

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230

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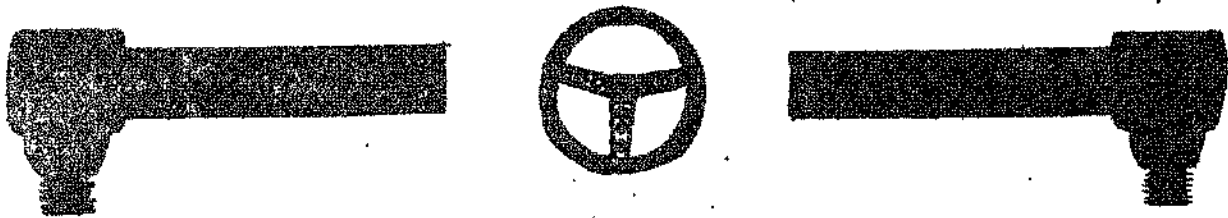


PHOTO COURTESY OF "MOTORING NEWS"



1976 MONTE CARLO RALLY WINNERS - SANDRO MUNARI  
AND THE ALITALIA STRATOS

JUNE 1976 - NO.68



NO 68

The PCT on the 31st October will now carry Co-promoted status.

Normal diary dates for this coming month are as follows:-

- 1st June Noggin at the Square and Compass; also the last in the present series of navigational chats before the dreaded practice run which you will see mentioned below.
- 8th June Noggin this week at the Barleycorn, Collingham; MR 104/393460
- 15th June Noggin at the Cow and Calf, Ilkley, MR 104/134466.
- 22nd June This week sees us at the Duke Of Wellington.
- 29th June Noggin at the Shoulder of Mutton; also, for those brave souls on the navigational course, a navigational practice run, for which you will need all the usual gear, a map 104(M) and somebody with a car. We also need a few brave souls for marshals for an hour or so - any volunteers to me or to John Richardson.
- July 6th Sporto-noggin, being organised by David Taylor. No venue as yet, but see stop press column for more details.
- July 13th Noggin at the Duke of Wellington.

#### CHAIRMAN'S CHAT.

Following comment made at the last open Forum, concerning the distribution of regulations for club events, we are going to include the regulations and entry forms with the magazines in the hope that this will eliminate any problems people are having in this area. There should be regs for the June 27th autotest with this issue, and the tests will not be at all devious. We have suffered recently from low autotest entries, so please fill in your entry form and help us remedy the situation.

Our progress in the Shell League is being maintained, with our team coming second both times in the two recent PCT's, which has meant that we maintain our second place in the league. We only have one problem at the moment - it's called Ilkley & District. We shall of course keep up the pressure and hope to gain back our advantage in forthcoming events.

At the moment we are achieving considerable success in other fields, especially rallying. The Leeds Dalesman turned into a Trackrod Benefit, with Ken Goodall/Hugh Edwards winning it and Dave Lawton, Alan Powell and Charles Payne being third, fourth and fifth respectively. Dave obviously took a liking to the Lake District too, as he and Steve Holden finished fourth on the Allerdale Derwent rally in the forests up there.

For our own events last month, we had a very good response to the treasure hunt, the only problem being that darkness arrived too early for some of the later runners; and I understand that the Stump Cross PBT was well received by all involved, except assistant everything Chris Staton, who was promptly whipped off to Hospital the following morning. Hope you are well on the mend by now Chris.

JHR

#### RED & BLACK DISCO.

The idea behind this name for our next disco is to promote the club's colours, by encouraging everybody to wear something red and something black. The combination is up to you, but suggestions range from red shirt and black jeans to a single Trackrod tie, suitably draped of course. A prize will be given for the most original combination, so see you at the Follifoot Village Hall on JULY 16th from 7.30pm until 1.00am.

Social Committee.

## REFLECTIONS ON A FIRST RALLY.

Actually, the title is a bit of a misnomer, since I had started another rally the week before the Holderness, though as we only got as far as TC6, I think I'll draw a veil over that one.

A familiarisation run a few days before the event with John Richardson had resulted in a fairly poor showing - I only went off once! (Obviously not trying - Ed.) Thus, I was quite relieved on the Saturday of the event, when John was still prepared to partner me. Having presumably taken out massive life assurance in the meantime.

