

TRACKROD

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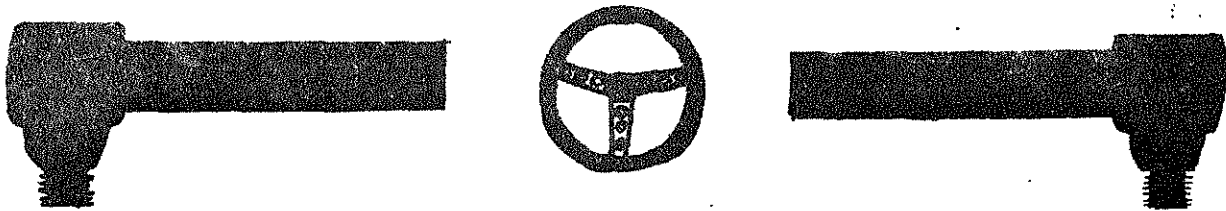
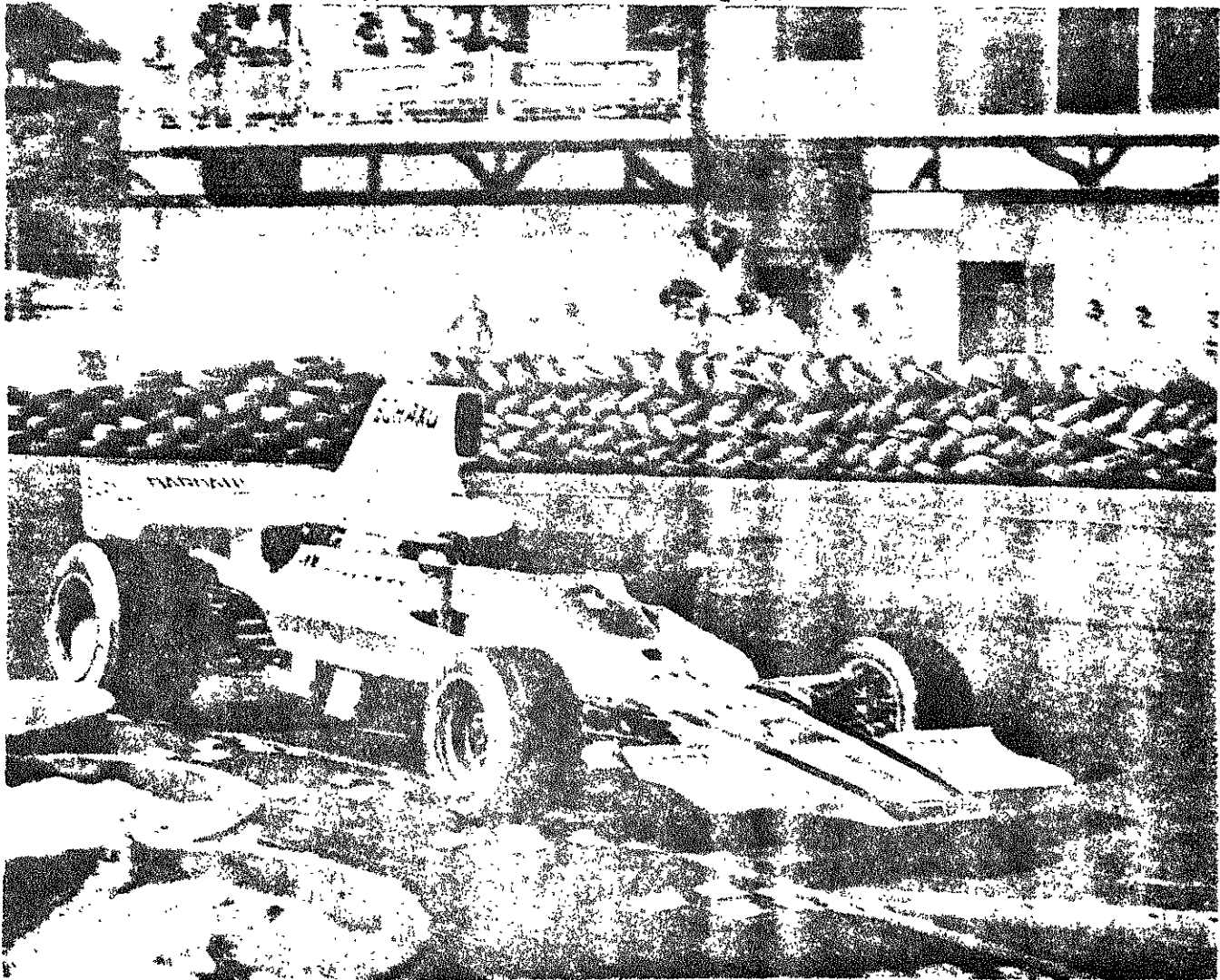


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LANCASTRIAN AT LONG BEACH - BRIAN REDMAN, (LOLA)
WINNING THE FIRST RACE AT THE
NEW CIRCUIT

MAY 1976 - NO.67

TRACKROD MAGAZINE

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NO 67

EDITORIAL.

