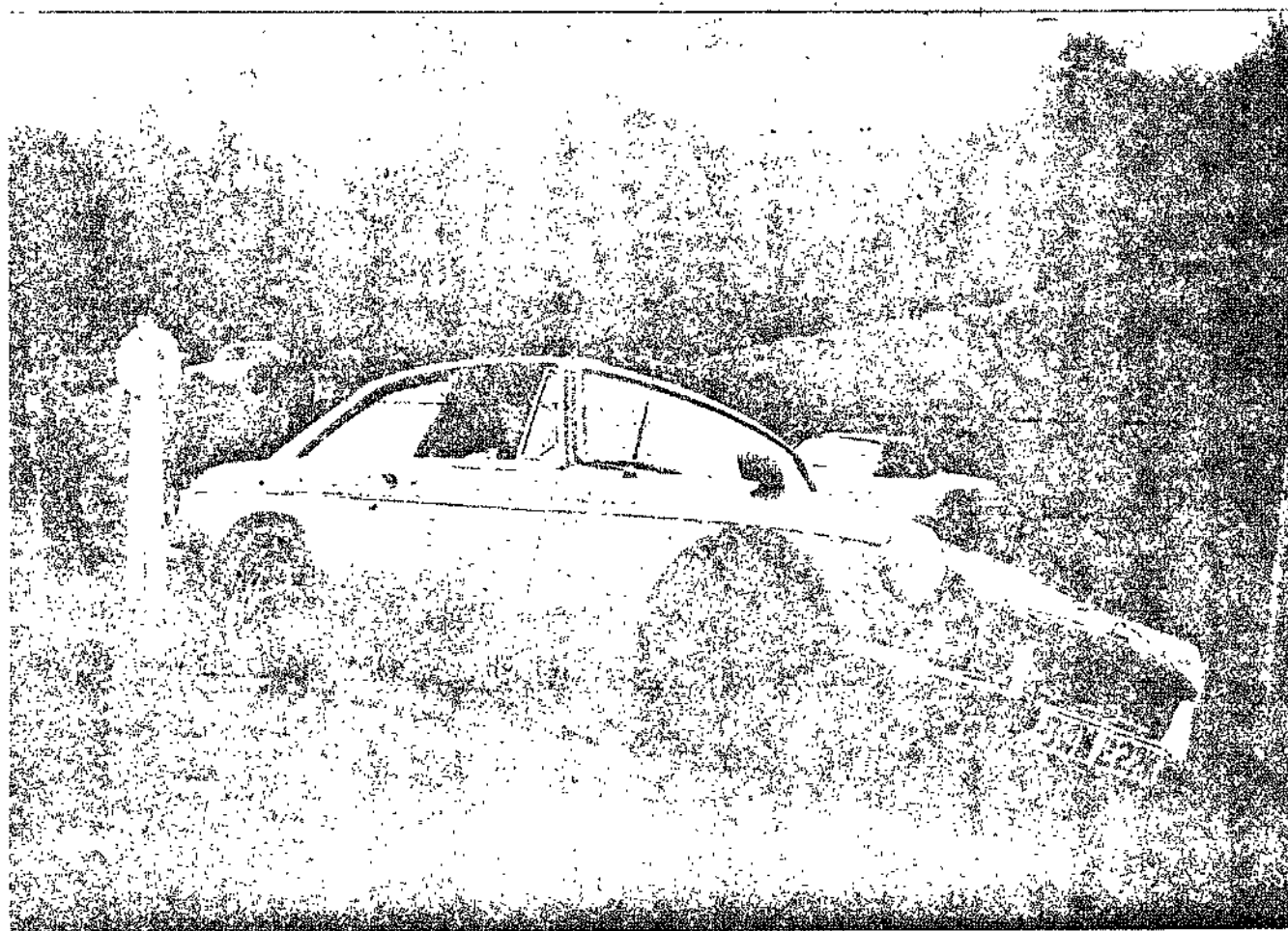
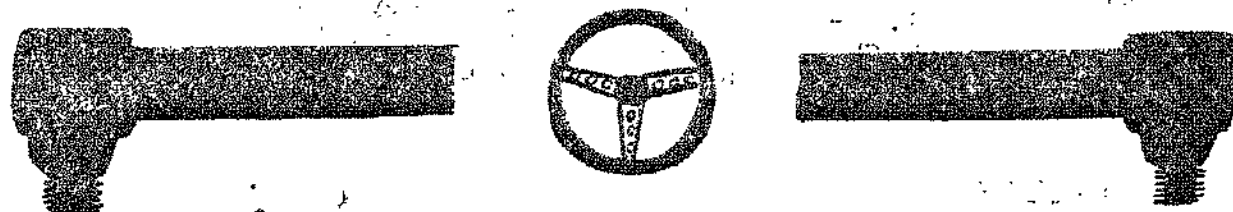


