

TRACKROD

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TRACKROD MOTOR CLUB

JANUARY
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STEVE RATHBONE / FRANK STEWART BROWN IN A HURRY AT
BURTONS FIELD ON THE 1976 CALDERFORD TROPHY RALLY
PHOTOGRAPHY BY PHILIP STATION

TRACKROD MOTOR CLUB

1976 - 77

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JANUARY, 1977FUTURE EVENTS

- 4th January - Noggin - Square and Compass, North Ripton.
 9th January - C/J Autotest - Details from Steve Mills.
 11th January - Noggin - Fox and Grapes, York Road (105/400396).
 15/16th January - Riponian Rally - ANOC Round one.
 16th January - Alwoodley M.C. C/J Autotests.
 18th January - Indoor Rally Championship - Round 4 - Duke of Wellington, East Keswick. Map 111.
 23rd January - David Brown MSC. Special Stage Practice Day - Nostell Priory, Wakefield.
 25th January - Noggin - Shoulder of Mutton, Kirby Overblow.
 29/30th January - Selby DMC. Three Swans Rally. Novice event. Map 106.
 1st February - Noggin - Square and Compass, North Ripton.
 8th February - Noggin - Wharfedale, Arthington (104/258449).
 12/13th February - South Shore M.C. - Restricted Rally (98,102, 103).
 15th February - Indoor Rally Championship - Round 5 - Duke of Wellington, East Keswick (104/362442).
 22nd February - Noggin - Shoulder of Mutton, Kirby Overblow.
 24/26th February - De Lacy MC - Mintex International Rally, Harrogate. We will be running a stage - contact Martin Kemp for details.
 1st March - Noggin - Square and Compass.

CHAIRMAN'S CHAT

It was very pleasing to see so many of you at our EGM at the end of November when after some most interesting discussion, it was unanimously agreed that the club should become Trackrod Motor Club LIMITED. Since that evening your committee have prepared the articles of the company and these are now in the hands of our captive solicitor Tony Simpson for processing. We will keep you informed as things progress.

This further step in the history of the club was quickly followed by the RAC Rally, of which more elsewhere, and then our last chance to gain glory in this year's Shell League competition.

North Humberside's Moonraker Rally was the event and again you will read somewhere about it. Only five crews entered (and so they were our team) and they all rose to the occasion magnificently. Our overall second in the league is a tribute to every club member who has competed for us this year and with a bit more luck on our side on one or two occasions, I feel that we could have won it!

Watch out Ilkley, we will be back next year, even more determined!

We are also the proud owners of the ex-Shellsport caravan. Several clubs wanted it and so it was a hard job at the end of the Moonraker. Tony Holden, the area Shellsport boss picked Sue Broadbent to make the draw, and Sue did the right and proper thing by picking our name out! Although Ilkley took the league award it was certainly Trackrod's morning with an event win for Steve Rathbone and Frank Stuart Brown, our team being the event leaders, and the caravan as well. Very satisfying!

Looking ahead, Humberside Motor Sport Group member clubs are organising two novice rallies in the near future, one by Selby and District and 29th/30th January, and one by Wakefield on 5th/6th March. These should be very good for you newer competitors, and well worth having a go at.

Our Dinner Dance and Awards presentation evening is fast approaching on 4th February and tickets are available from any committee member at £4.50. Sadly inflation hits at everything these days, but it will be a very good evening. We hope very much to see you there. And remember, the Post House offers a 50% reduction on the cost of a room for the night to anyone attending a function. Its a good way to drink without driving! Think on't.

JHR

1976 LOMBARD RAC RALLY

You may have noticed that another RAC Rally has come and gone, and the man who has been showing people the way home for a long, long time has done it again! Stand up and be counted, all you people who said "Albert" was finished, if you dare!!

