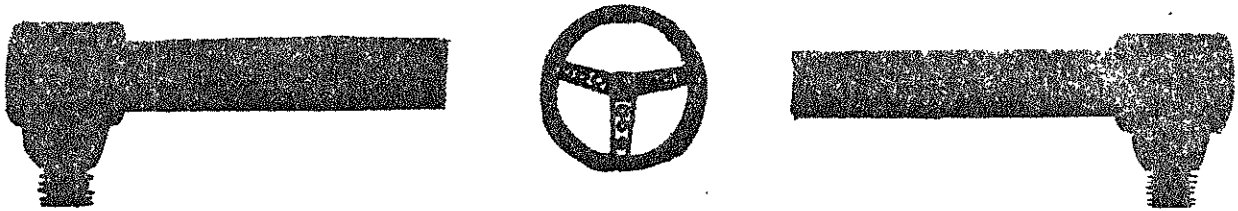


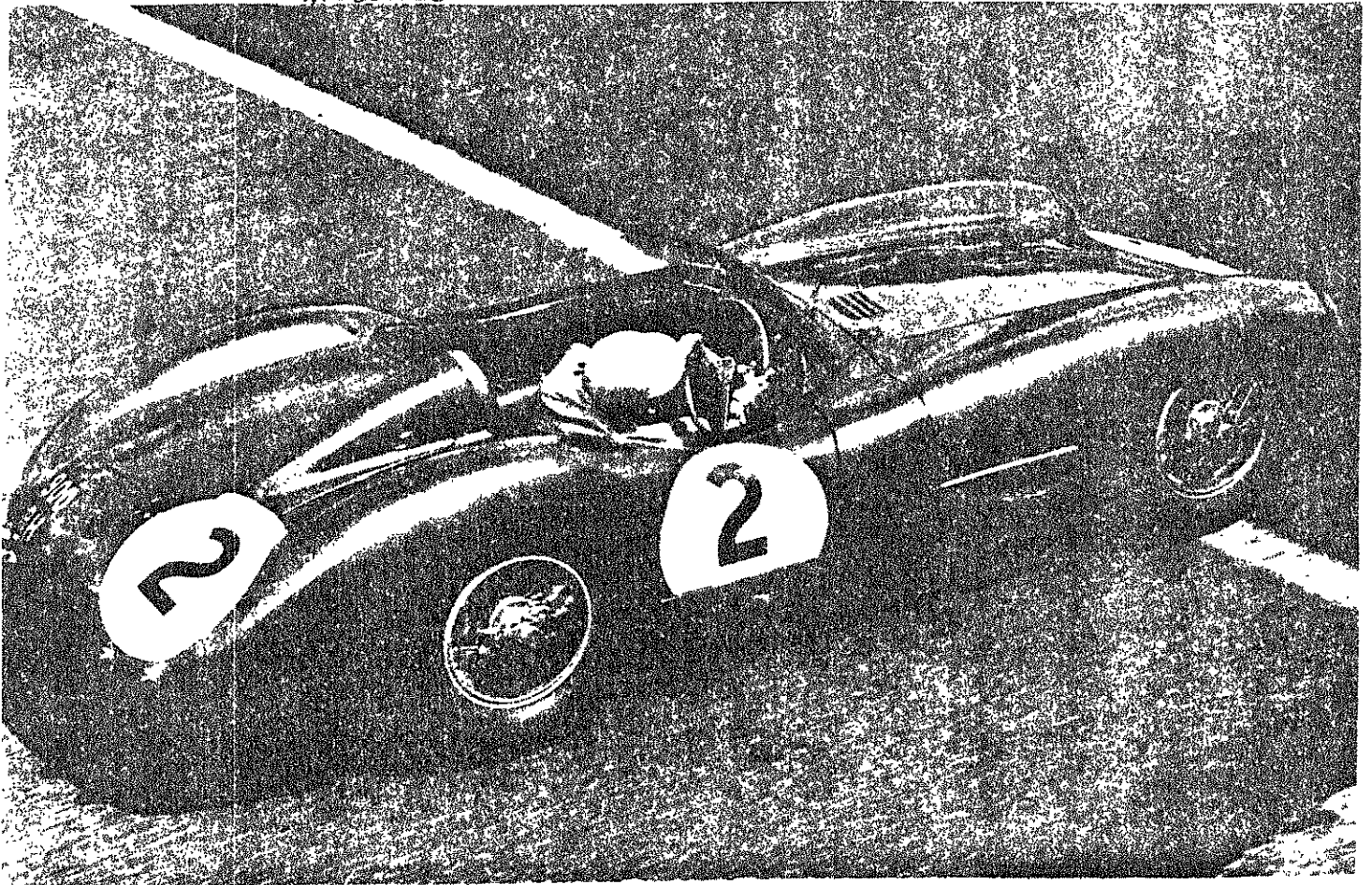
TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



