

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230

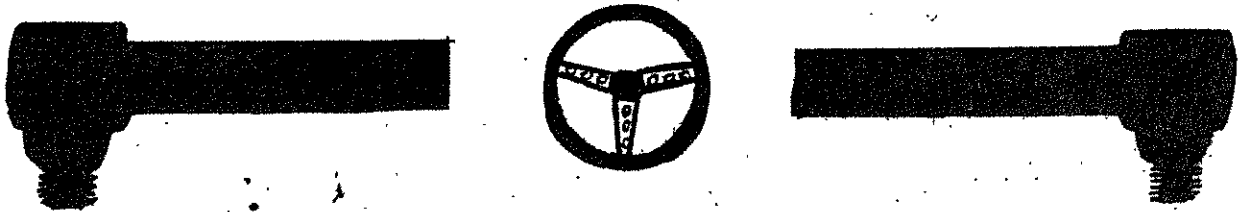


PHOTO COURTESY OF MOTORING NEWS



HANS STUCK, 3-0 BMW CSL IN THE
1974 NURBURGRING 1000 KMS.. NOT
SURPRISING THAT THE CAR ONLY SURVIVED
2 LAPS OF THIS TREATMENT !!!

FEBRUARY 1976 - No.64

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NO. 64.

EDITORIAL.

'January brings the snow, makes your feet and fingers glow'. So goes the old rhyme. At least if you, like me are old enough to remember it! I would have thought that there were some amongst the staff of the highways departments around the country who were also old enough to remember it; or at least old enough to remember snow falling in recent winters.

Now perhaps I am being harsh in my judgements, or possibly I am making comments without being in full possession of all the relevant facts, but it seems to me that winter weather almost invariably catches out those who should be better prepared for it, even though they have adequate warning from weather reports. It seems that every year without fail; this year being no exception; gritting and salting wagons are out and about when there is no real need for them, but are invariably missing when they are needed.

Perhaps this is just sour grapes because I spun on the way to the local shop after the recent snowfall and very nearly collected a lamp standard on the way back. No doubt my driving in bad conditions leaves a great deal to be desired, but what rankles most is that the roads in my residential area were never cleared, even though one of them is a bus route and passes a junior school: after three days of fairly intense cold it was well polished. And I can assure you that driving to work in the mornings, on polished ice, trying to avoid the buses on one hand and the eight year olds going to school on the other was no fun at all!

Ed.

FORTHCOMING EVENTS

- 10th February: Martin Kemp and Steve Holden have organised an ATS/Dunlop Film night at the Wharfedale, Arthington. This evening is the result of a lot of hard work and will be well worth attending in more ways than one. So for further details look within this publication, or contact Martin or Steve.
- 17th February: Next round of the indoor rally championship to be held at the Duke of Wellington, East Keswick. Map required will be No. 110 metric.
- 20/21 February: This is Yorkshires own international, the Mintex, for which Martin Kemp will always welcome marshals. See Martin to offer your services, more details can be found later in the mag.
- 24th February: Recount all your mintex experiences at the noggin at the Shoulder of Mutton, Kirkby Overblow.
- 2nd March: Another noggin, this time at the Square & Compass, North Rigton.
- 7th March: Closed joint PCT, organised this time by Steve Mills and Rod Parkin, to either of whom all enquires for regs and offers of assistance should be addressed as soon as possible.
- 18th April: Looking well ahead now to Easter Sunday, Howard White and David Taylor are getting together to organise the restricted "Rally and Speed Shop" autotest to be held at Full Sutton. More details will be available from these gentlemen later, but this is certainly an event to be borne in mind.

LETTERS TO THE EDITOR.

Dear Sir,

I would like, through your columns, to congratulate the committee on the presentation of our Annual Dinner at the POst House. The revised format of the proceedings was very slick in it's organisation and execution. I am referring particularly to the manner in which the awards were presented; the speed with which this was executed was ver well received, and left plenty of time available for other festivities.

