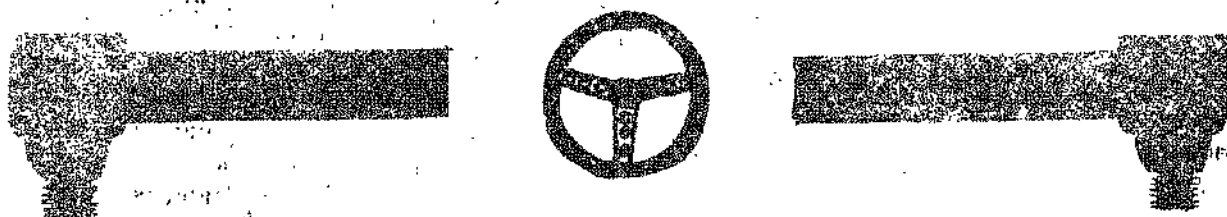


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



PHOTOGRAPHY BY PHILLIP STATION



GERARD WATERS SCRABBLING HIS WAY TO 4TH IN CLASS ON
OUR MARCH HARE P.C.T. AT ROSE FARM.

JULY 1976 - NO.69

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EDITORIAL

It never ceases to amaze me that rumour can spread as quickly as it does. Take the most recent example. On Monday of last week, I received the news, from a source outside the club that Richard Jackson and Steve Lloyd had had a monumental accident in the Porsche on the Bath festival rally and that the car had been written off, but the crew were OK. However, since I knew for a fact that my informant had been nowhere near Bath that weekend, and since a few questions elicited the information that as far as he knew, nobody had seen said accident or the remains of the car, I decided to reserve judgement.

And Lo! On the following day, whom should I meet, but Mr Lloyd himself, looking very pleased with himself and doing a fair impersonation of the Cheshire Cat. Not the expression of someone who has just been up a tree at 100 mph thinks I. Indeed not! Yes, they had gone off. Yes, they had been pulling a ton. No, they had not assaulted any trees, did I mean the barbed wire fence that had taken off some of the paintwork? Scotch one rumour!! Yet in the space of 48 hours, that story had percolated, by no agency known to man, from Bath to Leeds, and acquired considerable embellishment in the telling. I still wonder how it's done.

Ed.

FORTHCOMING EVENTS

- 6th July Sportscage - at the Fox and Grapes on the York Road, MR 105/401397 Presided over by David Taylor.
- 13th July This week's noggin at the Duke of Wellington at East Keswick.
- 20th July After the evening PCT, there will be a get together at the White Cross Guisley, MR 104/182424½.
- 27th July Noggin at the Shoulder Of Mutton at Kirkby Overblow.
- 3rd August Noggin at the Square & Compass, North Rilton.
- 10th August Noggin at the Duke of Wellington.
- 17th August ANNUAL GENERAL MEETING at the Square & Compass, North Rilton. Don't miss it!

CHAIRMAN'S CHAT.

Now that we are entering the second part of 1976, it means that the AGM is not very far away. It will in fact, take place on the 17th August at the Square & Compass, and you will find a nomination form in the back of this magazine. One or two of the present committee are unable to seek re-election due to business commitments, so please give the matter of nominations some thought and let the Hon Sec. have your nomination papers in good time. These will cater for both committees; the Club committee and the social committee.

On the competitive side, we had considerable success at the Wakefield Autotest, where both Howard White and David Taylor won their classes.

The weekend of June 12th will be remembered for very varied fortunes. The Lindholme Impel Stages was won outright by Richard Jackson/Steve Lloyd, with Vincent and Marcel Girardier third and Alan Powell/Ron MacKinnon seventh and first in class. It was a different story however on the Castleford Bury 100 rally however. Alan Powell/Ron MacKinnon went out early with a fractured hose; Steve Rathbone/Frank Stuart-Brown lost the event by not going round Melbourne

Airfield enough times, while both Ken Goodall/Hugh Edwards and Dave Lawton/Steve Hazeldine collected rather dubious fails for contravening the standing give way regulation. When all the dust and shouting had settled, it could be seen that John Fairweather had managed to keep us from complete disaster by getting into tenth place, his best ever result to date, while yet again the teamprize was won by none other than the White Cross Motors team!!

