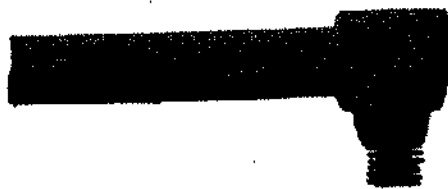


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



Shell



Shell



THE MINI OF RON WHITE / JOHN BIRCH ON
THE 1974 ELCAR TROPHY RALLY PHOTO BY AUTOGRAPHICS

JUNE 1975 - No.56

TRACKROD MOTOR CLUB

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1974/5

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EDITORIAL

I sometimes get to wondering why people join a motor club. To me, the idea is to partake in that particular branch or branches of motor sport which interest me and to help with the running of events in order to be "involved" in the sport if nothing else, and finally there is the social activities which form a part of the life of any club no matter what its aims. I have found, however, that there are "givers" and "takers" when it comes to competing in and running events or marshalling. To assist by marshalling gives one an insight into the difficulties that face organisers and perhaps helps to make one appreciate the problems when confronted by them as a competitor.

At the P.C.T. on 18th May (reported elsewhere in this issue) one member (who shall remain nameless, though doubtless he will tell everyone about it) arrived on the day expecting to get an entry in the event, and such is his experience that he knows and has known for a long time that the General Competition Rules of the R.A.C. do not permit the acceptance of entries on the day. However, his request was refused, politely at first, with a suggestion that he marshalled, as we were desperately short handed in that department, but he didn't want to know and stuck out for an entry, which he knew damn well he wasn't really entitled to. Hence we had the mouthing of much abuse about the Big Bad Trackrod and a face as long as a fortnight or was it four weeks, because that's how long the regs. had been available! Needless to say he went home which, to me, is hardly within the spirit of the thing. Surely it would have been more sporting to say "Sod it, O.K. well which test do I marshal on?" Is this the sort of spirit throughout the Club? I don't think so but this does show how some people think.

Which brings us to the point of entries. On all copies of regs. no matter what the status of the event, there will be a closing date for entries - if you want to compete make sure you meet that date, if you do forget it, nine times out of ten a phone call before the event, to the secretary of the meeting will get you an entry. When pushed for helpers nobody wants to be bothered, on the day, to argue over something for which there are no grounds anyway!

Organising an event can be fun, many a laugh was had before any competitors arrived on the 18th!!

ED

FORTHCOMING EVENTS

- | | | |
|-------------------|---|---|
| 31st May/1st June | - | Costa di Plenti Rally - just a reminder if you read this in time to attend or offer your services as a marshall. See last issue for fullest details. |
| 3rd June | - | Noggin at the Shoulder of Mutton, Kirby Overblow (M.R. 96/325495) |
| 4th June | - | Committee Meeting |
| 10th June | - | Sportonoggin. This is a gymkhana type event and will be held at the Royalty, Otley Chevin (M.R. 96/206440). Start - 7.15 - 7.45. Organised by David Taylor, assisted by "Headitter". Enter on the night; entry fee - 50p. |

17th June	-	Noggin at the Shoulder of Mutton, Kirby Overblow.
24th June	-	Official Noggin at The Punch Bowl Inn, Marton-cum-Grafton (M.R. 91/4186291)
1st July	-	Clubnight Autotests at Tockwith. Regs available shortly from Ron McKinnon. Drinks afterwards at the White Swan at Wighill.
2nd July	-	Committee Meeting
8th July	-	Noggin at the Shoulder of Mutton, Kirby Overblow.
13th July	-	R.A.C./B.T.R.D.A. Autotest. Venue as yet unknown - organised by Airedale and Pennine M.C. - more details later.
22nd July	-	Clubnight P.C.T. probably at Stubbings Farm, Otley Chevin. Details later from Rick Stevens.

NEW MEMBERS

We would like to extend a warm welcome to the following new members:

B. N. Marsden, 3 St. Leonards Close, Harrogate.
D. E. McNulty, Flat 2, 24 Leeds Road, Harrogate.

We trust their association with Trackrod will be a long and happy one.

