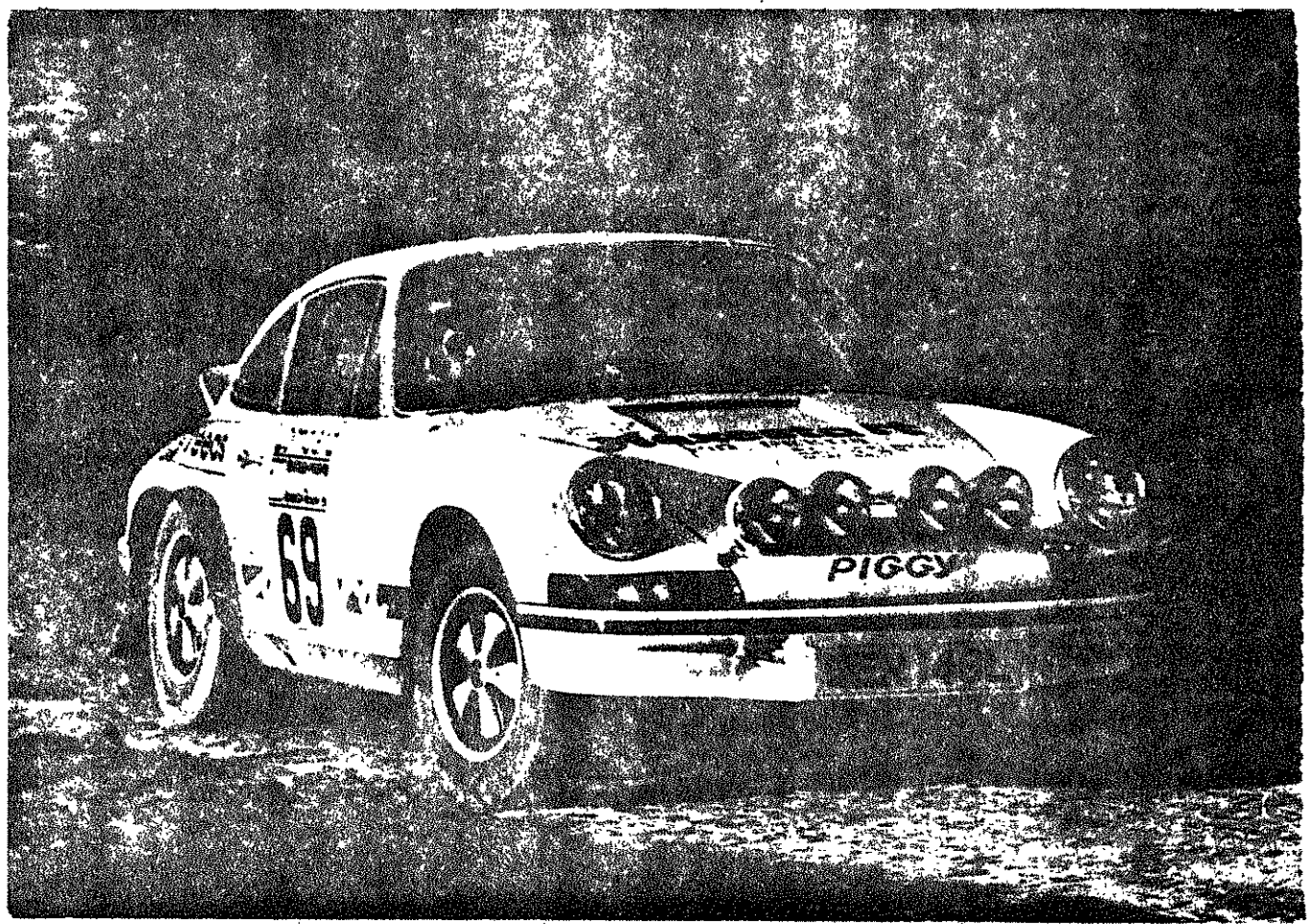
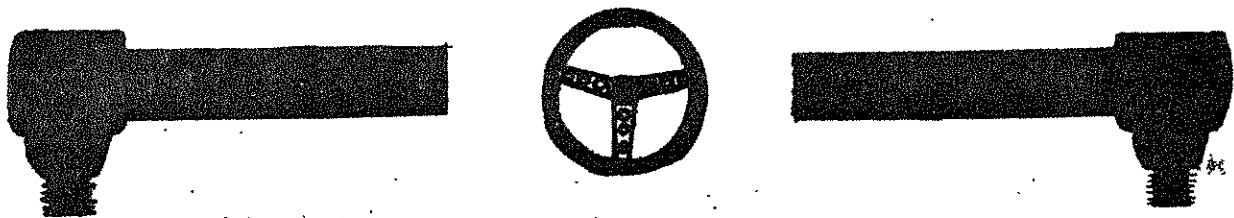


