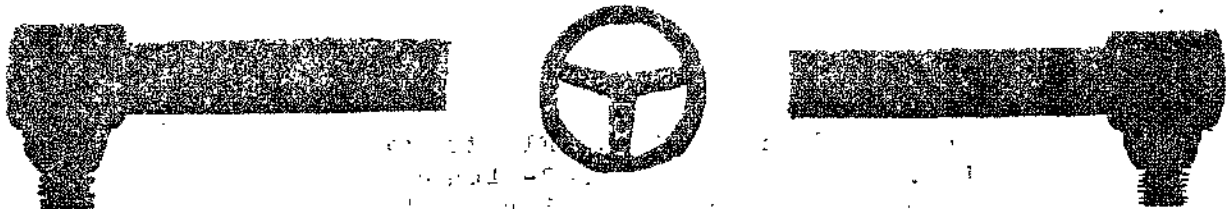


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



A GRIMACING SUE BROADBENT WINDING ROUND
THE MARKERS DURING OUR WHARFEDALE TROPHY R.L.T.
AT ROSE FARM. PHOTOGRAPHY BY PHILIP STATION

OCTOBER 1976 - No. 72

TRACKROD MOTOR CLUB

1976 - 77

OFFICERS

Chairman - John Richardson, 67, West Park, Selby
Tel. H- Selby 2048; B- Ossett 6718.
Secretary Rod Parkin, 'Craigside', 15, Holly Drive, LS16
Tel. H- Leeds 671918; B- Pudsey 77731
Treasurer Bob Chapman, 19, Devonshire Ave, Leeds LS8 1AV
Tel. H- Leeds 663004; B- Leeds 459631

COMMITTEE.

Steve Holden, 7 Cross Flatts Row, Leeds 11
Tel. H- Leeds 663714; B- Leeds 821918
Richard Ineson, 4 Moseley Wood Drive, Leeds 16
Tel. H- Leeds 679329
Martin Kemp, 185 Stanningley Road, Leeds 12
Tel. B- 37287
Steve Lloyd, 1 Bramble Avenue, Boston Spa
Tel. H- B.S.843574
Steve Mills, 36, Hilton Road, Roundhay, Lds 8
Tel. H- Leeds 625294; B- Bfd 73501
Richard Spurdens, 14, Beech Spinney, Partridge
Wood Hill, Wetherby.
Tel. H- Weth 4015; B- Harr 2126/7
Frank Stuart Brown. 15 St. Mary's Close, Leeds 17
Tel. H. - 620163.

Competitions Secretary.
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FUTURE EVENTS

- 3rd October Crystal Stages Rally - Our stage - Church Hill in the morning at MR 106/839378 $\frac{1}{2}$, and at 7.00 a.m., please, afternoon at 816388 for 1.00 p.m. Lets be having you, its a good interesting stage on a top class local rally. More details from Richard Spurdens.
- 5th October Noggin - Square and Compass
- 9/10 October Tour Of Mull, yes, well you know all about it already, dont you? Best of luck to those going, and remember the milkman!
- 12th October Noggin, Scotts Arms, Sicklinghall.
- 17th October Ripon L.S.C. Hall League P.C.T. - Details from R.F.I.
- 17th October 68 Car Club Rally of the Folds - We have agreed to run a stage - contact Nigel Wrayton, Leeds 758642.
- 19th October Round 1 of this winter's Indoor Rally Championship, at the Duke Of Wellington, (where else will you find 600 mph selectives?) call on map111.
- 23-24 October Ilwoodley R.C. Pennine Rally. 200 miles on the Costa Maps - entries to Alan Larkin at Larkspeed, Crossgates.
- 26th October Noggin - Shoulder of Mutton.
- 30th October Raylor Stage Rally - Hopefully, in a real 'damp' forest. Our 'R.A.C.' practice day, (as if we need one!) Marshalls (plenty) to Martin Kemp or Steve Mills.
- 31st October Closed Joint P.C.T., the last round in this years club championship, ably organized by Andrew Roddy and Ian Middleton. Lets have a full entry for this club event to end the season.
- 2nd November Noggin - Square and Compass.
- 5th November Bonfire Party, Tockwith - see details.
- 7th November Autotest - The penultimate round in the club championship, details from Frank Stuart Brown, get those tyres a - smoking its a fine trophy to win.

9th November Noggin, Dyneley Arms, Poole Bank.