CLUB EQUIPMENT

If any member has any item of club equipment, e.g. stakes, control boards, pylons, etc. please return them to any committee member. It is essential that all the equipment is kept together, there is nothing more annoying than to find half the equipment is missing a week before the event as recently happened to your scribe, mind you, if more people were to organise events the problem would be more apparent!

At this point I would like to thank Andy Mackay for procuring a supply of timber and Ross Gaynor who assisted in the transformation of the timber into approx. 80 P.C.T. stakes!

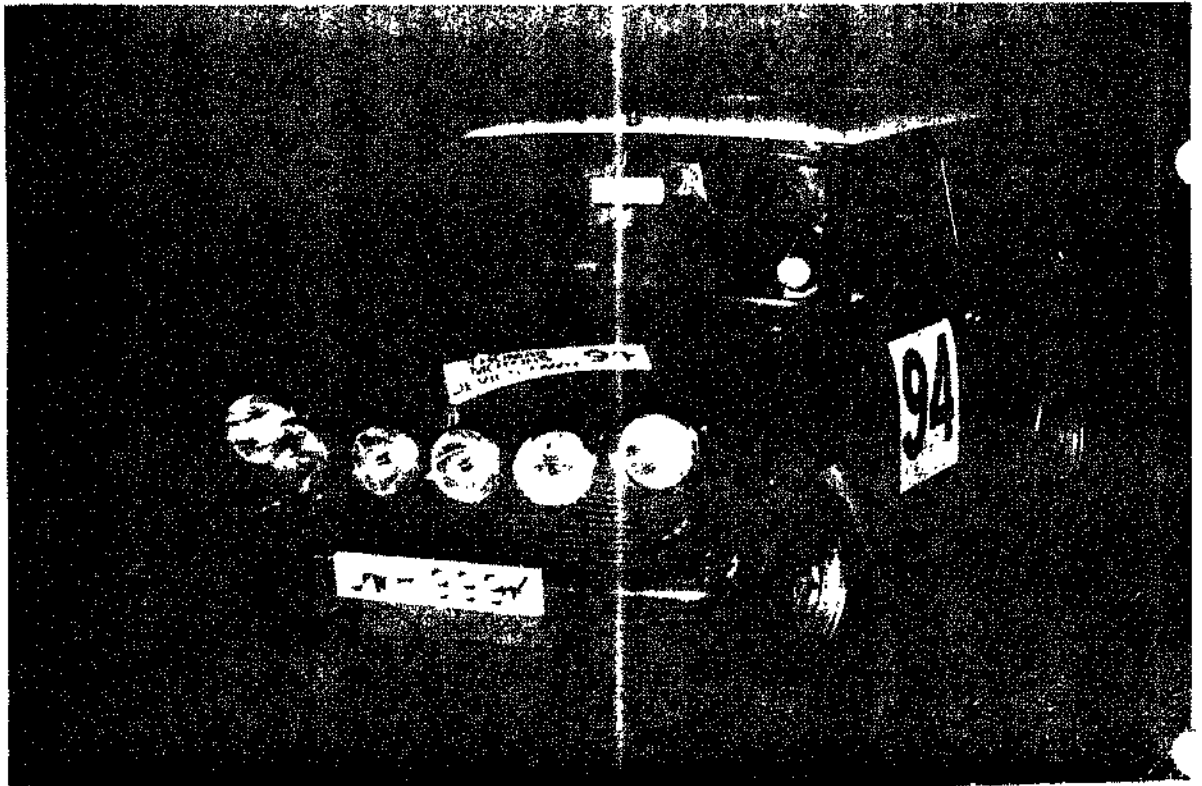
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TROPHY POINTS

In order that the Trophy Points Secretary can keep his records up to date would you please ensure that he receives copies of your results as soon as possible after the event - don't keep them until 29th December!! Remember that in order to qualify for points for events organised by other clubs - Trackrod must be an invited club or appear on the results sheet as entrant.

