

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



ALEC POOLE GIVING HIS ELF SOME STICK
ON WHAT APPEARS TO BE A PUBLIC HIGHWAY
- IN IRELAND OF COURSE.

PHOTO BY

KIND PERMISSION OF MOTORING NEWS

MAY 1975 - No.55

TRACKROD MOTOR CLUB

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1974/5

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TRACKROD MAGAZINE

MAY, 1975

No. 55

EDITORIAL

You will find a "hot seat" report on the Elcar Trophy Rally elsewhere in this issue but, wonder of wonders, your Ed. actually turned out to do a spot of marshalling/spectating at our stage at Full Sutton for the first circuit. I found it rather interesting to study the techniques of the "local" rally men from the top of a great pile of gravel at the hairpin which was actually a 90 left. This bend seemed to catch almost everybody out even though the arrowing was accurate. Of all those who came through, to me there was only one crew got it right and that was Ron White/John Birch in the Mini - Ron even managed a beaming grin for the gallery and nearly went into the ensuing oil drums on the short straight in the process! On relating this at a subsequent noggin I was informed by the enlightened that this must have been just about the only bend they did get right! - How unkind you all are amongst your rallying selves!

Now, how about this Shellsport League? Before the event, the fact that there are three rallies this year mean't, quite obviously, we were going to win it. Lots of rally men shouting from the roof-tops that this was the case and after the first event, a rally, where are we, that far down the League that nobody has actually found out yet and all the shouting has suddenly ceased!

Seriously though, do not despair, gather yourselves together and form a queue at David Taylor's door for team volunteers in future events - however at the time of writing (16th April) no entries had been received for the P.C.T. on the 27th April from any Trackrod members - not really the sign of overwhelming enthusiasm! - come on, show us what you really can do besides raising a glass with your right (or left) hand and pouring liquid into a hole in your face.

Now, what else can I beef about? Very pleased one or two took the hint and came up with some photographs which will be seen in forthcoming issues - sorry we've reverted to other sources for this month but it does provide a change and a change is as good as a rest they say, boy could I do with a rest from writing and duplicating! I'm sure our typist, Jennifer Taylor, to whom we should all be eternally grateful, feels the same way, however I hope I am right in thinking she will be continuing the excellent work for the remainder of this term of editorial office. Meanwhile keep the photos coming, along with your reports, which brings me to another point.

We had a 12 car rally on the 12th April and as yet I don't know who won it, might someone get around to writing something about it? This preferably from a competitor as the organisers have probably done more than their share already!

Finally, as a token of our appreciation to SHELL, their insignia appears on this month's cover, as it will next month!!!

ED

FORTHCOMING EVENTS

6th May	-	Official Noggin at the Black Horse, Askwith (Map. Ref.: 96/168483)
10th/11th May	-	Airedale and Pennine Motor Club Ltd. Snowdrop Rally (Restricted Status).

- Starting at Skipton (route mainly on the currently very controversial sheet 89). Marshalls are required and those wishing to associate themselves with the event should contact J. P. Clegg, "Holmwood" The Homestead, Menston, Nr. Ilkley. Tel.: Menston 3107.
- 13th May - Noggin at the Shoulder of Mutton, Kirby Overblow (Map. Ref.: 96/3251495)
- 18th May - Production Car Trial. To be organised by Ed. and K. Goodall from whom regs. should shortly be available. Venue is at Stump Cross Caverns (Map. Ref. 90/0911636). Marshalls required please - volunteers to the Editor at any noggin.
- 20th May - Treasure Hunt starting from the shops at the bottom of The Avenue, Alwoodley Leeds, 17 (Map. Ref. 96/288402) 7.15 - 7.45 Finish at "The Manston", Manston Lane, Leeds, 15. 20-25 mile route, entry fee of 25p per car and a penalty of 10p per person if more than 2 per car. Pete Riches is organising and you can enter in advance by contacting him on Leeds 691997 or on the night.
- 27th May - Open Forum. Your chance to air your views to/of the Committee. To be held at the Duke of Wellington, East Keswick (Map. Ref. 96/362441).
- 31st May - Leeds Lord Mayor's Parade. We have a float volunteers to decorate same to David Taylor Leeds 681165. This will need to be done on the Friday night so rustle round and help with a bit of promotion for the Club.
- 31st May/1st June - Our own Costa di Plenti Rally. Also the 1975 Shell Sport League Round 3. Come along and help make this event an even greater success than it was in 1974. The start is at Full Sutton airfield near Stamford Bridge (Map. Ref. 97 or 98/751535) and will finish at The Corn Mill, Stamford Bridge (Map. Ref. 98/7145561) where breakfast will be available if you book in advance. Plenty marshalls will be required, so will volunteers please contact Ian Gurnett at any clubnight or at home Tel. Dewsbury 467465.
- 3rd June - Noggin at the Shoulder of Mutton, Kirby Overblow.
- 10th June - Sportnoggin, probably at the Royalty, Otley Chevin (see next issue) organisers David Taylor and Editor Ineson.
- 17th June - Noggin at the Shouler of Mutton, Kirby Overblow.
- 24th June - Official Noggin at the Punch Bowl Inn, Marton-cum-Grafton (Map. Ref. 91/4186291)
- 1st July - Autotest. Ron Mackinnon has kindly volunteered to organise the event. The venue is likely to be Tockwith - more details next issue.

