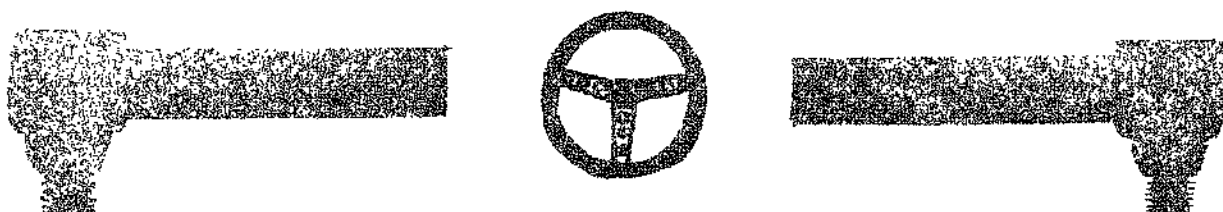


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



PHOTOGRAPHY BY PHILLIP STATION



RICHARD JACKSON/STEVE LLOYD SCORING A HEFTY LOAD OF
POINTS BY BEING 2ND OVERALL ON THE ELCAR TROPHY RALLY,
THE FIRST ROUND OF THE 1976 SHELLSTART LEAGUE

SEPTEMBER 1976 - NO. 71

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Editorial

Now that I'm at the end of this year of editing, I find it hard to decide how to say thankyou to all those people who have contributed during the course of the last twelve months. I must of course say a special thankyou to Ron McKinnon, without whose strong right arm my job would have been so much more difficult and to Richard Ineson for providing a constant supply of photographic reproductions for those among us who can't be bothered to read the long words.

To all the rest of you troops, both regular and irregular (Contributors that is!) thank you for all your efforts, without which this magazine would have been a pale shadow of itself, and thank you all you readers for putting up with all my typing errors and spelling mistakes of the last twelve months.

It only remains then for me to wish my successor, whoever it may be, the very best of editing throughout his term of office.

Ed.

Forthcoming Meetings.

14th September	We are at the Duke of Wellington, East Keswick
21st September	At the Barleycorn, Collingham.
28th September	Our original hostelry, The Shoulder of Mutton at Kirkby Overblow
5th October	At the Square and Compass, North Rigton.

Letter to the Editor.

Dear Sir,

As September brings the last issue from your pen, I would like to offer my thanks for the work you have done in producing the magazine; I know from experience that it involves considerable work, particularly in the last minute rushes involved in getting it out by the beginning of every month. Perhaps the content has not been as comprehensive as it might have been, but the fault is hardly yours if people fail to provide the material. Nevertheless, it has been quite a good editorial year, not vintage, but quite good - here's to a happy rest for your pen hand.

R F Ineson.

That should be typing finger Richard, and I can always blame the non-vintageness on the drought - Ed.

Chairman's Chat.

September sees the start of another Ir-ckrod year, following the very well attended AGM. Our merchandising man, Steve Rathbone, and our entire editorial staff, Jack Coulthard and Ron Mackinnon have now retired from the committee, and I thank them for the amount of effort which they put in during the last year.

All the rest of last year's committee have been re-elected, and they are joined by Richard Ineson, Steve Lloyd and Frank Stuart-Brown. That seems to be the basis of a pretty good committee and I am sure that the results in the next twelve months will bear that out.

Our ANCC championship PCT, the Wharfedale, ran in early august and was an event of extremely high standard. Barry Parker from Liverpool forgot to bring back the cup which he won last year, so he promptly won it again, though only

by one mark, so fierce was the competition. On the same day, David Taylor was our sole representative at the Wakefield Autotest, putting up a very fine performance to take FTD by about a fortnight.

Our rallying fortunes have been a bit up and down this month. Ken Goodall rolled his RS on the York MC autotest (an interesting way to get a washout!); and having sorted that out, suffered falling oil pressure on the way to his next event. There was so much rattling that the noise marshal had a job to tell which end was the noisiest, so rather than risk further damage, Ken went spectating instead. Honour was upheld though by Ian Gurnett and Rod Parkin, who collected 12th overall and the 1st novice award by a considerable margin on Ripon MSC's St Wilfred rally.