14th November Y.S.C.C. Autotest - Shell League.
Details from R.F.I. A big team please,
to make a strong run in to the finish,
and lots of folding stuff too!

16th November Indoor Rally - Duke Of Wellington - Map
Round 2.

23rd November Open Forum - Duke Of Wellington, to
discuss forming a limited company.

27th November R.A.C. Rally stage - see details on
later page. Need I say more?

7th December Noggin - Square and Compass.

EDITORIAL.

Have you ever had that feeling of 'deja-vu' of here - we - do - again, as if you'd done exactly the same thing before? Well, I have that feeling now, as I take up the 'Head-Hitters' pen for the umpteenth time. Of course, I realize that I do have a special talent for writing, and for bringing that extra flair to the magazine, or atleast, so John Richardson said just before the A.C.M., so I don't really mind. And with a tough, no - nonsense straight from the shoulder assistant Ed like Richard, how can we fail? Place a regular order now, or in case of difficulty, your copy can be mailed in a plain brown envelope to the address of your choice. Just fill in the form, available at any club night from Steve Holden, and, as it is your magazine, I shall be chasing you to write some blurb for it, about any and everything, and no excuses will be accepted. You can all write, and I'll tell you what to write about. You've been warned.

Steve Lloyd.

November 5th Grand Bonfire Party - Tockwith airfield, just off the Wetherby York Road. A reet gradely do with hot goodies on sale from our caravan, a huge bonfire, fireworks, and even liquid refreshment. Only needing yourselves to complete the picture. Dont miss it. The ladies have worked hard on this one. From about 8.00 p.m.

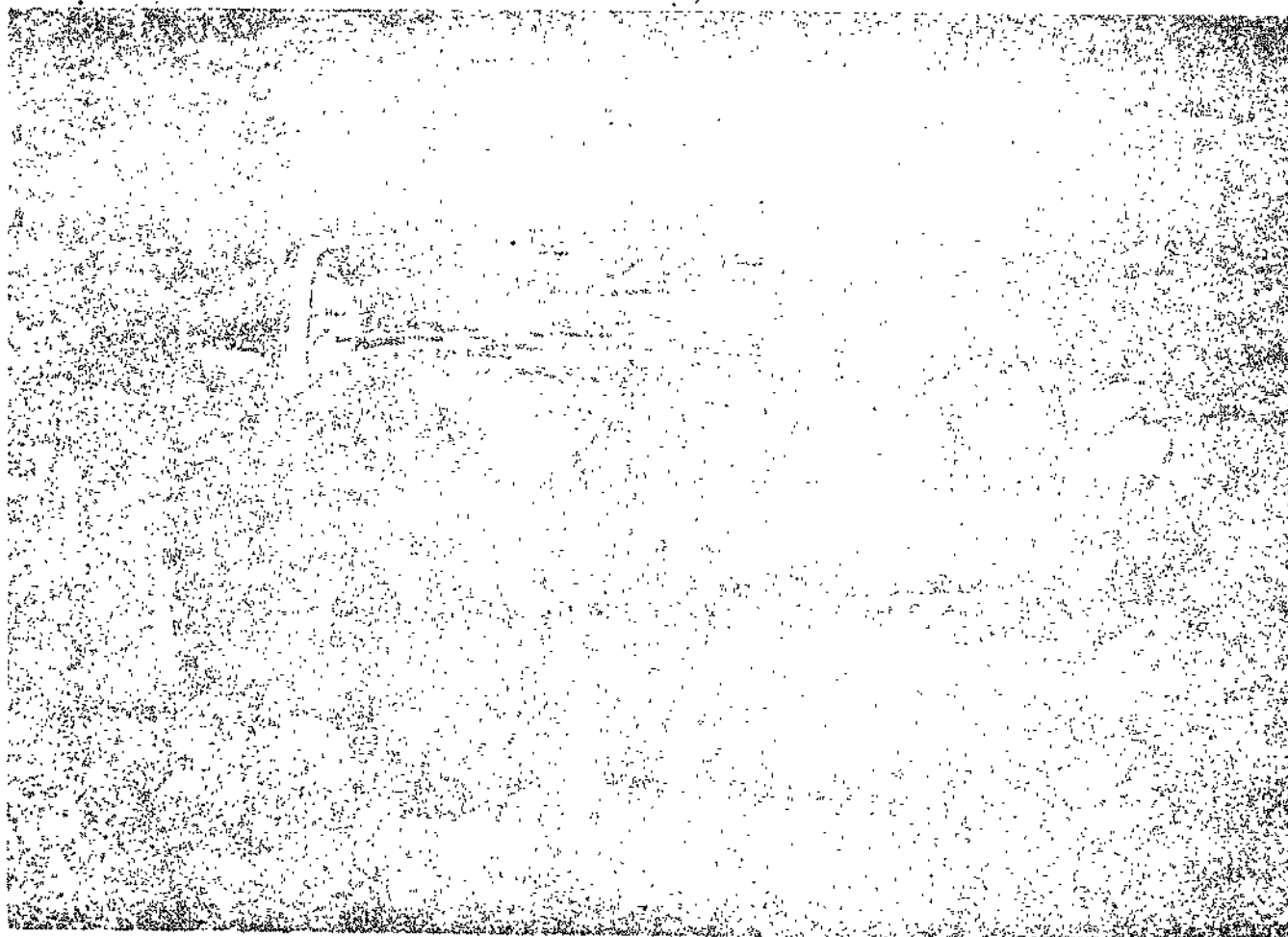
1976 Lombard RAC Rally.