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



TONY MARSHALL SCORING POINTS
FOR TRACKROD IN THE ILKLEY
P.C.T. SHELL LEAGUE ROUND
IN APRIL
PHOTOGRAPHY BY PHILIP STATION

DECEMBER 1976 - No. 74

TRACKROD MOTOR CLUB

1976 - 77

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TRACKROD - NOVEMBER, 1976

Future Events

- | | |
|--------------------|---|
| 7th December | - Noggin - Square and Compass, North Rington. |
| 11th/12th December | - M.H.L.C. Holderness Rally. Final round of Shell League. Remember, avenge the Costa. Details from Richard Spurdens or Ienson. |
| 14th December | - Fire extinguisher talk and film. A very necessary safety addition to all cars. At the Square and Compass (NOT Wharfedale). |
| 17th December | - Grand Trackrod Christmas Party - Follifoot Village Hall (104/304526). 9.00 p.m. Food, drinks, disco, games (nudge, nudge) all Free (except drinks) to MEMBERS. A fun night for all. Details from Sue Broadbelt. |
| 21st December | - Indoor Rally Championship - Round 3 - Duke of Wellington, East Keswick. Map 104 |
| 25th December | - A merry and safe Christmas to all our members and readers. |
| 26th December | - Hangover Autotests - Woodhouse Moor - 10.30 a.m.! Settles the Christmas Pud down a treat! |
| 28th December | - Noggin - Shoulder of Mutton, Kirby Overblow. |
| 1st January | - A happy and prosperous (? we must be joking) New Year to all our readers. |
| 4th January | - Noggin, Square and Compass. |
| 9th January | - C/J Autotests - details Steve Mills. |
| 11th January | - Noggin, Fox and Grapes, York Road (105/400396) |
| 18th January | - Round 4 of Indoor Rally series, Duke of Wellington |
| 25th January | - Noggin, Shoulder of Mutton. |
| 1st February | - Noggin, Square and Compass. |

