

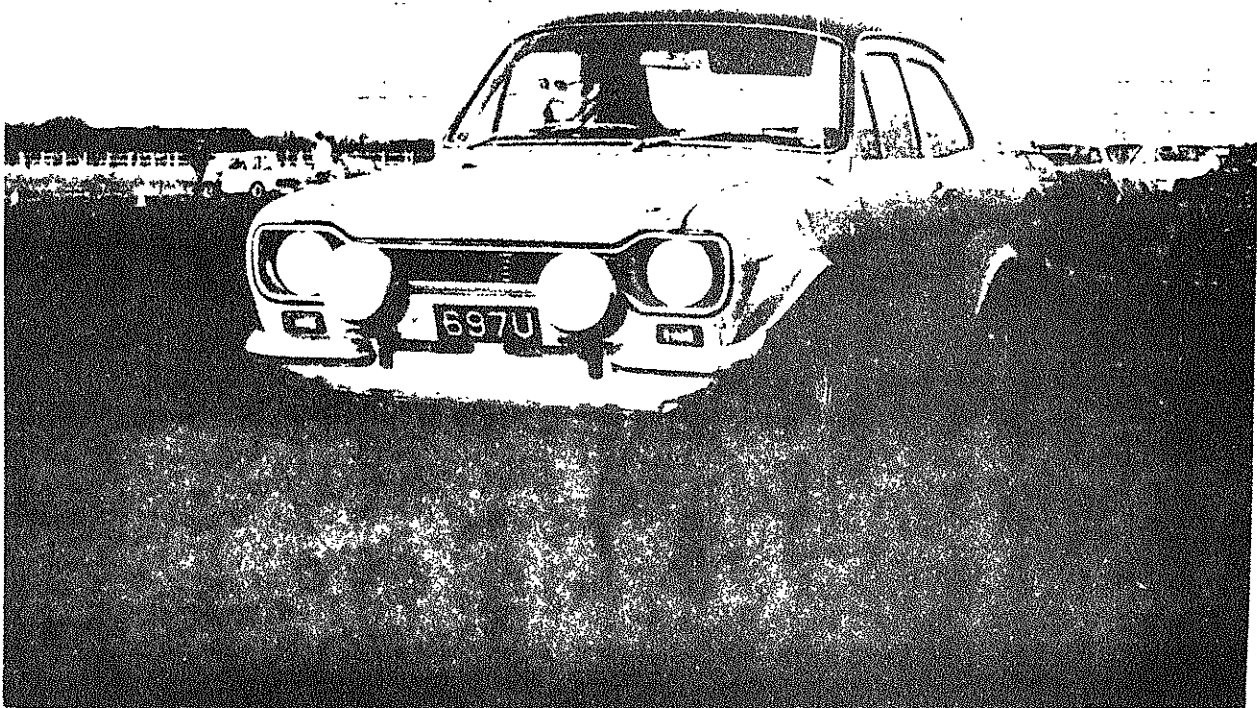
TRACKROD

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB

MARCH
1977
no.77

R.A.C. REGISTERED
NO. 1230

PHOTO BY PHILIP STATON



HOWARD WHITE COMPETING AGAINST THE MUD & SUN
AT OUR JANUS AUTOTESTS AT
TOCKWITH

TRACKRACE MOTOR CLUB

1976 - 1977

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MARCH, 1977

Future Events

- 1st March Noggin, Square and Compass, North Rigton.
- 6th March Not a PCT, due to all our sites being under water! So we're having an Autotest/PCT instead co-promoted with Huddersfield. Details from Richard Spurdens.
- 8th March Film show at the Old Corinthians Clubhouse, Seacroft (MR 104/392345 - along Manston Lane past ROF factory). From 8.00 p.m. Details from Rod Parkin.
- 13th March E Elcar Stages Rally. Shell League Round 1. Doubtless you will all have entered who are going to enter, and we will be running a stage, of course. We need plenty of support for our team too, so everyone should be busy that day! Starts from Hanson Haulage, Huddersfield (110/154150) at 8.00 a.m.
- 15th March The Final Round of the Indoor Rally Championship at the Duke of Wellington, East Keswick. On map 110, run by Jack Coulthard, this is the decider. See the table later in this issue. A gripping finish is certain. Don't miss it.
- 22nd March Noggin, Bingley Arms, Bardsey (104/364431).
- 29th March Noggin, Shoulder of Mutton, Kirby Overblow.
- 30th March Yes, Wednesday, in order to meet Ilkley in a return darts and doms match on their clubnight. Details and names to Eddie Baker (at the Shoulder of Mutton, Kirby Overblow).
- 1st April All Fools Disco. Our usual 'reet gradeley' social do. Don't miss it. Details from Sue Broadbelt and on the notice board. £1 a ticket at the Square and Compass.
- 3rd April LEEDS CREST STAGES RALLY. Run by US in conjunction with Leeds Junior Chamber of Commerce. Its the big one. We need you on this day. PLEASE, help make this a successful event. Volunteers please to Richard Ineson (Chief Marshal). See later pages for full details.
- 5th April Noggin, Square and Compass, North Rigton.
- 10th April Restricted status Autotest. Organised this year by Ron Mackinnon, regs will be out shortly. Lets have plenty of entries on this holiday weekend, to make it all worthwhile.
- 12th April Noggin, Peacock Hotel, Yeadon (between airport and traffic lights).
- 19th April Noggin at the Royal, Boston Spa, on the main street, smack in the middle of the village. A new venue, but a good one.
- 26th April Noggin, Shoulder of Mutton, Kirby Overblow.
- 3rd May Foggin, Square and Compass, North Rigton.
- 10th May Open Forum - Duke of Wellington, East Keswick, come along and air your views on the way the club is being run.

Other Clubs Events

- 5/6th March Wakefield DMC Novice Rally - Map 110.
- 19/20th March Lindholme MSC Thomson Trophy Rally (Maps 105, 106, 111).
- 26th/27th March Alwoodley MC Closed Joint Rally
- 27th March Shipley DMC Stages Rally (in the FORESTS!)