Noise test and scrutineering presented no problem, except that there was some doubt that the ATS mini would appear in time, which they managed to do, much to our relief. Though the waiting didn't really cause me to get nervous, it was dreary, and I was thankful for the arrival of the route card, which gave us a welcome hour's work, ending with a drive up the start ramp, where the commentator had very little to say about us. (You're lucky - when I arrive at start ramps, the commentator is usually in the local hostelry putting away his fifth pint of neck oil - Ed.)

A wrong slot on the ensuing run out was a bit worrying, but at the first time control it was obvious that this was to be different from the usual northern rally, when everyone, including us was penalised for being early. However, I found the selectives very enjoyable, especially as we cleaned one, and only lost 13 seconds on another one. We also lost the reversing light however, and came close to following it with the exhaust system on the white south of Sledmere. Nevertheless, we twice passed other competitors on selectives, which was very gratifying for me.

The petrol halt was spent fixing the exhaust and reflecting on the lack of drama on the first half, compared to the much altered coachwork being displayed by other competitors. The second half that followed was disappointing because of the slack timing; though after accepting that we were going to be early at every control, I managed to get in some useful practice.

There was a good deal of muttering going on at the finish, where the atmosphere was, to say the least, not very good, but it began to look like we had achieved a creditable result, which was confirmed by a provisional result of 4th overall, a very satisfying result for a first finish, and due in no small measure to John's navigational skills. I wonder how long it will be before I finish so high up again?