Chairman's Chat

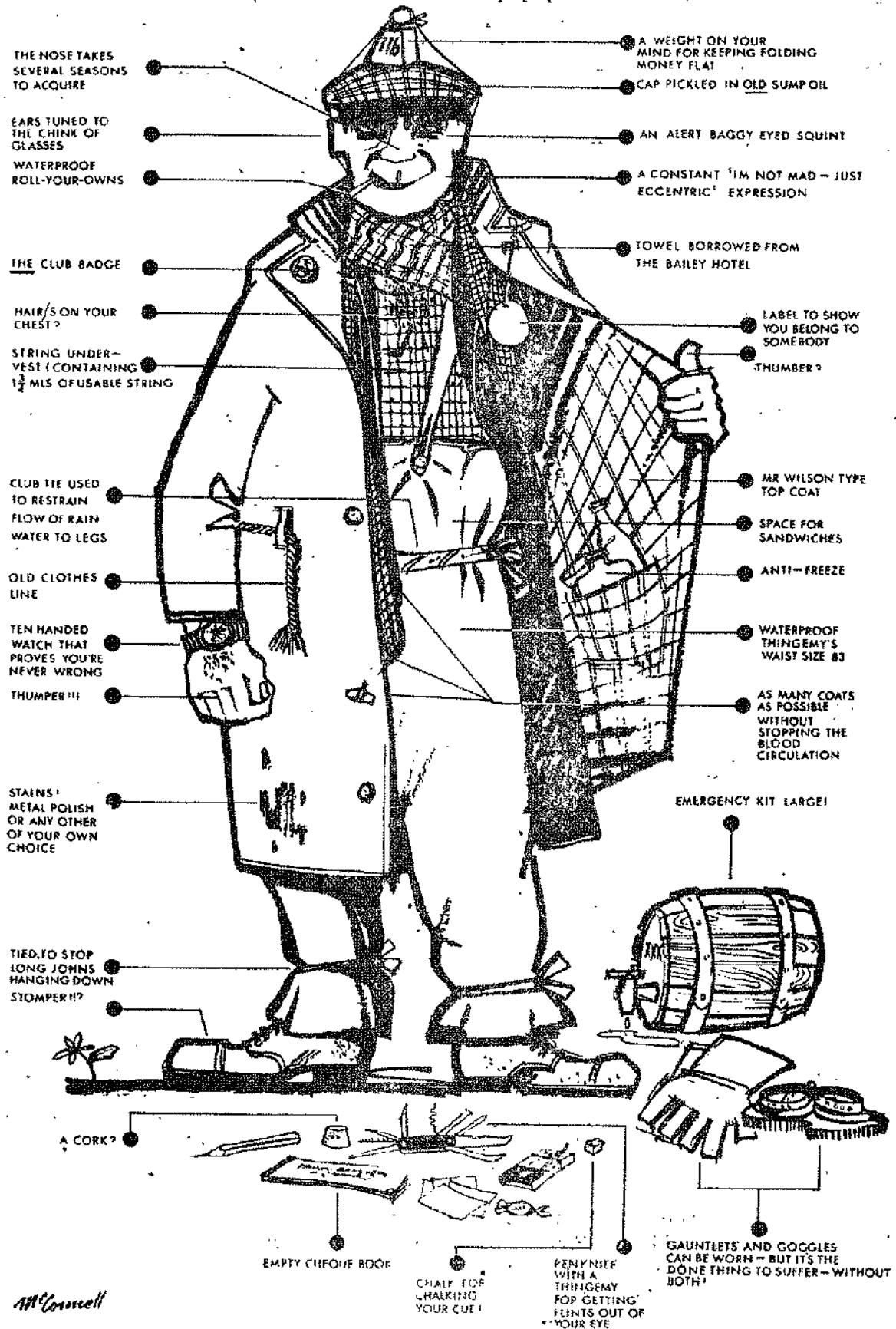
In reviewing our last months activities they do seem to have been many and varied. Our bonfire party was held out at Bickerton and once again we are indebted to James Pick for the use of his land, which we gave him back, and his timber which we didn't!

We have also had two of our club events, the Costain Homes PCT and F S B's Autotest at Pudsey Civic Centre. These were both extremely well organised and both teams can be well pleased with the standard they produced. From my observations all the competitors had enjoyable days sport at both venues.

We have also been busy in the Shell League with Ripons PCT and YSCC's Autotest. No doubt Captain Ienson will give a blow by blow account elsewhere, suffice to say we did rather well at Ripon, but hiccuped a bit at YSCC. We remain third at the moment with everything now dependant on Forth Humberides Moonraker Rally on 11th December. The way our crews are performing at the moment that should be good for us, but we will have to wait and see. The best laid plans of Shell League captains ... !! and all that.

Talking of successful crews, Dave Lawton/Steve Hazeldene have done it again by collecting a 2nd in class on the Raylor, one down on last year but very commendable for all that. Steve Rathbone/Frank Stuart Brown have also at long last produced the win that we have been expecting since the arrival of the ex-DTV Magnum. Or have they? At the finish of the Snowdrop

A GUIDE TO THE COMPLETE VETERAN CAR RALLYIST, No.1 the DRIVER



Rally, most of the top ten crews agreed that this was the case, but it would seem that the results have not yet been finalised due to some obscure and technical queries which the organisers were not prepared to take a decision on. At this stage only time will tell, but they are certainly the moral winners in most peoples book, whatever the outcome!