Chairman's Chat

As usual, February is a fairly quiet month with very little going on in our area in the motor sport world. The only rally of local interest was Selby and Districts Three Swans Rally which was won in fine style by Martin Kemp and Steve Holden in the ATS Mexico. John Renny, with the experience of Richard Spurdens to keep him on the straight and narrow, finished a very creditable sixth overall, a very good result on only his second ever rally.

Our Dinner Dance was of course held early in the month and a very pleasant evening was held at the Bramhope Post House. Those of you who missed it really did miss a very good do!!

And now the bad news! Our first FCT of the year which was scheduled for 6th March has had to be postponed. The reason is that all our venues are under water! The event has been provisionally rearranged for 12th June by which time the North of England will have emerged from its aquatic state! Hopefully it will have anyway.

LEEDS CREST STAGES RALLY

3rd April, 1977

Yes, folks, this is it. At last, our very own stages rally. Generously sponsored by Leeds Crest Motel, at Oulton, whose facilities will be used for the start and finish, they are also providing what looks like a very tasty packed lunch for all competitors! Leeds Junior Chamber of Commerce have assisted us, particularly in obtaining the stages in Thorpe Arch Estate, and with substantial sponsorship from another (anonymous) source. Rod Parkin and his team have worked hard to get some new stages into a very compact format. Starting with stages near Garforth, the event goes north to Thorpe Arch, and Tockwith, before returning to Oulton for the finish. Over 40 miles of stages are planned, in about 100 very easy road miles. There are new stages throughout the route, but the Thorpe Arch Complex looks most interesting (no practicing, remember!). The "old" stages have been given new tweaks as well, so the whole route should be a real good thrash. Boredom will not be a problem, both crew members will be kept busy all day. Target timing is being used to keep everyone to a nice steady average road speed. You will need 'co-drivers' not sacks of spuds!

We will be needing lots and lots of members to marshal. Not on stages, but at the start, at the time controls, halfway, service areas, and finish. Richard Ineson is Chief Marshal, so bend his ear about how good you are! The event is a Shell League Sound, which means it will have a full entry, so its got to be done right! O.K.? We know we can do it, now lets show everyone else. The Crest Hotels group are keen to be associated with motor sport (it makes sense, motels are for car drivers, after all). If we show them we can do a good job on this one, it could be the start of a beautiful friendship! Many thanks also to YSCC for their introduction to this sponsor.

Regs are available from Sue Broadbelt.

Well, there it is, its all on the go, now its up to YOU, and the competitors. Don't forget, Sunday, 3rd April.

