

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB

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

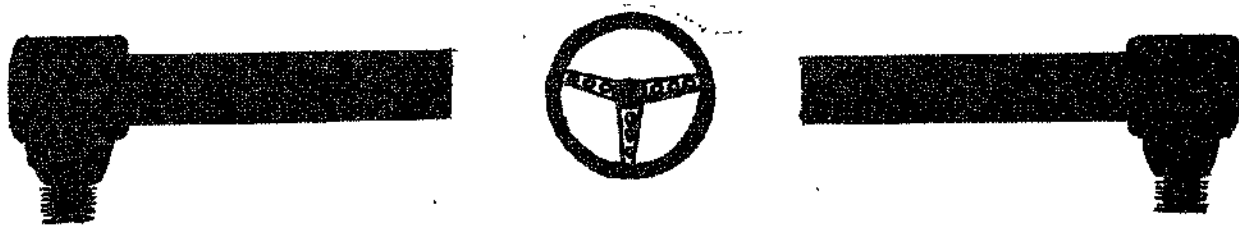


PHOTO BY R.S. PHOTOGRAPHIC



PILING ON THE OPPOSITE LOCK
ROUND A TIGHT LEFT HANDER ARE RON BEECROFT/JOHN MILINGTON
ON THEIR WAY TO 2ND OVERALL ON THE '75 COSTA DI PLENTY

AUGUST 1975 -- No. 58

TRACKROD MOTOR CLUB

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1974/5

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TRACKROD MAGAZINE

AUGUST, 1975

No. 58

EDITORIAL

Well, the two week break did turn out to be sun-drenched for a change and by pure coincidence the Editorial family chose the same fortnight as members Tony and Ann Marshall which resulted in one or two hilarious happenings on the beaches of the South West. The most significant of these events being the Rally of Bedruthan Steps in which Ed and Tony featured strongly, being the only competitors, driving their sand bodied special with considerable verve much to the amazement of hundreds of onlookers (well, there must have been half a dozen, anyway!) We will attempt to reproduce photographic proof of this event in a future issue.

However, back home and down to earth. The early publication of the last issue was brought about by the aforementioned "break" but on return I was more than a little dismayed to find that half of the circulation had not been circulated. I do not take too kindly to apologising for the incompetence of others, but to those of you who received your copy late I am truly sorry. All I can suggest to you is that you direct your complaints to the Hon. Sec., Rick Stevens, who was to have posted them in my absence. Having said all that one can only say that Hon. Sec.'s clubnight P.C.T. on 22nd July appeared to be an excellent event judging by the number of competitors and spectators present, proving that wherever there is a will, there would appear to be a way!

The A.G.M. is looming ever nearer and with it the end of the reign of the present Committee. On this topic you will again find the nomination form within this issue and just to set your minds at rest the A.G.M. will be held at the Square and Compass, and contrary to popular belief will not be held in the public bar but in a private room with a waiter service and the joint landlords (who are now members) will be providing sandwiches, - so there!!

The A.G.M. is likely to produce one or two changes on the Committee which leads me to wonder who is to be the next Editor, not to mention Chairman and especially Secretary, the person filling the last named post will not have to do much to improve the situation that exists at present! The last issue of the present Editorial term of office should be circulated the week following the A.G.M., so until then, cheers! AND SEND IN THOSE NOMINATION FORMS!!