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



IT'S R.A.C. TIME AGAIN! SEEN HERE IS
'PIGGY' THOMPSON AT HAREWOOD IN LAST YEAR'S
EVENT

PHOTOGRAPHY BY NIGEL GLEDHILL

NOVEMBER 1976 - No. 73

TRACKROD MOTOR CLUB

1976 - 77

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Martin Kemp

Trophy Points Secretary.

Steve Mills

Membership Secretary.

Steve Holden

Editor & Deputy Chairman.

Steve Lloyd

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Frank Stuart Brown

Assistant Editor & Shell League

Team Captain

Richard Ineson

Public Relations Off.

Steve Hazeldene

Future Events

- 5th November Bonfire Party, Tockwith airfield(). Fire, fireworks, hot food, revelry, and drinks afterwards in some local hostelry. Can't be bad. Don't miss it. From 8.00 p.m. Details from Lindsay Sutton.
- 7th November Club Co-Promoted Autotests at Pudsey Civic Centre (104/211346). First test 12.00 a.m. A brand new venue, centrally placed, so lets have a big turnout. Good practice for the shell league A/T the week after. Details from Frank Stuart Brown.
- 9th November Noggin-Dyneley Arms, Pool Bank, Leeds-Otley Road, at Traffic Lights with Bradford-Harrogate Road.
- 14th November Y.S.C.C. Shell League Autotest - Penultimate Round in this years series. We need 300 plus points to make up any places. So, we need a strong team and plenty of support for them. In Cleckheaton Area, first test 11.00 a.m.
- 16th November Indoor Rally - Duke of Wellington - Round 2 of series. Map 99 (Again!) Bring thinking caps!
- 23rd November Extraordinary General Meeting - Duke of Wellington, East Keswick, 8.00 p.m. To discuss and DECIDE upon the formation of the Club into a Limited Company. See details later in mag.
- 27th November R.A.C. Rally. Boltby Forest 11.00 p.m. approx. Plenty of you please, to ensure a smooth passage for SPY 44 (among others!). Details from- John Richardson or Nigel Drayton.
- 7th December Noggin - Square and Compass.
- 11/12 December Holderness Rally, N.H.M.C., Shell League final round and A.N.C.C. Lets do a 'Hunt' and pip York and Ilkley at the post. (and avenge the Costa!) Details from Richard Spurdens or Richard Ineson.
- 14th December Film show and fire extinguisher demo. at the Wharfedale 8.00 p.m. Come along and be frightened into buying and extinguisher. I've used up three this year, and they are cheap compared to the cost of a new Porsche!
- 17th December Trackrod Christmas Party, Follifoot Village Hall. Free to members. Details from Sue Broadbelt.
- 21st December Round 3 of Indoor Rally Champ. - Duke of Wellington.
- 26th December Boxing Day 'Hangover' Autotests, Woodhouse Moor.
- 28th December Noggin - Shoulder of Mutton.
- 4th January Noggin - Square and Compass.

Invited Events:

- 7th November Northallerton A.C. Special Stage Practice Day, Catterick
- 21/22 November A. & P.M.C. Snowdrop Rally, A.N.C.C.
- 4/5 December Clitheroe M.C. Hall Trophy - A.N.C.C.
- 18/19 December 111 C.C., Bentleys Rally.