The Ladies Social Committee would like to hear from you if you have any suggestions for venues for our official noggin evenings. This gives us the opportunity to visit your own local hostelry and save you some travelling on that night. Suggestions to Alyson Barrett please at any clubnight.

NEW MEMBERS

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

J. Hewitson, 40 Canada Road, Rawdon, Leeds.
G. Lyddon, 5 Hollin Avenue, Marsh, Huddersfield.
A.J. Marshall, 10 Copley Lane, Robin Hood, Nr. Wakefield.
T.C.D. Smith, "Manor Cottage", Wetherby Road, Scarcroft, Leeds.
Mrs. C. Staton } 12 Oakwood Garth, Oakwood Grange Estate, Leeds, 8.
C. P. Staton }
M. J. Schofield, 150 The Nook, Coolersley, Huddersfield.
G. Walker, 12 Moorland Crescent, Guiseley, Leeds.

New member Anthony J. Marshall would like to become involved with a service crew, he is a fully qualified mechanic and his family run their own garage business. Those who wish to avail themselves of his services should contact Anthony on Leeds 824368 (home) or Leeds 822254 (business).

COSTA DI PLENTI RALLY '75

As you are all probably aware the Costa this year will be run on the 31st May/1st June. The event this time has full Restricted status and is a qualifying event for the Shellsport League Championship (which Trackrod are going to win this year, of course).

At this point we must mention our sponsors for the event without whom the event would very likely be a nonstarter - along with all competitors. THANK YOU SHELL. It is heartening to see Shell showing such an interest in local motor sport with the Shellsport League and their continued support for the 75 Costa - it was with their assistance that we made the 1974 event such a success. So remember when you need oil or petrol for your bolide - Shell were good to Trackrod, the least we can do is purchase their products rather than anyone elses.

The regulations are already in circulation and if you are intending to compete in the event, we would strongly advise that you send in your entry form immediately. There are only 100 places to be allocated and this is being done on a strictly first come first served basis. The entry will be divided into three sub-divisions, Expert, Semi-Expert and Novice, and all classes will be seeded according to indicated past successes, (or failures), if you want a good seeding, FILL IN THE FORM PROPERLY.

The format will be much as last year, with a combination of targa sections timed to the minute and selectives timed to the second. We hope that the event will prove to be competitive from both sides of the car although we do not intend to resort to silly Mickey Mouse navigational exercises. We think we can promise you a good night's sport without that!

COSTA DI PLENTI TRAVERSING PICKERING MOOR DURING
THE MOST FAMOUS RALLY OF 1974.