Ed

FORTHCOMING EVENTS

- 5th August - Noggin at the Shoulder of Mutton, Kirby Overblow.
- 12th August - Noggin at the Square and Compass, North Rington.
- 13th August - Committee Meeting
- 19th August - Noggin at the Shoulder of Mutton, Kirby Overblow.
- 20th August - A.G.M. at the Square and Compass, North Rington. Start 8.00 p.m. prompt.
- 24th August - R.A.C./B.T.R.D.A. Autotest. Huddersfield M.C. invite us to join them at H. G. Bailey and Co., Bradford (M.R. 1041/184312). Start 1.00 p.m. Regs. from Martin Kemp.
- 24th August - Shellsport League Hillclimb at Cadwell Park. Entries for the team please to the Team Captain, David Taylor as soon as possible (he also has copies of the regs.).
- 26th August - Economy Run, to be organised by John Wilson.
- 30th/31st August - Midnight Rally, organised by Bolton-le-Moors Car Club - regs. from R. Brighthouse, 15 Brentwood Road, Swinton, M29 3EE Tel.: 062-7542074. Starts from Thomas Motors, Blackpool.
- 5th September - Grand Disco at Follifoot Village Hall. Tickets 75p each from Sue Broadbent, Tel.: Harrogate 81425. Start of the binge is 8.30 p.m. and it goes on until 1.00 a.m. - there will also be food and drink available for you to purchase - sounds like a good 'de'!
- 6th September - Marine Holidays Stages Rally (last year's Armstrong Forest Rally) organised by York Motor Club. Trackrod will be running on as yet unknown stage - volunteers to stage commander Steve Wilts. Regs. from Martin Kemp.
- 7th September - Production Car Trial, organisers required, a likely venue is Stubbings Farm, Otley Chevin - volunteers please.
- 9th September - Noggin at the Square and Compass North Rington.
- 16th September - Glanfield Lawrence Film Show at the Albany Inn, Wakefield, just off the M.1. Start at 8.00 p.m. The promoters, being local D.T.V. agents will have a full range of Vauxhalls on display, possibly including a brand new model, and it could well be that Tony Drummond will be on hand in view of his tie-up with Albany Inns for his rallying activities.
- 21st September - Gymkhana
- 28th September - Moores Stages Rally, North Humberside M.C. - Regs. from Martin Kemp.

NEW MEMBERS

We wish to extend a warm welcome to the following new members:

- J. Persick, The Square and Compass, North Rington.
- G. Persian, " " " " " "
- I. Haddington, 39 Keimscott Avenue, Leeds, 15.
- R. Sutcliffe, 6 Chyll Beck Drive, Rawdon, Leeds, LS19 6RB.

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

LETTERS TO THE EDITOR (AT LAST!!)

Dear Ed:- If I read your Editorial of a few issues ago correctly you were requesting correspondence of a somewhat controversial nature to stir people into action, well, thanks to the noggin venues of the 24th June and 1st July I am now able to offer you something that might just get a few people thinking. What you might now ask, is this injustice that has caused such a peace loving person as myself to commit pen to paper? Well, the answer quite simply is the location of Club noggins.

To people like myself who come from areas other than North Leeds (yes, there are some) a noggin at the Shoulder of Mutton is a 60 mile return trip but when the venue is somewhere like Marton cum Grafton, one is talking of a 100 mile plus trip, which I am sure anyone would agree is utterly ridiculous.

I appreciate the fact that people like myself are in a very small minority, but I would just like it borne in mind by the nameless person who sorts out the venues of noggins that there are (contrary to popular belief) pubs to the east, west and especially south of Leeds.

I. H. Gurnett

(Come, come Mr. Gurnett, if you want to know who the 'nameless ones' are, for heavens sake ask, it shouldn't be difficult as you are on the Committee!! I seem to recall making a request earlier in the year for the names of your local pub(s) - can I ask if you submitted a list of them??? - Ed).