Let's hope that september sees a return of our fortunes on the Costa; after all it is our own rally. And dont forget, all of you who are not competing, let Steve Mills have your name and he will find you a job to do. It's going to be a very good event, and I hope that it will be enjoyed by all.

JHR.

Shellsport League 1978.

15th August saw us at the York MC contribution to this year's competition, an autotest at Full Sutton. Our team for this event consisted of David Taylor, Steve Mills, Phillip Cartwright, Ken Goodall and Steve Lloyd. The official results from the league organisers are not yet to hand, but my calculator says we are still in third spot, behind York and Ilkley.

Apparently, the tests proved to be a bit hairy, with very complicated layouts presenting just about everybody with washouts (except York - very intriguing) and there was a considerable amount of complaining done afterwards by competitors about the tests, organisation, etc, etc. Un fortunately, our team was reduced to four when Ken Goodall put his RS2000 on its roof during test 3, which was very sad, and I would like to convey my commiserations to Ken - he is a very willing competitor in the league, and will have a go at most things. It's most unfortunate that he should be subjected to such a disaster; however, rumour has it that he made the quickest exit from an inverted car yet seen and in the true Goodall spirit, he was observed to straighten out the roof dents with his feet.

As already said, the official placings are not yet to hand, but we are now some three hundred points behind York. There is still time to overhaul them though. The next event is the Scammonden hillclimb, for which regs are now available

Richard Ineson.

Wharfedale PCT.

For once we had a PCT which was run in exceptionally dry conditions and brilliant sunshine!! These conditions have their own problems however, in that it renders the tests more easily 'cleanable' and much adjustment had to be made on the day to counteract the situation as it developed.

A disappointingly low entry of 22 (possibly accounted for by the holiday season) turned up for this, our contribution to the A.N.C.C. PCT championship, something like 8 of these being regular championship contenders. Rather than cramp the venue, only nine tests were laid out, but competitors were allowed four runs at each.

Last years winner, Barry Parker from Liverpool was at number 1, and to the dismay of the organisers, he cleaned three of the first four tests! A bit of a needle match developed between him and George Harrison from Sheffield, and in class 1, these two were well ahead of our 'own' drivers, Tony Marshall being the closest by the close of play, albeit 85 marks behind the second man. It always amazes me how seriously these ANCC lads take their sport; anyone would think that there was £1000 at stake from the arguments that they put forward to try and justify a lower score! To me it all tends to spoil what should be a day's enjoyable sport.

Harry Treganza in his Mexico continued his season long battle with Stan Peel, and this time, triumphed by 5.8 marks (on index) over Stan's Anglia. The 'trickleability' of that Mexico has to be seen to be believed! Roy Moss of Leeds MC turned up in a Simca 1000, which at first glance seems to be an unlikely vehicle for this type of sport; however, he did win class 4, though considerably aided by the retirement of Ken Waddington's Imp with a broken driveshaft doughnut. We had a retirement of our own, when Phillip Cartwright stripped the planet wheel in his midget's diff while going well.

So efficient was the organisation that the event was completed by 3.30pm, after 36 tests had been run, which was, we thought, very satisfactory and we would like to thank all those who came to marshal or otherwise help out, particularly Phil Staton, Family Richardson (especially Sahrach and Kevin, who helped with great gusto, if not altogether uncomplainingly) and to an anonymous gentleman, whose name we unfortunately don't know.

Results are as follows:-

				SCORE
				ON INDEX
				MARKS
B Parker	Cooper 'S'	1st O/A	81	55.3
G Harrison	Clubman GT	1st Class 1	82	56.0
A.J.Marshall	Mini Clubman	2nd Class 1	167	114.1
H Treganza	Mexico	1st Class 2	76	63.7
S Peel	Anglia	2nd Class 2	83	69.5
R Moss	Simca 1000	1st Class 4	47	99.6
C Naylor	998 Imp	1st Class 5	28	100.0

Richard Ineson
Bob Chapman

An Introduction Into the Gentle Art of Stage Marshalling.