You may have seen in the motoring press that the format for the RAC Rally is somewhat changed this year. The event will start from Bath on Saturday, 27th November and will move up through the Midlands to arrive at Birmingham about 16.30 and then take a short halt at York.

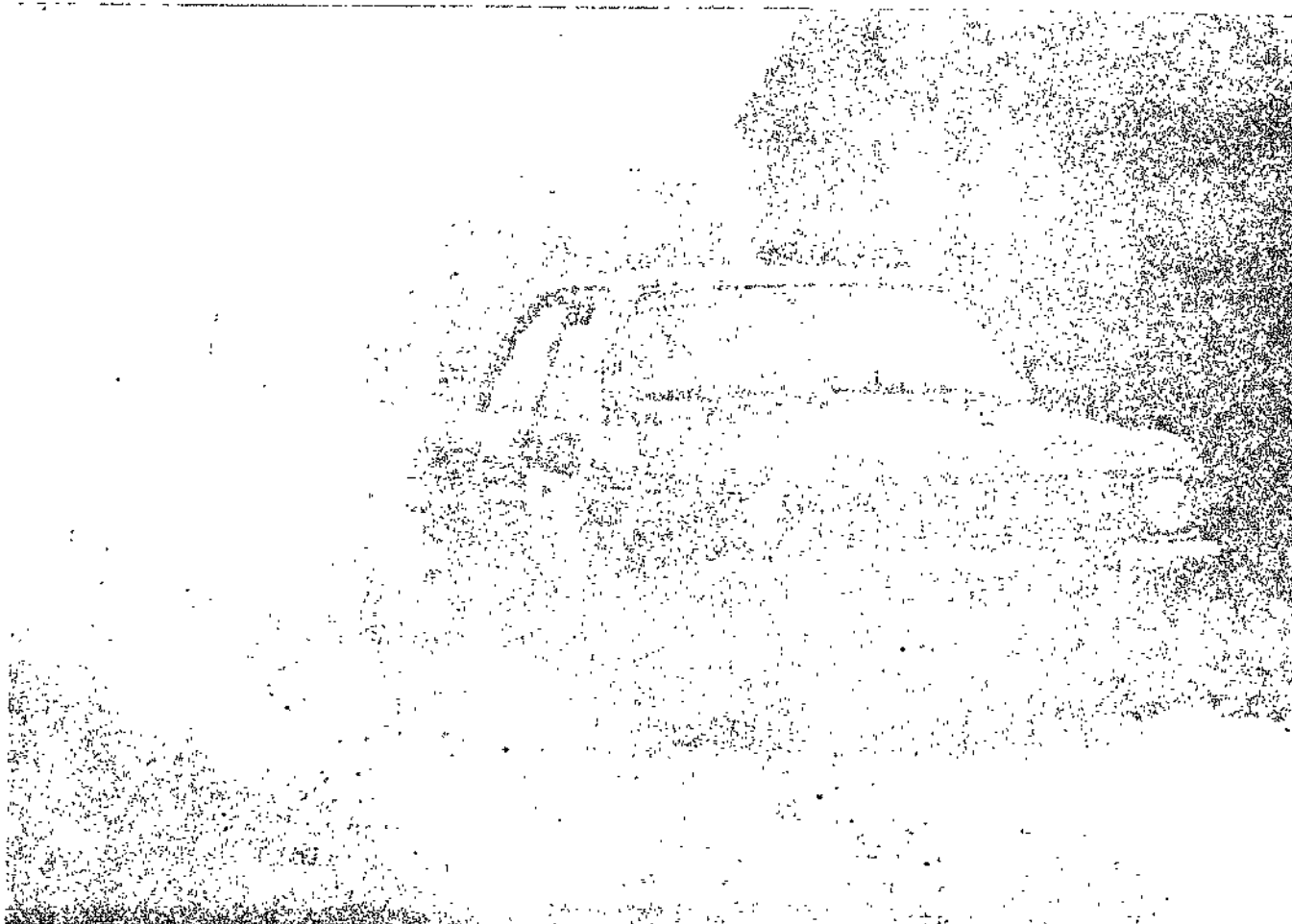
The Yorkshire for stages next on the agenda and then the event moves on to Kielder and into Scotland before a breakfast halt at Carlisle. They return to Bath via stages in the West Midlands for an overnight halt.