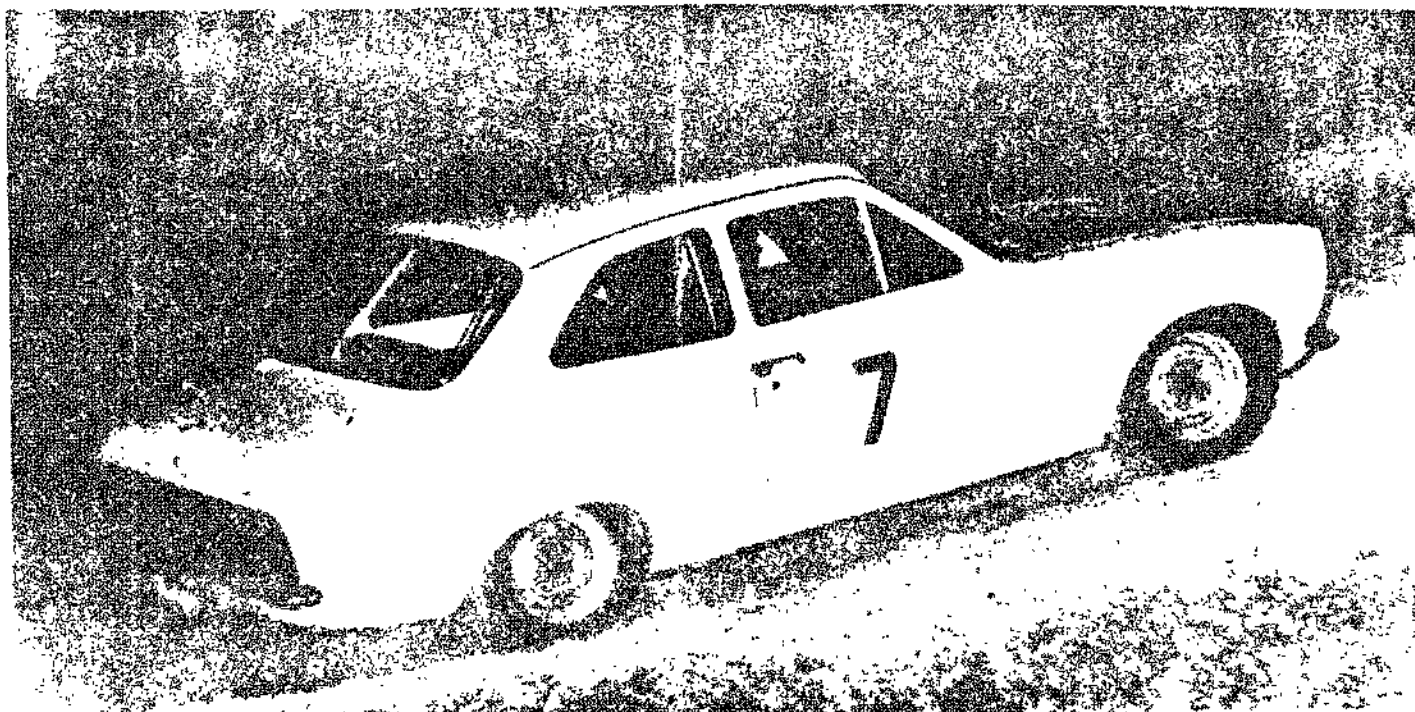
If any member shares Mr. Gurnett's views I suggest they send the names of pubs to Miss Alison Barrett, Rostellan, Summerbridge, Harrogate who will endeavour to rectify the matter, being the Social Committee Chairman.

ED

THE LOST WEEKEND

The weekend of 31st May/1st June was remarkable for many reasons. Not least of these being that it began on Thursday night. For me it did anyway. You see, there was this Rally on the Saturday night. 'Costa a Fortune', or something it was called, and it started out near Bridlington (well, in East Yorkshire, or is it North Humberside). There was also a little affair called the Lord Mayor's Parade in Leeds during that day. And Trackrod were in both. Right in. After the Lord Mayor's Parade there was a Civic Reception at the Town Hall, with lots of free goodies and yer actual dignitaries to boot (if you were that way inclined). There were also, in order of appearance over the weekend, the caravan, a 240Z, the caravan, a 40 foot articulated lorry, a 240Z, a Cooper S, the lorry, the caravan, R.N. Ashcroft and, of course, the caravan.