Finally may I remind you of a date for your diaries, our annual Dinner Dance and awards presentation evening will take place at the Post House, Brashope on 4th February, 1977. Tickets will be available shortly from any committee member and you may recall that last years event was a sellout. If you want to be sure of a place, tell either Rod Parkin or myself how many tickets you require and you won't be disappointed. Remember, first come, first served.

I trust you will all have an enjoyable Christmas, and get your Stratos!! or whatever else it is that turns you on.

J.H.R.

Editorial

What a full month November was! First the bonfire party, at Tockwith, or near there, which is still being talked about. We wish it weren't, but there, you can't win em' all. Better luck next time. Many thanks to the Ladies, especially Joyce, for her parkin pigs. Perhaps the next one could be held at the nearest noggin to the actual fifth, which is how it started, really.

The C/P autotest in sunny downtown Pudsey had 18 entries, and was a great success (so Mary tells me). I was flu-ridden at the time, but I'm glad I didn't go. I can't stand to see grown men cry! Fancy being beaten by a person! She was only 1.9 seconds behind Ken at the finish! Very good, but now she won't let me near the Mexico! Gerald Taylor set up FTD in his Service Garage Clubman, leaving the new, noisy RFI for the Class 2 win. Ace Wrench man David Sunderland won class one from our own DWT, C. Mammerton walked away with class 3, while Ken Goodall took class 4 by the above narrow margin from Mary Lloyd. A good, well run event, at a good new venue. Thanks Frank and helpers.

The Dyneley Arms noggin was notable as our first with a live cabaret. I'm told the audience was spellbound throughout, and a further visit will be arranged just as soon as we can fit it in!

The ASOC autotest in the Shell League saw some very close competition. In the huge Mini class one we had three men running, RFI, DWT and S. Mills. Unfortunate errors by the last two dropped them right down the results, but RFI finished a grand second in class (out of 25). A similar error by me cost a place or two in class 3, where four Escorts fought it out tenth by tenth all day. An 'auto 66' man won from Ken Goodall, with me next, just 0.4 of a second ahead of that interloper from BARC, Howard White. A long day, though, with long delays between tests. A bigger venue is really a must for these big entries.

The Indoor Rally is covered elsewhere, but 18 entries is very good by any standards. Frank and Ian are the front runners, so they are the ones to be shot at. Keep up the entries, fellas, its all good fun.

By the time you read this, we will know if Trackrod is to be a limited company or not. See Stop Press for the result. Whatever happens, I'm sure we'll just go on from strength to strength. Cheers.

Steve Lloyd

Indoor Rally Championship 1976-1977

Round One 19/10/76 - Organiser - Richard Spurdens

1.	Ian Gurnett/Frank Stuart Brown	-	210	-	20 pts.
2.	Jack Coulthard	-	201	-	19
3.	John and Anne Richardson	-	186	-	18
4.	Steve and Mary Lloyd	-	183	-	17
5.	Pauline Phillips/Sue Broadbelt	-	163	-	16
6.	Geoff Moorhouse/Bob Buchan	-	160	-	15
7.	Ron Mackinnon/Linsi Sutton	-	140	-	14
8.	Nigel Latimer	-	118	-	13
9.	Steve Mills/Elvin Garnett	-	39	-	12
10.	Ronnie Moore/Paul Noone	-	70	-	11
11.	John Locke/Steve Sanderson	-	58	-	10
12.	Andrew Roddy/Lisa Rothery	-	54	-	9

Round Two 16/11/76 - Organisers - Steve and Mary Lloyd

1.	Frank and Ian	-	229	-	26 pts.
2.	Jack and Nigel Drayton	-	198	-	19
3.	Nigel Latimer and D. Brabiner	-	168	-	18
4.*	Ron and Linsi	-	154	-	17
	Geoff Moorhouse/Bob Buchan	-	154	-	17
6.	Jim and Janet Thirsk	-	150	-	15
7.	Steve Pullen and T. Kitchen	-	130	-	14
8.	Pauline and Sue	-	124	-	13
9.	John and Anne	-	123	-	12
10.	Tim Smith	-	120	-	11
11.	Steve Wood and Pete Collinson	-	83	-	10
12.	John Locke/Steve Sanderson	-	80	-	9
13.	G. Kellet/D. Marshall	-	77	-	8
14.	Nick Leuchars	-	61	-	7
15.	Ian Metcalfe/Pat Snell	-	50	-	6
16.	Steve and Elvin	-	30	-	5
17.	J. Coles/C. Dawson	-	29	-	4
18.	R. Dobney/P. Hobson	-	Retired OTL		