COVER PICTURE

It ought perhaps to be mentioned that the car depicted on the cover of this issue is not now owned by 'Piggy' Thompson but by our own member Richard Jackson as a back-up car to the well known SPY 44 Carrera.

1976 Lombard RAC Rally

As promised last month, we have more details of our stage procedure to hand.

The cars are due a little earlier than stated last month and should be

on Boltby by 22.45 hours on the Saturday night, 27th November. It will be necessary for marshals to go into the stage at 21.00 hours, so do please arrive at the stage, 100/502871, well before this time. Alternatively signing on can be accomplished in the warmer atmosphere of the village pub at Felixkirk, 100/468847, any time after evening opening time !!!

There will be marshals briefing on Wednesday 24th November at the Wharfedale, Arthington, 104/259448, starting at 8. p.m. I know that many of you are aware of the requirements needed on an RAC stage, but nevertheless, your attendance at the briefing would be much appreciated. Do please try to be there.

Chairmans Chat

It was very encouraging to see so many people attempting our first indoor rally of this winter season. It seemed to take a little while for everyone to blow the cobwebs out and become conditioned to the "trickeries" of the tabletop scene, but once in the groove, it all flowed very smoothly. To those of you who missed out, do join in next month, its all very good practice for the real thing, helps tremendously in map interpretation, and its cheaper than real rallies!!

Talking of which, we seem to have shaken off the rallying bug which affected many of our crews earlier this year. The Highwayman Rally saw a fine, although rather unexpected win for Martin Kemp/Rod Farkin, (very well done both) second place for Stan Peel, a Novice class win for our Helmsley based members, Mike Kent/Dave Carnforth, and the consolation prize of being the first crew to finish a selective on a puncture went to Jim & Janet Thirsk. One could almost say a clean sweep for Trackrod! Just to round off the weekend nicely, Dave Lawton/Steve Holden won their class on the Crystal Stages.

The Alwoodley Pennine was also successful with Steve Rathbone/Frank Stuart Brown at last getting the Magnum to the finish of a rally, and in 2nd place no less behind Ron Beecroft. Just behind was that man Lawton again, this time with Jack Coulthard on the maps and a nice 3rd place to show for their first time out together.

Very well done all of you!

Hard luck story of the month must go to Ron Mackinnon on the Tour of Mull. He was lying 6th O/A after the afternoon stages and was in eighth place during the night, (running at 106!) when evasive action to avoid a crashed Opel Kadett resulted in another ruined rear axle! The boulders on Mull are very very hard and unforgiving, but its one hell of a place to go for a rally, and a tremendous social weekend was had by all.

If nearly two dozen Trackrod members leave Yorkshire to go to Mull, that surely is recommendation enough! Think about it when planning your programme next year.

J.H.R.

12th September Airedale & Pennine Summer Stages.

Sunday morning saw us pulling into Menston Garage for the start of the rally. Scrutineering was the night before so it was just sit and wait for your route card. The Trackrod members were:-