However, I am afraid that all this effort must surely be overshadowed by the star turn of the evening, our very own Ed, who displayed fantastic talents by auctioning off a bound set of 1975 Trackrod magazines. Whether it was the beer talking that fast I dont know, but Jack, it was a treat to watch and listen; you worked extremely hard for a few minutes and to my mind were well rewarded. I never thought, when suggesting it that so many would be prepared to pay so much for something that they have already had!

Yours Etc.

Richard F. Ineson

P.S. Walls want to sell ice cream to the Eskimoes.

(Then they had better find someone else - I doubt that the denizens of the frozen north would prove to be as receptive an audience as the last lot. In passing, I should say that everybody who took part showed themselves willing to get carried away by the spirit of the occasion and made my job that much easier in consequence. Incidentally, modesty forbade me to publish the last paragraph of this letter, but after a long struggle, I won and Modesty lost!-Ed.)

CHAIRMANS CHAT

The beginning of the new year finds us with a few "new" faces. After three successful years as Shell League captain, David Taylor has decided to stand down and let someone else have a go. You may have noticed that since Richard Ineson relinquished both the editorship and his committee seat he has been wandering about with a glazed look in his eye wondering what to do with all his spare time. Always willing to help, we have solved his problem, and from now on Richard will undertake the duties of Shell league captain and will be needing all the support you can give him. Along with our best wishes for the forthcoming season must go our thanks for taking on the job; and to David Taylor must go our thanks for the magnificent way in which he has done the job over the last three years.

On the subject of off-road events, can anyone explain why the boxing day autotest can raiseeighteen entries, but a closed joint promotion can only attract four entries from the club? I Cant believe that you are all frightened of the competition. It must be shyness! Still, though the entry was low, and a bitterly cold wind threatened to blow the bollards away, a good day was had by all. A very friendly spirit prevailed all day, the highlight of the event being when clerk of the course Steve Mills took four goes to get one of his own tests right on the demonstration run. Needless to say, this caused a great deal of hilarity amongst the competitors.

Our thanks to Steve and Bob Chapman for organising an excellent event. So much so in fact that Wakefield MC would like us to co-promote an event later in the year and are prepared to change their date to accommodate us.

Passing on to a completely different topic, our trophy points system has recently been the subject of a sub-committee investigation, and several revisions have been made in an attempt to simplyfy what was becoming a complex situation. The findings of the sub-committee will be published in full in the next magazine and will be effective from the first of January this year. An events

calendar is also in the pipeline and should be distributed with the next magazine.

It was very good to see the name of a new scribe in the magazine last month; Ronnie Moores account of the Bullough Trophy was first class and if a few more people would follow his lead, Hon. Ed's task would be made that much easier (hear hear - Ed.)

The '76 rally season is now with us, under the new code of practice laid down by the ANCC, one of the first rallies to be so ordered being the Riponian. It was not without a few troubles, but when all was sorted out, Steve Rathbone and Frank Stuart-Brown made 5th overall; an extremely good start to the season, particularly for Frank, who only the previous weekend had directed new addition to the ranks Mike Fisher to a fine second place on the A&P Alpine rally. And finally may I wish the members of the club a happy and successful competition year in 1976.

JR

SHELLSPORT LEAGUE 1975

This is basically, as some of you will already know, an inter-club competition, mainly at Restricted event level. Each club wishing to take part enters a team of five cars in each of the qualifying rounds, which, in theory, encompass all aspects of the club motor sport scene, i.e. stage rally, road rally, autotest, sprint, hillclimb and PCT. The idea is that each of the clubs finishing in the top ten after last years rounds organise the qualifying rounds of this years championship.

competitors score points on a class improvement basis - that is, points are awarded on the basis of how many people are beaten by a competitor in his own class. Points are also awarded for starting an event, so that even a retired competitor may score points for his team. In fact, in last years series, Trackrod managed to finish an event in second place with only four entries instead of the permitted five, and would have finished first if the other team member had turned up.