Championship positions to date (top ten)

1.	Frank and Ian	-	40 pts.
2.	Jack	-	38
3.	Geoff Moorhouse	-	32
4.*	Ron and Linsi	-	31
	Nigel Latimer	-	31
6.	John and Anne	-	30
7.	Pauline and Sue	-	29
8.	John Locke	-	19
9.	=Steve and Mary	-	17
	Steve and Elvin	-	17

Results of Darts and Dominoes on Tuesday, 26/10/76 - Trackrod v Ilkley DMC

First of all I would like to thank all those good people who offered to play and those who did play.

It was all good fun and I am arranging a return match with Ilkley DMC for sometime in the New Year. The date will be published in the magazine in

good time for you to sharpen your darts and practice your dominos. Now for the results "UGH".

Darts

Trackrod - 3 games

Ilkley - 4 games

RESULT: Ilkley win 4 games to 3.

Dominos

Trackrod - 5 games

Ilkley - 8 games

RESULT: Ilkley win 8 games to 5.

Once again thank you for the support you all gave, it made my job easier. Thank you Ilkley for bringing a good team along to make a game possible. I shall be looking for another team for our return match, but more about that in the near future.

Eddie Baker

Team Captain

What's this rallying then?

"What's this then?" I thought.

There was I at my local friendly garage, borrowing their tools to perform some highly specialised job on my Anglia (changing the oil I think it was), there was a constant stream of rally-jacketed folk in cars that hadn't been washed for weeks, dents in the wings and - what's this - a dented roof!

"I wouldn't be seen dead in one of those" thinks I, wiping a speck of dust off the Anglia (easier to see the rust when its clean). The ultimate shock was delivered to my system when a battered wreck faintly resembling a Mk. 1 Cortina was pushed out of the garage. "I bet that's the only way that car moves" I muse as I attempt to remove the oil drain plug from 10 years of un-use.

Being just about to complete said task, I am shaken to the bone by a thunderous roar - result: oil drains straight into my left eye. I have just managed to get most of it out to see the Cortina-shaped hulk coming sideways towards me. Panic! No need, proprietor of local garage is only warming up the tyres, before going to get the traditional Saturday lunchtime fish and chips.

Whilst eating this rare delicacy (the only place in the world where fish and chips dipped in Svarfega and engine oil are served - sauces no extra cost) I learn that all these hardy, God-loving (well, they use his name a lot) folk are in fact followers of the God rally. Mildly wondering whether bigamy might be part of this new religion, I resolve to find out more about it - in particular just what exactly knobblies are!