APOLOGIES TO AN ASYET UNKNOWN PHOTOGRAPHER



THE CAR IS AN ASTON MARTIN DBR1 300,
THE EVENT IS THE NURBURGRING 1000 KMS 1957
BUT WHO IS THE DRIVER?

MARCH 1976 - No.65

TRACKROD MAGAZINE

MARCH 1976

NO. 65

EDITORIAL

It's not often that I have any cause to grumble in an editorial capacity, as those of you who read this section of the magazine well know. So now, I am going to treat you to one or two that I have been saving up for the occasion.

Firstly, let me say that there can be no grumbles on anyone's part about the quality and quantity of the material which I receive for inclusion in these pages. I have an increasing variety of contributors of undoubted literary ability. What is a bit galling is that there seem to be some among this merry band who wait until the absolute last minute before producing their masterpieces. So please folks, try, wherever possible to get contributions to me by the middle of the month before publication: it makes for a better produced magazine and stops me developing ulcers and typists thumb!

Conscience pricking time now folks. Somehow, I seem to have issued a vastly larger number of magazines than there are members at the moment. Could it be that some of you have not yet paid your subs? Rack your brains and then send all your loot to Steve Holden who will be waiting to receive it as soon as possible PLEASE

Ed.

FORTHCOMING EVENTS.

- 2nd March - Noggin at the Square and Compass, North Rigton. Also for those keen navigators, the second navigational session. Map 104(M) required, pencils, rubbers and roamers. MR 104/281493.
- 7th March - Closed P.C.T. Rod Parkin and Steve Mills are working on this one - see them for further details. Get your entry in now!
- 9th March - Noggin and natter at the Barleycorn, Collingham. MR 104/394461.
- 16th March - Duke of Wellington, East Keswick for the final deciding round of the indoor rally championship, organised by your Ed, who promises that the navigation will not be too devious on this event. Map required is 105 metric. MR 104/362441.
- 21st March - Elcar trophy rally. Entries have now closed, but we will possibly have a stage to man. Details will be available shortly.
- 30th March - Noggin at the Shoulder of Mutton, Kirkby Overblow. MR 104/326943.
- 6th April - Noggin at the Square and Compass, North Rigton. Also No. 3 of the navigational nights. Details as for 2nd March above.
- Eds Note :- The ladies committee would be pleased to hear of any suggestions for future noggin venues. Suggestions (clean ones please!) to Joyce Chapman.

CHAIRMAN'S CHAT

February was, as usual, a short month and also a quiet one on the competitive side, with one notable exception, of which more anon.

The series of Navigational courses promised by Hon. Ed. and myself have finally come to fruition. The first lesson of "how to control a car while looking at a piece of paper from the left hand seat" was held at the beginning of February and the series will continue on the first club night of each month, in the back room of the Square and Compass commencing at 8.30 p.m. PROMPT. You will need Map 104 Metric, a roamer, pencils and a rubber. Do come and join us, we were very pleased by the initial response, but the more the merrier.

Turning now to Club procedure; our ladies committee have suggested that their constitution be amended to permit all club members to be eligible and that they be renamed the Club Social Committee. This requires a Club decision before the Annual General Meeting in August, and in order to clarify the situation, an Extraordinary General Meeting will be held at the Clubnight of April 20th. The proposal is : That at the next Annual General Meeting, the Ladies Committee be renamed the Club Social Committee, all Club members being eligible for nomination. The EGM will be followed by an open forum.