→
THE COOPER'S
OF E. ISHERWOOD
MARK CULLTHARD
- THIS TIME ON
THE 1973
DEVIL'S OWN

PHOTOGRAPHY BY
GLEN B. CURRIE



↓ OUR MAN RON MACKINON SLITHERS THROUGH THE WOODS ON
THE 1974 ARMSTRONG FOREST RALLY - PHOTO BY IMAGE PHOTOGRAPHY
ON HIS WAY TO 53RD OVERALL (5TH IN CLASS)



PRESIDENT

Another reminder to give further thought to the post of President - do we need a President? active or figurehead? etc. etc. This is sure to be raised at the A.G.M. in August so have your ideas ready.

A.G.M.

The date will appear in next month's issue together with the Committee nomination form. This is mentioned now in order that you can think about who to nominate for Committee/officers, remember, those appointed will be steering the Club during the next 12 months and it is your vote that puts them in that position - now is the time to be assessing the personalities/capabilities of those you consider suitable for the task.

APRIL FOOLS RALLY - 12th April, 1975

On the twelfth of never, oops, April, as goodly looking a bunch of chaps as one could expect to see in the middle of nowhere when the pubs are still open, assembled near Tockwith for the April Fools Rally. This event, organised by Ron Mackinnon and ably assisted by Lindsay Sutton, was perhaps the best subscribed Trackrod 12 car for some time.

After arriving at the start as first reserve, we learned that John "Blue Max" Birch had withdrawn and we were to run at '8'. Thanks John! Having plotted the route Ross and I set off at 11.08 for a good nights sport. Having covered about 17 miles the notorious understeer of Minis prevailed and after an eleven point turn between ditches we returned to the route. Shortly afterwards we were taken by surprise by a hump backed bridge closely followed by a 90L/90R (nasty). A little confusion arose in the next section as we encountered a 'Road Closed' sign. We were enlightened, however, by a watchman pointing and yelling "They went that way, mate". A hundred yards down the indicated road led us to Whitley roundabout over the M62. Lo and behold, there was Eddie and Marcel, chatting to another watchman. Upon our approach they set off and left with the decision of; asking the watchman if the motorway was open; or following Eddie. I decided to follow them around the roundabout. Round and round and round. 450' later we turned off down the M62 with the Twink racing away. However, after a short time the 970 'S' was pulling almost 7,500 rpm in top with a 3.44 diff and slowly but surely we were catching up. Who says Minis are underpowered.

A short run up to Drax saw us wasting time trying to find Lindsay at TC9 hiding up a dirt track. Undeterred we proceeded to complete the tie breaker section and after a slight "off" reached Ryther safely. On leaving Ryther, Rod Parkin appeared from nowhere, flew past us and climbed a banking sideways. Recovering smartly he descended from his dizzy heights, sped round a 90 left and entered TC14 broadside at about 60 mph. After some excessively hard braking we managed to stop at the control complete with flats worn on both front tyres.

Upon leaving the control we followed Rod, but took a left as Rod went straight on carrying one worried navigator. Half a mile and two spins later down this white we came upon yer actual five bar gate, OOPS. As I went to open said obstruction a voice impinges on my earoles "You can't get through there" it said. So, about turn, full screw up the white and just as we were about to leave Eddie neatly handbrakes the Twink right in front of us. A touch of anchors, then lead boot and we were away, unscathed. "Didn't we do well".

This white proved to be the downfall of Peter Germaine who proceeded past the gate into a ploughed field. After a lot of wheelspinning and clutch burning he managed to free himself and was found there by Sue and Pauline.

The next section included a long straight where the 970 proved its worth with Eddie catching Jim Pick and Brian Whitfield but not the Min. However, a 90 left onto the Sherburn to Cawood road saw Eddie out accelerate us and off we all went in a line up to Tile bridge.

Due to my inexperience on Metric scale maps and the speed we were travelling the turn off was upon us earlier than I expected. I suspect the same is true of Marcel as Eddie took the bend at the last minute and went broadside between two signposts and halfway up a banking. We followed but stayed clear of the bank, while Jim and Brian took the short neat line. The next control was the downfall of Jim, Sue and yours truly as we all set off in the wrong direction and received a fail (tut, tut, tut). On the final section all was simple apart from a level crossing which luckily enough just opened in time for us, but I heard Pete had very bad luck earlier on when he had to wait for a gatekeeper to "pay a call" before he would open the gate.