We had a tremendous turnout on our stage again and it ran very well. It was not trouble free as many of you probably know. Our telephones were out of action early in the evening due to sheep eating through the wires! but that was repaired before the stage opened. Our fancy, all singing and dancing, luminous digital start watch stopped for a while (again! thats two years out of the last three), and our backup system had to be brought into action, but very few people even noticed. Then towards the end we had a car missing which had rolled down a bankside. In fact, he couldn't have picked a better place because both the stage doctor and our recovery land-rover were on that very corner. The stage was stopped and as both crew members were unhurt, the car was put back on its wheels, hauled out of its hole and back onto the stage. The rear screen was out, the roof a bit squashed and the wings somewhat warped (but a few quick heaves sorted that) and so off they went, and they finished the rally! They were next to last in the main event but the fact that they finished at all is due in part to you people who were on that particular corner. You did a tremendous job. The stage was in operation again after a nine minute stoppage with no further incidents.

To all of you who were on the stage in whatever capacity, thank you very much for everything you did. The stage was operated in the way that people expect Trackrod stages to be run, and that is as good as anyone else, and much better than most!!

If anyone who was on the stage has not yet received their RAC badges and bars, please contact Rod Parkin at our next clubnight. There are only a few left and we can't guarantee any further supplies.

For your interest the top stage times were as follows:
Airikkala - 4.45; Pond - 4.47; Alen - 4.48; Blomqvist - 4.49; Drummond - 4.52.