Now finally the Mintex International; for those of you who may still wonder why we shared a stage; it was the best we could do in a silly situation. There is a problem in Cropton forest due to a dairy farm being situated on the Cropton East stage. De Lacy, the event organisers, were told by both ourselves and North Humberside M C (who ran the stage in the afternoon) about the problem two months ago, but chose to ignore it and hope it would go away. Only on the night of the official briefing did common sense prevail and a bad situation was prevented by cutting out the loop with the farm and combining the stages. Could you imagine Andy Dawson chasing the milk tanker down the stage!!! The mind boggles (not half - Ed) Despite all this sort of nonsense our congratulations must go to our crews who finished the event; Alan Powell and Ron Mckinnon, Richard Jackson and Steve Lloyd and John Fairweather and Peter Germiane. Our comiserations must go to Vincent Girardier and Hon. Ed., Dave Lawton and Steve Holden and Mike Fisher and Charlie Payne who all suffered maladies of various types which put them them out of the event.

To have six Trackrod crews entered on the first Yorkshire International is a very fine achievement and one which gives the club very good publicity. Well done all concerned!

SEVERN VALLEY STAGES 15TH FEBRUARY 1976

This event marked the competition debut of the ex-McCartney Porsche Carrera RS in the hands of SPY 44 alias Richard Jackson. This exceptionally powerful projectile was purchased from Ronnie on his way to The Tour of Dean, resulting in the now famous drive in the Mark II Cortina. Now resplendent in its sponsors colours (Centaur clothes, Ziebart and Shallsport) (Phew Ed!) the car must win the Concouc D'Elegance if nowt else. With similarly sprayed and sign written helmets, and matching "Gary Glitter" overalls (mm ducky!) the whole outfit was ready to take the rallying world by storm. Two handling test sessions, one at the Melbourne practise day, and the Severn Valley stages, were all leading up to the big one, the Mintex, on which a cine camera would be carried in the car; while the lenses of at least 3 other cameras (plus helicopter) would be focussed on the "dream machine" at various times.

With the facilities of Yorkshire T.V.'s Calendar crew behind it, this should be good (you'll have seen it by the time you read this).

The S.V.S. (for short) started in Kidderminster, and ran west into Mid Wales, including the very good forest stages in Radnor and Ceri. Top crews included Kevin Videan, 240Z; Jeff Churchill (Brand new Escort Mk II) and Frank Pierson (having rebuilt his diff after failure on the previous days Gurynnect Rally. The 13 stages were easily plotted, and we left the start, running to No. 19, in a flurry of snowflakes. As we went north to Bridgnorth the flurry became a storm and roads and fields began to whiten. The Porsche was going well, but some new Avons were making the rear end twitchy. With 250 bhp under the boot/bonnet, twitches you can do without.

Stage I was a short, stately home type track, very slippery with ice and snow. SS2 was in and out and around an old munitions factory (like Thorp Arch), full of tight corners and very narrow tracks, with brick buildings jutting out every now and then!! SS3 was a private road, very good, but very slippery, so easy did it. The forests had taken some real hammer from the recent gales, and many tracks were half blocked by fallen pines lying either head or tail across them. They were being cleared, but a rally has low priority in these cases. 10 mph was the only speed to negotiate these hazards which, with low cloud and some snow, made the usually swinging tracks into on/off sprints. SS9, last before lunch, was great. Just your actual forest stage, with all that that implies. There was a superb downhill section consisting of a long left hander running down the side of the valley, hairpin left with a lot of fresh air just over the edge, immediately hairpin right, and flat down about 1 in 5 to the valley bottom! A good thrash, marred for us only by a very muddy hairpin right, when the dreaded understeer took over, and we handbraked straight on! No weight on the front, see! A couple of lead spare wheels would sort it out, though! (But they're not homologated - Ed)

Lunch was at a very damp Newtown. Excellent facilities, with enough places for everyone to sit straight down and be served immediately. Very good indeed.