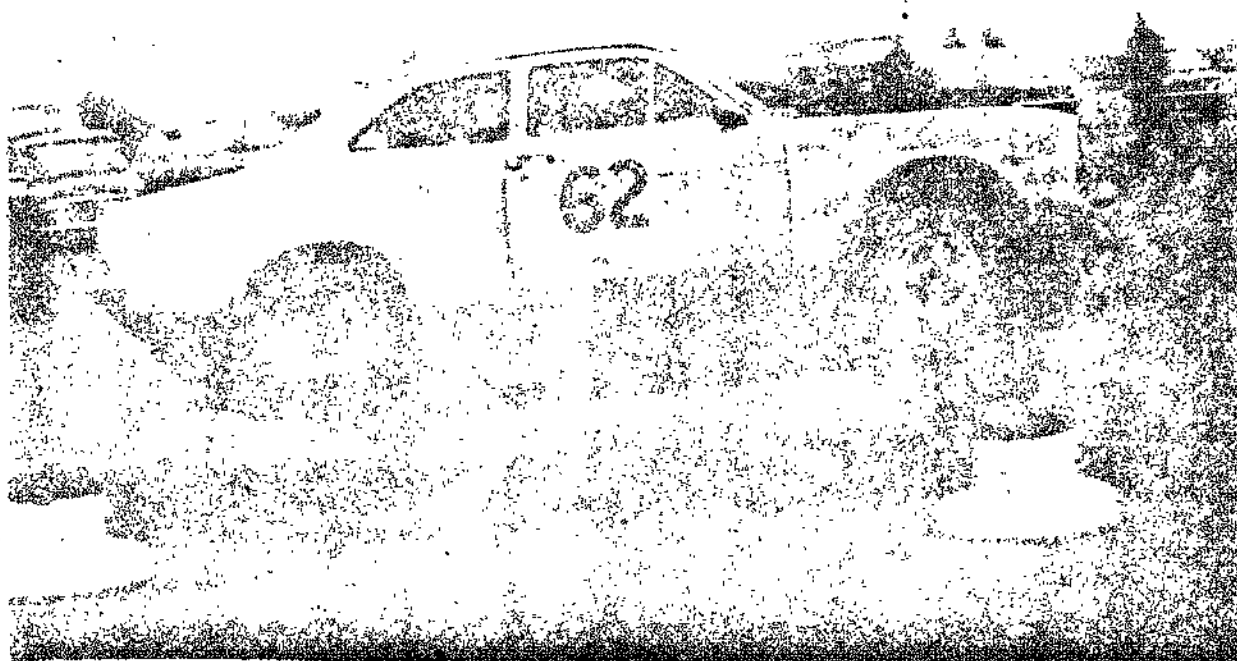
The scene switches to a lonely road out on the North Yorks. moors at just after midnight. The moon is up, the air is still, the night is dry. A party of us, or rather a party of them with me tagging along are warming up for the night ahead, inspecting at close quarters every inch of the hairpin right we are standing by, practising standing at different points on the verge looking out across the corner. The most favoured spot is unfortunately taken up by a large clump of nettles, and second favourite already has a very solid stone wall which is claiming an historical right to the spot. Eventually a spot is found and we all huddle together, waiting.

What for? Is there to be an apparition in the sky? Nearly right; the first



† PHILIP CARTWRIGHT LEAVES A TRAIL OF DUST ON BURTON'S FIELD ON THE
 1976 ELCAR TROPHY RALLY PHOTOGRAPH BY PHILIP STATION

† MR & MRS PRESTON 'TIP-TOEING' ROUND TOCKWITH ON THE 1976 ELCAR
 TROPHY RALLY. PHOTOGRAPH BY CHRIS ANDERTON



thing is the sound of a 2D1, followed by lights flashing across the heavens. Then the great God appears, going indecently quickly so it seems to me. Unfortunately I missed the next bit, as I was crouched down behind the solid wall waiting for a bang, crash and tinkle. All I heard was a scream of tyres, a sliding noise, and then a meaty roar from the tailpipe as God No. 1 accelerated into the night.

After many reassurances, and several offers of additional life insurance, I agreed to remain standing for the next car. And what a sight! I thought it was illegal to drive like that in this country (it is?).

And so I was bitten; I was now an addict and there was only one cure. The wife agreed that we needed a new car as the oil change had upset the Anglia no end. Besides she was fed up of its tired suspension forcing us to constantly become very closely involved with trees and the like.

Thus cometh a white Mexico. The Anglia went unwashed at weekends as I was out practising hand-brake turns round little old ladies in Safeway's carpark. After successfully shortening the lives of wife, scores of other people, 13 dogs, 451 cats, and one bus (I hit it), I decided I had learned how to drive properly. A second Mexico was bought for competition (Oh, those affluent days). The photographic magazine trade had a recession as all my pennies were spent on bits for the car. Now I know that all those ads. in M.M. mean when they say, 2F, 2SD, SD, MC, etc. On average I think each letter represents 20 worth of bits.

So into battle. The rumours that I retired at TC6 on my first event because I was scared are not true! The clutch really did go. Furthermore, I even got a volunteer navi for my next try - I deny all rumours that I handed over my premium bonds and my piggy bank to force him to come with me.

As it happened this next event was like a fairy-tale come true (not that sort of fairy!) - we finished 3rd O/A after one or two of the quicker crews had dropped out or got fails.