But back to Thursday. In order to get the club caravan to Full Sutton for early Saturday evening, I had to take it there first thing Friday morning! Which meant collecting it Thursday night. And, in order to decorate our float in the L.M.P. on Friday night, I had to collect banners, bunting and stickers from the Shell Caravan on Thursday night. Tricky, you might think? But no, since our 'van shares a garage with the Shell 'van. Then off home with it all. And a certain black 240Z was due for a bit of a facelift on the Friday, prior to its display on our float on the Saturday. Said facelift being to enable full lock to be used without carving up the big fat V.10s. So that was shunted down to the local big hammer shop on Thursday also. A swift once over of the van to

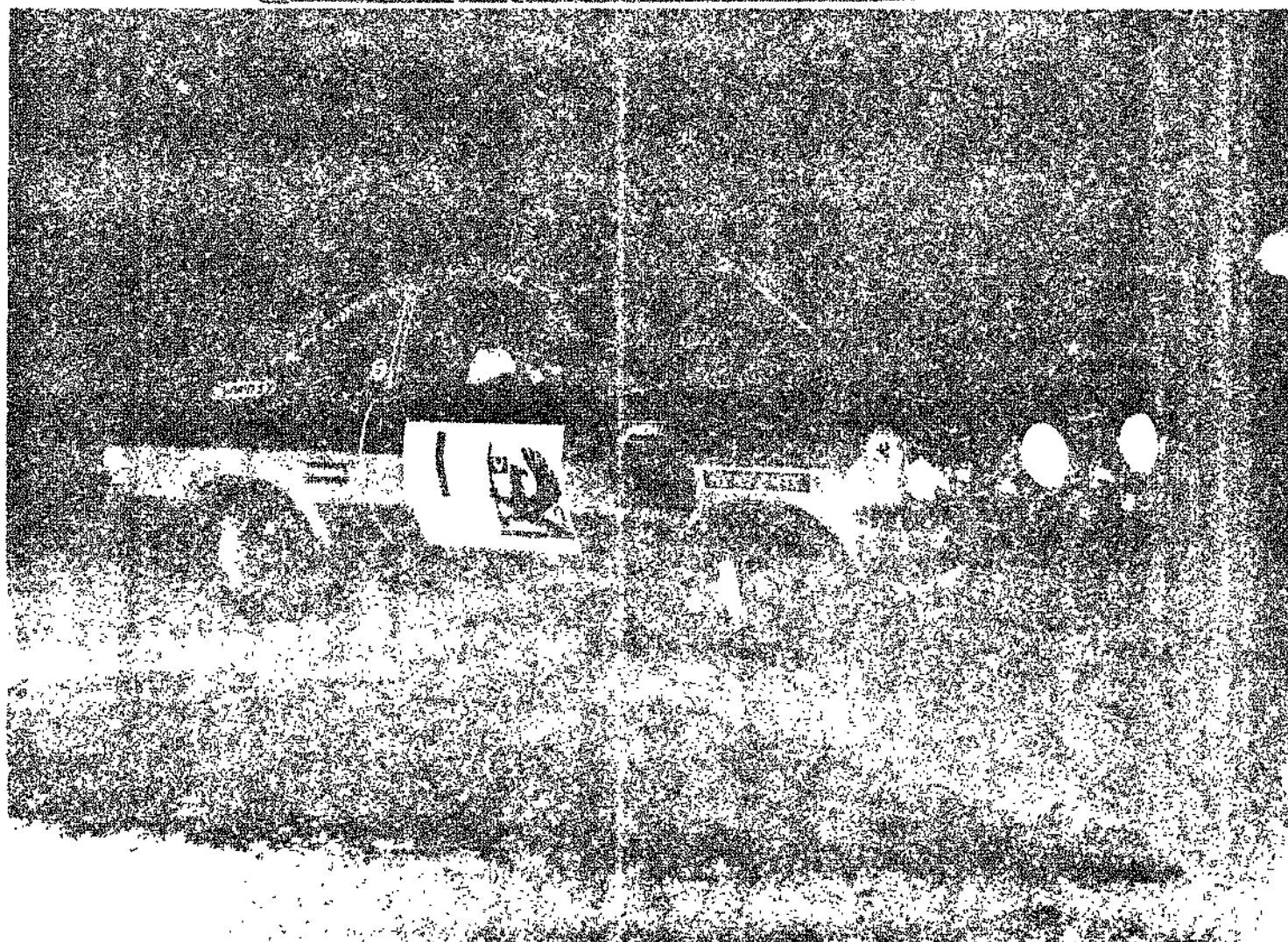



COSTA DI PLENTI

ABOVE - KEN GOODALL / MIKE TEMPEST, AGAIN RAN AT NO. 7 BUT WERE UNABLE TO REPEAT THEIR 1974 PERFORMANCE, SEEN HERE ON THE 1974 EVENT WHICH THEY WON

BELOW - 1975 WINNERS RON SHIPP / D. DAVIDSON SLIDING ROUND THE SAME LEFT-HANDER AS SEEN ON THE COVER, IN THEIR FIRENZA.

PHOTOGRAPHY BY: R S PHOTOGRAPHIC





WHEEEE ...!
THE DATSUN 240Z OF OUR
EX-CHAIRMAN, RICHARD JACKSON,
COMES IN TO LAND AFTER A
BRIEF LOW-LEVEL MISSION!

check all was well for Sat. showed that all was not. No gas. For the lights. But ace caravanner and sometime rally organiser Richardson, J. was able to help in this dept. Thus ended Thursday.

Early Friday saw red B and red van in close company on route to Full Sutton. Drama free run except I never wake up till about 9.30, and was therefore constantly worried by this big red beast filling my mirrors. Van was dumped in a shed at the airfield, just in time to see a procession of five hot air balloons pass over, from the N.E. (Who the devil wrote this load of old rubbish - surprised they haven't told us how they clean their teeth as well!! Hot air balloons, indeed!! -Ed). Friday day was only enlivened by having to 'shorten' our lorry in the L.M.P. by 8' to enable it to navigate Leeds city centre without re-arranging lamp posts, traffic lights and bollards (and the same to you!). Many thanks to Tarmac Construction of Rotherham for this vehicle and driver. Friday night saw 240Z collected, and taken to A.G. Wilsons in Regent Street. Where we found the trailer. But no tractor. So we couldn't move it up to the hydraulic ramps to load the cars. But we did decorate it. Very tastefully, I might add. Neat, but not gaudy.