Some work on the intercom revealed a couple of blown fuses which almost caused our retirement, as the cigar lighter was defunct, which upset Richard's routine of one stage, one cigar. A long run out took us to SS10, in Ceri again, a superb ten minute target stage, with everything for the keen driver including exhaustion. Passed Car No. 2, Escort MK II, who had been off for a while, then he came barrelling past, and vanished in the mist! Very quick, these Escorts.

SS11 was a short forest, lots of trees and mist, then back to what had been SS3, and finally, the munitions factory, lengthened a bit, for SS13. It was just getting dark by now so the late runners really needed their lights. A long run back to the Park Attwood Hotel, near Kidderminster, for results, beer, Skeffington photo's, beer, "if onlys" and more beer. As we had a long way to go, we left early, at which point we were about 20th overall.

It had been a good event, suffered from the weather and the fallen trees, but with very good, smooth stages, and good organisation (lunch particularly). Now for the Mintex, and a real go on home ground, of which more anon.

Steve Holden

PHOTO QUIZ (NO PRIZES !!)



PHOTO COURTESY PHOTO SCOUT

↑ WHO IS DRIVING AND ON WHAT EVENT?

↓ WHO DRIVING WHAT??

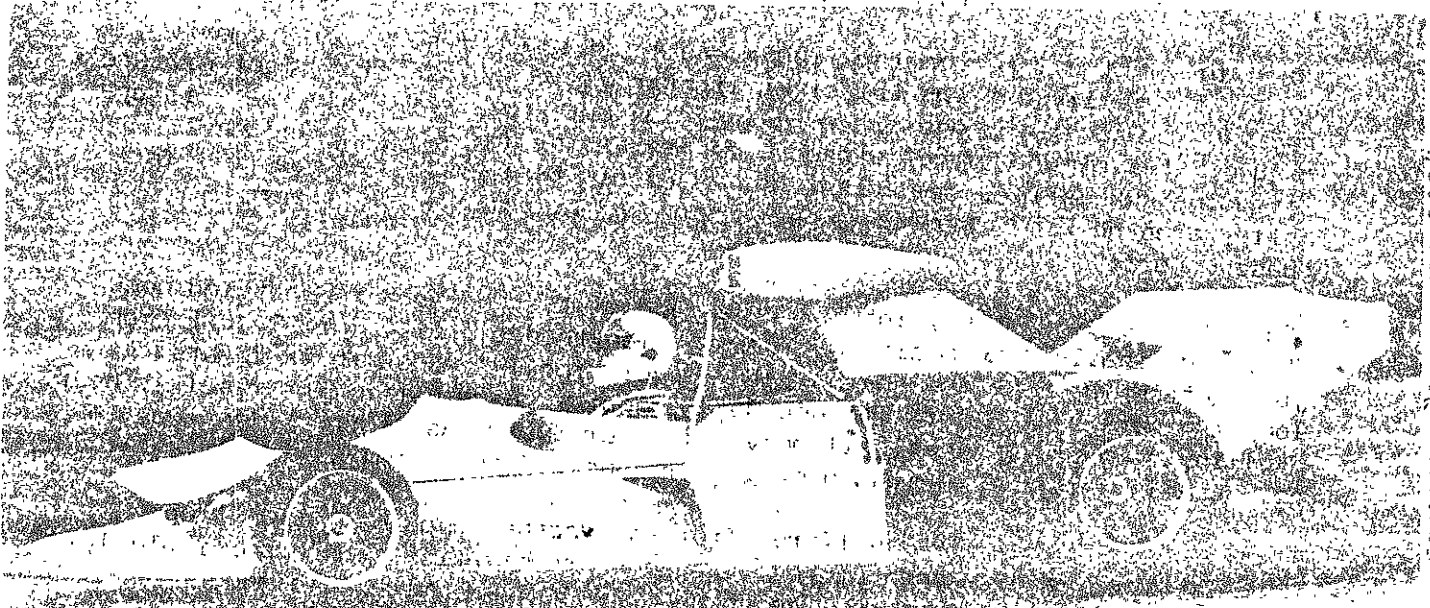


PHOTO COURTESY COMPETITION CAR

SHELLSPORT LEAGUE 1976

Since last month things have started to happen, and the 'League' is definitely underway for 1976.