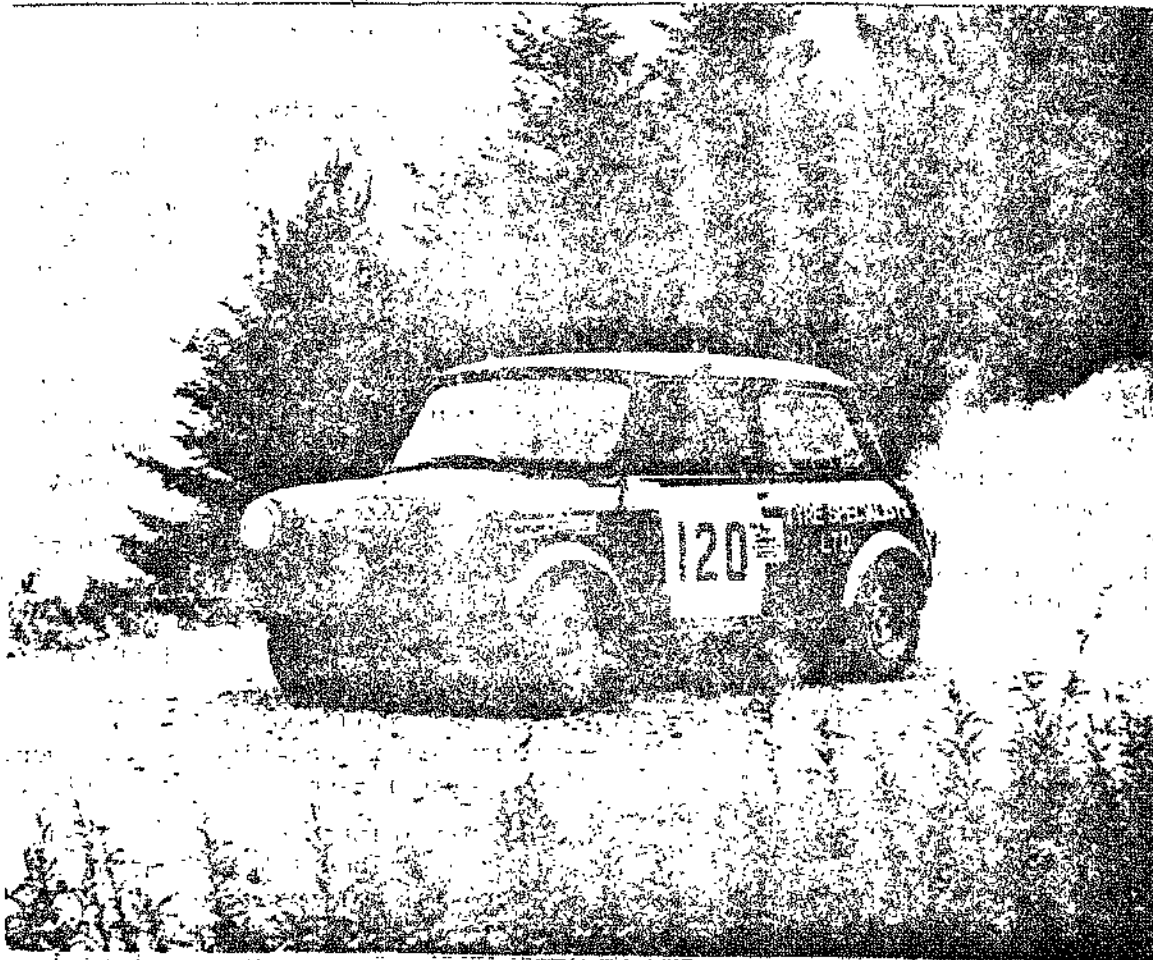
Bob Chapman

## SHELLSPORT LEAGUE.

It was apparent after our fantastic result on the opening event that we would be hard pressed to maintain our lead, as the next two events were to be Production car Trials, a branch of the sport which is not one of our strong points.

It was with some trepidation therefore that your Captain followed his selected team to the Ilkley and District event at Pately Bridge on April 25th. The day was fine, the venue superb, organisation excellent and the fortunes of our team diabolical! To give us a good spread across the classes, we had the mini of Steve Mills in class 1, Steve Lloyd's Escort in class 2, along with the Viva of Richard Spurdens, Tony Marshall and his MGB in class 3 and the Fiat 850 of Stephen Waddington in class 4. However, the best laid plans etc.....

# 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.**



Alas, Steve Lloyd had to retire before lunch when his clutch expired, while Richard Spurdens had fuel feed problems, resulting in the engine cutting out at the most inopportune moments. Fortunately, the remaining three continued to finish in reasonable positions and gain the much needed points. Fortunately, our newest recruit to the team put up a magnificent performance: Stephen being right on form, winning class 4 and finishing second overall to Mike Hinde, which is no mean performance. Our overall score for the day was 242.90, made up of individual scores as follows:-

Stephen Waddington	97.50
Steve Mills	78.40
Tony Marshall	38.60
Richard Spurdens	18.40
Steve Lloyd	10.00

Ilkley's team however, scored a massive 488.95 points, which shot them into a secure league lead, with 770.8 points to our 731.64.

The next event, Sheffield & Hallamshire's PCT on the 23rd May was held at Eadons Field, Dronfield, a different venue to say the least!

It was obvious that our PCT team needed some re-thinking, so the previously unreliable cars were run off against each other in our own club PCT of the week before; Steve Lloyd got the verdict, despite losing his exhaust in the process. The team therefore comprised Steve Mills in the mini GT, Steve Lloyd's Mexico, Stephen Waddington's Fiat 850, Tony Marshall's mini and Andrew Roddy, also mounted a la mini. This reshuffle was aimed at getting more points (What else!) Drafting Tony into the mini class, always a large one, from the sports car class, always a small one, gave us a better chance, especially supplemented by the proven PCT experience of Andrew Roddy. Mention must be made of Andrew's new sponsor, Costain Homes, who undoubtedly supplied his ballst - concrete blocks!!

The event was pretty prompt in starting and I had the chance to observe each of our team members on at least one hill before departing for lunch. Fate again struck a blow, by persistently oiling up the mini GT of Steve Mills, causing the dreaded cutting out at critical moments. Steve Lloyd added to his tally of Mexico maladies, when the front wheels locked up while returning down a hill, causing him to slide into a tree and make a pretty hefty ding in the front wing, though he was thankfully able to continue.