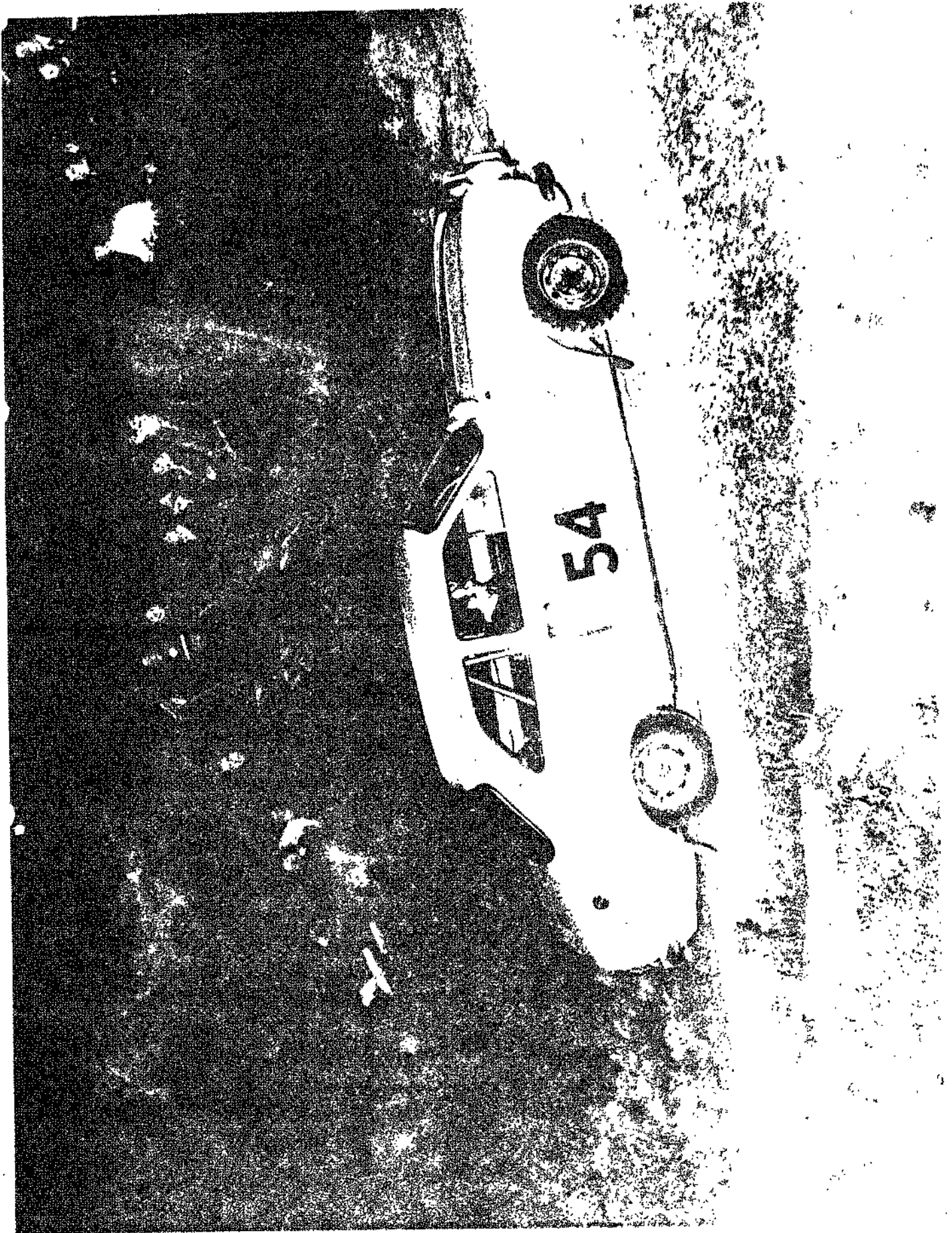


PHOTO BY R.S PHOTOGRAPHIC.

To those of you who are not competing, we hope that we can rely on you for the very important job of marshalling. Remember, no marshalls, no rally! Please form an orderly queue and give your name to our Chief Marshall Ian Gurnett, at any club night, or give him a ring on Dewsbury 467465. The success of the event is largely dependent on sufficient marshalls being available to man the time controls and we are relying on you to give the same support as was given to the organising team last year.

So far as the competitors are concerned, Ken Goodall will be trying for a repeat win and no doubt both Dave Lawton and Vincent Girardier will be trying equally hard to beat him. We are hoping for a good entry from club members in all the classes and if our own people take the awards, we will be highly delighted.

We are intending to establish a results team at the half-way petrol halt and hopefully this will mean the first half results being on display at the finish when the first cars arrive.