The Stage Organisers

1976 LOMBARD RAC RALLY

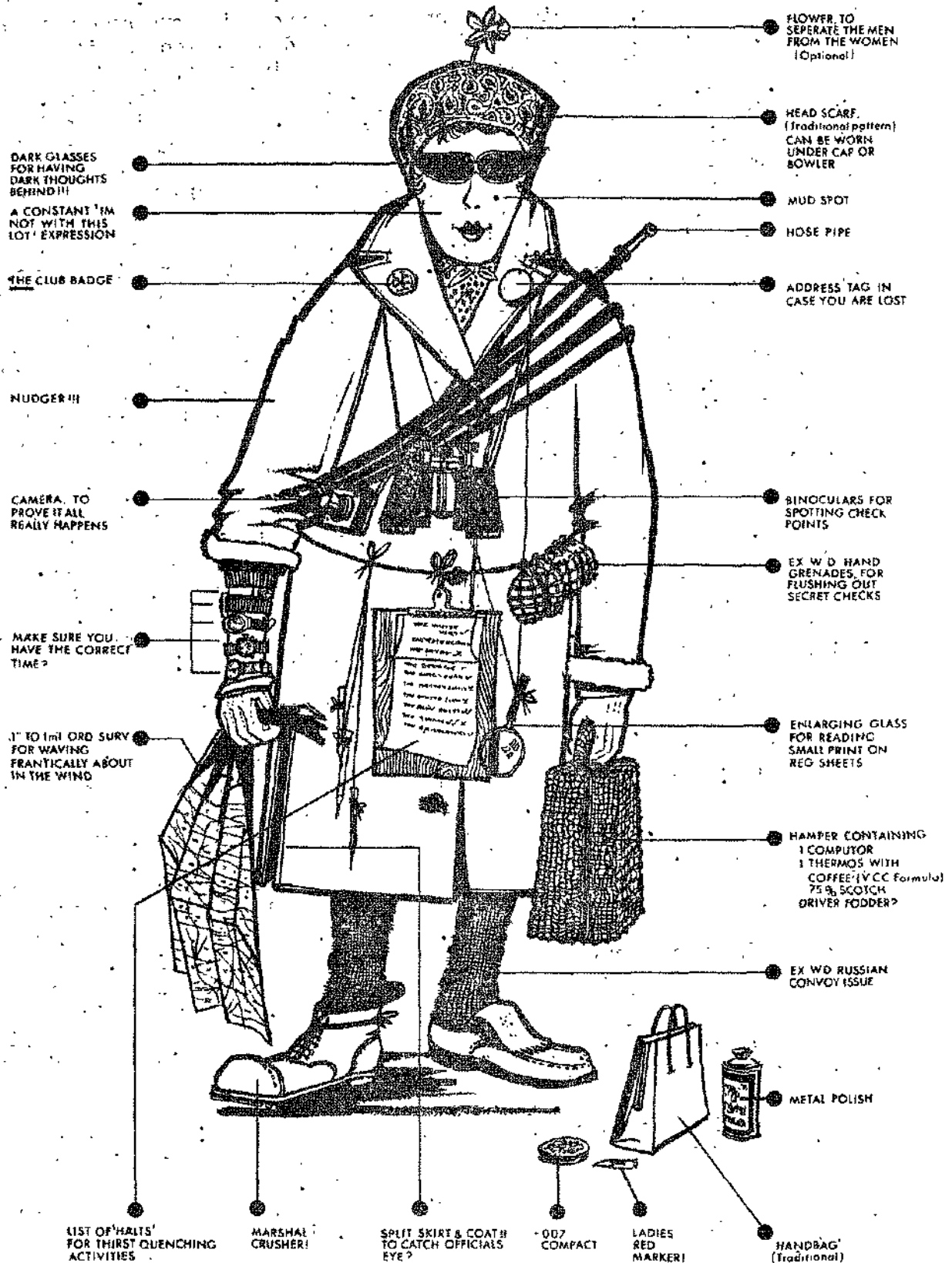
For the SPY 44 team, the 1976 RAC began on Sunday, 19th September, when the yumps of Downholme Moor proved too much for a side plate on the gearbox and the diff failed. After towing the Porsche back to Otley, it was decided to do a thorough rebuild on SPY, to get it fit for the RAC. The car was then taken off the road, and did not turn a wheel under its own power until 21st November. However, in the meantime the RAC had presented us with a real slammer, by accepting our entry, not for the main event, but for the Clubman's section! Now, modesty where modestys due, but this was ridiculous. Class wins at international and national level, first, second and third in restricted events and plenty of other experience, should have seen us in the main event, around the 110 number mark! But no, and all the protestations were for naught. The likely lads at Belgrave Square stuck their heads firmly in the sand, and that was that. We went to scrutineering in Bath in the hope that nineteen bods would non-start (we were no. 219). However, about twenty other clubmen also turned up with the same end in view. In fact, the last one in was no. 211, the Group 1 Lada of Mike Stuart, from Huddersfield. He was overnight reserve, and when Peter Ripley failed to put his Datsun into Parc Ferme, Stuart was in the main event. Peter was allowed to tag on to the back of the Clubmans section, because the fault was not all his. I watched nearly all the cars through scrutineering, and the most thorough check was done by the GPO on the radio frequencies in use! Both the Opels and the Fiats were in trouble. 92 of the entrants were foreign cars, and some of them would have been thrown out of a Treasure Hunt. Tatty is just not the word. Quite a few of the later numbers in the home brewed contingent were as bad. And here we were, with a beautifully prepped Porsche all geared up to go, and we were reserves! Sickening! Anyway, after some discussion, we decided to have a real go at the Clubmans and departed to the fleshpots of Bath to drown our sorrows. The team stayed at the Hotel called Georges, run by a Greek Cypriot, and we can thoroughly recommend them, if you're ever in Bath. Most helpful, as indeed, was everyone in the city. We didn't even get booked for double parking on double yellow lines at the entrance to the police garage!