LEEDS CREST STAGES RALLY

First Aid on Stages

As some of you probably know last Thursday, 17th February, there was a film at the LGI on First Aid and how to deal with accidents in motor sport.

I attended, and only myself representing Trackrod which I felt was bad for the club. Some of the people present had travelled from Lancashire. It is essential that we know how to deal with an accident, and injuries, also the safety of marshals. We were shown a film, after which we had a discussion. No knowledge or little knowledge can mean someones life, or wrong treatment may cause life time paralysis. The Docs felt that each motor club should have a team of 7 - 10 with first aid knowledge which has been given over a course of lectures, by the panel of doctors. I have committed the club to request these lectures, as I feel very strongly about this subject. I also feel that if members think this a waste of their time, then the club should not be given any stages to run. Drivers and marshals safety is surely as important as enjoying motor sport. These doctors are willing to give their own time for lectures so surely we could give them our full support. If anyone is interested, please get in touch with me, tel: 757563 any day after 4.00 p.m.

Another point the doctors mentioned was that the Home Office had said they will not authorise licences for rallies for stage use. We were asked for our support to back them up in petitioning for licences to be granted. I have stressed on Trackrod's behalf we feel these radios are essential.

T. G. Trout

Shell Sport League 1977

As promised last month the calendar for the 1977 competition is as follows:

13th March	Devid Brown MSC	Elcar Trophy Stages Rally
3rd April	Trackrod MC	Leeds Crest Stages Rally
9th April (Sat)	BARC	Harewood Hillclimb
17th April	Ilkley and DMC	PCT Pateley Bridge
1st May	YSCC	Horsfall Trophy perambulating autotest
22nd May	Airedale & Pennine MC	Menston Stages Rally
7th June (Jubilee Tuesday)	Sheffield & Hallamshire	Cadwell Park Hillclimb
3rd July	Slaithwaite MC	Autotest (Huddersfield)
14th August	York MC	Autotest
4th September	Huddersfield MC	Scammonden Hillclimb

Very clearly a different competition to previous years with 3 hillclimbs, no road rallies and only 1 PCT, still, there it is now lets get to it and improve on our 2nd of last year.

Shell have, for 1977, extended their generosity by increasing the prize fund by 50% to a total of £450 to be awarded as follows:

1st club overall	£120 and Shell League Trophy
2nd club overall	£80
3rd club overall	£50
4th club overall	£30
5th club overall	£20

1st club on each event £10 }
2nd club on each event £5 } as in 1976

With the first event on 17th March, the Elcar, I hope you have all got your entries in - I'll be looking at the list in due course to pick our team of 5. Remember - a mediocre finish scores more points than a spectacular retirement!!

Richard Ineson
Team Captain

The Gentle Art of Stage Rally Marshalling

There I was, at the weekly Trackrod meeting, telling everybody why I yet again failed to finish the previous weekend: "... flat out in top, we crested this brow, and the navi yells '90 right, downhill', well, there was no way I could get round, so ..."

"What are you doing Sunday week?"

"Buzz off, - so, instead of going straight on into ..."

"Sunday week - we're doing a stage on the Stage Eight rally - are you coming?"

"Yeah, alright, now let me get on with my story"

"Right, you can be Assistant Stage Commander - 92/608813, two o'clock sharp"

"O.K. - now as I was saying ..."

Sunday week arrives. Having spent the whole of the previous day bending the car back into Escort rather than ~~XXX~~ banana shape, until well after midnight, it was ten minutes before opening time when I dragged myself out of bed. Two minutes later, I blasted off down the road to the pub. It was not until the first corner, as I picked myself off the back seat, that I remembered I had not bolted the seat back to the car floor. I must stop driving on the pavements when the congregations are coming out of church. Another black mark from Him up there!

The first pint had almost gone, when the barman said he thought I had said I was going rallying today. It was then that I remembered about the stage rally. A wall of death drive back home, just in time to stop the missus knifing the cat (who can afford beef these days?), grab a loaf of bread, a hunk of cheese, half a pound of tomatoes, a flask of coffee, and the brandy bottle (it can get b... cold out in N. Yorks) and away we go. We had only gone 2 miles when we remembered we had forgotten the maps. So eventually we set off.

"Where is the stage?" she asks

"Map 92, I think"

Of course, she picks up the metric 92 and directs me north instead of north east. On discovery of the mistake, we find ourselves not too far off course.