Rewards for ones efforts run to lots of the folding green stuff for the club's coffers, particularly if a club manages to finish one of the top three clubs overall during the year. In 1974, Shell presented the top 10 highest individual scorers with rally jackets and in 1974, the club also presented the members of the team with a plaque each. For reasons of economy, these practices were both discontinued in 1975, particularly as it took 28 members to win £21 last year. Perhaps if we win more this year, we may convince people that some sort of incentive to compete for the club is a worthwhile inception.

Co-ordinators for the Shellsport League will, as usual be the YSCC, and the meeting to determine which events will be qualifying rounds will be held as soon as YSCC have recieved the necessary finance from Shell. Since it's inception in 1972, Trackrod have finished fourth three times and fifth once, which is pretty good when you consider that in 1975 for instance, 29 clubs took part in the competition, many of them with far greater resources to call upon than we have. As the newly elected Team Captain, I shall be keeping you well informed of the events which are to count, not to mention badgering you for entries to them, because we are going to do better than fourth this year - aren't we?

Richard Ineson.

MONEY MONEY MONEY

The ladies committee are sounding out a lottery scheme within the club, with cash prizes at the end of each month, going as high as £10 pounds for each months overall winner, with many other prizes for the runners up. All it will cost to enter the scheme is a mere 10p per week. This will give you a number from 1 to 100 which will be yours for as long as you continue to pay your 10ps. We will be coming round at noggins to find out how interested you all are - surely everybody fancies winning a little extra beer money?

Ladies committee.

SCARBOROUGH STAGES RALLY 1975.

This rally seems to be becoming an annual pilgrimage for Chris and myself; if all else fails (and it does sometimes) we always seem to make it to Scarborough.

This year's event started on the Saturday night, if you count scrutineering as part of the event, and very smoothly done it was too. To really get the evening going with a swing, there was a rally forum, dominated by the Opel presences of Tony Fall and Tony Pond, assisted by some films. The evening was a great success, thoroughly enjoyed by all who attended it. This was a great start to the event and certainly helped to put a great deal of enthusiasm into the following day's proceedings

These began on a bright, if cool, morning, with all the Trackrod members being in good spirits (and some still full of spirits too no doubt - Ed). The club was more in evidence on the first stage, which we were marshalling and also on the afternoon stage in Boltby. There was a tremendous turnout of Trackrod crews starting the event, led away by Dave Lawton/Steve Hazeldine, fresh from their class win on the Marina Holidays. They were followed at 21 by Vince Girardier in the BDA, who had Ian Gurnett along to find the Stages. At 37 was a rather worse for wear looking Sport, crewed by you know who, with Alan Powe 11/Stan Peel at 55 in Alans newly aquired escort and hoping to get farther this year than last year, especially as Norman Millington was one place behind them in the hunter. Paul Davies/R. Illingworth would have had the same number either way up and Steve Wood/Pat Braithwaite had the 1500 GT cortina at 73 to keep an eye on them. Two more slots behind was the first team Johnson car of John Fairweather/Ray Sutcliffe at 75, while Mike Schofield/K. Millman were twin-cam mounted at 84. The transatlantic crew of John Birch/Barry Stewart piloted John's Cooper S at 87, and at 90, to note all the other retiremens were Peter Germaine/Ronnie Moore in the second Johnsons mexica.

A bit of tarmac came first with the fast run up marine drive, complete with artificial chicane and hairpin at the end. Then into the forests at Harwood Dale and Broxa, which was badly cut up by the time I arrived. (It always is - Ed.). Our troubles started on Wykeham, where the H.T. lead parted company with the rest of the electrics and caused us to stop for a minute. Two short stages followed before two laps of Cottam airfield, where we had a puncture, but elected to do the remainder of the stage on it. Not to be beaten by a mere airfield, the last stage before lunch, Castle Howard further savaged the sport resulting in a broken rear spring which we managed to clamp up sufficiently well to continue (What is this? A rally report or an account of a destruction derby - Ed.)

At halfway, everybody seemed quite pleased with their progress (Yes you guessed it - all except ME that is) and looking forward to the afternoon section.