Vince Girardier/Jack Coulthard at 8

Mike Fisher/G Womersley at 10

Peter Germaine & myself at 20

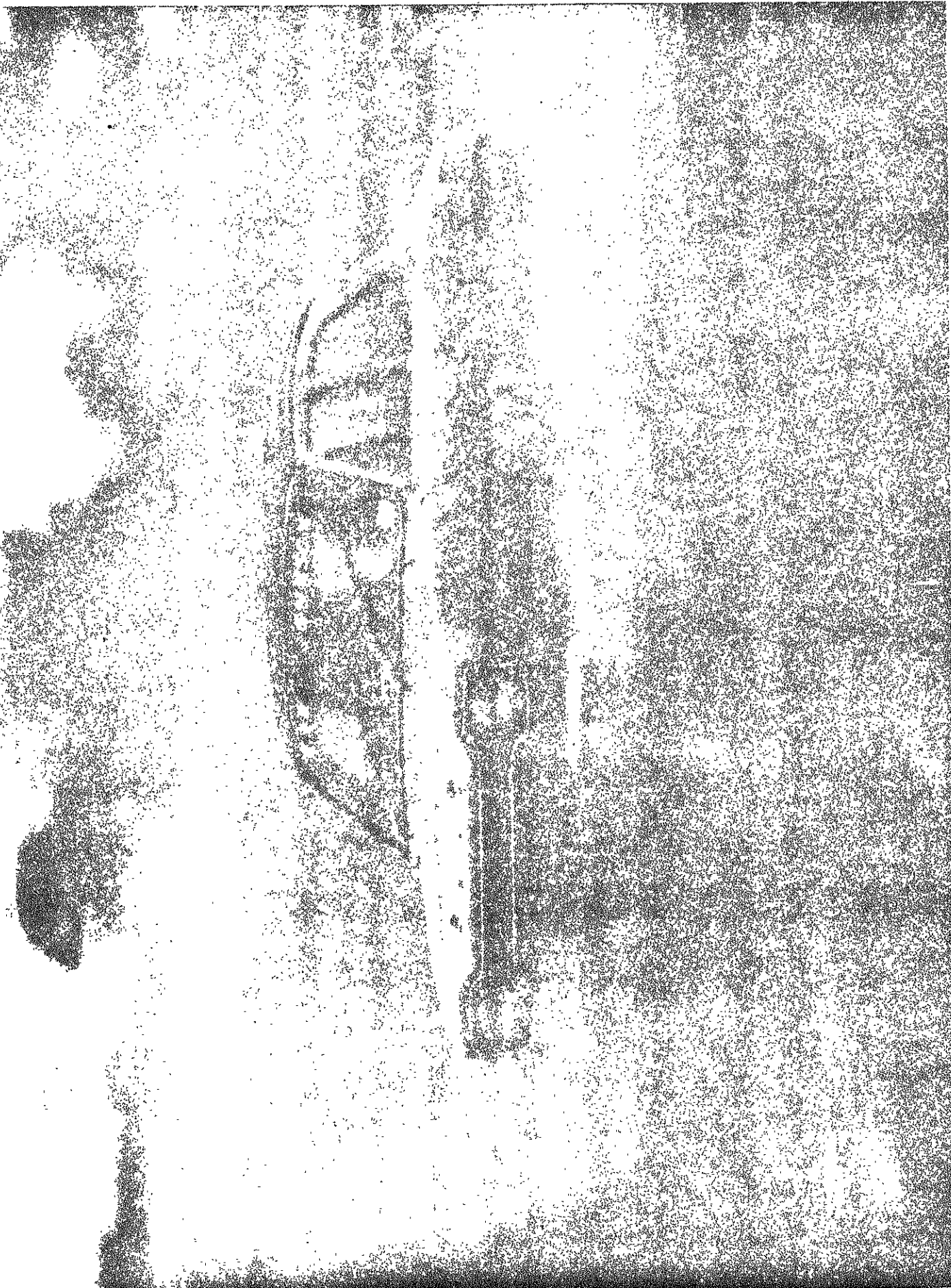
Ron Mackinnon/P Collinson at 21

Alan Powell/Stan Peel at 23

Mike Schofield/Andy Roddy at 29

PETER GERMAINE & RONNIE MOORE GIVING THE PHOTOGRAPHER
A BATH AT MELBOURNE AIRFIELD ON THE AIREDALE &
PENNINE / MENSTON GARAGE SUMMER STAGES RALLY.

PHOTO BY R.S. PHOTOERAMICS.



Dave Ashford/Bob Shilling at 36
J Pick/R Spensley at 52
Howard White/M Tempest at 81

9.01 saw Pip Dales Firenze lead the field away to the first stage at Otley's Farnley Hall. The conditions were fairly bad after about 36 hours of rain. The stage was a narrow loose tarmac track with a quick dash in and out of a field. Farnley Hall saw the retirement of Ron Mackinon with half shaft trouble, about a foot from the start line.