The meeting of clubs was held 24th February to primarily determine the calendar which is as follows :

21st March	- "Elcar Trophy" Stage Rally	David Brown S & S.C.
25th April	- P.C.T.	Ilkley & District M.C.
23rd May	- P.C.T.	Sheffield & Hallamshire
4th July	- Autotest	Slaithwaite M.C.
15th August	- Autotest	York Motor Club
12th September	- Hillclimb	Huddersfield M.C.
18/19 September	- "Costa di Plenti" Road Rally	Trackrod M.C. (US!!)
17th October	- P.C.T.	Ripon M.S.C.
14th November	- Autotest	Yorkshire Sports Car Club
11/12 December	- "Moonraker" Road Rally	North Humberside M.C.

So, there you have it, this must be our year for success, 3 rallies, no Cadwell, (the annual thorn in our Shell league side!) should bring us the required results. All I have to do now is pick the right team(s)!!

Which brings us to the main problem - selection of the team. The area of concern (at the moment) surrounds the Rallies, at the time of writing we have 16 entries for the Elcar Trophy with just about all 16 wanting to be in the team! And from this it is patently obvious that someone is going to have to "give". I shall be aiming in all the events, to spread the team over all the classes if possible in order to gain the best chance of the most points rather than have all five of our team in one class fighting against each other and breaking machinery in the process! So please bear with us, there are three rallies so you may all get a turn, though the more successful of you may get three turns. All I ask is that you remember your responsibilities to the team once selected - a poor finish scores more points than a spectacular retirement.

It would of course, be superb, if I were to be faced with team selection problems for the other events but I rather think I'll have to do some arm twisting to get a full team to each event. I may be wrong, in fact I hope I am, though I don't know which will be the lesser of the two evils!!

However,, regs for these events should be available in due course from myself, or in some cases Martin Kemp, and I must stress that it is the responsibility of the individual to secure an entry though sufficient are generally reserved for a short period. Whatever the outcome, we owe it to Shell to give your maximum support to the events because I know that Shell foresee an expanding future for the league, let's make sure that we're at the front if that expansion materializes.

Richard Ineson
Team Captain

new address 4 Moseley Wood Drive,
Leeds 16.
(as from 15th March 1976)

THE SAGA OF THE 1976 GWYNEDD RALLY (or "Not only Tony Fall got a pot")

One beautiful February evening, we, together with one third of a service crew and all the other necessary bits, set out for that far distant outpost of the British Isles - Llandudno - for the start of the 1976 Gwynedd Rally. Thanks to a bad choice of route (what a navigator) we were almost excluded for failing to reach signing-on before the deadline.

All the formalities having been completed and all the gear having been transferred to the service car, we were all set. The starting marshall waved us away for the execution of a very neat trip around the block. That navy again - this time his map was upside down!!

Several miles later we arrived at stage one. What an introduction to Welsh forest rallying it turned out to be - logs and low flying trees everywhere. The odd awkward narrow bridge and many hairpins for the driver to practise using his rear brake linings. There was also a gentle drop over the edge - on the navy's side of course and many badly rutted sections which brought unprintable comments from the wheelman.

The second stage, Gethin, which followed within half a mile was not as traumatic, but still not without its moments. On the start line the mini in front dropped his oil and again we heard unprintable comments. It was during this stage that we realised we weren't so badly off for horse power as we thought, when we caught up the previous competitor - a four legged one horse model wandering aimlessly in the road (road??)

Next followed a few miles of public road and then two stages in which were uneventful apart from what we had come to expect - the man in the hotseat got lost (oh well) and the driver was still practising handbrake turns. We needed an action replay for one hairpin as the first attempt was a failure. On a later occasion "The Italian Job" struck again - the handbrake worked (at last) only for us to encounter a 2 foot step on the inside of the bend.

On Penmachno 2, in order to negotiate the route, we had to give the car a quick swimming lesson. We also met another car in the ditch and began to think that perhaps we weren't as hopeless as we first thought.