The afternoon was almost a repeat of the morning with the stages run in reverse, and people were really getting warmed up now with John Birch trying to show Barry Stewart what England looks like upside down and very nearly succeeding, getting the min well over on to it's side. The result was some bent suspension, which meant that they had to slow down somewhat, though they soldiered on to the finish. Chris Lord was more successful at this upside down motoring, rolling out of the event and rolling his co-driver into the local hospital with a suspected broken finger. By this time, Chris and I had lost the clutch and rectified the problem, only to have the other spring let go to give what is termed a "fully floating axle!". The entertainment was rounded off with the tarmac of Olivers Mount. Great, but much better with a car all in one piece!

When the speedily announced results were published, it became obvious that it had been an Opel benefit, with first secon and third being taken by the Asconas of Tony Pond, Colin Grewer and Mike Rawson. Trackrod results were:-

| <u>CAR NO.</u> | <u>OVERALL</u> | <u>CLASS POSN.</u> |
|----------------|----------------|--------------------|
| 12 | 15 | 2 |
| 21 | 11 | 6 |
| 37 | 67 (1 - Ed) | 13 |
| 55 | 24 | 7 |
| 56 | 39 | 17 |
| 69 | 63 | 16 |
| 73 | 57 | 21 |
| 75 | 33 | 11 |
| 84 | R E T I R E D | |
| 87 | 64 | 64 |
| 90 | 40 | 12 |

And of course, Team Johnson walked away with the team prize again!

Ron McK.

NEW MEMBERS.

We would like to take this opportunity of welcoming the following new members:-

| | |
|----------------|------------------|
| David Marshall | Steven J. Palmer |
| Mike Fisher | John C.D. Renny |
| Miss J. Ambler | H.M. Edwards |

We hope that their stay with the club will be a long and happy one.

MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX.

There Martin. You did say that you wanted a big spread this month (Ed.).

As if you didn't already know, Mintex time will only be two weeks after you read this paragraph. Due to the overwhelming non response with regard to the Friday section, we have had to decline to do two stages in the hope that we can do better on the Saturday (Remember that this year there will be no night section) We still need as many marshals as we can get to make the Saturday stage a success.

However, I hear that De Lacy are having some trouble with the marshalling on the Friday section, so will as many of you try to make Friday a free day so that I can offer your invaluable help to try and man stages on both days

Please let me have all your names for either Friday or Saturday NOW

Martin Kemp.

MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX MINTEX.

ASSOCIATED TYRES/DUNLOP FILM NIGHT FEB 10th

Martin Kemp and Steve Holden have been extremely busy this month folks and here is another result of their labours. Associated Tyre Services in conjunction with Dunlop are holding a film show at the Wharfedale, Arthington. Besides the film show there will be a display of Dunlop and ATS tyres and John Horton will be coming from Dunlop competitions department to give us the benefit of his wide experience in the field of competition car boots. Not only is John an expert in the tyre line, he is very well worth listening to as a speaker in his own right.

Besides all this, Martin informs me that there will be added attractions in the form of a raffle with generous prizes donated by ATS and Dunlop and also, with any luck, although this is not confirmed at the time of going to press, a bar extension. So come along to the WHARFEDALE at 8.00 pm PROMPT.

ED.