Up goes the price of motoring again I see. Despite the reduction in VAT, our beloved chancellor sees fit to perform the usual budgetary prestidigitation and to take away with the left hand that which he has just bestowed upon us with the right. Now we hear that there is not only to be a cessation of cut price petrol rates. Don't you think that someone might point out that there is no way that an oil company can stop producing petroleum, other than pricing itself out of business of course, and that increased prices will inevitably result in dumping of unsaleable fuel into the North Sea. It has happened before, this is not merely speculation. In Italy, when the soaring cost of fuel reached the point where consumers either could not or would not afford it, and the only remaining storage space for refined fuel was in ocean going tankers needed for importing raw fuel oil, said refined petroleum went straight into the worlds largest open sewer (the Medeterranean). It was a matter of economic necessity, and it could happen here. And wait for it - the money for that fuel had already been paid out to the oil producing countries!

While we are having a good moan, let's consider a question which, though it admittedly affects a vastly smaller percentage of the motoring population, not even the whole of the motor sporting element of the country, is a good example of the way in which the motorist can be taken for a ride, without him being able to do very much about it. I refer of course to the proposed increase in the rates charged by the forestry commission for the use of their roads. Now I am not one of those people who suggest that since the commission is a nationalised industry in all but name, that we should be able to make free of it's facilities without cost. Of course not. But there are anomalies. Is the commission trying to price our sport out of the forests? I fail to see how they can afford to; they generally make a loss in the course of a years buisness, as is only to be expected in an industry such as theirs. Can they therefore, afford to lose the revenue gained from rallies? What rankles most of all, is the system whereby fees must be paid per car starting the event, rather than the number of cars starting a stage. If for example, out of an entry of 160 cars on a national event, 60 fail to attempt a special stage, and that stage is 5 miles long; then at the proposed new rate of 40p per mile, the Forestry Commission have just cleared £120, and for what? Makes you think dont it?

ED.

And now, for all of you who can no longer afford to go motoring, here are
FUTURE EVENTS.

4th May Noggin at the square and Compass North Rigton

11th May Mary Lloyd is organising the treasure hunt planned as this evenings entertainment. The Start will be at the Fox and Grapes on the A64 (the York road) and the finish will be in the convivial atmosphere of the Queen of T'old Thatch at South Milford. MR 105M/494316.

- 18th May Noggin at the Duke of Wellington, East Keswick. Since we have completed the Indoor Rally championship this week sees us with nothing to occupy our minds. Any suggestions (clean ones) to the Ed, and appen we con get soomat gooin'.
- 25th May Noggin at the old faithful Shoulder of Mutton at Kirkby Overblow.
- 1st June Noggin at the Square and Compass, North Rigton. Also for those of you who still want to sit in the left hand seat of a Rally car (Idiots!) the last but one of the navigational talks. Required equipment is as usual.

RALLY JACKETS UNLIMITED.

Yes folks, this is it!!!!!! The greatest thing since the invention of the motor car. Now you too can have a TRACKROD RALLY JACKET!!!!!!!. These wonderful garments come in any colour you like as long as it's black with red markings, and will fit all shapes and sizes of people in any of two dif@erent styles.

Seriously though folks, Steve Rathbone has an order list going for Trackrod Rally jackets of extremely smart cut and high quality, which can be offered at only £9.50, which is considerably lower than the cost of buying an equivalent jacket from a commercial concern. So why not be warm, comfortable and fly the Trackrod flag as well. See Steve Rathbone pronto if not sooner!

CHAIRMAN'S CHAT

On looking back at our two events held this month, I find myself wondering just what the greater percentage of members want from the club.

The thought of running a stage practice day has been in the minds of successive committees (and many members if comments at open forums are any guide) for nearly two years now; but we find that entries when, as recently, an event is organised, are very low and that there are only just sufficient people to satisfactorily marshal the event. One week later, we hold our only restricted permit autotest of the year and again we are short of entries and marshals.

