. At this stage it is hoped that the April issue will be circulated on 2nd April but it may well be the week after.

Following the film show at the Clapgate, one member (who for the time being shall remain nameless, though she will openly admit to the complaint) complained bitterly that as a regular member she, and other regulars, had to stand throughout the show whilst other non-members (and there were some - who weren't with members) enjoyed the relative comfort (if that's the word!) of a seat. The big question is, what can be done about it? - Charge for admission? Membership card inspection plus an allowance for identifiable guests? Or is this taking it all a bit too far for a social evening like a film show? - Your comments would be welcome.

Finally, is it right that the rally men of the Club can't write? Where on earth are the budding John Davenports of this world, surely if you can navigate a car or drive one on a rally, you can write because rumour has it that you have to append your signatures to at least 3 pieces of paper to get a start on an event! What I'm really getting at is when are you going to tell the rest of the Club of your exploits? Surely your efforts aren't that meagre that you are too ashamed, or modest if your efforts aren't so meagre (we all know that some of you do quite well), to put a word or two down about how you ought to have Roger Clark's Ford drive or how the Club's entries fared on the Rally of the Dams or the Riponian or even the Demdike (yes, even an autotester knows of rallies other than the R.A.C. and the Mintex Dales!) - Come on, before these events become real history.

ED

Forthcoming Events

- | | | |
|---------------|---|--|
| 4th March | - | Unofficial Noggin at the Shoulder of Nutton, Kirby Overblow (M.R. 96/325½495) |
| 5th March | - | Committee meeting |
| 9th March | - | Was to have been a P.C.T. but due to lack of venue this will be replaced by a Treasure Hunt |
| 8th/9th March | - | Thompson Trophy Rally, Lindholme M.C. 120 miles of road rally and Trackrod are co-promoting so anyone wishing to marshal please contact P.D. Jenkinson, 6 Zetland Road, Doncaster, DN2 5EQ. Tel.: Doncaster 20936. |

- 11th March - Indoor Rally at the Duke of Wellington, East Keswick.
- 18th March - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow.
- 23rd March - Shellsport League 1975 - Round 1 - Elcar Trophy Rally organised by David Brown M.C. Trackrod are co-promoting this no-nonsense road event on maps 104/105/106/110 starting from Greenhead Park, Huddersfield (M.R. 110/133171) at 0.800 hrs Plenty of entries/marshalls required. Volunteers for a Team of 5 to David Taylor.
- 25th March - "Motormind" Ford Motoring Quiz at the Duke of Wellington, East Keswick - the "Brain of Trackrod" will go forward to the next round. 1st prize in the Final will be the Motormind Trophy and 9 runners up will have a day at the Ford Rally School.
- 1st April - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow.
- 8th April - Official Noggin at the Square and Compass North Rigton
- 12th April - 12 car rally. Organisers Ron Mackinnon and Chris Perkins. Starting from Tockwith. Entries and volunteers for marshalling duties to either of the above.
- 20th April - Autotest - venue and organisers required.
- 22nd April - Film Show at the Clapgate, Sicklinghall. Start 8.00 p.m. prompt
- 5th November - Yes - an early request to make the bonfire party a success this year by saving all your burnables. So don't throw your Trackrod Magazine away!

Congratulations

May we offer our hearty thanks and congratulations to the ladies social committee for the £40.00 they recently paid into Club funds, being proceeds from their various fund raising ventures. We also understand they still have a 'float' of something like £16.00. Well done, ladies - keep up the good work!

New Members

We would like to welcome the following new members. We trust their association with the Club will be a long and happy one.

Ronald Moore, 61 Henshaw Avenue, Yeadon.
Susan Firth, America Moor Lane, Morley, Leeds.
M. R. Swinden, 31 Davies Avenue, Leeds, 8.
D. E. Riley, 19 Cherry Tree Avenue, Bradford, BD10 0QJ.
Paul Allen, 2 Dewar Close, Collingham, Wetherby.
Graham Bagshaw, 16 Rye Garth, Deighton Bar, Wetherby.