The Monday sees a Southern loop in the West Country arriving at the Severn Bridge in the evening before the last night of the event in the Welsh forests. The finish is at Bath on the Tuesday morning.

We are of course organising one of the Yorkshire stages and as last year, "our" forest is Boltby. The approximate arrival time of the first car 23.15 on the Saturday night and we hope very much that you will



† PHILIP CARTWRIGHT ON HIS WAY TO RESTAURANT WITH A BROKEN TAFF IN THE 'WHARFEDALE' PCT. AT RESS FARM. 8/8/76 PHOTO BY PHILIP STATION



9 VINCENT GRANDIER NURSING HIS BROTHER GRANDIER THROUGH STATIONS FIELD ON THE 1976 BLOOD TROPHY RALLY

PHOTOGRAPH BY S. F. F. F. F.

all be there to help run the stage. Nigel Drayton is Chief Marshal for the stage and he will be taking names for marshalling very shortly.

Hopefully we will have more details of the event for you in the next magazine. Keep watching this space!!

Chairmans Chat.

That Costa di Florio 1976 was quite a rally wasn't it! It was tight and tough, but it was very good championship material and the regular ANCC contenders thought it extremely good. It was particularly satisfying that Vincent won it, his luck couldn't have changed at a more appropriate time. Ken Goodall again took an award home despite having a few problems, (the odd yard of fencing wire to name just one of them!)

Wearing my Stewards hat, the smooth and efficient way in which every part of the event was organised was a pleasure to watch. My fellow steward, our ANCC observer, was very impressed by it all and was full of praise for the organisation. As club chairman, I was immensely proud of our efficiency and so pleased that all the hours of work so many people have devoted to the Costa produced what was hoped for.

To all of you, whether you marshalled, scrutineered, did results, documentation, or maybe just competed, I thank you all for being part of a very good rally.

Looking ahead now, you will see that we are involved in something most weekends for quite some time. I will just remind you of our own events, a PCT being organised by Andrew Roddy and Ian Waddington on October 31st and an autotest the week afterwards on November 7th being organised by Frank Stuart Brown.

Do please support them both, the organisers are working on your behalf to give you events to compete in, please don't let them down!

Thanks, chaps

I have been asked by David Tillotson, Clerk of the Course of the A&P, Menston Stages Rally, to pass on his personal thanks to everyone who marshalled on the Thirteenth Cold Stage.

John Getrine also asked that his very grateful thanks to everyone who helped recover his ex DTV, Pentti Airikkalla, Group 1 Magnum from the stage after an underbonnet fire had caused his retirement.

Shellsport League 1976

The 12th September brought the 6th Round of the League to Scammonden Hill Climb, organised by Huddersfield MC. For once we were able to field a full team for a shell league hill climb in our efforts to catch up York and Ilkley. Our team comprised of Richard and Sue Jackson (Porsche Carrera) Steve Mills (1275GT) David Taylor (mini) Steve Wren (Midget).

Richard Jackson was our highest scorer with 76.6 for 2nd in his class and Sue managed a creditable 5th for 26.6 points. Steve Mills managed a fine 7th for 46.4 and David a 3rd for 35.0. Poor Steve Wren found himself outclassed on the day and came home last in his class of 4 to score just 10.0 - thanks for the entry though Steve! On the day we finished 4th, unfortunately, York also scored a similar number of points so Trackrod are still 3rd though we have closed the gap a little on Ilkley.