On the following weekend, Steve Rathbone/FSB had a continuation of their bad luck when electrical problems put them out of the lead of the Synchronatic. Ken Goodall had rather better luck though and won his class with fifth overall.

JHR

LETTER TO THE ED.

Sir,

Your last Issue has prompted me to put pen to paper for reasons other than reporting on Shell League events. I feel that I must take you to task on your June Editorial. I seem to recall in one of your earlier issues that you didn't feel the need for an editorial, as perhaps very few people read it. Well, if you produce any more like the June one, you might as well pack it up altogether. It seems that you know the precise measurement by which James Hunt's car was too wide at Jarama, but then claimed that he was driving a BRM. Really Ed. I thought that even you read MN better than that! BRM packed in last year!! His car was of course a McLaren.

Now then, about the Shell League. If you consult your script for the June issue (not the editorial version) you will find that we did not finish 2nd to Ilkley at their Pately Bridge, but a very distant 6th!! We did however retain our overall 2nd position. It seems that your pen took more notice of the Chairmans ideas on the score (he was also under the wrong impression) rather than the team captains!!

While consulting the aforesaid script, you may also care to check what car I had Andrew Roddy down for driving in the Sheffield PCT. I thought it was a Mexico. I suppose that it could have had a mini engine! Please Ed., if you must alter it, which is your right, please try to retain the facts as they are, not as you think they are.

Richard Ineson
Shell League Team Captain.

I might argue with you over the matter of Andrew's car at Sheffield, but otherwise I stand corrected on all points, Cringe, cringe - Ed.

AS IT MIGHT HAVE BEEN DEPT.

Bob Chapman recently unearthed an article which some of you may have seen before, but is in any case well worth reading again. It concerns the legislative program put forward by a group of Canadian farmers, calling themselves the Farmers anti-auto Protective Society, and, though laughable today, was apparently intended in 1909 to be taken seriously:-

Automobiles must be seasonably painted - that is, so they will merge with the pastoral ensemble and not be startling. On discovering an approaching team, the automobilist must stop off-side and cover his machine with a tarpaulin, painted with the scenery. In case a horse will not pass an automobile, notwithstanding the scenic tarpaulin, the automobilist will take the machine apart as rapidly as possible and conceal the parts in the grass.

On approaching a corner where he cannot command a view of the road ahead, the automobilist must stop not less than 100 yards from the turn, toot his horn, ring a bell, fire a revolver, halloo and send up three bombs at intervals of five minutes. Automobiles running on country roads at night must send up a

red rocket every mile and wait for the road to clear for 10 minutes. they may then proceed carefully, blowing their horns and shooting rockets. The speed limit on country roads this year will be secret and the penalty for violation will be 10 dollars for every mile an offender is going in excess of it.

Does it remind you of some of the recent motoring legislative proposals?

PYE STAGES RALLY.

This was one of those events you felt that you were destined never to do. Little things going wrong, like not having the car ready, not having the right map and not sleeping the night before. But the event was a triple C round, so all adversities were overcome and we eventually started in company with the other Trackrod crews Mike Fisher/Frank Stuart-Brown in the Corgi Toys Escort and John Fairweather in the Johnsons Mexico.

SPY44's problems began with the gearbox trouble on the Welsh the weekend before. When the bits to repair the gearbox failed to arrive on time, the car had to be fitted with a standard carrera box, following which, the clutch went as it was being returned to us on the Friday night. It finally arrived in Otley at 5.15am and we had to be in Morecambe for 6.30. We just made it, in time for scrutineering and for the clutch to go again on the way back to the car park! As the service crew had caught us up by this time, the fault was soon fixed.