Committee Meeting

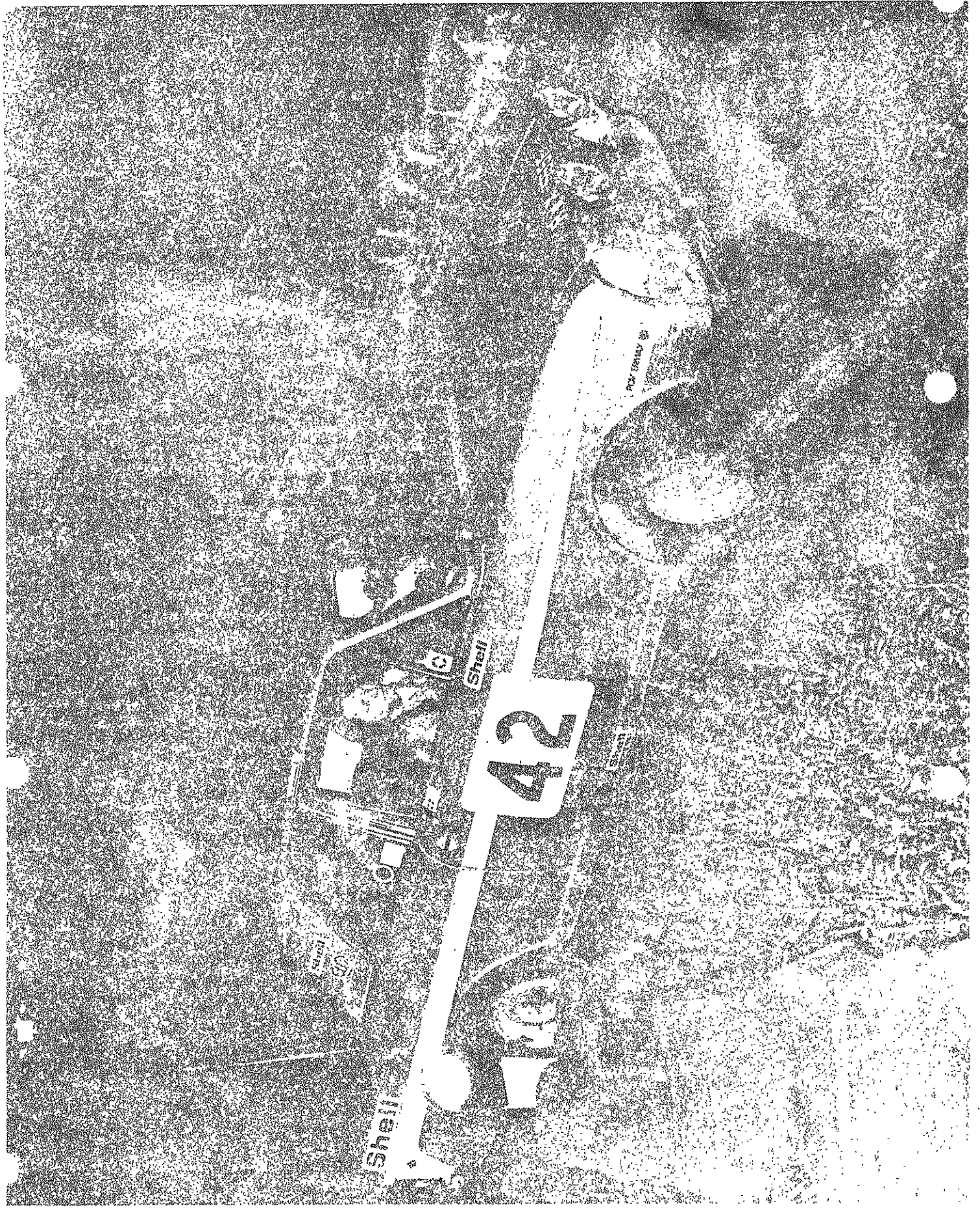
- 1.00 Road Rally. Start likely to be at Full Sutton and route almost finished.
- 2.00 Stages Rally. After early optimism it now seems doubtful that this will take place. Shortage of local stages which were a requirement for the format of the event envisaged - perhaps next year!
- 3.00 How can we restrict entry to film shows, etc. to Club members and their guests?

The following first appeared within these pages some three years ago and is reproduced 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 that the writer should concentrate on writing scripts for pantomimes. The writer is, of course, our own very versatile Chairman, Steven Lloyd.

A Fairy Story for Yumpers

Once upon a time in a far off frozen 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 four 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 realizing 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 realized 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 R.A.C. growled and muttered "Group Six, Group Six", but had to pay in the end. The Trolls began to make the machines specially for yumping and sold them all over the world. People still wanted to yump further, though, so more powerful engines were sold, at £350.00 each, limited slip diffs. at £115.00 and special seats for the pilot at £20.00. Charging these sort of prices, the Trolls very soon became rich and a big factory was built at Trollhatton 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.