We followed the rally via the press office bulletins which were very good, and very up to date. The Beaufort Hotel was a good place for meeting people, and bending their ear! We were chatting to the man from the Financial Times at one point! However, on Sunday afternoon, we went back to scrutineering, and got our start card completed. (No noise check, that had packed up when it began to rain on Friday). 115 cars restarted after the first loop, so we were due to start no. 123, although retaining 219 as our rally number. Monday morning dawned wet and cold, the rain easing a bit as we lined up for the start. At the start, we were given our time cards and a bulletin, both of which we should have had more time to study, I feel. However, we were off at last, to the stage at Kingswood Warren which we knew from the Bath Festival. We had noted on the way that the target timing on the time cards was all at 30 average, although the roadbook had both 30 and 40 averages. The regs said that time could be made up, subject to the 75% rule. The Bulletin we had been given that morning said it couldn't. A bit confusing, but from previous experience of target timing, I thought I had it sorted out.

SS 40, Kingswood Warren, was wet, muddy and rutted! The Porsche was bouncing along on the sympguard most of the way, losing steering and traction. Most of the southwest stages we knew to be soft, and therefore easily rutted. Not very encouraging as Escorts can fly over ruts, and there were a couple of fast Escorts in the Clubmans. We pressed on, in the heavy rain and slow traffic, but the next stage was cancelled due to the weather they said. We heard that Arikala had passed two official cars on this stage, however, so perhaps that had a bearing on events. Next was Weatherbury, then into a very wet service point in Dorchester, where an oil leak was fixed by our long suffering crew.

A GUIDE TO THE COMPLETE VETERAN CAR RALLYIST, No.2

the NAVIGATOR



McConnell

Then Cricket St. Thomas, a short slippery tarmac stage, where it stopped raining. Lunchtime now, just a sandwich and coffee, no time for anything else, and we had done three stages in $3\frac{1}{4}$ hours! Wiscombe Park next, down the hillside and up a rough track. A lot of mud on the tarmac from the sideways antics of the fast lads. Down to Exeter next, for three good forest stages close together. Much firmer these, better all round, but our last stages in daylight. It was now 3.30 p.m., so the pace was now hotting up to five stages in $2\frac{1}{2}$ hours! A long drag to Porlock meant we were without our service crew for quite a while. On the way we tested our lights, which needed adjusting, and blew the halda bulb, which was a nuisance. We set the lights by eye before Porlock, but we needn't have bothered, cause as soon as we set off, they went out! So we only had heads, for a real winding, narrow, twisting first section and a fast, open finish. We passed a Triumph 2000 on this one!

Unable to spot what was wrong and with no service until after two more forests, we had to press on, as time was short. However, on Croydon Hill, we jumped hard, and "let there be light"! All four spots came on and stayed on! We passed Ziggy Thompson here, with a blown engine, and Mike Stuart, with a wheel off his Lada! Monkham Wood, SS 51, then a reunion with the service crew and on to Weston, for one whole hours halt! Food and drink here, but the Range Rover had a flat, it was raining, and the vagueness of the timing was beginning to worry me. However, we had a nice long motorway run up to Cryeham next, so we took time for a good service, sorted out the lights, and the halda, and set off feeling much better. Richard slept for a couple of hours, while we plugged on through the rain.

The Welsh stages were the meat of the whole event. Most had been used on the Welsh, of course, and we hoped for great things on this section. Sure enough, the stages were hard and true, and Richard got his welly down. A bit of mist was floating about, and some icy patches studded the higher stages. We passed other cars on these stages, and went off to the service area before the control. But our crew hadn't caught up yet, so we went to book in. Only to find a notice on display in the Abernant Lake hotel saying we had been penalised 10 minutes for booking in early at Exeter! As had a long list of other people! I was sure this was a mistake on the organisers part, and quoted chapter and verse to prove it. No point in arguing at the control though, we would sort it out back at Bath.

Stages one and two were successfully traversed, but on SS 56 we were just catching up an Escort and another car, when the motor cut. Just went flat. It would run, but not accelerate! Just as if the choke was out all the time. We trailed the Escort to the stage finish, where we checked the Porsche over. Couldn't find a thing wrong. So we sent a message to our service crew who should have been at Devils Bridge, and set off hopefully to get there ourselves.