During the forthcoming weeks, Trackrod will be marshalling stages for several clubs at both restricted and National level. As our membership has grown considerably during these past few months, it was thought to be a good idea, for us to produce a guide of do's and don't's for those of you whose marshalling experience is either limited or non-existent, so here goes:-

You should always arrive in good time and sign the marshals sheet at the stage start. At the appropriate time, the chief marshal will take you into the stage and allocate you a position. You should park your vehicle well out of harms way, and if you are on a junction, build a barrier of brushwood or straw bales, depending on whether you are on forest stage or farm track. (Do not use sawn down trees, four furrow ploughs, tractors or 40 ton Euclids, as if a competitor has to go straight on, he will not thank you if he finds a solid, immovable object in his way!)

It is essential that you stay at your position for the duration of the event and remain there until the ~~XXX~~ Course closing car AND the Stage commander have both been through.

You should then clear the barriers; if in a forest, make sure that the brushwood goes back into the forest, not just into the nearby drainage ditches. If it is a farm track, have the bales ready to be loaded on to a vehicle to be taken back to the farm. Clear the place up properly, we may need to use it again! You should then drive at a leisurely pace to the stage finish, taking any arrows, stakes, boards, rubbish etc with you.

You should always have with you a hammer for repositioning any stakes or arrows which come adrift, a pen and paper to send a coherent message to the end of the stage should a serious accident occur and a fire extinguisher for obvious reasons.

Your duties are twofold. One is to ensure the safety of the competitor and secondly you must be ready to clear the way for following cars should someone make a mess of it in your area. But do remember that there will be another competitor along in one minute. or possibly less.

DO NOT EMER drive quickly on a stage, there could be people setting it up or clearing it up just around the next corner and they won't be expecting you, and, unless you are with the stage commander, Never under any circumstances, travel in the "wrong" direction on a stage.

This is the code of practice we use. it helps improve safety, and we think that it works well if strictly adhered to. Come along and see for yourself, perhaps you can think of some way to improve it.

John Richardson.

JACWIL Economy Run.

This year, the annual economy run was held on the 24th August. Starting from the familiar venue of Harrogate Motors, the route went via Beckwithshaw and Leathly for the long climb up Pool bank, at the top of which, competitors turned right and went down again into Otley. Road works here caused some delay and must have caused some competitors to worry about fuel loss. Out of Otley, the route was once more uphill towards Blubberhouses moor, from which, the route ran back towards Harrogate along the A59, taking in a small detour to visit the village of Killinghall. The route finished at Harrogate Motors, where tanks could be topped up and petrol consumption checked to the hundredth of a gallon.

The route covered a distance of 31.2 miles, and from the results, you will see that many of the competitors drove very economically indeed, anyone approaching or exceeding their bogey MPG performing very well indeed. The winner, Ronnie Moore put up a very polished performance indeed in his 1600 Capri and in fact achieved an actual mileage of a far higher level than many of his rivals driving more economical cars.

As organisers, John Wilson and Myself trust that all competitors ~~and~~ enjoyed themselves and will take part in next year's event together with as many of those who missed out this year as can make it.

The results in descending order of performance are:-

<u>DRIVER</u>	<u>CAR</u>	<u>BOGEY MPG</u>	<u>ACTUAL MPG</u>	<u>%AGE OF BOGEY</u>
R Moore	1600 Capri	39.16	53.79	137
J. Cole	Datsun 160B	38.72	46.57	120
H White	Mini Clubman	53.37	53.87	119
S Lloyd	Morris Marina	42.99	48.75	113
J Renny	Ford Granada	26.50	29.43	111
T Kitchen	Mini Countryman	52.92	56.73	107
D Lambourne	Fiat 126	63.75	65.00	102
J Coulthard	Hillman Imp	53.72	52.88	98
J Richardson	Cortina 1600 Mk2	37.81	35.86	95
R Jefferson	Vauxhall Chevette	41.71	38.52	92
D Taylor	Hillman Imp	53.72	48.75	90
I Metcalfe	Ford Escort	43.88	34.66	79
Miss J Thompson	Austin Allegro	43.77	33.55	77
G Waters	V.W. Beetle	48.44	37.14	75
S Sanderson	Mini Clubman	53.37	37.14	69
Miss A Lytwyn	998 Mini	53.37	30.89	58
D Brabiner	Ford Escort	43.88	16.16	37

C Richard Jackson
John C Wilson

Softly Softly

That'd how loudly you have to speak if you are using one of the Bi-Com intercoms which John Fairweather and I used on the recent Calderford Trophy.