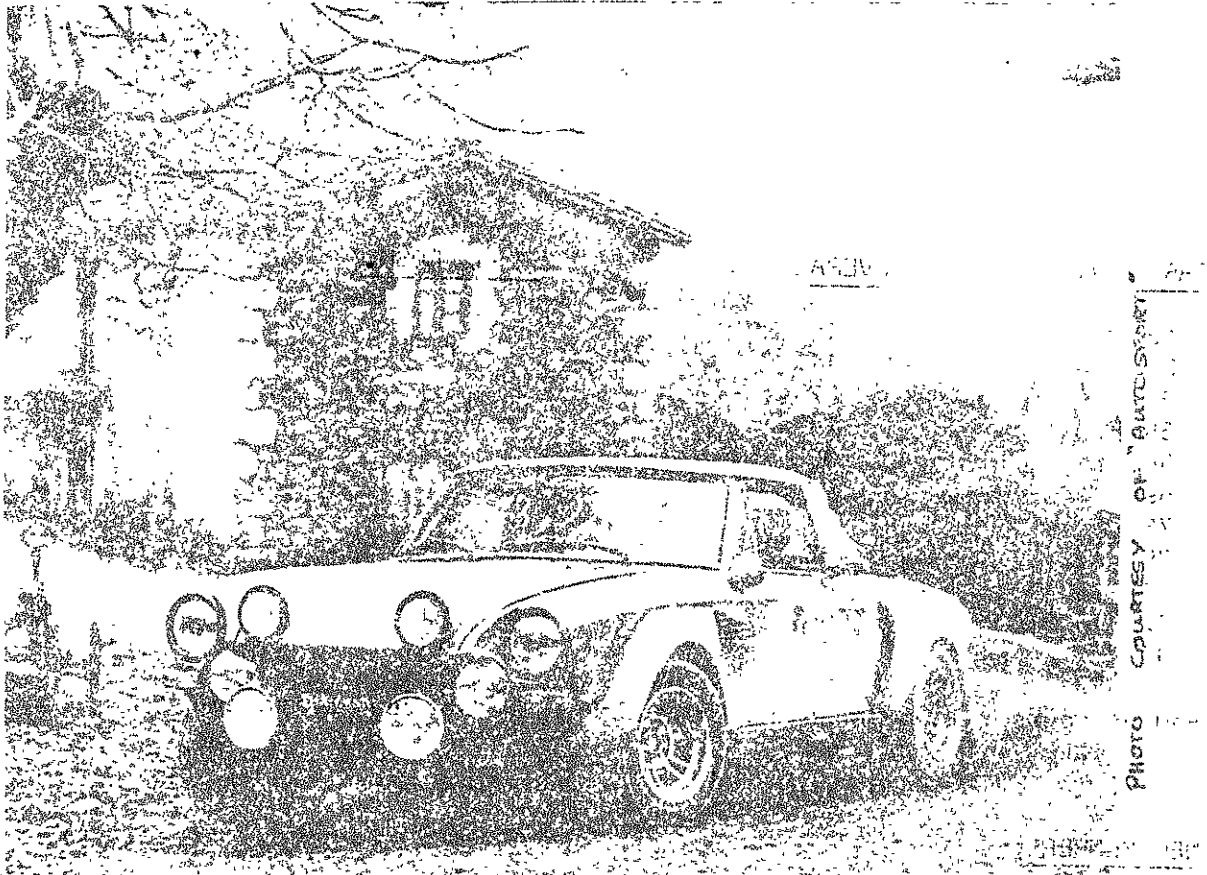


PHOTO COURTESY OF "AUTO SPORT"

↑ HOW CAN FIAT EVEN THINK ABOUT REPLACING THESE FEARSOME MACHINES WITH A 131!! PICTURED IS A CERTAIN MR. VERINI!

↓ WHERE WOULD WE BE NOW IF THIS MAN HADN'T STARTED HIS WING THING?!! JIM HALL, CHAPARRAL 2E CAN-AM!