With the correct 1" map we arrive at 813608 at 1.45 p.m. Yes, that's right - 813608; of course there is no stage in sight. I really should have let her go to navigational classes - her plotting is atrocious (does a good stewed puss in wine, though).

Eighteen minutes for a twenty mile dash. In the best interests of good public relations we don't go too fast - you know, no wheel lifting in bends, and flying over yumps to catch the Sunday motorist unawares. But who can resist a challenge like that, so I put all my road-rallying experience (!) to good use to get there on time. I do wish I could get out of the habit of stopping every four miles expecting there to be a TC. However, the missus plays along, opening the window and pretending she's got a signature every time we come to a tyre-screaching halt.

Tom and Bert had been friends since they were boys half a century ago. Now, as they did every Sunday, they were walking home from the pub to their isolated

APRIL FOOL

EASTER DISCO

1st APRIL

AT:-

THE SQUARE + COMPASS,
NORTH RIETON.

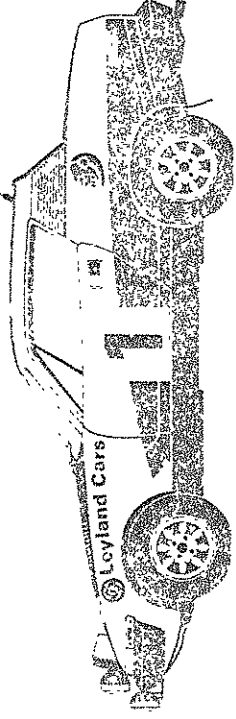
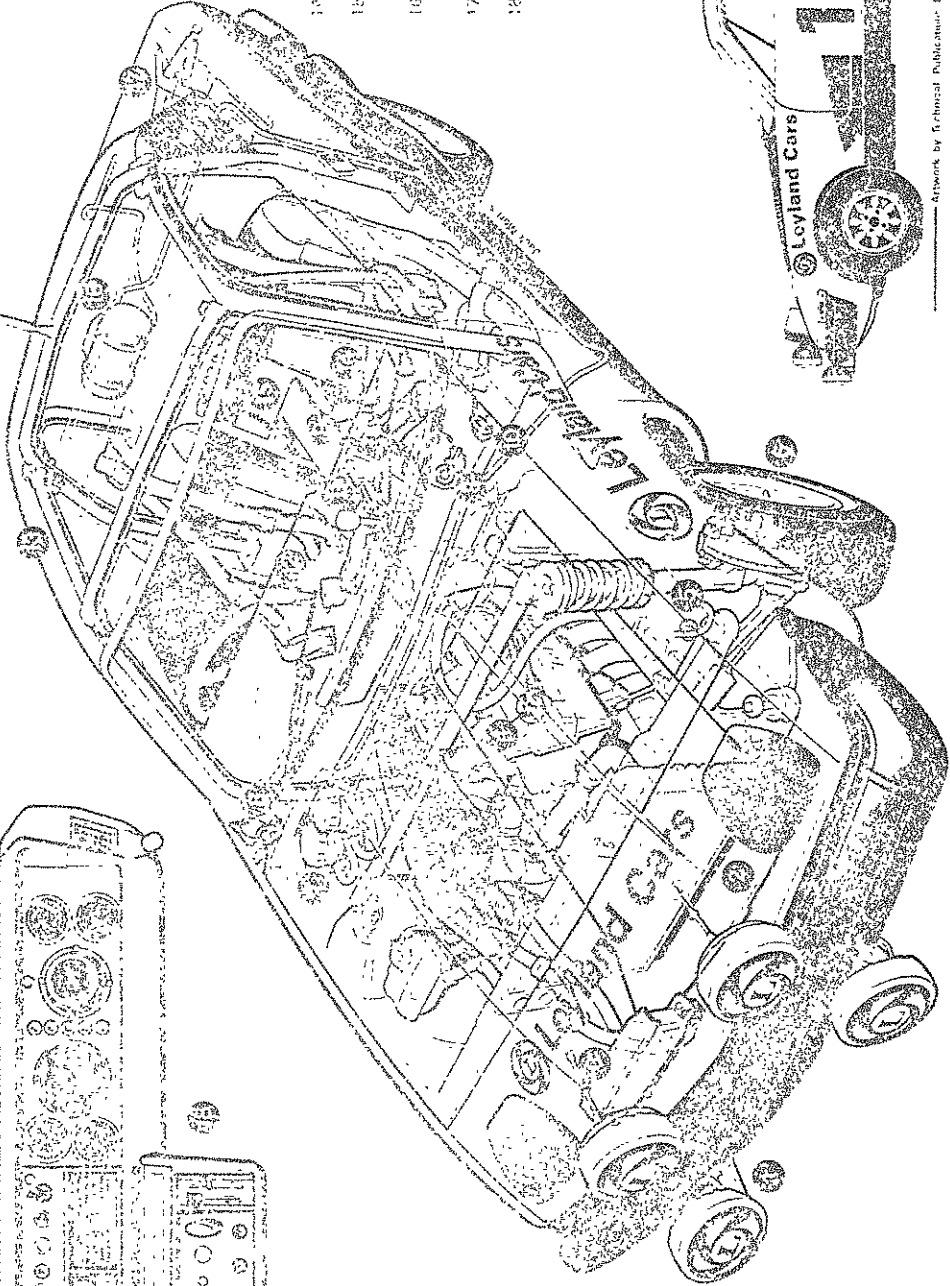
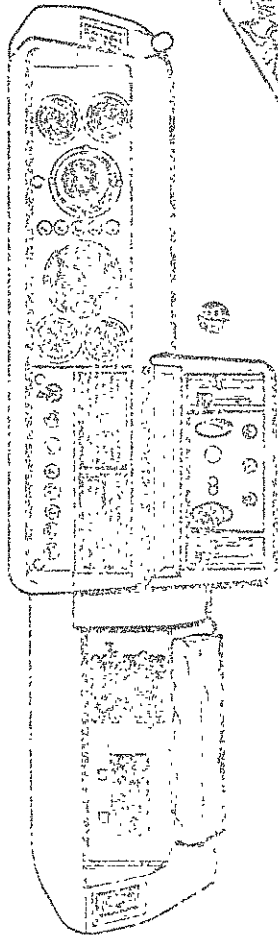
8.45 PM - 1.00 AM.