Concerning the finish venue, you will find a very good breakfast waiting for you which can be enjoyed in pleasant relaxed surroundings, while waiting for the results to be declared. We hope this will be achieved fairly quickly so that the awards can be presented before you all go home.

Finally may we take this opportunity to wish all who are competing the very best of luck, and to thank all you people who will be out marshalling, and to club members who are doing neither ... , well there won't be anybody in that category, will there!

See you at Full Sutton!!!

Jack Coulthard
John Richardson

IMPORTANT NOTICE TO ALL MEMBERS AND NON MEMBERS NOT COMPETING ON THE COSTA DI PLENTI

As any club member or non member will know the backbone of a good event is the ability of the organisers to have adequately marshalled ALL controls, black spots, etc. and without your help this is going to be very difficult to achieve. We appeal, therefore, that if you are not going to be preoccupied on the night of the Costa you help support this club by offering your services as a marshall. To give an added incentive for helping we are holding a raffle open to all marshalls with the prize being a pig skin covered hip flask - full of a suitable liquid refreshment. Now that you have decided you are going to offer your services will you please fill in the form detailed below and hand it to Ian Gurnett or alternatively contact him at the address or phone number given. A marshalls meeting will be held on Thursday, 29th May, 1975 at the Duke of Wellington, East Keswick M.R. 96 (104M) 362443 at 8.30 p.m.

Name ADDRESS
..... TELEPHONE

I would like to marshall on the Costa di Plenti. I will have assistants with me. I am willing to marshall one/two points. I have experience of the following controls Any preference for time, area, etc.? I will require ... breakfast(s) at £1.00 each and enclose payment of £

To: I.H. Gurnett, 183 Foxroyd Lane, Thornhill, Dewsbury, WF12 0LT.
Telephone Pudsey 78586 (work) Dewsbury 467465 (home).

FOR SALE

From Roger Blamey's Award Winning Car:

850 cc Mini Engine - 1100 head suitably machined and ported; 10:1 comp. ratio; 1 1/2 S.U. on manifold; complete with dynamo, starter-motor, distributor, etc.; recently reconditioned. This engine took the car to 12th overall in last year's Costa di Pienti and was best British Leyland car on this and other rallies and has had consistently good results in both class and overall positions.

Absolutely reliable £30

ALSO

FULL length sumpguard (Hopkirk replica) £15

1 pair 7 Cibie blades with relays £15

1 pair Minifin Brake drums £5

Peco "Big Bore" silencer for Mini offers

Escort front anti-roll bar £5

All reasonable offers for the above will be considered. Contact:

Roger Blamey,
10 Counting House Road,
Higher Disley,
Stockport,
Cheshire.
Tel.: 06632-2275

OR

John Richardson,
67 West Park,
SELBY.
Tel.: Selby 2048
or see him at any clubnight.

FOR SALE

Mini-Sport of Padiham, stage 2 cylinder head; 10:1 comp. ratio; ready to bolt on - £10. Tel.: Marsh Newman Leeds 38902/3.

WANTED

Member Ross Gaynor is anxious to locate a volunteer for a navigator on the Costa Di Pienti and if there aren't too many rows the offer of the 'hot seat' could well be extended to other events - contact Ross on Leeds 677510.

ELCAR STAGES RALLY - Sunday, 23rd March, 1975

The David Brown M.C. had spent two years sorting out enough stages for this event, and all credit to them for a good effort. They had two new stages and six familiar ones, which provided a good days sport. They couldn't get Scammonden Hill Climb and Throlam was cut again for 'security reasons'. As the event was the first round in this year's Shellsport League, although only of co-promoted status, it received an overfull entry. Trackrod were pleased to be an invited Club, which saved our members some loot if nowt else!

In fact, we had many entrants. Ken and Andy were at 7 in the Mex, Vincent and Marcel at 9, Dave Lawton and Steve at 12, SPY 44 at 18, Dave Ashford at 30, Steve Rathbone at 33, Alan Powell at 52, Ron McKinnon at 66, Elvin at 61, Ron White and John Birch at 74. Hon. Sec. and Hon. Treas. had to withdraw before the event when their new hot rod dropped a valve running in. So we had the basis of a very strong Shell League team, the problem being who to leave out. David Taylor was offered plenty of advice on this subject from various quarters, but his decision was complicated by a frantic search for an engine by Dave Lawton, and midnight oil rebuild of the faithful twink the night before the rally!