YORK MC	2158.8
ILKLEY DMC	1880.0
TRACKROD	1814.5
HUDDERSFIELD	1372.8

Then came our own contribution in the shape of the Cost. Di Planti, when of course we were going to come out tops with a maximum!!

Our team, after much deliberation and consultations with the so called "experts" was made up of M. Fisher(Escort) V. Girardier(Ascona) K. Goodall(escort) E. Lawton(Escort) and finally Steve Lloyd(Escort), potentially a quite strong team.

Mike Fische put in a rauding performance for about 10 miles when he retired at the start of selective 1 with the exhaust about to fall off -fantastic. Then there were four! Dave Lawton got as far as Countersett near Semmerwater when his gearbox gave up the ghost - then there were 3. Steve Lloyd collected a bank on selective five which did his Escort and his pride no good at all, which left 2, and boy oh boy did these two do themselves well. Vincent won overall and Ken was 3rd after removing his spotlights on a stout object on the first selective after the $\frac{1}{2}$ way- Well done lads! Commiserations to those that retired but I suppose that, that is what the sport is all about, anyway, our two survivors did us proud and won us some more green stuff for being 2nd on the event being beaten by Ilkley - Drat it!

League Positions after 7 rounds;

YORK	2338.1
ILKLEY	2214.8
TRACKROD	2054.5

Next event is aPCT organised by Ripon MSC. on 17th October- Regs in due course.

R. E. INESON-TEAM CAPTAIN.

THE COSTA - A PERSONAL VIEW

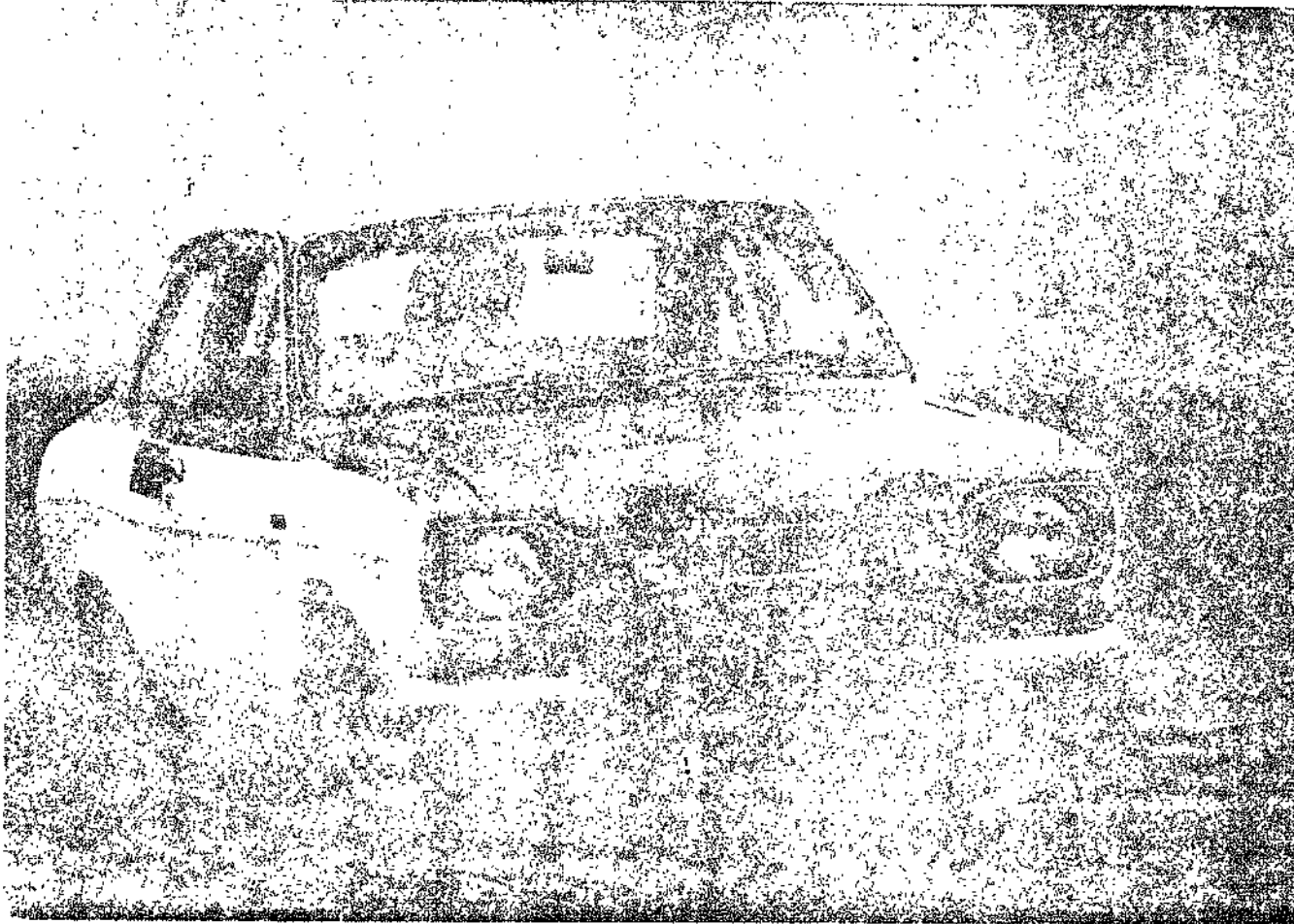
After weeks of answering the phone when Joyce, who was entry secretary, was at yet another rally meeting, at long last the big day had come.