Road miles later we reached Cloeaeonog for five more stages. It was during these five stages that our heroes (from what we've read so far this title seems to be slipping away) discovered acres of mud. Also on this section we experienced a ride on two wheels and achieved the impossible - thanks to a Marshall's error we finished a stage 15 seconds before starting it. Unfortunately the organisers corrected this later and gave us our times as 4 min 45 secs for the 3 min stage. This was fairly typical as we were running each stage in roughly target time plus 50%.

After leaving Cloeaeonog we were driving (well one of us was) along a narrow lane when we came up behind a farm tractor which seemed reluctant to obey its own registration plate "OFF". Despite this we reached the half way halt at Bala early and had to wait before visiting the control en route to the car park for a well earned sleep.

The first stage after the halt was a bit rough to say the least - it bore a close resemblance to a scree slope for most of the four and a half miles or so. Number 9 obviously didn't like these conditions as we found him in a ditch half way round. He had lost it in a big way and that was the end of his rally.

We suffered a small setback here too. A sharp rock caused us to loose time and we finished the stage on three tyres and a rim. Fortunately the disaster struck within half a mile of the finish board so we didn't loose too much time, even though we did have to negotiate another hairpin. That handbrake seemed to work better with a flat tyre - or was it just that old thing about practise making perfect?

Next followed a road section with time for servicing and in our case the fitting of lights as we were running at 107 and therefore expecting darkness to fall with six stages all closely pack in and around Coed-y-Brenin Forest still to come. By this time, thanks to the puncture and the fitting of lights we were running about 15 minutes into our permitted lateness. Anxious not to be eliminated the driver was now trying (very trying!) hard and apart from lots of wheel spin, much tail wagging and nearly losing it once, these six stages were very straight forward.

The last stage was in the forest to the north of Beddgelort and was perhaps our worst of the day as it took us almost nine minutes for the five minute stage. The driver blamed the light, or lack of it as we had only intermittent help from one headlamp, but the map reader was convinced that it was a strong desire to be classed as a finisher having got this far, successfully.

All that now remained was to repack everything and everyone into the rally car, say cheerio to the service crew, to whom we owe so much, and make our own tired (pun!) way back to the civilisation of Yorkshire. (Yorkshire is civilised - Lancastrian Ed). Oh Yes! I almost forgot, having ploughed through all this drivvle you might just want to know how we got on. We finished fifty fifth overall and fourth in the up to 1300 cc class. Not bad for a 1098 cc Mini Traveller.

Roger Illingworth
Paul Davies

P.S. Driver's Note

Apart from the puncture, a nine inch high vertical spearpoint rock which ripped the sidewall, the A.T.S. remoulds performed very well. After 70 miles of Welsh Forest they suffered no appreciable wear. After consultation with Dunlop's, John Hovton the tyre will be called ;

"The A.T.S. A1 Remould Clubman Rally Racer"

at least mine will be. Price approx £5 from Bill.

Paul Davies

WANTED!!

The ladies committee are once more engaged in that thankless and seemingly never-ending task of collecting things together for use as tombola/spot and raffle prizes at forthcoming Disco's etc. They would welcome therefore any unwanted gifts as donations, or any other donations that you think might be suitable, so contact any member of the ladies committee if you think you may be able to help.

FOR SALE

Mini Van rear window conversion	£1
Mini van rear seat	£1
Mini van Engine/Gear box approx 30,000 miles. Ideal	
Cooper S conversion economy without performance	£10

WANTED

Rust free mini Mk2 drivers door
1275 Cooper S Engine/Gearbox or information leading to purchase.
Pre 1955 sit up and beg Ford Pop or Morris 8 or information etc.

Paul Davies,
16 Providence Street,
Farsley,
Pudsey.

R.A.C. MOTORSPORT NEWS

Despite the rumours going round to the contrary, crash helmets to B.S.2495 standard do meet R.A.C. specifications, whether or not they reach the required fireproofing standard. It is recommended however that helmets meeting the fireproofing standard are purchased.

ROSE FARM P.C.T.

Entries for this event have now opened, and all intending entrants should contact Steve Mills as soon as possible.

ELCAR TROPHY RALLY

This event is scheduled for Sunday 21st March and we have a stage to man, for which we urgently need Marshalls. Please contact Rod Parkin for details as soon as possible - the more Marshalls the merrier.