SS1 was two laps of the Kart track at Heysham Head. We developed terminal understeer on the wet tarmac at the third hairpin, the resultant off costing us 30 seconds, a body blow on an event where the average target time for stages was 1 minute.. SS2 was a dash down a slipway, across the sand, flat left under pier round the first rock on your right, through the paddling pool and finish on the prom. I kid you not! and this turned out to be one of the better stages!

Stage 3 was an old army camp, with the route defined by so many pylons that we began to get nervous wondering if hitting one meant a ten second penalty, while stage 4 was farmtrack and narrow tarmac in a stately home estate. It was by now apparent that the stages had been designed as Frank put it "by Walt Disney Enterprises". At SS5, the entire event ground to a halt. As cars pulled into the narrow farm track start, we waited, and waited, and waited. In all we waited for 1½ hours. The stage had two fords in it; Robin Farrington had drowned out in one of them and Jon Lloyds Imp had hit a bridge and drowned out in the other one. This took a long time to clear and even then, every other car got stuck. By the time we got through, just before the marshals decided to cancel the stage, and found our service crew, they had been in the pub two miles away for 2½ hours. (Well it was the official service point)

As stages could be tackled in any order, later numbers seeing the tangle at stage 5 had departed to other stages, resulting in their being long queues when we arrived at stage starts. Being no. 1 has its advantages and we didn't have to wait very long. John Fairweather pulled in behind us at the start of stage 7 and appeared to be enjoying himself, though John Richardson, being more accustomed to road events was a bit bemused, wanting to know how to claim delay allowance. But no road timing meant no delay allowance. A very odd state of affairs.

Eventually we arrived at Flookburgh Airfield, one stage on which we anticipated a good thresh at least. Not so. The first half mile was around the dreaded pylons again, then around the edge of the airfield, through six gateways and a farmyard to the finish. Mike Fisher had offended by missing one of the gateways in the pouring rain, and the subsequent 300 marks penalty was more than enough reason for him to go home. The short morning stages had been so artificial that there were many in favour of joining him. At a brief lunch halt we found that John Eaton was leading by a fair margin, then it was off to a repeat of the morning stages, beginning with the airfield again.



↑ IAN GARNETT / PHILIP PHILLIPS GET A BIT SIDEWAYS ON 'BURTONS FIELD' 'CAR' STAGE ON THE 1976 ELCAR TROPHY RALLY.

PHOTOGRAPHY BY PHILLIP STATION

↑ FEN / MARSHALL MAKING TRACKS IN THE SNOW AT THE 'MARCH HARE' PC T AT ROSE FARM



The whole thing seemed like a bad joke by now, but we pressed on as well as we could. Even the fords were used again, though only the first one this time. Not only did we get through, but we got through at sufficient speed to give the marshals quite a wetting. Revenge is sweet! By this time, we were hard on the heels of the clerk of the course, as he cancelled one stage and took the watches to the next. And we waited while he set up the penultimate one around the local rubbish dump! At least on this stage there was room to move! Then it was back to the go-kart track for the final stage, at which we set the fastest time, with a resounding 53 seconds!! After all that exertion, Richard had to have a lie down. We booked in at the finish, had a quick pint and left for home, not being the slightest bit interested in the results. John Fairweather still had one problem to overcome though; that of running very late due to an early delay. He was reaching the final stages just as the marshals were packing up, as no-one had told them of the delay!

As a stage event, it was a fiasco; as a triple C round, a disaster. Some crews had travelled all the way from Devon for it and they thought it not funny at all. I have read elsewhere that Morecambe CC made no secret of the nature of the stages that would be used; if so no one told us! (Oh yes I did - Ed.) Still, we'll know better next time!

Steve Lloyd.

NEW MEMBERS.

New members this month are:

M C Davey
P Hawley
J Hindle
T Haynes
,
A D Westwood
N Edmondson
D Lambourne
M H I Brown

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

FOR SALE.

Vincent Girardier still has for sale a crash helmet to BS2495 specifications. Price £15, which is good value, as the helmet is nearly brand new. Contact Vincent at club nights, or at Harrogate 62981.

WANTED.

Urgently required; laminated screen to fit mark I Cortina. Contact John at Tockwith 514, evenings.