Our problems began at the start when the spotlights refused to work - soon cured or so we thought. Scrutineering and the paper work was quickly and efficiently dealt with, leaving us with plenty of time to chat with the other nineteen Trackrod crews. Meanwhile Richard Ineson was losing even more of his hair trying to decide on a Shell League Team - David Lawton's insistence that he was using a 1300 GT engine out of his boat did nothing to help Richard at all.

At last Ronnie and I got down to the plotting, to reveal an unusual but imaginative route. The start of selective one saw us hastily replacing the spotlight wiring which had burnt out. Then it happened; we got lost on selective one, along with several other crews-we passed Ian Burnett/Tony Longstaff going the other way, attacked a farm from two sides to no avail, all to the amusement of Howard White/Mike Tempest who were proceeding along the correct route. Eventually we arrived at the Selective finish having dropped 8 mins 36 secs. Ugh! Furthermore my new ultra-grips were not properly 'scrubbed' in for a few miles which made for a few interesting moments.

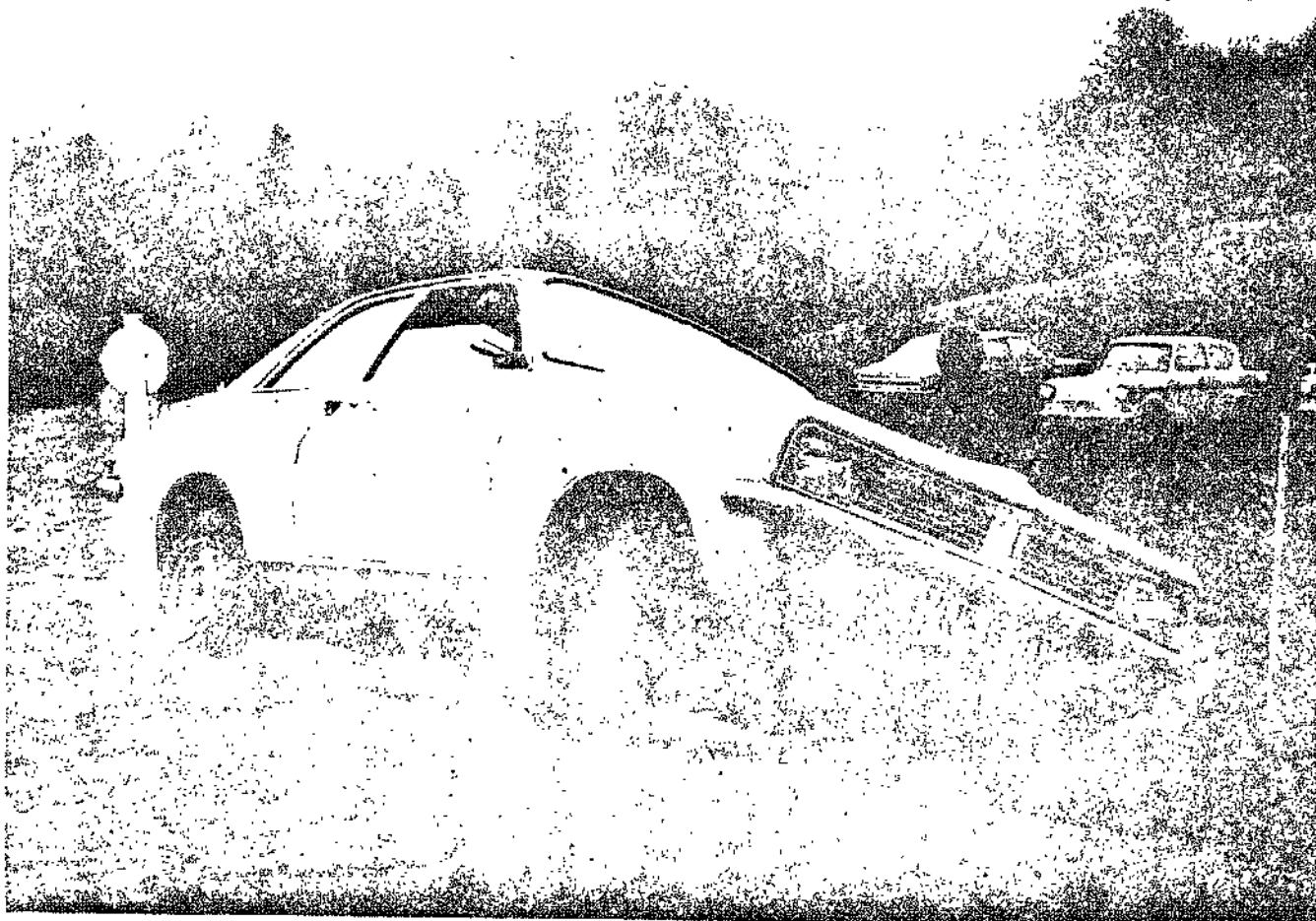
At the start of selective two, a porsche tried to start on the same minute as us and was most disappointed when the marshal refused to let him do so.