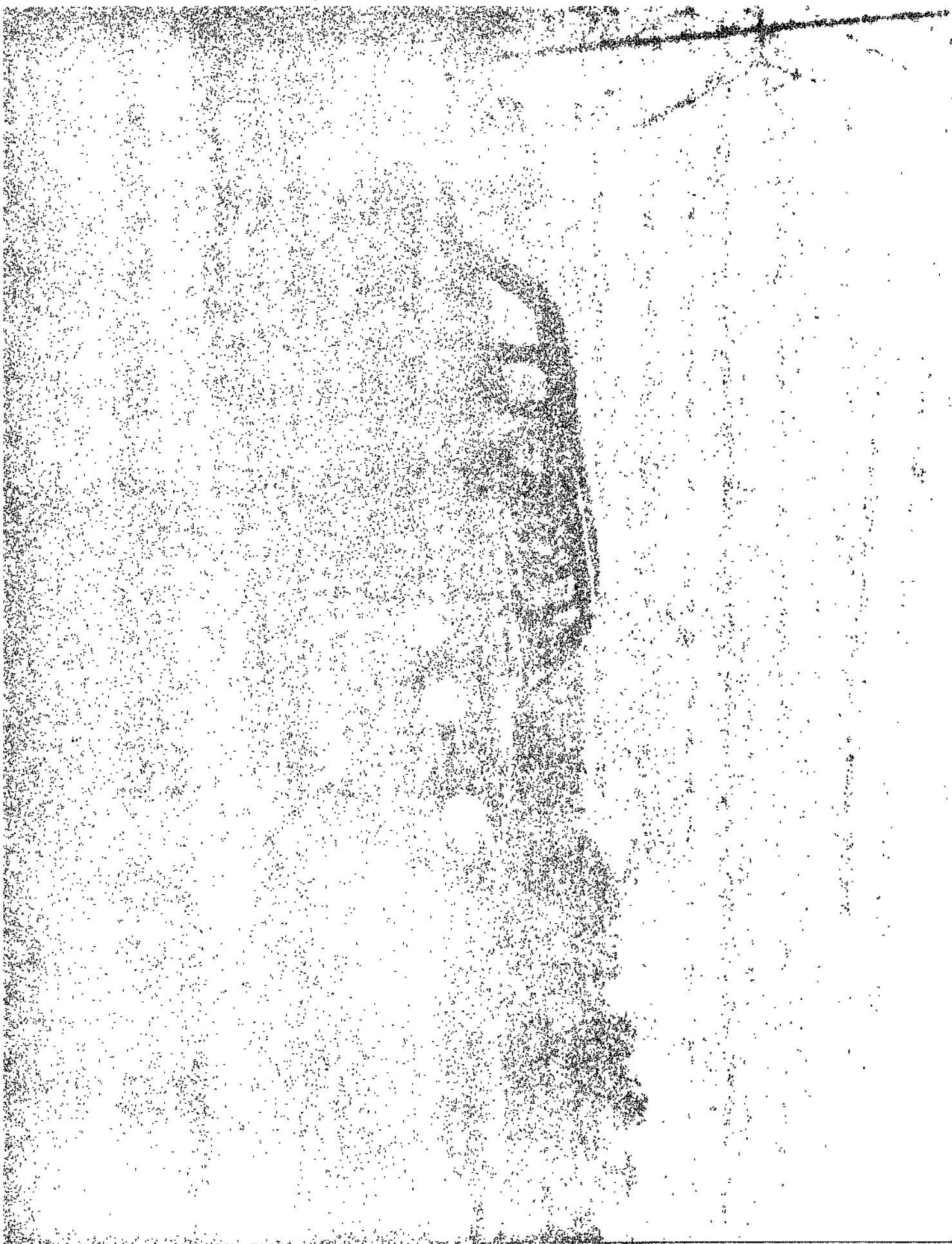
The whole team performed admirably, and though individual scores are not available at the time of going to press, I was delighted to read in the paper on the following Monday morning that the team had managed to finish second, scoring a commendable 327 points and netting another £5 of the folding green for the club coffers. The only problem, as you might have guessed, is that we were once again second to that scourge of the hills, Ilkley & District. At present, the overall position, with Ilkley's winning score being 448 points is that their lead in the championship is 113 points, the scores standing at Ilkley 1278 points, Trackrod 1065 points.

Congratulations to all those who battled so valiantly in our cause, and watch out Ilkley, because despite there being one more PCT, I still have a secret weapon up my sleeve, and maybe it will help us beat you at your own game!

Next event in the league is the autotest to be organised by Slaithwaite MC on the fourth of July, for which there will be regs in due course.

Richard Ineson, Team Captain.