Stage 2 was at Tockwith Airfield: Fast tarmac so a tyre change. At the first 90 left there was a familiar red opel parked, guess who? yes you've guessed it was Vince and Jack with low oil pressure.

At the start of the second lap it was a quick look over the shoulder, for RS2000 after the incident on the Elcar Rally. Halfway round the second lap was Mike Schofield and Andy Roddy with 2 punctures and only 1 spare, so a quick run to the service car and back for Andy, but they got a maximum time on the stage.

Stage 3, two laps of Acaster Malbis airfield which was a bit too muddy in places for tarmac tyres. This stage saw another Trackrod crew drop out, Dave Ashford & Bob Shilling, they hit a concrete post on the flying finish headon.

A long run to stage 4, Melbourne Airfield, this stage was 1 lap and very tricky with a lot of very large puddles about. I think a speed boat would have been better on here. When we finished the stage it was a quick change onto the M/S tyres for stage 5, Allenthorpe farm track. This was very rough and muddy with cars off here and there in the deep mud. Next came stage 6, Full Sutton Airfield, which was run the usual way but a bit tricky at the end of the runway just before the flying finish.

Stage 7 was Burton Fields farm track which we can just about do with our eyes closed. Stage 8, was cancelled. Stage 9, was Trackrod stage, Thirndale Wold. Part of a rally cross circuit so I've been told with some bad yumps and a very steep hill to climb up. Off we went into the unknown for us. A few wet Trackrod members were lurking here & there. Such as Phil Staton jumping out from behind trees giving crews a quick flash (of his camera). After getting over that fringe came the hairpin left and that big mountain to climb up. The car didn't like this because it tried to jump off the edge but we made it to the top and onto the flying finish about 10 seconds down on the fastest. Next came the lunch halt at Sledmere.

After an hours rest and a bite to eat it was back on the road again to stage 10, Thirkley Wold a farm track. This has a long tarmac start then into the fields very slippery right to the finish which is a bit tricky on the flying finish because of a sicane just after the finish marker.

Next came stage 11, Melbourne again same as the morning except the puddles weren't as big. Back onto M/S tyres for the rest of the rally. Stage 12 Allenthorpe same as the morning stage except about 1/4 of a mile from the finish in thick mud on a 90 left it happened. The engine just stopped. Off came the helmets and quickly under the bonnet. A quick check round the wires, these were alright. After about 4 minutes we found that some one had pulled the petrol pull off switch, then we carried on to the end of the stage. Then onto stage 13 Full Sutton and stage 14 Burton Fields both the same as the morning then to the finish at the Corn Mill Stamford Bridge. After about 2 hours the results were put up. The trouble we had on Allenthorpe had dropped us from 120.A, to 390.A.

In all we think that this event was very well organised and very good stages. Better luck I hope next year.

RESULTS

P Gemp inc/R Moore	O/A	CLASS
" "	39	17
A Powell/b Peel	6	3
M Schofield/A Roddy	59	19
J Fick/R Spensley	27	12

The other trackrod crews all retired.

Ronnie Moore.

Shellport League 1976

Round eight of the series was held on 17th October at Hutton Conyers, Ripon, a F.C.T. organised by Ripon M.S.C. Our team comprised Tony Marshall (mini), Steve Hazeldene (mini), Steve Lloyd (escort), Richard Spurdens (Miva) and Steven Waddington (Fiat 850).

It was a superb venue for the prevailing climate conditions, being wet underfoot in the morning, drying out considerably for the afternoon session.

Unfortunately, latest team recruit, Steve Hazeldene didn't produce the hoped for results but nevertheless he scored a useful 42.1 points in a large class of 30. However, Tony Marshall made up for it with a resounding 4th in class to score 95.7. Richard Spurdens finished 8th in class (57.9) points and Steve Lloyd 6th (78.4 points). Steven Waddington was 2nd to his father in his class and scored 87.7, unfortunately his dad was driving for the opposition (Ilkley) and helped them to achieve 4 class wins and a fifth in class, needless to say they won on the day but we were second and netted some more greenbacks.