Commiserations to Pete on going OTL at MTC 2 after such rotten luck. Congratulations and thanks to Ron and Lindsay for organising such a magnificent event. And last but not least many thanks to the marshalls for making it all possible.

Chris Foster-Brown and Ross Gaynor

RESULTS

1st Steve Rathbone/F. Stuart Brown
2nd Eddie Baker/Marcel Girardier
3rd Rod Parkin/Richard Spurdens
4th Brian Whitfield/ ?
5th Ross Gaynor/Chris Foster-Brown
6th Jim Pick/ ?
7th Sue Broadbelt/Pauline Phillips

Non-Starters - John Birch/M. Abbott

Non-Finishers - John Fairweather/ ? ; Peter Womersley/ ?

Disqualified - Peter Germaine/Ronnie Moore - OTL MTC 4.

SHELL SPORT LEAGUE

Round 2 of the above competition was a P.C.T. held on 27th April and organised by Ilkley and D.M.C. held at a venue halfway up Greenhow hill at Pateley Bridge. On this occasion we were only able to field four entries, these being Howard White, Andrew Roddy, Steven Lloyd and myself.

Twelve excellent tests were laid out and four runs were allowed at each test. Certainly good value for money.

On the way to Pateley Bridge in the morning my engine made some very odd noises and after starting the event in order to get 10 starting points I had to retire, the team then being reduced to three. Andrew Roddy fared the best of our team losing only 84 marks and gaining the novice award, finally finishing 5th in class. Howard White finished 20th out of 27 and Steve Lloyd 3rd out of a class of 7 after a very close fought battle. All in all a very good event organised

to the usual Ilkley M.C. standard.

Out of the 20 clubs who have so far taken part in the League we are now lying 4th (again!!), although things are very close at the moment. If we can manage 5 finishers in our own League round, the Costa di Plenti rally, perhaps we could even improve on this position.

Two further rounds of the League just announced are the N.H.M.C., an autotest on 12th October and B.A.R.C. (yorks), an autotest at the new Leeds Market, date yet to be announced.

David Taylor

PRODUCTION CAR TRIAL - 18th May

It did look as though the event might have to be somewhat abbreviated due to the lack of a large amount of stakes but as mentioned elsewhere, a little bit of graft coupled with the generosity of persons unknown to the Editor produced the goods just in time.

The day itself looked like being a bit damp first thing in the morning but, wonder of wonders, that big yellow ball in the sky appeared at lunchtime and stayed with us throughout the event. This obviously was a contributing factor to the number of spectators which gathered on the hills to see the lads and lasses climb between the markers. It was also nice to see the caravan, resplendent in its new colour scheme, thanks to our Chairman for the wielding of paint brushes.

21 competitors arrived on time and, for once, we started on the dot! However, we were a little thin on the ground as far as marshalls were concerned but with a bit of 'doubling up' by other officials, to whom we are eternally grateful, everything fell into place at the last minute.

Unfortunately, in trying to find some 'new' hills at the Stump Cross venue it seems we were a little over zealous in our efforts to defeat objectives of the competitors, at least with Test 1. A few raised eyebrows at the amount of air between the ground and back wheels coupled with a lot of hot air about how many would roll before the day was over, led us to utilise a more familiar test for the subsequent runs! However, there were few problems that a bit of muscle couldn't cope with apart from the fact that nobody got higher than 7!

It took about 1½ hours for one run, but that included the inevitable delays while Ross Gaynor was extricated from another 'new' test which was just a little bit boggy. Class 1 after the first 6 tests was already developing into a tussle between John Spencer, Ken Waddington, Steve Hazeldine and Tony Marshall, who lost his chance of honours on test 4 with an 11 when the others were on 1s and 2s. Class 2 saw Stan Peel's Anglia already asserting itself in the lead from Steve Lloyd's BGT and these two were romping away from the rest of the class. Class 4 saw Ian Gurnett and Paulina Phillips battling for the lead in the same car but this was fitted with M and S tyres for which a 10% penalty was imposed (in an effort to make the results appear more competitive this was later increased to 20%, and they were both still way ahead of the Shellsport Mexico (fitted with an LSD which didn't appear to be working correctly) and the Imp of Peter Germaine.