THE ESCORT TWIN-CAM OF ANDY HOLMES / HAVE TENDERS FOR  
THE MELBOURNE STAGE OF THIS YEAR'S AUSTRALIAN TENNIS  
RALLY - ANDY BUSY RALLYING OVERSEAS LOOK TO COMBAT  
THE INCREASING BODY LEAN !!



## WELSH WITTERINGS.

The 1976 Welsh rally was run this year to a new format, a night start being followed by 24 hours non-stop, a night halt, followed by another 12 hours of stages and finishing as usual with seven 10 lap races at Llandow to keep the sponsors happy. One of the effects of this was to increase the cost! Hotels were required for three nights, rather than one as previously and the whole thing was dragged out too much. Thursday night and Friday were hard, with a full schedule of stages and tight road timing. Saturday by contrast was leisurely, with a lot of road miles for thirteen stages. Apart from two of the races, the Sunday morning was a bit of a farce.

Trackrod's men in the rally, Richard Jackson/Steve Lloyd started at number 89, the car having had a thorough fettling since the Elcar Trophy and it's thrashing at the hands of Paul Davies (The Triple c one), and with the event being too long for a blow by blow account, here are some impressions,

Heatwave conditions gave a very continental air to the start, with crews sunbathing before the off, while service crews were to get quite a suntan in the course of the event. (Rumours that Steve Lloyd was last seen heading for the nudist colony on Barry Island are quite unfounded - Ed). Despite the drought, the first two stages were slippery, but all the rest were hard and dry; more like the Scottish than the usual Welsh conditions. Fog was a problem though, as it was on the following morning. The early numbers hung back to wait for it to clear, while later numbers had an advantage, as it did clear about 9.30.

Digital clocks are very good, with little chance of a wrong minute, though difficult to discern when used in strong sunlight. We only had one discussion about our stage time, and that was at the end of Radnor, when we arrived at the end of the stage to find a Skoda upside down on the left of the track with the crew just falling out. Marshalls were all over the place, and no-one knew what time it was. When we pulled forward to sort it out, we saw why - the Skoda was on top of the finish marshal's new BMW. The poor guy hardly knew what day it was, let alone what time! Eventually we had to tell him what time it was. Still it need never have happened if he had parked down one of the two side roads that he could have used.

Two stages later, the Carrera yumped slightly over some rough and stopped! No electrics! We lept out, checked the fuses and the battery and all the connections in the black box at the back, but all were OK. With visions of a maximum at least haunting me, I finally stuck my head under the dash, to be confronted with a multipin connector hanging loose. No sooner was it reconnected than the injector pump whirled back into life, the most welcome sound that I have heard for some time, though the delay had cost us some six minutes. We got to the next service point just in time to prevent Bob, our mechanic from running into the stage to find us. That's dedication!

Courtesy cars were laid on in Aberystwyth to take us to the hotels, and were much appreciated, as we arrived there in a thunderstorm. The pokey, dimly lit alley where interim positions were posted was terrible, as was the issue of the restart numbers at 12.30am!!!

Only when we read the papers on Saturday morning did we realise that the bonfire we had seen on Brechfa on Thursday night had been the Stratos. A very nasty moment for all concerned!

Saturday was a relaxed day, with few cars stopped on stages, a distinct contrast to Friday. Spectators cars jammed, or almost jammed roads to many stages, but Halfway, the last one is not to be forgotten. It was lined with thousands of people. All through the event we had been plagued with people not being able to hear the Porsche coming, though I have a set of air horns to play with, which helps. But on Halfway, even these had no effect. The crowds just opened up in front of us and then we drove for the gap. That big spectator accident can't be far away on that sort of stage. (If memory serves me right, we came pretty close to it way back in the late 60's when Hywel Thomas yumped his escort into a crowd of spectators on the first

spectator stage of the RAC - Ed.)

Back to Cardiff, and surprise - no parc ferme! A change of tyres to racers before the following mornings race meant that we had the SP44's off for the first time in the event, as there had been no stages on eppynt this year.