Now there could be no stopping me - watch out Albert, I'm after you, or to quote a well known garage proprietor "Today a star was born".

So the next event I came in 53rd O/A. Well we all have our off days. Actually, exhaust problems held us back - I was knackered and the navi had to be woken up at every control (sorry Tony!). Since then things have gone reasonably well; you've heard it all before - we were leading until the exhaust fell out, etc.; ask Steve, he has more of those tales than most of us.

I was down at the local friendly garage the other day working on the car, a battered old Anglia pulled up and the owner enquired of the proprietors if he could borrow some tools to change his fan-belt, I noticed him give my car a disdainful look before he turned to attend to his pride and joy. Half an hour later when he came back to say the spanner was the wrong size, could he borrow another one, he had a good look at the car when he thought nobody was looking.

When later, when were enjoying our favourite dish mentioned earlier, now enlivened by a bread roll dipped into graphite grease, said youth returned to announce his task had been completed. As no conversation or money exchange can take place until every last morsel has been consumed, he was left to kick his heels for a while, looking over the equipment in the garage, and the various rally cars in all states of disembowelment.

It was David, I think, who he first spoke to "What's this rallying then?".



TRACKR O'D



CHRISTMAS PARTY

AT

FOLLIFOOT VILLAGE
HALL

ON

FRIDAY 17TH DECEMBER

8.45 AM. UNTIL 1.00 AM.

RAFFLE — PHOTO CAPTION
CONTEST

F.S.B. DISCO

SUPPER

ADMISSION :- MEMBERS FREE
NON MEMBERS 25P.



The knowing glances of us old hands said it all - the bug had bitten again.

With apologies to Mike, David, Rod, Tony, John, Steve and the missus.

"Costain Homes" PCT -X31st October

After the rigours of our stage in Dalby on the Kaylor rally, the weekend was nicely rounded off by a very fine example of the noble art of Production Car Trialing.

The Costain Homes sponsored event at Thompe Farm was the final round of our Club PCT Championship and attracted an entry of some thirty-four people ready to attack the tests laid out by Andrew Roddy and Ian Waddington. They also laid on the weather with sunshine all day although a cool wind prevented any sunbathing and not one drop of rain all day!! Is this a record for a Trackrod PCT?

The first ten tests were attempted and produced nine cleans for John England's Mini, eight for Tony Marshall's Mini and a whole host of people with seven cleans, so it was back to the drawing board and modified tests were presented for the next run. These produced some more realistic penalties although it seemed that the only way to stop John England was to take his wheels off! He was out on his own in Class 1 with John Spencer (using the same car) leading the chase from Tony Marshall, and Ken Waddington, driving Ian's Mini in place of his Imp which had recently blown its gearbox. The new pairing of Sue Broadbelt and Chris Staton were still suffering from the effects of their day out in Dalby and didn't show too well. No doubt next time out will produce a better result for our only all lady crew.

Class 2 was being contested by Stan Peel's Anglia and Adrian Tate's Escort with Richard Spurdens and Steve Lloyd some way back. After a day servicing on the Kaylor, Messrs. Kellett and Marshall were duelling furiously for last place, the honour eventually going to Graham Kellett after a tie was resolved by furthest clean!

Steve Waddington was holding Class 4 from Mike Phillips, and Chris Kaylor was leading the big Imp class, from his wife. The price of equality, perhaps?

After the lunch halt, a final run round the further modified tests produced some final results.

John England had proved uncatchable and took the Costain Homes trophy. Class 1 was won by John Spencer from Ken Waddington. In Class 2, Stan Peel took the award from Adrian Tate by furthest clean after a tie and Class 4 was won by Steve Waddington who upheld the Trackrod name in the face of the Ilkley opposition. Everybody then went home well satisfied with a good day's sport which had been very well organised by a whole new team of people led by Andrew and Ian.

Well done, all of you and thank you very much for your efforts.

Invitations to Events

December

4/5th Hall Trophy Rally. Clitheroe and DMG ANCC.
 11/12th Moonraker Rally. WHIC Shell League.
 18/19th Bentleys Rally. 111 CC Restricted.
 18/19th De Lacy MC Restricted Rally. Maps 100, 105.