Position after 8 rounds

Ilkley & DMC	2704.2
York MC	2646.2
Trackrod	2426.3
Huddersfield	1720.9
Slaithwaite	1520.2

Clearly we have it all to do in the remaining two rounds, the first on 14th November is a perambulating autotest in and around Cleckheaton organised by Y.S.C.C. and the final is a rally on 11/12th December organised by North Fumberside (Moonraker) so get preparing that machinery you rally men and lets do in the final what we should have done on the Costa!! We'll try to ensure that the autotesters put you in a position to be able to wrest the lead from Ilkley and York and clinch the series in our favour.

Richard Ineson
Shell League Team Captain.

Shell League PCT @ Hutton Conyers

After weeks of rain, the thought of any attempt at a F.C.T. was enough to make one reach for the wellies and the tow rope. However, the Ripon M.S.C. were favoured with two consecutive dry days, which allowed their excellent venue at Hutton Conyers to dry out enough for a good days sport. Our shell team consisted of Tony Marshall and Steve Hazeldene in Minis, Steve Waddington in his fiat, Richard Spurdens in his viva, and me in the Mex. Having demolished a clutch, a wing, a door and an axle on Shell League events this year I was not too relaxed

at the start of the day. But as the tests proceeded and nothing worse than a few mud splashes were suffered, enjoyment replaced apprehension in my mind.

The large entry was split in half to avoid long queues at tests. The 30 strong Mini class plus the sports cars went one way and the conventional saloons and rear engine mob went another. Richard Spurdens had yet another early number, but grass on the virgin hills was a help to him for a change. However, mud was soon the order of the day. Even so, a fine variety of scores resulted. Progress round the field wasn't too bad either, only the occasional bunged up exhaust delaying things. When we caught up the tail end of the sports cars, the top was well and truly off the hills, and on one downhill start, there was no steering at all. Everyone slid into the markers! Richard found a new line round a mud patch, but touched a marker, and was annoyed to see our arch rivals from York and Illey take advantage of his experience. At the end of the first 11 tests, Richard had 64 to my 66, with Steve and Ken Waddington ~~xxx~~ tying for the lead in their class, far ahead of everyone else, on 35. Tony was sixth in the minis, but Steve was not going so well, despite the use of R.F.I's new ZX's.

After a long lunch, during which Ripon eased nearly all the tests, we set off again, the sunshine now being reduced by some ominous clouds. However, a hump on test seven led to a display of 'driver power' by one or two very vocal fellows who felt their front ends would be damaged by it. Ray Dickinson proved them wrong, but they still refused to attempt it. Eventually one stake was moved, and order restored. The hills were now much easier, and scores much lower. Still plenty of variation though. A silly understeer off on the last test cost me four valuable points, for a total of 21. Steve Waddington took into battle with father Ken here, when he clipped the nine marker on his way to a clean. Richard dropped 28 and Tony 8. Steve Hazeldene dropped 15, and was so upset, he spent the next half hour putting the same wheels on and off the front of his mini! Ilkley had dominated the event, winning all four classes, plus a second in class! However, we didn't do so badly thanks to excellent drives by Steve and Tony, and consistency by the rest of us. We were second shell league team, on the day, as detailed elsewhere in this issue.

Ripon, had run a first rate event, with very sensible hills for the day. Everyone seemed to have enjoyed it, results were soon available. Steve was second in the Fiat, Tony was 4th, Steve 20th, Richard 8th and me 6th, good placings in the large classes. Now for the Auto-tests, and the last event, the road rally.

Steve Lloyd.

Editorial

After my appeal of last month, I found there was plenty to write about, but not so many bods willing to write it! You are all too modest! You can all write, it doesn't matter if the spelling isn't 100% or the English not so hot. I can tidy that up. What we want is variety. Plenty of blurb from you, the members to fill your magazine. Lots of short features means less work for all, and a more interesting mag. Just a few lines about your last event, and why you didn't win (or why you did of course!) O.K.? Lets be having you, then.

Steve Lloyd.