Saturday, early, saw me plus Z at Woodhouse Moor, wearing my other hat, helping to set up the L.M.P. Then back to A.G.W.s to load Z and the Rally and Speed Shop Cooper S (both black both with Wolfrace wheels (wrong, wrong, wrong -ED)) then back with lorry to Moor. The Parade went well, our float with its four Team Trackrod beauties on board looked very good. A short trip on the Moor while the parade was parading was followed by a burst of activity in unloading the float, stripping it and despatching it back to Tarmac, having eats, getting tidied, and attending reception. Where aforementioned goodies were much in evidence. Had to leave before the end, though, and they wouldn't let me take out what I didn't drink there! Shame.

Next we caught up with the Rally, you remember, the Costermonger, wasn't it, at Full Sutton. Where I joined forces with R.N. Ashcroft, and began stewarding all over the place. Rejecting the badge on which someone had added the prefix "Bar-" we equipped ourselves for the night and set off to view the event. Millington Pastures hairpins proved a good start, though some lat night travellers from the local boozer (at 12.15 a.m.!) decided to run against the flow! Then to SS3, north of Cropton Village. Here we seriously began to think the strain had been too much, when a series of 1930 vintage vehicles chuffed their way down the road, again against the flow. We couldn't believe they were all locals, and so it proved when two lads in an open Sprite, complete with bone domes, stopped to ask us to stop our rally, cause the Teesside Sport and Recreation Centre was having its annual Moors Run! There were 22 cars in their run, so who had authorized it we don't know! Anyway, they kept coming and we kept going and never the twain did meet. Next over to Blakey Ridge, with only a sponsored walk and sundry parked Dormobiles to contend with in the mist. The hairy hairpin left over brow caught its usual number. Lowna white was downhill, dusty and dodgy. Spectacular too.