It was 25 miles, and the first 15 were over the Abergwesyn-Tregaron mountain road, so beloved of road events in Wales, cause nobody lives on it! Great place to be at midnight with a sick motor. At the Tregaron PC we saw Marku Allen's Fiat, out with gearbox trouble. We made it to Devils Bridge and our lads were on the car to fix it. But twas not to be and we ran out of time. A great shame, very depressing. Still unable to find the fault, we towed the Porsche back to Bath, which took five hours, in pouring rain. Even then, the fault was elusive, but was traced eventually to a circlip having fallen out of the mixture sensor, resulting in a very over-rich mixture. No amount of preparation would have prevented this. At least we could drive the Porsche home, the dreaded tow rope would not be needed.

So that was our RAC! Not a good way to end the season. Still, it's all experience, and I for one learnt a lot. Better luck next time!

Steve Lloyd

SHELLSPORT LEAGUE 1976

Perhaps the word has spread but for the benefit of those who don't know we finished 2nd in the 1976 series behind Ilkley. The final event, the North Humberide MC Moonraker rally for which we had five entries, thus avoiding the problem of team selection!!

Our team comprised Steve Rathbone/Frank Stuart Brown, Dave Lawton/Steve Hazeldine, Bob Chapman/John Richardson, Elvin Garnett/Steve Mills and Ian Brown/Nick Leuchars. All did very well in the rather icy conditions and scored sufficient points to oust York from that 2nd spot by 45 points. Individual scores are not to hand at the time of writing but suffice to say that 3 cars in the first five is b ... y good by anybody's standards, these plus the 21st o/a of Elvin/Steve and the 18th o/a of Ian/Nick turned the results into a beanfeast for Trackrod, netting us £10 for winning this individual event. Congratulations to Steve/Frank on their 1st o/a, Bob/John 4th and David/Steve 5th.

I ought perhaps to remind you that for being 2nd we netted a tidy £50.00 plus the greenbacks for our performances on individual events amounting to £40.00. Very well done all those who have entered for Trackrod but wouldn't it have been nice if we had collected the £120 that Ilkley picked up!! - Ah well - next year must be our year, I trust your support will again be forthcoming when the entries are required.

Richard Ineson
Team Captain

New Members

We extend a warm welcome to the following new members and hope to see them taking part both socially and competitively in the coming year.

Alan Lockin, (Larkspeed, Crossgates!)

Richard Brown, Wakefield.

Mike Weddale, York.

Paul Taylor, Leeds.

Martyn Waynard, Leeds.

Sharon Mason, Knaresborough.

Steven Grant, Pudsey.

Alex Jackson (welcome back) Scarcroft.

Peter Bagley, Harrogate.

Ann Cowling, Horsforth.

Philip Mann, Bradford.

Stanley Palmer, Bradford.

Keith Winn, Bradford.

Steve Holden wishes to remind you that your membership subscriptions are NOW DUE. Subs must be paid promptly, in order to comply with the provisions of our new status as a limited company. Anyway, you'll need those membership cards for events, won't you? Pay up and look big. Total membership at the 31st December, 1976 was 270. Lets aim for 400 by the end of '77. Its your club. You can do it.

And while on the subject, guard those membership cards a bit more carefully this year. Replacements will cost you 25p each! So put them in a safe place, like in your RAC licence cover, so you don't have to pay. O.K.? You have been warned.

ICE DRIVING ON THE MOONRAKER

Trackrod crews:	7 Steve Rathbone/Frank Stuart Brown	Magnum
	12 Dave Lawton/Steve Hazeldene	Mexico
	19 Bob Chapman/John Richardson	Mexico
	43 Elvin Garnett/Steve Mills	Mini
	45 Ian Brown/Nick Leuchars	Viva GT

North Fumberside MCs Moonraker was the last round in the Shell League and Trackrod's last chance of glory. Only five crews entered so the Shell League team selection did not cause Richard Ineson any headaches. Steve and Frank were out for victory, as was Dave Lawton. Elvin and Steve were getting back into the swing of things after a fairly long lay off until Mull this year. Ian and Nick were a new partnership, both being fairly new members, Ian more used to Wales and Nick to Derbyshire.