It was decided to then reverse the running order for the second runs and all were despatched while attempts were being made to alter tests 4 and 6, but everything came to a stop when, unbeknown to us the event had restarted in numerical order! Result? Chaos, sit. down strike by the competitors. However, being a closed to club P.C.T. and not the Monaco Grand Prix the problem was soon

overcome and the event continued! So smoothly did it continue that we were able to include a 3rd run at the tests (18 in all) and have the results published by 5.10 p.m.

From the comments received it would appear that all concerned enjoyed the event, which was no doubt enhanced by the weather which would have killed it stone dead had it been at all wet.

Many thanks must be expressed to those who helped on the day, they being so few that they all deserve a mention: Andy and Christine Mackay; Steve Holden; Martin Kemp; David Taylor; Frank Stuart-Brown and our own two wives Brenda and Christine for efficiently manning the controversial test 1 and looking after the results.

Richard Ineson
Ken Goodall

RESULTS

Class 1

* 1st	J. Spencer	Mini	61
* 2nd	K. Maddington	Renault 5	89
* 3rd	S. Hazeldine	Mini	90
4th	A. Marshall	1275 GT	105
5th	A. Roddy	Mini	112
6th	T. Murphy	Mini	128
7th	R. Stevens	Triumph 1500	144
8th	Miss S. Broadbelt	Mini	147
9th	R. Gaynor	1275 GT	152
10th	R. Moore	1275 GT	154

Class 2

* 1st	S. Peel	Anglia	64
* 2nd	S. Lloyd	MGBGT	97
3rd	R. Mackinnon	Escort	122
4th	Mrs. M. Lloyd	MGBGT	123
5th	R. Parkin	Cortina	129
6th	R. Spurdens	Viva	146
7th	D. Snoddy	Escort	159

Class 3

* 1st	I. Gurnett	IMP	117
2nd	Miss P. Phillips	Imp	131
3rd	P. Germaine	Imp	150
4th	J. Fairweather	Escort LSD	167