Very basically, it consists of two tubes, made of plastic, one of which is attached to the driver's ear, the other end of which the navigator shouts his instructions down; and just in case the driver wishes to indulge himself in a bit of abuse, there is a similar arrangement operating in the other direction. Fiendishly clever.

In actual fact, the apparatus is quite well made, with a soft rubber moulding for the earpiece, while the moulding for the speaker part is fully adjustable for position. We found it a bit fiddly to hold in place until the helmets were fitted, but once in place there was no further problem. The unit is rather sensitive to mouthpiece position, but again, once correctly adjusted it gave no trouble. Indeed, John felt that it was as good as some electrical sets that he has used, with the added advantage of being free from electrical interference.

We had an extension tube fitted to the rollcage, which stayed in place throughout the event; the units are simply plugged in as required. It is certainly a big improvement in communication, much better than shouting through helmets.

So if you want a good intercom at a much lower cost than usual, contact Peter Collinson at ~~xxx~~ any club night.

JHR

Autotest Date Change.

Due to a heavily committed weekend, with the highwayman Rally and the Crystal stages rally both taking place on the weekend of October second/third, the autotest arranged for that date has been moved and will now take place on November 7th. More details will be available in the next magazine.

Mutterings.

Gordon Forster has asked that his personal thanks be passed on to all those Trackrod members who assisted the Forestry Commission by firewatching in Wheeldeale. The commission were extremely grateful for the efforts put in by many motorclub members, all of which helps our very necessary good relations with the commission.

At a recent Charity Soap Box Derby, run by Selby Leo's Club, Peter Collinson, suitably sporting a trackrod tee shirt and ably assisted by Chris Anderton came second in class and gained some silverware for winning the most races of the afternoon. Chris claims that this is the first award he has won for any sporting event on four wheels. Can't wait to see how they get on when an engine has been fitted.

We have some extremely new members this month. John and Roger Blamey's son Julian was one of the first of the 'R' registrations, entering circulation on 1st August, while John and Janet Fairweather were just a short head behind, with their daughter arriving on the 9th August. Could it be coincidence that John Richardson presently navigated for both Roger and John? Perhaps he's driving them to take up some other spare time occupation!!

* * * * *

W A N T E D
D E A D O R A L I V E
M A R S H A L S

* Howdy y'all. That mean ole Chief Marshal, Steve Mills is on the
* lookout for as many of you as possible to take on as deppities
* for the COSTA-di-PLENTI RALLY, which will be on the night of the
* 18th/19th SEPTEMBER. Remember this is our major event this year
* and we need all the help we can get. No restriction on age, sex,
* size/shape, previous experience etc., etc., folks, so get your
* names to Steve now, either in person, or at the marshal's
* office:-

36 HILTON ROAD
LEEDS

And don't delay, do it right away!!

Bye Order

STEVE MILLS

Chief Marshal

* * * * *

TRACKROD
MOTOR CLUB

SHELL SPOKE
COSTA DI PLENTI RALLY

MARSHALS WANTED.

On the 10th/11th September 1976 The Trackrod Motor Club are running their COSTA DI PLENTI Rally, once more with the invaluable help of SHELL SPOKE sponsorship.

If you wish to marshal on this fantasmagorical event, then please fill in the form below and pop it in the post to me :

Steve Mills, (Tel. Leeds 625294)
36, Hutton Rd.,
Horsbills,
Leeds 8.

and you will be assured of a wonderful night prowling round the Yorkshire Dales on the 18th/19th.

I wish to marshal on the 1976 Costa Di Plenti Rally.

I will be able to man one / two controls

I will / will not be able to attend the Marshals Meeting at the Square and Compass, North Ripton, M/R 104M 281493 at 8.00pm on Thursday the 16th September.

I have previously marshalled the following controls:-

- 1) Pit Lane
- 2) Passage Controls
- 3) Neutral Start Controls
- 4) Selection Start
- 5) Selection Finish
- 6) Standing Give way Junctions
- 7) Crowd Areas, etc. Start Finish etc.
- 8) Quiet Zones etc.
- 9) I have not marshalled before

N.B. novice marshals are just as welcome as the more experienced variety.

Name Tel Nos

Address

I will / will not be accompanied.

Your offer will be greatly appreciated.

Steve Mills
Chief Marshal.