OUR COMPS SEC/TREASURER AND TROPIC POINTS SEC/ASSISTANT COMPS SEC.
MARTIN KEMP AND STEVE HILDEN ON THEIR WAY TO WHAT MARTIN DESCRIBED
AS A "CHECK UP" ON THE 1974 DALESMAN RALLY.



A. C. CLARKSON PHOTOGRAPH.

Tigger's Tails (or Tig Leppard - navigator extraordinaire - This is Your Loif! ED)

Some of you may have heard my name mentioned at Trackrod associated with Leeds University Union Motor Club or occasionally seen me at meetings. Well I thought that in my first (you mean there's more - ED) article for the Magazine I would give a brief, if not full, account of my experiences in motor sport, which could prove interesting.

It all started in 1972 when I was on one of my many wanderings around the laboratory at Marconi, when I spotted a guy named Roger with a map of Wales. We had a chat and it turned out that he drove a 1275 'S' (reg. 335 DOG which was affectionately called DOG). Well, I just made a chance remark 'I've always wanted to navigate'. As it happened he didn't have a navigator at the time, so he decided to take me on an event. The first event was the Invaders 'Mercury Rally', we were going well until the jet fell out of one of the carbs in the second half. So we limped to the finish, where we started thinking about getting home on a tow rope. Well they don't call him 'Roger the Bodger' for nothing and it wasn't long before the carbs had been re-plumbed so that we could get home on one carb.

An outing on a 12-car was to have served as practice for the "Peak Revs" which was a M.H. qualifier but resulted in the need for a quick welding and panel beating session which saw the car alright for the next event which was the Cilwendeg. This was a classic, starting with no less than three selectives, all in excess of forty minutes each and we won a class award on the second. We had a few minor excursions, like straight on through a farm gate at a 90 left, fortunately it was not locked, but nevertheless the Cibies didn't appreciate it! We arrived at the last two controls O.T.L. but we finished 36th overall which was a very pleasant surprise!

I wouldn't normally mention 12-cars, but the following week we did one, so did Kevin Videan. We wanted to beat him, consequently we didn't hang about. Just three miles from the finish we slid through a metal fence sideways and then a large tree jumped on to the roof at about 50 mph. This made rather a mess and was the end of DOG's fourth bodyshell!

Following this episode I was approached by a certain Mr. Lane who asked me if I would navigate for him on the Deerstalker Rally. Well I decided to risk it, so off we went in a hoovered out and polished Hunter 1725. We had a puncture in the first half, at this juncture I found out that he couldn't change a wheel! After about ten minutes he had accomplished the task, but then he decided that as we had lost so much time we ought to retire, I replied in many words of one syllable and on we went. In the second half it was his turn to swear at me. I received a handout which consisted of a dozen or more out of order tulips with no directions of approach or departure on them, and no grid ref. for the control! Well I couldn't plot the section so we lost a fair amount of time. Then we came to the end of a section, and I said "the control is along this road, I'll plot the link section". So there we were flat in fourth on a 1 1/2 mile straight at the end was a 45 left which I hadn't told him about. We could have gone straight on down a white, but instead we clipped the bank and rolled down the road, ending up between two banks and a telegraph pole.

Well, the 1st January, 1973 saw the completion of DOG V. The first event was the Clubmans Rally where we were unfortunate to miss a control on the North Downs and this 'fail' dropped us to 21st. The next event was the Uniflo 200 which has notorious muddy whites and thick fog. We wrong slotted with many others and were stuck for ages down a white. We started the second half late, the fog by now was so thick that by the second time control we were almost O.T.L., so we cut the remaining controls and headed for the finish, arriving with a couple of minutes to spare. We finished 14th overall! But more amazing was Kevin

Videan, he visited every control within time, his tyre marks were visible on banks and verges along the route. Still what do you expect when driving at 60 mph with 25 yards visibility! Still it does say a lot for accurate bend reading.

Roger then did an event in Wales with another navigator, a fortnight before the Cilwendeg. He flew over the edge on a bend taking a stout post with him. The ball of metal that came back on the trailer ruled out any possibility of doing the Cilwendeg. Roger then went and named a navigator so I was out of a job!