The practice day used Melbourne airfield to the full, with two very good six mile stages, one before, and one after lunch. The autotest used the well known runways of Full Sutton airfield, where eight very varied and demanding tests were laid out, each to be attempted twice. Everybody who came along to these well organised events had a thoroughly enjoyable day, and I would like to take this opportunity to thank the organisers of these events; Martin Kemp and Steve Holden for the practice day; Howard White and David Taylor for the Autotest, for producing two such splendid events.

And while we are thinking about the autotest, spare a thought for Richard Ineson. With only three tests to go on the autotest, and while leading by about a fortnight, the min suffered severe dental problems in the final drive, shedding teeth in all directions. As if that wasnt enough, Richard was last seen heading Leedsward at a high rate of knots, firmly attached to the back of Ken Goodalls RS2000! Hope your nerves are back to normal by the time you read this Richard.

JR

AND NOW FOR SOMETHING COMPLETELY DIFFERENT!!! - A 'POPULAR' MOTORING SERIES?

Joan and I decided some time ago that we would like to sample motoring as it was in byegone days, and so we set about finding ourselves a car from the age of elegance. Having priced various cars; Black Label Bentlys, early '30s Buicks and the cheaper Austin sevens, we filed all those adverts in the waste basket and went out looking for a small saloon from the early '50s, when, lo and behold, we found a 1954 Fordson van at a good price in Blackpool. A 'Popular van in fact, and we decided that it was just the thing for us.

It had a current tax certificate and was MOT'd till November '76, so I drove it back to Farsley, while Joan followed in the mini ready with a towrope. In spite of the freezing temperature (no heater) we made it back OK, using 3 pints of GTX and 1 gallon of petrol in the process - 65 mpg? (At that mpg, I might consider one myself. Though I never knew you could run one on two stroke mixture - Ed.)

On driving the car, I found the handling to be surprisingly good; it steers straight and positive, and the rod and cable brakes are as good as any mini, very much to my surprise. No surprise was the performance however; 0 - 30 mph in about three quarters of an hour and timing on autotests by calender, about what you might expect from a clapped out 900cc side valve. Mind you, one gets admiring glances from 'old' men who remember them, and waves from little boys who dont, so it may be worth going a bit slower - no one waves at a mini. (Oh I dont know - some one waved at me last time I drove one, though I dont think I could repeat it in mixed company - Ed.)

Generally speaking, the bolide is in good condition, though the front wings are rotten and the windscreen is cracked in two places, one back wing has gone and the sills are non-existent, the front bumper is missing and there are various other bits of nastiness, including a totally clapped engine all wrapped up in an abysmally hand brushed two tone brown paint job. (Bleagh!). Say it all quickly and it dont sound too bad. All of you who don't think we are complete nutters please read on.

Various bits have been removed for renovation and disposal, but steel wings are now unobtainable, so fibreglass ones have been ordered at a cost of £7 apiece, while Autoglass are constructing a new screen at the surprisingly low cost of another £7. (Ah - the days of flat glass - Rd.). The number plates, lights, windscreen wipers, door trims etc have been removed and repainted ready for their eventual re-installation. The idea is to restore the car to as nearly original condition as we can get it, so we'll see how it goes. Another progress report next month hopefully, though we don't expect progress (of any kind to be particularly rapid!)

Lucinda G. Bennet &
Norton Charlesworth

HAPPINESS IS CARRERÆ SHAPED - THE ELCAR TROPHY RALLY

Elcar time again; those 'old timers' who could remember all the way back to 1976 were predicting an event of fast airfields and rough tracks masquerading as special stages and thinking of the havoc it caused with our Shell League team. This year, David Brown gained restricted status and had once again filled their entry list with ease. Trackrod had vast numbers of entrants, the problem for new team captain Richard Ineson being who to leave out. His crystal ball was firing on all cylenders obviously.

George Beaver led the field away in a cool £11,000 worth of motor car, ahead of Pip Dale and Steve Smith in Vincent's old RS. The eventual choice for the Shell League team was Vincent himself with Steve Figures at 7, Richard Jackson/your scribe at 8, Dave Lawton/Steve Hazeldine at 11, Ron McKinnon/Steve Mills at 20 and Martin Kemp/Steve Holden at 40. Other Trackrod crews were scattered through the list in a profusion too great to mention here.