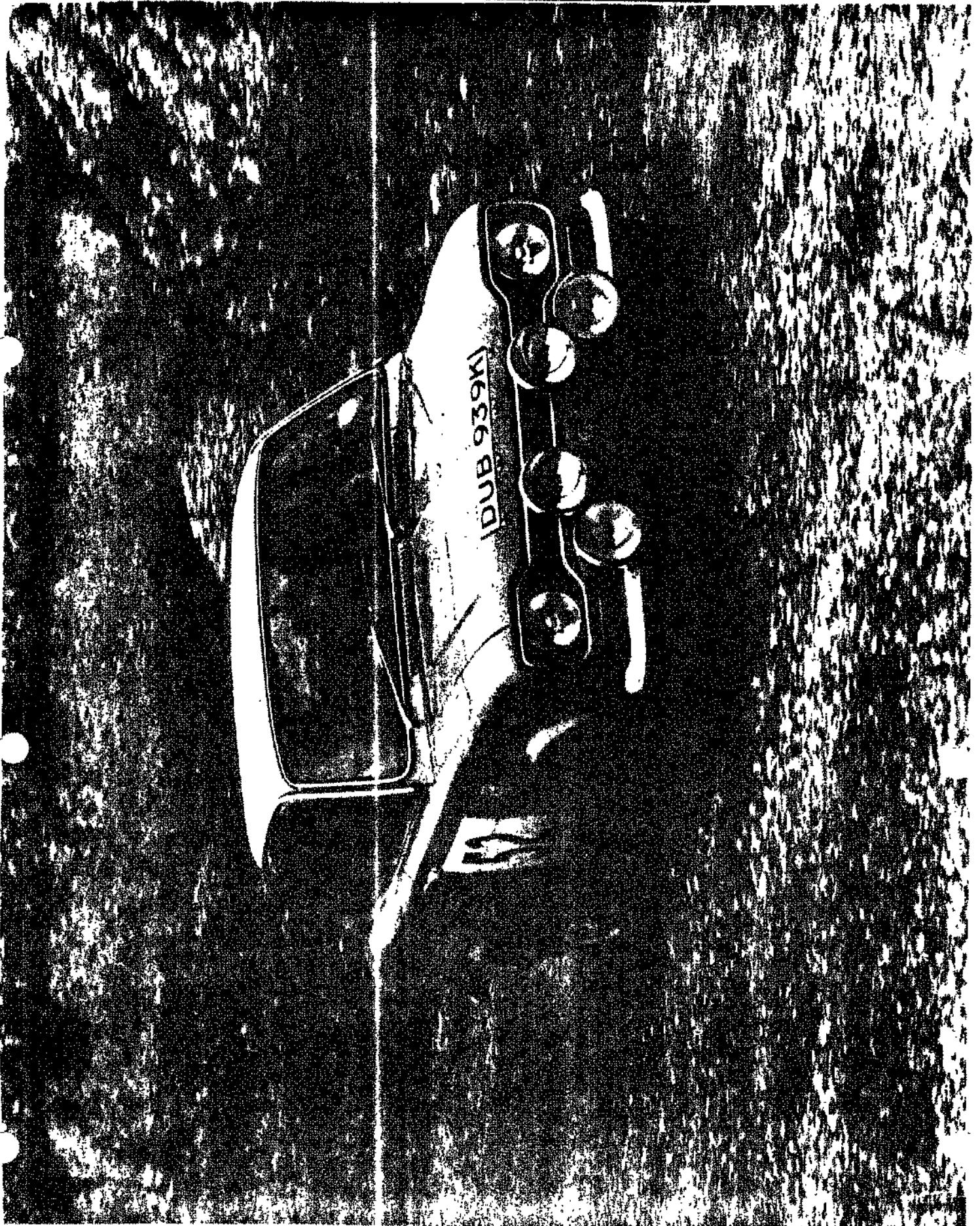
* Denotes award winners

P.C.T. FOOTNOTES - Interesting to note that 70% of the committee were in attendance on the day - where were the other 30%?

Nice to see several members of the rallying contingent out enjoying themselves in the sunshine. I thought these nocturnal creatures melted in the daylight!

THE RS1600 OF KEN GOODALL / MIKE TEMPEST ON
AN UNKNOWN EVENT SOMETIME PRE-1972. THE SAME
PAIR WON THE 1974 COSTA DI PLENTI IN KEN'S MEXICO.

PHOTO BY DAVID DUNN



ONE NIGHT TREASURE HUNT - 20th May

Organised by Pete Riches, the event attracted 14 carloads of prospective mobile masterminds. Yours truly didn't partake in the proceedings but I was present at the finish in order to obtain the results for publication. At a glance, the clues looked to be particularly mind-bending and such was the popularity of the event that one competitor came over from the U.S. of A. I refer to Steve Holden's sister who, along with Steve, teamed up with Ian Gurnett and Pauline Phillips, it looks as though we could have a following Stateside, any volunteers to set up a branch office? The victorious crew of S. Hazeldine/Ron Mackinnon/A. Barrett/L. Sutton scored 75 points against the Lloyd twosome's 64 (which ain't bad going for a crew of 2!).

RESULTS

1st	S. Hazeldine and crew	8th	K. & C. Goodall/A. & C. Mackay
2nd	S. Lloyd/M. Lloyd	9th	E. Baker and Crew
3rd	J. Brown and crew	10th	A. & A Marshall and crew
4th	S. Broadbalt and crew	11th	J. Fairweather and crew
5th	I. Gurnett/and crew	12th	M. Newman and crew
6th	J. Howitson and crew	13th	D. and J. Taylor
7th	P. Homersley and crew	14th	N. Chapman and crew

Thanks to Pete Riches for the organisation.

ED