The Clubmans 74 was the first event after the fuel crisis and I was asked to navigate in a twin-cam Cortina. The week before on a 12-car we hadn't gone far before I had to change maps and a tree modified the front of the car. We continued without Oscars and won first prize, an Easter Egg! Then I went back to DOG for my first and only stage event, the "Summer Sortout" which was a little rough in places. On the last stage before lunch, blue evil smelling smoke was observed, chasing us down the stage, accompanied by a rubbing sound. At the time we thought that we had a bent trailing arm. In fact the pin had sheared and the tyres were being consumed at a rate of one per stage, not to mention the somewhat peculiar, if not exciting handling. We overcame the tyre problem by bolting the wheel on back to front so that it cleared whatever it was catching on.

Well that was my last event as a navigator, since then I have built an 850 lump for my Min, which I've been driving around in an attempt to get a national licence. Well I drove the August Moon 74 and finished, which I was very pleased with, being my first attempt and all that, especially considering the lack of power.

At present I am driverless so if you want to chance it, have a chat sometime. (Really, Mr. Leppard, you can't be serious - with a 'hot' seat record like yours, I wouldn't have thought it inspired a great deal of confidence! ED).

Should any readers require information on any of L.U.U.M.C.'s events please contact me at: Whetton House, Charles Morris Hall, Mount Preston, Leeds, 2. Tel.: Leeds 451044 (ask for me - room 507).

Tig Leppard
Hon. Sec. Leeds University Union
Motor Club and also Trackrod M.C.
member.

(The Editor wishes to apologise for this article being considerably reduced in length but would suggest that if Mr. Leppard wants to write the whole magazine he stand for the job of Editor at A.G.M. time in August! -ED).

February Frolic Rally - 15/16 February, 1975

10 crews started from Pennine Motors on Saturday, 15th February for a quiet run in the countryside in the Ripon area. The night was clear and cold, most people finding it a bit icy in places. There were no very rough roads, but plenty 'yumpy' ones, judging by the marks on the road near the Cocked Hat several crews had been trying suitably hard to improve their aerodynamic properties. Five of the entrants were classed as Expert, including Clive Holker who came along 'for the ride' to warm up for the Mintex.

The route was straightforward - no nasty plotting and all crews seemed to have mastered it by their departure time. First car was away at 23.30 (the local Police Patrol Car having left some 30 seconds earlier, happily in the opposite direction). North Yorks County Council had closed one road completely and although one crew denied having seen any roadworks, most had to do a little rapid replotting. The Blue Max (John Birch) decided to go for a mud bath at the same point that had held up the course car (being expertly thrown round the route by Martin Kemp and Rick Stevens - thanks fellas!), and rescue crews were eventually sent out to retrieve them and Chris Foster-Brown who ran out of road after successfully negotiating the previously mentioned yumps.

All the Novices were classed as finishers, Pete Germaine/Marcel Giradier coming 1st (3rd overall), the all lady crew of Sue Broadbelt/Pauline Phillips doing very well until they ran out of time near TC8. Eddy Baker set a very good time up to PC1, thereafter roads seemed to disappear from the map. Two Experts retired as previously mentioned, the overall winner was Ron Mackinnon/Chris Perkins, our congratulations to them and all the other competitors who stayed the course.

Our thanks must go as always to the many marshals who braved the cold night air, several of whom were not Trackrod members (yet!), to Messrs. Pennine Motors and to Blue Star Garages for the use of their facilities, including the emergency 'phone numbers.

Roderick Parkin, Nigel Drayton,
Richard Spurdens

RESULTS

Novices

<u>Driver</u>	<u>Navigator</u>	<u>Penalties</u>	<u>Class Posn.</u>	<u>O'all Posn</u>
Pete Germaine	Marcel Giradier	547	1	3
Pete Womersley	Andrew Roddy	1F 358	2	4
Brian Whitfield	Jim Brown	2F 340	3	5
Eddy Baker	Roger Moore	4F 433	4	6
Sue Broadbelt	Pauline Phillips	10F 599	5	7

Experts

Ron Mackinnon	Chris Perkins	284	1	1
Elvin Garnett	Steve Mills	434	2	2
Clive Holker	Jack Coulthard		Not competing	
John Birch	Mick Abbott		Retired	
Chris Foster-Brown	David Hobbs		Retired	

STOP PRESS

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TEL.: Leeds 671918