No more drama occurred in the first half, although we overtook one car and caught another on the long selective over Fountains Earth, just managing to arrive at half way one minute inside OTL.



↑ TRACKRO TREASURER BOB CHAPMAN VENTURING ROUND THE PYLONS
AT OUR 1976 RESTRICTED AUTOTEST AT FULL STATION.
PHOTOGRAPH BY PHILIP STATION

↓ RICHARD SAUNDENS APPLIES A LIFT TO FORT DURING THE MILKLEY P.C.T
AT PINELEY BRIDGE IN APRIL '76 PHOTOGRAPH BY PHILIP STATION



A short petrol break enabled us to catch up with the news; Vincent was leading with Watkinson 2nd- no dramas had befallen any of the Trackrod crews (says who- Ed!) The second half was to prove different.

Ian Gurnett/Tony Longstaff set off in front of us, only for us to pass them a few miles further on, on the edge of a track with a very loose back axle (fully - floating?) Then onto the rough white over Stohe Allotments where Dave Lawton who was lying fourth at half way, was to drop out with only top gear left. Here we overtook a mini trying to pick his way round the boulders.

Buttertips Pass saw us trying to overtake a 3 litre capri, which we eventually did, only for him to get back in front when we wrong slotted into a farm (now I know why my car smelled so awful the day afterwards!)

The final few time controls saw us leading a five car bunch number 41 Jack Tate, no. 50 Trevor Pulford, the afore mentioned capri and mini. Try as they might they could not get past us. Then we wrong slotted they all followed us, but we managed to turn round before them all to retain our lead. At socke stage we were surprised to see the course car pulled up at the side of the road - apparently no gears - a continuation of Ron McKinnon's bad run of luck.

And so to the finish. Ronnie and I were relieved to finish after the traumatic start that we had. However, as the rally progressed we became more confident and really began to enjoy ourselves. Our enjoyment was further heightened when we learnt that we had won the Best Trackrod crew award, and had finished 21st overall.

Our overall impressions were that we had partaken in a very enjoyable event, for which the organisers must take credit, but were perhaps slightly disappointed by our overall placing, this being nobody's fault but our own. Still, next year.....

Bob Chapman

The Further Adventures of SPY 44.