Signing on was difficult as it was conducted in a filling station cash booth - very cramped. The start was at the lorry park in the Anlaby area of Hull; very dark and mysterious. The local hostelry looked warm and inviting, and much discussion about the expected weather conditions did nothing at all to calm me.

A fairly long run out took us to the first selective - John was still plotting as several erroneous map references had wasted us and everybody else a lot of time. The first selective had been cancelled because of heavy local traffic, and a regularity run had been substituted - it is very difficult keeping a rally car down to a slow speed when one is tweaked up and ready to go. The next selective showed what the conditions for the rest of the night were to be - sheet ice. In fact all the selectives in the first half were like this. To an inexperienced driver like myself, conditions were very frightening. I soon learned that part of the secret is to be smooth, not jerky and ragged. We also heard that Ron Shipp had advised the best way to corner quickly on ice was to bounce off the outside bend! Hm!

Thus the first half was incident packed for us - several spins, overshoots and going up banks. Despite all this, after one selective which we had done in 5:29 we were rather disheartened to hear that the car in front of us had only needed 2:12 secs. It later transpired that this crew were second at half way, before dropping out with electrical problems. Steve and Frank had had an action packed first half, as had Dave, who had to change an alternator between selectives.

The second half was all TCs and weather conditions were generally better, although there was some fog about. The ice was patchy, that is on sharp bends at the end of long fast straights. Very interesting.

The Ilkley team were having problems, Alan Powell/Don Muff (Tate of Leeds) had various mechanical bothers and Stan Peel/J. Hawlings had bent a wing on the always immaculate RS 2000. Meanwhile Norman Millington had spent some time in a ditch, until enough spectators had been rounded up to lift them out.

John's vast knowledge of the roads in this area did a lot to help us put up some good times as well as prevent us from wrong slotting, as happened to Lawton/Hazeldene. Also John's vast knowledge of rallying ensured that we made up as much time in relaxeds as we could, thus preventing us from going OTL near the end, a fate that befell many crews, including several experts. However, on one or two occasions the side was rather let down by me - on one occasion we had just overtaken the car in front, when on the next 90° I parked it on top of the outside bank. Fortunately we managed to get off before we were caught. The sting was in the tail, because we dropped 6 minutes at the penultimate control to put us 1 minute away from OTL. However, we made it on time.

The finish was at the Little Chef at Shiptonthorpe, where the staff must be congratulated for their extremely efficient and courteous service. Doubtless, a venue that will be used again.

It did not take John Millington long to glean the ~~XXX~~ information that only four crews had finished without fails, so the results were eagerly awaited. Steven and Frank in the Seema/Skipes Sportswear Magnum had done it again - their second victory in a few weeks. Second were Ron Beecroft/John Millington (Ilkley) and third were Pip Dale/George Ward (York) (George's takes of wheelspin when flat out in fifth on sheet ice are enough to make even the hardest of rally competitors cringe!). John and I came fourth overall, a very satisfying result. Trackrod's fortunes were further lifted by Dave Lawton/Steve Hazeldine coming in fifth, and first in class.

In the semi-expert class, Trackrod had a second and fourth in class, Ian and Nick were second, a tremendous performance for their first time out together, and Elvin and Steve were fourth to make our team effort complete!

In the Shell League, Trackrod won on the day to promote us to second overall in the final placings. Other placings were Stan Peel/J. Rawlings - sixth, Alan Powell/Don Muff - ninth, whilst M. Callaghan/Rod Parkin failed to finish because of engine trouble in the Capri.

Overall an interesting event, let down by poor paperwork, but generally enjoyed by all who took part.

Bob Chapman