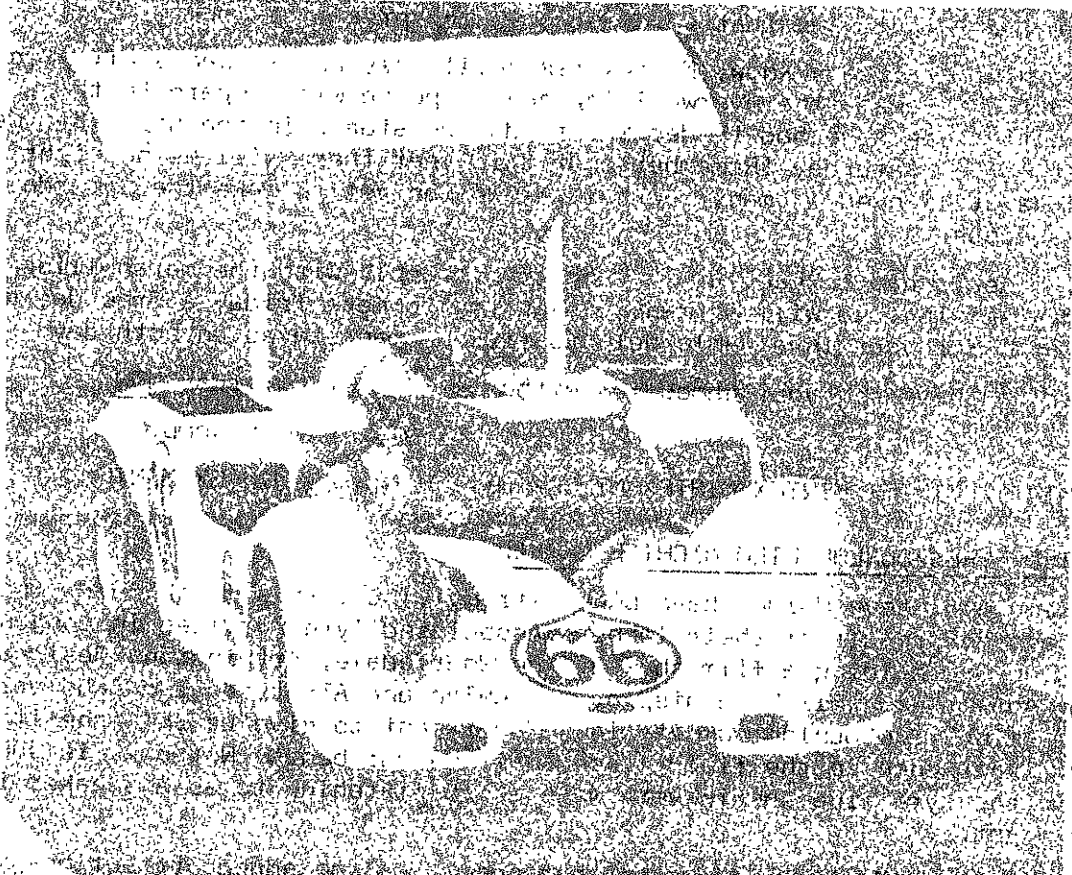


PHOTO COURTESY OF "AUTO SPORT"

AROUND THE CLUBS

By popular request (the ed. asked for something) here is the return of 'around the clubs'. For those of you who like your motor sport to be close to home, the near future is as follows:-

20/21 Feb:- Mintex international, with the Trackrod stage at Cropton, an ideal marshalling point for all those of you who are not competing. See chief marshal Rod Parkin now!

7th march:- National Dukeries Rally. Starts at the Idlewells Centre, Sutton-in-Ashfield at 00.00 hours (gad - how uncivilised! - Ed.) Map reference is 120/493590. Stage mileage will be about 70 miles, mainly forest, so if you have nothing better to do that weeken-, why not come down and watch Steve and myself trying to keep up with the big boys?

21st March:- For off road specialists there will be a Co-promoted autotest with Huddersfield MC, to be held we think somewhere in the Halifax area. More detail will be given on the Club notice board and in the next issue

28th March:- David Brown have their Elcar Trophy rally, which will once again be a special stage event. Again details will be displayed as soon as they are forthcoming.

For those of You who like to venture further afield, the various rally championships are getting into full swing. The one that concerns Trackrod members most closely, or has done in the past is the ANCC championship. This year, the qualifying rounfs will be as follows:

| | |
|---------------------------------------|---|
| 10/11 Jan Ystra Rally (Dukeries MC) | 24/25 July Calderford (Wakefield & Dist) |
| 31/1 Jan/Feb Mini Miglia(Knowledale) | 28/29 Aug & Dales (De lacy MC) |
| 3/4 April DFS Rally (Matlock & Dist) | 4/5 Sept Rally of the Dams (Sheff & Hall) |
| 17/18 April Snowdrop Rally (A & PMCC) | 18/19 Sep Costa di Plenti (TMC of course) |
| 5/6 June Bury 100 (Castleford MC) | 2/3 Oct Illuminations (Morecambe CC) |
| 19/20 June Martin Group (Synchro 68) | 4/5 Dec Hall Trophy (Clitheroe & Dist) |