Eventually all our team came from the Experts class, being Ken, Vincent, Dave, Richard and Steve. Two Mexicos, a Twin Cam, an R.S. and a 240Z. Not bad, eh? We all assembled at Huddersfield on a fine sunny a.m. to receive our Shell Team stickers (very smart) from David, and prepare ourselves for the fray. As we changed to road tyres, the first three stages being described as 'tarmac' we noticed a distinct lack of pad on the front discs, so a quick change was affected, but to only standard pads. Of which more anon!

A long run out led us to the first 'new' stage, a farm road, at Wighill. It started on tarmac O.K. but then changed to just about every surface imaginable! Wet and loose and mud. Just great on road rubber! Rough too! A bit grim at this 'deception' the second new stage was approached. This was a compass points stage of two laps of the driver training ground at Tockwith. It consisted of going from the start to a 90 right, up a straight, left and back, 90 right, straight, 180 left, 90 right, straight 180 left, then round the same again finishing the second lap with a longish run to the F.F. But the arrows on the 180's showed 90's, which was a bit off putting, and when we crossed the F.F., our new pads were nicely done, resulting in a hairy spin, for the customers, to avoid a car on the 'stop' line. Sent a marker barrel flying, but it was only filled with water (it's usually concrete). Here we lost our first team member, Dave Lawton's crank giving up on the fast straights. A short wait for the pads to cool and off we went, to Elvington. Decidedly cautious now, we were a bit cagey at the mickey mouse start of Elvington but relaxed as we got out on to the sprint course, as used by M.G. Car Club last year. The very long back straights were dwarfed by the two miles of the main runway which had everyone flat in top for a long time. Vincent discovered that R.S. engines won't pull 9000 in top 'for a long time' and it went 'bang'. Two down, three to go. The 180 right at the end of the main straight was as dodgy as ever, resulting in a wild smoking spin for SPY and another on the back doubles. A real power stage and no mistake.

Wheel change time now, back to chunkies for Allerthorpe, Melbourne, Church Hill, Full Sutton and 'Varshar'. Allerthorpe was as rough a stage as I have ever seen, huge holes and yumps and thick mud in places. Very nasty. Please don't anybody use it again. My spine won't stand it. Melbourne was great, with huge puddles to play boats in, and amuse the photographers. Two laps again, with 'Ratters' starting his first as we started our second. However, 98 Fordy horses couldn't catch 170 cheap Japanese imitations, and away we went. Church Hill was good, but thick mud waited to trap the exuberant at the track edge. Then Full Sutton and US. A bit different this time, with extra twiddle bits round the weighbridge which confused the regular users a bit. Then yet another of those long long flat in fifth straights we all know and love. This brought us to lunch, with our initial fears about the event dispelled as we reached the meat of the stages. Our three remaining team members were going well, Ken running no. 1 on the road for most of the time, as he was the only one in the top twenty not changing tyres!

After a reasonable break, we set off to the short farm stage called 'Varshar' on the Dales, though I think this was their own 'code' name for it. I think 'Rockey's revenge' might be better, as it was here that he smote the marshall's car! Quite good, but very loose in the farmyard. Then the round began again. Elvington was tackled in a rain shower. We caught Dave Ashford on the first lap, just on the only narrow part of the stage, and had a mini spin trying to get past. Then the wiper on Richard's side couldn't cope with rain at 135 mph (7000 in fifth) on the straight, so I called out where we were (my side was O.K., obviously the wipers were set up for left hand drive rain). The 180 right was well sorted this time, a Mini was caught on the second lap and despatched on the main straight, again Richard was 'blind' at speed, and we overshot the 90 right after the F.F., fortunately on to a wide flat grass area! After all that, the marshall's said we were second fastest so far, which made it all worthwhile.