Back to the Corn Mill for the first breakfast, then back to the airfield for the caravan. Corn Mill again for results and 'discussions'. Awards, all successfully presented, then back with van to garage and finally home! Where I collapsed.

The weekend had lasted four days. It had been all go and there were times when it seemed it had all gone. All I needed now were a couple of days peace and quiet at work to recover.

Steve Lloyd

A BIRD'S EYE VIEW - Clubnight Autotests - 1st July, 1975

The view was very dusty for the evening autotests organised by Ron Mackinnon and Linsi Sutton at Tockwith.

When I saw the test layout I wondered how I'd been talked into doing the event - memory not being my strong point. However once we started it seemed a lot clearer. David Taylor led the way in the Mini class on Test 1, forward and reverse round pylons with a free turn for luck.

Test 2 was the usual wiggle-wobble with two free turns this time. In fact the organisers were very free with their turns. I was so surprised that I didn't knock a pylon down at the entrance of a gate that I forgot to go right through. Here we saw the demise of Steve Mills' Mini. It was not a night for Minis so half the class retired!

Test 3 included a garage for the exponents of handbrake turns whilst us lesser mortals did the usual forward and back shuffle to get out. Test 4 was a faster test around the dirt mounds and lorries. This didn't leave much room for cars with a mind of their own, though my technique of taking my hands off the wheel and closing my eyes doesn't help.

These four tests were then run again with everybody trying to improve on their first run times. A change of route for tests 9-12 but not any hanging around as the pylons remain in the same position. Test 9 on paper seemed to have Freudian overtones but it was test 10 which proved the downfall of several people who collected washouts. Test 12 proved my downfall when I collected a washout for going around a pylon the wrong way - but I did go around it after all. This test also saw some spectacular sideways finishes and the gate wasn't wide enough for a car to fit.

A quick thrash whilst the results were being sorted and then off to the pub at Wighill to wash the dust away and for most of us to gaze in envy at a Maserati.

Much to my surprise I wasn't last. Howard White was F.T.D., David Taylor was 1st in class 1 and 2 combined and Steve Lloyd was 1st in class 3 and 4 combined. How does Steve do it, his times including pylon penalties are still faster than mine without.

It was a very good evening and many thanks to Ron and Linsi for such good organisation and with the marshalls an enjoyable event.

Mary Lloyd

R.A.C./B.T.R.D.A. Autotest - 13th July, 1975

Once again AireGale and Pennine Motor Car Club invited us to partake in their excellent B.T.R.D.A. autotest at the Hartshead Moor Service Area on the M62.

Unfortunately, entries were a bit thin on the ground for an event of this status, there being 25 in all which included 3 from Trackrod: Howard White in his Cooper 'S', David Taylor in his Mini 1000 and Ed in his 1000 Cooper.

David and Ed. in Class 1 had a tough time at the hands of Mark Mulligan, one of those wizards from Northern Ireland, who was very impressive in the tidy and smooth way in which he performed the tests. His only blunder of the day, a

pylon penalty on test 5 enabled us to keep reasonably in touch. Ed., holding down 3rd in class after 8 tests, blew an outside chance of taking the class by making an absolute fumble on test 9! However, that's what it's all about and we hope we shall learn from our mistakes, though somehow I don't always remember what it was I should have learnt!

Howard, in class 2, wasn't having a good day at all! On test 1 he clobbered a wayward pylon and on test 2 he collected a washout when the throttle cable became detached from the carburetors! This put him right out of contention and relegated him to a final sixth in class. Gerald Taylor in his Clubman G.T. got lost on test 9 and immediately your Ed thought, here was a chance of gaining the Invited Club Award in which Gerald was leading by some 15 seconds. Luckily for him he didn't remain lost long enough to dash his hopes completely, though it was close - 1/10th sec. to be precise! - Shucks, Ed foiled again!