We left Huddersfield in the gloom of a very wet and mucky morning to pay a visit to the first stage near Dewsbury, which was correspondingly wet and mucky, offering very little grip to the front runners; how the later numbers ever managed to find any traction we aren't quite sure. After coping with vast amounts of understeer on the wet coal, we were misled by a poorly sited arrow on almost the last corner of the stage and wrong slotted to the tune of about 15 seconds. A number of people were misled on this stage, but that was no consolation, so thumbing through the blue book we trudged through the sleet to another shale tip near Normanton, which was enlivened for us by passing George Beever, sidelined with a broken propshaft.

A long run then took the crews into a dry, windy East Yorkshire; to Church Hill in fact where a good dry fast stage was laid on, and we got the ego booster of second fastest time. Sadly Alan Powell's good run came to an early end here when he shed the flywheel of his Mexico. Melbourne came next, two laps of great fun. Our SP44's couldn't cope very well with the fast tarmac, but were OK for all the loose gravelly corners, including one very loose 90 where we saw the Ascona of Peter Smith taking to the bushes as we caught him up (unintentionally of course - ED.). The fast yump near the start of the stage caught out a number of people, launching cars at a small gravel heap, upon which one car perched for a while until willing hand lifted it down again.

SS5 was the dreaded Allerthorpe, as rough, fast and bumpy as we remembered it from last year, when we almost reached escape velocity in the old Z. Porches fly at least as well though, and we got the Centaur Clothes bolide into fastest time on both visits to this stage. Many and varied were the breakages on this stage, including the battery on Ian Gurnett's twin-cam which gave up the unequal struggle and disintegrated, adding to the day's catalogue of disasters for him and Pauline. Undeterred, Dave Lawton kept the boot in to record an incredible time for a Mexico, only three seconds down. Then came Full Sutton, where 7300 rpm in 5th through a brown fog of dust thrown up by other cars was a bit hairy to say the least. Low Burtonfields saw a host of friendly faces, before two more farm tracks and then lunch, where the organisers had us down as joint first with Steve Smith, which, considering we were 28 seconds down on Pip Dale, was obviously wrong. Vincent Girardier changed the coil on the Local Garages Ascona here after suffering a misfire during the morning and went quicker in the afternoon as a result.

The afternoon run was very much a repeat of the moribund offerings, though Church Hill was much faster and Melbourne had two sorry-looking cars to remind us of the hazards. Here we caught a Cooper S just at the finish, only to lose sight of him in his dust as we came to the stop line, having to spin to avoid him. John Beadle gave us a surprise by getting his Alfasud round thirteen seconds quicker than we did. (We couldn't catch him on the Moonraker last year either - Ed). On Allerthorpe for the second time, John Birch had the rear suspension fail on his Cooper, putting the OTL at the finish. Full Sutton was thankfully without the fog and Low Burtonfields was also fractionally faster. It was on Low Burtonfields that Phillip Cartwright lost a wheel from his 1450 mini and lost a good placing on his first ever stage rally. Frantic urging from the Trackrod marshals got him to put it all back together and get a finish for his efforts, despite dropping 10 minutes.

Tockwith driver training centre was the only place where we changed tyres, a tremendous tarmac thrash which saw Steve Smith on two wheels despite a misfire; then it was back to the Wetherby Turnpike for food, drink, chat and results. We discussed SS1 and felt that we had a good case for getting it scrubbed, but waited to see if it was going to make any difference, which it didn't, since Pip Dale won by 23 seconds from us, a very nice birthday present for Richard whose birthday it was. Dave Lawton was 6th and won class 2 after a fantastic drive, Vincent was 9th, while Ron Mackinnon did very well to make 20th position with the back suspension gone for a Burton again, while Martin and Steve completed the Shell league winning team by bringing in the ATS mini to a steady 53rd overall. For next year, A2's on the shale, studded snowgrips on Allerthorpe and the rocket pack for Full Sutton - Mmmm?

Steve Lloyd.

With ATS the motorist comes first everytime



Martin Kemp/Steve Holden on the 1975 Marina Holidays Forest Rally
pictured here in Staindale forest.

Photo by Autographics

For Tyres, Batteries, Exhausts, Oil, Wheel balancing, Shock absorbers.

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MARCH HARE PCT.

With 27 entries, this turned out to be a well supported event. The venue was at Rose Farm, Bu rley in Wharfedale, and as seems to be becoming a tradition for our PCT's, the water descended from the heavens in as many forms as it is possible for a deluge to take.