After a summer lay off, punctuated only by the odd Hill Climb by the clan Jackson, SPY 44 regained the special stage scene with an outing on the Summer Sort-Out, Farnborough M.C.s Triple C round. Held in the area South West of London, notable for its heathland, military testing areas and forests, the event attracted a good entry. After drama at scrutineering, when a petrol union fractured (replaced by the identical one from the air horns!), and a lively evening in a hostelry by the unlikely name of Fumblodown Dicks, we set off at no 4, behind John Eaton and Kevin Vidern. A long wait at SSI put paid to any road timing. The forests were good, but with a ball bearing tyre surface for the early runners, loose stones which scattered off the line for later cars. However, they were good stages generally, including 2 laps of the notorious bugshott. This stage has the most abrasive surface I have ever seen, it twists and turns, up hill and down, and is tough. We gained two new SP 44's in two laps, and many were the scattered tyres in evidence on other cars. At lunch we were about tenth, and set about pulling some time back in the afternoon. However, at the end of one very long dusty stage, where the engine had cut out twice, we noticed the dust in the car was thicker than usual. Yes, you guessed it, SPY was arson about again. Our fire drill was well rehearsed but as we were opening the bonnet, the paint was on fire on its surface! underneath a merry little blaze was crackling on top of the petrol tank! One extinguisher put it out, revealing that the battery had split, the acid had corroded the main cable the short had set fire to the loom, and bingo! so that was that. Temporary repairs got us home, we even finished the event, but missed two stages, resulting in 39th O/A. We must have been the only crew to have survived two electrical fires and a split petrol tank in a Porsche.

With everyone else, these accidents appear to be terminal.

Two weeks later, with a new battery in a new position under the bonnet, courtesy of J.C. Wilson we ventured into the Lake District, for the Lakeland Stages; This event had attracted a top class entry to tackle the exciting lakeland forests. Drummond, Stokes, Faulkner, Lepley were all there, plus the group one men Harcastle, Lord, and Trackrod member Steve Smith in the Bonds RS2000. We were No. 36 in company with John Midgeley and Yuc Hodgson. SS.1 was a stately Home Track, where young Malcolm Wilson was 2 seconds ahead of Drummond, with Steve Ward 5 secs further back. Eight more forests followed, with Wilson and Drummond sharing the honours. Our problems began on the scenic Wythop on the famous last 'wheelbase' downhill hairpin, the throttle linkage parted just under the footboards. The car rolled slowly down to the finish, and hence to the public road, where we fixed the linkage, and set off once more. Two stages later, on Ennerdale, it happened again this time in mid stage, on a hairpin. We lost two minutes fixing it again! Only at the end of the stage did we realise that I could have operated the throttle from my side, as part of the linkage is exposed in my foot well! Steve Smith totalled his RS2000 here, and Chris Lord's barge broke down. After a hectic lunch, we tackled Setmurthy and Wythop, this time with the fresh air on the drivers side. This time we got a flat, half way round on the rear nearside. Not lucky, Wythop, for us. Another 30 secs gone but the rim stood up to it well though, not a dent.

Then it was Hecarton, Bramcragg, finally Greystoke, before the long haul back to Kendal. Malcolm Wilson had won by 19 secs, from Steve Ward! surprise, surprise, a pair of very quick lads obviously. We finished 39th a poor return for some rapid motoring, interesting forests, though.

Next morning at 5.a.m. saw us on route for Castle Donington, and the Vaco bond Stages. The start was chaos, and as we were no. 2 and ran first as no. 1 didnt arrive, we were then first to sample it. I had to brow beat them into providing a start marshal at SS 1 and 1a were both at Donington, being a loop of a new C.F. Circuit, followed by a part of the Ford Rally Sch 1 track. Richard has been here before, even though he had the inverted the Escort but even so, two fastest times is a good way to start. Problems beset us again on the next stage, Bardon, a good long thrash through a wood and a quarry. The handbrake packed up, resulting in loss of time at two tight hairpins. Rough Park was next, another hairpin, more lost time. SS.5. saw us fastest, as did 8 and 10, but due to a general team B---- up, we had to do a loose stage on racers, which dropped a vast amount of time! A long lunch followed, after which we re ran six of the morning stages, being fastest on all except one. The last two were Donington again, and again we were well ahead. However, we had dropped too much on Godfrey Jones, and Pete Doughty, in the first half, so finished third 20 seconds behind the winner, Jones, in the Preci Spink Escort. We also won the award for fastest aggregate time round Donington. The event had had good stages, not one being cancelled, but the supporting cast let it down badly. Awards weren't presented until 10.00 p.m., after which a traffic jam on the M1 meant we got home at 1.00 a.m. A very hard weekend, but good practice for the RAC.

STEVE LLOYD

TRACKROD.....ENDS