A competitors best & scores will count towards the final total: all competitors wishing to enter must register with the secretary. Registrations will be accepted up until midday of the day of an event; if registrations are not with the secretary by that time, then competitors will not be able to claim points for that event. The registration fee is £1 and the man to contact for further details is:-

Ian Grindrod
9 Stocksbridge
Stoneyhurst
Blackburn
Tel: Stoneyhurst 449

National Championships this year Include the Triple C Championship, consisting of the following events:

| | |
|---------------------------------|-----------------|
| South West Stages | Southern Stages |
| Bass Cherrington Tour of Lincs. | York National |
| Highwayman stages | Border Rally |
| Bath Festival | Wyedean Stages |
| Lancia Pointer | |
| Summer Sort-out | |

Once again, all contenders must be registered and any interested parties can find the details in this month's issue of Triple C.

One step up the ladder comes the Castrol/Autosport series, this year with a £3000 prize fund. For the first year, there will be prizes on a class basis, with points being scored 9,6,4,2,1 for the first five finishers in each class. Classes will be: up to 1000 cc
1001 to 1600 cc
1601cc and over.

Qualifying rounds will be:

Mintex
Cheltenham Festival
Tavern Woolbridge
Welsh International
Circuit of Donegal

Arkell Rally
Burmah Rally
Lakeland Stages
York Forest Rally
Castrol 77

Competitors best 8 from 10 events will count and registration forms and further details are available from:

Burmah House
Pipers Way
Swindon
Wilts.

Eds note:

Martin Kemp.

Time and space both combine against me at this point; Martin has in fact also supplied me with details of the RAC championship, the BTRDA Gold Star stages championship and the BTRDA Silver Star road rally championship. I will get these into next months issue, but if anyone feels that they would like to tackle any of the events in these championships, I still have the details and would be glad to fill in the gaps in the above list if you come and ask me - JC

JANUS AUTOTESTS 11th JANUARY '76

A blustery cold wind at Woolley Edge service station made Clerk of the course Steve Mills' job extremely difficult. When we arrived, the marker cones seemed to have developed a life of their own and were hell bent on travelling south down the M1 in search of warmer climes. Fortunately, only one succeeded in its escape bid and Steve was able to secure enough to run two tests at once.

Meanwhile.... in the warmth and comfort of the service station coffee lounge, the paperwork was being well sorted out by Bob Chapman and out and about were our two frozen Stewards Martin and Steve, attempting to keep a glazed eye on the proceedings.

Unfortunately, the turnout was not as high as it might have been, though this time there were enough competitors to actually run the event. Trackrod honours were upheld by David Taylor, Self, Lyndsay and Steve Lloyd, Richard Ineson having been relegated to the touchline by gearbox trouble. Eventual FTD David Sunderland sportingly offered Richard a Run in his min, but Richard decided that he had to decline on the grounds that repairing two gearboxes was more than the Ineson coffers could stand!

By the halfway point in the event, David Taylor was looking good and was holding first place overall, but a slight attack of nerves on the very last test, when only a very tiny margin separated the leading crews allowed David Sunderland from A & P to slip through and clinch FTD by just 3.5 seconds. Meanwhile..... in the up to 1300 class, Ron was second at $\frac{1}{2}$ way, battling it out with Dave Slaney, also from A & P, while the only lady competitor, our Lindsay, was maintaining a steady fourth place. Once again, it all hinged on the final test, when Ron managed a great effort to come 1st in the class. Our representative in the big car department, Steve Lloyd was having one of those days, and failed to match his usual storming performance and started rather badly (Perhaps 'B's dont like moveing bollards - Ed.), though he pulled things together later in the day to finish third in class.

A very enjoyable day was had by all, despite the weather, but in the end, the wind was the overall victor and we packed up before the light failed, having completed 12 tests. A final word of thanks must go to all the organisers, and a particular thankyou to those valliant marshals Messrs Richardson & Spurdens, who braved the wintry wind all day.

Ron McK.