This caused an eaarly problem for organisers Rod Parkin and Steve Mills, who had scheduled some tests at the beginning of the day, intended to take place at the top of the field. The weather put paid ~~to~~ that idea however, when only one of the competitors was able to get up to the test. (should have given all the others a 12 - Ed.) The second test was therefore run as the first in the hope that by the time that it was completed, the field would be drier and competitors would be able to reach the top test. There was little drama on the first few tests, except for Ron McKinnon, who blew up his gearbox on the first test before lunch.

During the lunch halt, the farmer kindly gave his permission for the competing cars to use the neighbouring field to get up to the top tests, allowing them to be used during the afternoon session, doing the four top tests twice before returning to the bottom of the hill. Despite the inclement weather, the event was thoroughly enjoyed by all who took part, especially Stan Peel, who once again proved himself invincible on the hills and took first spot. The family Waddington also proved themselves pretty handy, taking first in class 1 and both first and second in classes 4 & 5 combined. Second in class 4 was Gerald Northmore, while the first two places in classes 2 & 3 combined went to John King and Richard Spurdens.

FIRE EXTINGUISHERS.

Anyone thinking about buying a fire extinguisher for their car, and it's always a good idea to have one about you, may be interested to know that Chubb extinguishers are available to the club with discounts of up to 25% of the retail price. All the extinguishers are Fire Officers Committee approved and manufactured to a very high standard. They also come complete with mounting bracket, which has an over centre catch for firm anchorage but quick release.

Prices range from £8.30 for a 1kg dry powder extinguisher, to £29.00 for a 4.5kg example. If you prefer Monnex powder, a 1.5kg extinguisher will set you back about £17.00. (prices do not include VAT).

BCS is also available (and recommended for normal road cars, as it leaves no mess to be cleared up after use, and a very effective 1.4kg model can be obtained for £12.00 +VAT, and which has the same effectiveness as a greater volume of dry powder.

The extinguishers mentioned above are all of the controlled discharge types, which may be re-used if all the contents are not required to extinguish a fire. They can all be re-filled at home, and the cost of refills is not very high. Should anyone want further details, he should contact Nigel Drayton, who has available a stock of leaflets. The prices quoted above are the normal retail prices by the way, and would therefore be subject to the discount being offered to us by the firm.

STOP PRESS .

Extra dates for your diary are as follows:-

May 16th The PCT being organised by Phil Staton will take place at Stump Cross. Details and Regs available now from Phil or Nigel Drayton.

June 2nd. (Wednesday.) Visit to the police driver training school at Wakefield. See below for details.

DRIVER TRAINING SCHOOL VISIT.

I have arranged a visit to the police driver training school at Crofton, Wakefield on Wednesday, June 2nd. Entries are limited to 25, and all these places are now filled, and I will contact those people concerned before the date. Details at hand at the moment are that the evening will start at 7.30pm and should be over by about 9.30pm. It will cover all aspects of driver training, including a visit to the skid pan and a chance to sit in with an instructor. Unfortunately, the police say that a second visit, hopefully scheduled for June 16th, is not now possible, so we are hoping to arrange one for later in the year.

Nigel Drayton.

NEW MEMBERS.

We have a bumper crop of new members this month, to whom we extend the warmest welcome, and hope that they will have a long and pleasant stay with us.

They are:-

M E Robson
Mr & Mrs M Hall
M Midgley
D R A Diggory
R Illingworth
Miss Julie Thompson
C Perkins
P M Silberberg
C Miller
Miss L Rotheray
P Geldered
D Ashford
C Dobson
I Brown
R Schilling
G Kellest
M Ogden
J W Whitehead

FOR SALE

1969-Hillman Minx. 1500cc. New engine, good tyres, new discs and pads, new ball joints. MOT'd until March 1977, taxed until July '76. Quick sale needed for genuine reason, so the price is only £225.00 - no offers, will not haggle!

Contact Martin at 672045 after 6.30pm.

oOo

Breaking for spares:- Ford 1500 GT Corsair.

Engine, including Manifolds(4 branch), without carb - £25.

2000E gearbox - £10.

Will Haggle over other bits and pieces.

Contact Nigel Drayton.

MUTTERINGS.

Due to lack of time, and very few happenings anyway, I was going to leave this slot empty until next month; but how can I ignore the recent Leeds Dalesman results? Congratulations to Ken Goodall for winning it in his usual smooth style, but even more congratulations on the rest of the Trackrod lads on taking no less than three more of the top five places. Four members of any club in the top five of a rally is a fantastic achievement by any standards!!!

Ed.