The Samson brothers, Charles and Alec, who are the Scottish Rally Champions were staying in the same hotel, and were complaining that their brand new David Sutton car, with a revised front end, caused too much understeer. They finished 12th. We were 60th

And so to Llandow, where the group 1 race was very good, being won by Pat Ryan, with Ronnie McCartney and Henry Innurrieta providing some entertaining autocross. Yorkshire crews fared badly however; Chris Lord's magnum expired after five laps, Tony Drummond's Escort wouldnt even start and the porsche gearbox, which had been giving trouble for some time, jammed in forth gear. Worst off though was John Midgely in his Toyota. After total loss of lights on stage one, he had fought back to win his class, then promptly rolled on the first corner of his race!

The event was well organised, but had too many road miles in relation to the offered stage miles (hasnt it always? - Ed). And it cost too much. Back to the 'Clubmen's International' please!

Steve Lloyd.

#### AROUND THE CLUBS

Competition dates for your Diary:-

- |                |   |
|----------------|---|
| 3rd - 7th June | Scottish Rally.   |
| 6th June       | YSCC Horsfall Trophy autotest. A closed permit event beginning at Cleckheaton.                              |
| 12th June      | Lindholme MSC Impel Stages Rally. Start at E.G. Charlesworth ltd. Barnby Dun Road Doncaster. MR 111/604059. |
| 12/13th June   | BARC Scarborough Weekend. A good social and Autotest weekend in, as the name suggests, Scarborough.         |
| 12/13th June   | Castlefor MC Bury 100 Rally. Mixture of road rally and stages, one of which, Trackrod will be running.      |
| 13th June      | David Brown SSC Secretaries Cup Closed Joint Autotest.  |
| 17/19th June   | Circuit of Donegal International rally.   |
| 19/20th June   | Synchro 68 MC Zeibart Synchromatic Rally. Start at the Teeside airport.                                     |
| 20th June      | West Cumberland MC Sultra Fellside Stages Rally. Restricted, Starting from the Civic Hall Whitehaven.       |
| 19/20th June   | Bath Festival Stages. Triple C round  |
| 20th June      | Huddersfield MC Restricted Autotest. Trackrod invited.  |
| 26/27th June   | SD34 group Ten of Clubs rally. ANCC round.  |
| 26/27th June   | Reckitts MC Cossack Rally. Restricted, Trackrod invited, starts at Beverly market square.                   |
| 27th June      | Trackrod Autotest organised By John Richardson. More detail available later.                                |

- 26/27th June Stockton & DMC Matgrove Motor Factors Novice rally. Restricted, starting from Scotch Corner service station.
- 4th July Slaithwaite & District restricted Autotest. Shell League round.
- 17th July Aberdare MC Nutcracker rally, which is a MN round.
- 18th July Lancia Pointer Rally. Stage rally organised by Sprting car club of Norfolk. Triple C round.
- 20th July Trackrod PCT to be run by Peter Germaine/Ronnie Moore. Rags available soon.
- 24/25th July Wakefield & Dist Calderford Trophy Rally. Combined road and stages event. MN round.

For more details of all the above, contact Richard Spurdens, and keep a close eye on the notice board.

RS

#### NEW MEMBERS.

This month's new additions to the ranks are:-

David Hardaker  
Chris Anderton  
Robert Spencley  
Steven Tate  
John Burdon  
Martyn Miller

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

#### MARSHALS WANTED.

We have a stage to run on the forthcoming Bury 100 rally on the 12/13th June. We know that this request for marshals is at short notice, but then we are only running a short stage (Joke - Ed.) The stage is in fact Low Burtonfields farm at Full Sutton. Please will as many volunteers as possible get their names to either Rick Stevens or Martin Kemp NOW please.

#### FOR SALE.

Steve Lloyd has for sale various MGB bits as follows:

2 5J wheels and tyres (bald) £2.50 each  
Workshop manual £1.50  
Rear brake shoes £1.00 per pair  
Rear pipes for 1½" SU's £2.00 per pair

Contact Steve Lloyd at Boston Spa 843574

Howard White offers for sale Sanyo 3 track stereo, complete with speakers etc., price only £10.00. Howard can be contacted at Leeds 676832

Ten Dunlop CR 82 intermediate racers for sale suit 6J or 6½J thirteen inch rims. Four brand new tyres, six part worn ones. Contact the Ed for more detail.

Avenger GLS March 1975. 14500 miles, rust proofed. Extras include radio, stereo cassette, rear fog lights, wing mirrors etc. Excellent condition. £1400. Anybody with that much brass should contact the Ed.