NEW MEMBERS.

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

Ann Richardson
Peter Mackay
Steven Clark
Carol A Jones

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

(PS. It seems that, due to a severe case of editorial brain fade, there was one month when I neglected to introduce the new members to the rest of you readers. Certainly, one of those accidentally neglected was Ann Fairweather but I am sure that there were more- To all of you go my profuse apologies, and if you would like to shout at me at the next meeting that you see me at, I will take steps to rectify the matter - Ed.)

INDOOR RALLY CHAMPIONSHIP.

The fourth round of the indoor rally championship has come and gone, and still there is no-one who is so far ahead of the pack that they can afford to relax. There could be a mighty battle in the last round!

As the Clerk of the Course for this fourth round, John Richardson, was struck down by the dreaded 'flu bug, championship co-ordinator Richard Spurdens stepped in to run the event in his stead. Most of the regular crews were here for this round,

The route was well up to standard, the only section which caused a bit of head-scratching being a section of compass directions.

Mary Lloyd came back into form to win this round by the comfortable margin of fourteen points from Ian Gurnett and FSB, the results being as follows:-

1st	Mary Lloyd
2nd	Frank Stuart-Brown/Ian Gurnett
3rd	Pauline Phillips/Sue Broadbelt
4th	Steve Wood/Peter Collinson
5th	Jim/Janet Thirsk
6th	Nigel Latimer/Derek Brabiner
7th	David Lee/Andrew Roddy
8th	Ronnie Moore/Peter Germaine
9th	Andrew Tessayman/Paul Noon

The outcome of this is that the points table stands as follows, with just the one round to go. Don't forget though that those people who have done all the rounds to date will shortly have to drop their lowest score.

<u>POSITION</u>	<u>NAME</u>	<u>POINTS</u>
= 1	M. Lloyd	74
= 1	I. Gurnett	74
3	F. Stuart-Brown	58
= 4	R. Moore	52
= 4	P. Germaine	52
= 6	S. Holden	48
= 6	M. Kemp	48
= 6	J. Chapman	48
= 6	B. Chapman	48
= 10	S. Broadbelt	47
= 10	P. Phillips	47
= 12	J. Thirsk	46
= 12	J. Thirsk	46
= 12	D. Brabiner	46
= 12	N. Latimer	46
= 16	A. Roddy	41
= 16	D. Lee	41
= 18	J. Richardson	40
= 18	A. Richardson	40
= 20	S. Wood	31
= 20	P. Collinson	31
22	A. Tessayman	30
23	P. Noon	21
24	G. Simpson	16
25	M. Swan	12
= 26	J. Fairweather	10
= 26	R. Sutcliffe	10

MUTTERINGS.

What an eventful weekend we have just had. Rallying became for one day at any rate a topic for all the national dailies. Pity that there had to be a lot of damage, particularly to Steve Smiths wallet before any notice was taken. What is even more upsetting is the grossly exaggerated and often inaccurate sensational reporting that came out of the incident. About the only press cutting that seemed to be accurate was the local Scarborough version; probably because they did not have to trust to a telex and an editor's blue pencil. Never mind Steve; we award you the Fickle Fish Finger of fate for your exploit!

Congrats also come out of the Mintex. They are due to Richard Jackson/Steve Lloyd who brought the Carrera home to first place in their class on only the second outing; and to Alan Powell/Ron MacKinnon for finishing at all, quite an achievement considering the fate of the rest of us.

Trackrod hard luck story of the event must be Dave Lawton/Steve Holden, who were also leading their class when they retired with gearbox failure, though maybe it should be awarded to Vincent Girardier, who had to watch Steve Figures finish the event in a car borrowed from him, after having himself retired on stage 2!!

Unfortunately, the club's next event clashes with the Dukeries Rally, but I hope that this will not put off our regular PCT competitors - PCT's are much cheaper than rallies, and what's more, you nearly always finish them!

To Martin Kemp and Steve Holden, who I know are doing the Dukeries, Good Luck - I shall be keeping an eye on you!

Ed.

oOo