January

8/9th Alpine Rally. Restricted. Miredale and Pennine 11.
 Maps 99, 100, 104.
~~23/24th~~ 23rd S. Stage Practice Day. D. Brown SCC
 15/16th The Ripponian Rally. Restricted.
 29/30th Three Swans Rally (GJ) Selby DMC. Map 106.

Shellsport League 1976

Hosts for the penultimate round of this years competition were YSCC who held their autotest at Hartshead Moor Service Area on the 142 on the 14th November.

After much arm twisting we eventually fielded a team of five: Ken Goodall, Steve Lloyd (Discorts), David Taylor, Steve Mills and Team Captain (Mins). A more detailed report of the proceedings appears elsewhere in this issue so suffice to say that we could have done better in the points table only managing to finish fourth on the day. The Points scored:

	Posn. in class	No. in class	Points
Steve Mills	21st	25	26.0
David Taylor	18th	25	38.0
Steve Lloyd	3rd	7	67.2
Ken Goodall	2nd	7	81.5
Team Captain	2nd	25	102.0
			<u>314.7</u>

York once again won on the day with Ilkley 2nd and YSCC 3rd.

Overall Position

Ilkley	3083.0
York	3028.2
Trackrod	2741.0
Huddersfield	1848.1
Slaitwaite	1814.3

As can be seen we are a pretty secure 3rd, but how about knocking York from that 2nd spot - its up to our team on the Moonraker on 11/12th December, remember it would mean an extra £25 if we could pull it off.

Richard Ineson
 Team Captain

YSCC Shellsport Autotests - 14th November

A large entry of 55 cars turned up for the twelve tests at Hartshead Moor and with only three laid out it was obvious there would be much hanging about between tests which proved to be the case on what couldn't exactly be called a blisteringly hot day!

Proceedings got underway reasonably on time with a somewhat "mickey mouse" test, this test layout proved to be the tightest of the three, and on the first run through the three layouts all our members, Ken Goodall (RS2000) Steve Lloyd (Mexico), Howard White (RS1600) (driving for BARC in the Shell League), Steve Mills, David Taylor, Richard Ineson (Minis) were penalty free though the aforesaid mickey mouse layout caught Steve Lloyd second time though and he collected a rather expensive pylon - expensive because without it he would have won the class. Test five involved a change of direction between two lines and Carl Davis (YSCC) suggested to your scribe that it might be quicker to perform the required manoeuvre away from the proximity of the pylons, which to me sounded a reasonable idea, though as I was running before him, I would be the guinea pig. All went well for me and the time was competitive so I payed particular attention to Carl's performance and in his enthusiasm he clobbered a pylon whilst going to his "open space" in too much of a hurry - such is autotesting, unfortunately our David Taylor collected a pylon on this one whilst changing direction which cost him a couple of places in the final reckoning.

Unfortunately, Ken and Howard were unable to make full use of their LSDs on the finicky tests though both put in penalty free performances.

Steve Mills had a minor brainstorm on test 7 when he failed to get "all four" over a gate but saved his masterpiece until the very last test of the day when he got a washout for going the wrong way round a pylon - twice! A pity this should have happened as he could have been 5th or 6th in class instead of his lowly 21st as his time were not too far off pace all day.

Your pen pushing competitor turned in a demon time on the last test, to clinch the class by 0.9 secs but after having packed up and changed wheels I was informed that the time was doubtful and would I take a re-run - the cheek! So to make the original time stand (which was obviously right anyway) I had to get within a couple of seconds of it - so they said! So with all the tension of the Japanese GP I made a mess of it didn't I - 10 secs, slower! After much discussion the original time stood but the chap 0.9 secs behind complained as he had had a similar "dubious" time with that particular watch earlier in the day so if mine was allowed to stand - so should his!! Well done, J.R. Brown (Slaitwaite MC) I would have done the same in your position! However, it does leave a funny taste when results are decided in this manner.

TMC Results

S. Mills	406.4	21st	D. Taylor	397.2	18th
R. Ineson	334.0	2nd	K. Goodall	400.4	2nd
S. Lloyd	402.4	3rd	H. White	402.3	4th