Back to M&S tyres again (Kleber, of course) for the diabolical Allerthorpe



↑ THE ESCORT OF ALAN POWELL/SPEEL ON THE ELCAR -
REPRESENTING THE ILKLEY TEAM IN THE SHELLSPORT LEAGUE

ELCAR TROPHY RALLY	SHELLSPORT LEAGUE 1975 ROUND 1	PHOTOGRAPHS BY AUTOGRAPHICS
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↓ THE MEXICO OF A BELLSTARRED STEVE RATHBONE/ANDREW NICHOLS
ON THEIR WAY TO 25TH OVERALL.



where we jumped so high I began to expect the stewardess with the duty free goodies, and the marshalls tried to 'do' us for a whole minute. Definitely not my kind of stage. Melbourne was great again, the puddles having been dispersed a bit. A wait at Church Hill for new arrows gave us a chance to replace everything shaken loose at 'that' stage, and to wire up our loose exhaust. The size of the entry and the compact route meant a virtually non stop procession of cars for the marshalls on these stages. A bit off really. Feeling that we were nearly 'home' and that we should be well placed, despite our spins we tackled Full Sutton again, with much more certainty, and cleaned it (but so did a lot more). 'Varshar' was a bit quicker than before, then it was into the returning coast traffic to the Three Cups, food, drink and results. Food was good, beer was slow, and results were out at 9.00 p.m. Which is not too bad for a first attempt, and is better than a few national events recently.

When the official results arrived by post, they showed that SPY 44 was indeed 11th, that Ken was 21st and Steve was 25th. Dave Ashford 51st, Alan Powell 19th, Elvin 67th, Ron White 56th and that Vincent, Dave and Ron McKinnon had all retired. Ron had been 'pushed' apparently by a fast Escort, at Melbourne. Ron spun, and had a 'head on' with his 'pusher'. Did the Sport no good whatsoever. Ron retired, and Linsi spent all afternoon and most of the evening looking for him. First reports said he was at Elvington! which explains the confusion. Norman Milligan rolled his Hunter at Elvington, but continued with very little damage.

The results made interesting reading. Although SPY had done well, with two second fastest times, one fourth and one fifth, fastest, we discovered we had been 'done' for a minute at Church Hill, SS 7. This happened because we were given 5.04 in stead of 4.04, and my watch was a bit tricky to read just on the minute. But, as we had no bother on that stage, a comparison of other times showed up this error. Too late to alter, though, having accepted the marshalls' time on our card. I'll remember to take my big clear watch in future. George Beever, who won, was 123 seconds ahead of us, over 14 stages, which included a 250 second penalty when we got 80! Quick motors these Escorts! Most incredible performance was undoubtedly Yuk Hodgson's in the 'S'. Second overall, 22 down on Beever, on that sort of event. Fantastic! Interesting too, to note that one crew was excluded for entering a blackspot. Well done, organisers. Escort No. 60 appeared at SS7 just as we got there, and we were on time! He missed all the previous stages. Very odd.

To sum up, the David Brown Club had done a grand job of making, if not a silk, then at least a bri-nylon purse, out of the proverbial sow's ear. The first stage at Wighill was good, but seemed to be still open for traffic (one way, of course). Tockwith was different and a good spectator stage. All the rest, used twice remember, were the stock stages, 3 farm tracks, three airfields. Yet, somehow, it worked and worked well. Results were out by 9.00 p.m., which ain't bad. A simple but effective formula. It is to be hoped that 'our' event is as successful 'when' its run.

Steve Lloyd

KNOWN RESULTS

C.R. Jackson/S. Lloyd
K.J. Goodall/A. Mackay
S. Rathbone/A. Nicholls
E. Garnett/S. Mills
R. White/J. Birch
V. Girardier/M. Girardier

11th
~~20th~~ 21st
25th
67th
56th
retired with a very well-ventilated B.D.A.
block (lots of legs out of bed!)

R. Mackinnon/C. Perkins

D. Lawton/S. Hazeldine

retired - nerfed from behind - spun and
collided head on! - rad. on fan job!
retired - oil (midnight variety) everywhere,
broken crank (one of the biggest 'bangs'
Dave has had!..