Nice to see the quick boys in the Sprites performing again, Trevor Smith collected F.T.D. in his customary fashion followed home by Richard Squire's Mk. 1 "frogeye". I always find it surprising that few local club members take part or even spectate at these national events. To me, the only way to improve is to compete against someone who is quicker - obviously a view not held by many.

Thanks must go to the organising Club, A. and P.M.C.C. for once again inviting Trackrod to one of the premier autotest meetings in the area, their organisation being up to the very high standard we have come to expect at this event. When can Trackrod reciprocate and invite A. and P. to join in one of our events?

Ed.

Trackrod Results

			Total	Posn.	No. in class
Class 1	R. Ineson	Cooper 998	371.0	3rd	6
	D. Taylor	Mini 998	389.9	5th	6
Class 2	H. E. White	Cooper 'S'	435.2	6th	6

P.S. It was a nice touch to receive a photograph of oneself in action on the event with the results - something which we could perhaps emulate!

ED

SHELLSPORT LEAGUE

No events have been held in this Championship since the Costa di Plenti rally in which Trackrod finished 2nd winning £7.00. This result moved us into 3rd place in the overall points behind Ilkley M.C. and Sheffield and Hallamshire M.C.

The rally which was to have been held on 13th July organised by Huddersfield M.C. was unfortunately cancelled and hence the next round will be a Hillclimb at Cadwell Park on 24th August to be organised by Sheffield and Hallamshire M.C. If anyone is interested in competing in this event I would be very pleased to hear from them. Regs. are now available from myself. It is imperative that we field a full team in this event in order to maintain our present position.

David Taylor

The Event that Never Was (with apologies to Hitchcock)

3rd August, 1975 is a date which has loomed large in the annals of Trackrod for the past year. It was originally the date for the '75 Costa di Plenti road rally. The Stages Rally was scheduled for 1st June, 1975. However, in October, 1974 it became obvious that the Stages event could not be run on 1st June, so the two rallies swapped dates. The Costa organising team did an excellent job in coping with this loss of two months organisation time (I'm told our Comp. Sec. nearly finished up in Oban harbour when he imparted the news!).

In February, 1975 it was again apparent that the Stages event could not be run at all this year. So we opted for a Special Stage Practice Day instead. Now we find we haven't even been able to sort this out. And 3rd August remains the event that never was!

Reasons and Excuses

1. Reasons: Special stages are hard to come by. In these inflationary times landowners are not keen to donate their land to be torn up by 200 bhp 7" chunkies. They sometimes will allow it in return for large amounts of the folding stuff. And we ain't got so much of that (who has?). We could run an event like the Elcar, a mixture of airfields and rough tracks. Having viewed this event from the left hand seat of a 240Z, I'm all in favour of another of the same, but how your Mini men feel is another thing all together. However, it would have been a start, and that's always the hardest part. The organisers felt that they didn't want to run such an event, but preferred to wait to get better stages. As previously mentioned, however, these are very few and awful far between.

This is also the reason for the cancellation of the practice day. Burn airfield, near Selby, was wanted for this event, but it belongs to the C.E.G.B. who, for some reason, won't say yes and won't say no! Very odd. And the R.A.C. who aren't keen on practice days anyway, definitely won't wear that situation. So we tried a lot of other places. Very good too, some of them, but the owners weren't at all co-operative. In the end, we were left with Full Sutton. And, once again, the organisers felt this was not good enough. So the event was off. Finally this time.

A great pity, I think. O.K. so Full Sutton is not Dalby North, by a long way. But its better than nothing. And such an event is always a good chance to try those little tweaks you don't dare to in competition. Still, there it is. Sorry.

But what do YOU think? Should we have run the Rally anyway? And/or the Special Stage Practice Day? Let us, the committee, know what you want. It will help us in the future. And, who knows, there's still time in '75 for the event that never was. IF YOU WANT IT.

Steve Lloyd