ED

HORSEFALL TROPHY AUTOTEST - 20th April

The Yorkshire Sports Car Club invited us along to their annual 'industrial' autotests in the Cleckheaton/Halifax areas on what proved to be quite a pleasant day's sport but due to a date clash with the National Harewood Hillclimb, the entry was but a mere 20 cars which resulted in much class merging and 5% penalties/benefits for some cars. It could, of course, have been the somewhat 'other than tarmac' venues which put off many prospective entrants!

Trackrod fielded 4 cars, the Editorial 998 Cooper; David Taylor's new acquisition - the pristine, ex-Alex Jackson Mini 100; Rick Stevens in his 1/2 shared 998 Cooper and Rod Parkin's Mk. 1 Cortina.

All in all, it wasn't such a successful day as far as any of us were concerned - we all felt as though we were flying but others were flying quite a bit faster - perhaps the proximity of buildings, rocks, fork lift trucks and other miscellaneous paraphernalia were putting us off or perhaps we just wanted our cars to see another day! - I don't know - but one thing is for sure - we weren't quick enough!!

David, running at No. 3, approached test 6 where the marshall was a certain Mr. Carl Davis, a former autotester himself and the 1976 World Champion elect, who told our intrepid Mr. Taylor that had he (Carl) been entered he would have beaten everybody because he is just unbeatable on loose surfaces! Well, David tore off the line and when he returned, still seething, stopped across the wrong line and got a washout! Which didn't help to calm him down at all! Rick seemed to be coping quite well, though one can't watch everyone on these perambulating events that take you all over the globe, and with a little more practice/ xperience will be a force to be reckoned with. The last venue before lunch saw the literal downfall of the Editor. While walking (!) between the two tests I somehow went over on my ankle whilst dodging sleepers and rocks and what have you and was promptly writhing on the ground with a sprained ankle! At the lunch halt tales were told of how Rod Parkin had been beating the RS2000 of Paul Hargreaves so we all eagerly awaited the 1st half results only to find that our three Mini drivers were all scrapping to be 13th in a class of 12 and Rod was 5th (or was it 6th) out of a class of 8.

Undaunted we were determined to show them who was boss in the afternoon. Test 1 in the afternoon saw your Editor collect a +10, a stab of pain from the ankle trying to heel and toe sent me flying over the finish as though it wasn't there! David collected a +10 at the 2nd test and I still hadn't seen our Mr. Parkin in action! The last test was at Wellesley Park Barracks (the site of the Shell League final a couple of years ago) and was again a morning test repeated. At last - Parkin in action! (like to keep an eye on possible opposition within the Club!) - Quite tidy though the test was such that the power of the RS200 could be used to advantage, though the Maxi 1750 HL of J. Richardson showed them all the way home.

All that effort didn't do us any good at all really. I don't think any of us improved on our lunchtime positions. Such was the handicapping that the event

was won by C. Thompson in a Buggy - Class 1 was won by J. Laverack (Cooper S) and the large saloon class by J. Richardson (Maxi 1750 HL).

TRACKROD RESULTS:

R. Ineson	998 Cooper	7th out of 12
R. Stevens	998 Cooper	11th out of 12
D. Taylor	998 Mini	12th out of 12
R. Parkin	Mk. 1 Cortina	6th out of 8

ED

1975 SHELL SPORT LEAGUE

The first round of the 1975 Shell Sport League was held on Sunday, 23rd March, this being the Elcar Stages Rally run by the David Brown Motor Club. Trackrod had eight crews entered and the official team was as follows:

K. Goodall/A. Mackay
R. Jackson/S. Lloyd
D. Lawton/S. Hazeldine
S. Rathbone/A. Nicholls
V. Girardier/M. Girardier

Unfortunately things did not go too well for our team. David's crank failed on the Tockwith stage and Vincent seemingly had his whole engine blow up while pulling very high revs. at Elvington. The three remaining crews in the team did finish. The official League results have not yet been published but we are certainly not in the first 6.

The next round of the League is a P.C.T. being run by Ilkley and District M.C. on 27th April at Pateley Bridge. However, the initial enthusiasm in our Club for this year's League competition seems to be waning and we will only be fielding a team of 4, with three entries in the same class.

The third round is our own Costa di Plenti Rally on 31st May/1st June. I sincerely hope that we will be able to field a full team on this event. Will all those competitors interested in being considered for the team please contact me, tel.: Leeds 681165.

David Taylor