RAFFLE - SUPPER

TICKETS AT £1.00 EACH

FROM SUE BRODSZELT

TRIUMPH TR7 RALLY CAR



- 1 Fan at front driven by belt from cam shaft
- 2 Cold start solenoid valve in front of engine
- 3 1 and 31 oil outlets through the oil seal
- 4 Valve cover A 10 valve 2 and 3 upper plates the 216 low noise camshaft
- 5 Valve and front side bearings for steering on a suspension (217 to 201) Self-aligning castor by heavy bushing
- 6 M & S shock and spring rally tyres on tough alloy wheels set to gaps
- 7 200 lb test Dual brake system reservoirs located at on (R7)
- 8 Oil release switches cut out bonnet opening lid
- 9 Hard operated fire extinguisher For control to shut down into hot driver's ear
- 10 Fire may be started out out switch shuts off 100 volts (rally switches, please note)
- 11 7L air hydraulic Can be used as a container 3.0 not for flying off forest tracks (drivers, please note)
- 12 Blow off ports to prevent bouncing bottoms Rally's body harness with quick release catches the tested cues to their contracts
- 13 Roll-over bar for bad luck Prevents crew's back belts being dented in case of over-enthusiasm (victory rolls?)

- 14 Flexible pump light To get right then adjust for's brain after gear
- 15 Two way valve and check light in each wheel to back. Indicator for the two ways Also useful for you make good night's runs
- 16 Automatic fire extinguisher that is switched in full engine, 1000 and no driver's seat with foam
- 17 Check a pair and wheel change kit for driver's job that they're handling Take air change
- 18 Rally TR7 also includes co-driver's clocks Halda mileage recorder and over horn. Driver has internal oil cut out and auto fire extinguisher buttons and his own fire extinguisher system of switches and dials

cottages, up the unmade road which was seldom used by anyone. Life for them was, in fact always had been, fairly uneventful, so it came as rather a shock to them to hear strange noises from up ahead, getting louder all the time. Such a shock was it that they stood rooted to the spot - one in each track of the unmade road.

That is how the missus and I came to catch our first sight of Tom and Bert. Coming out of a 90 left very broadside, we could both see them out of the drivers side window. On the left hand side was a solid bank, with a ditch on the right.

It was only about ten minutes later that we were on our way again. Going off backwards into the ditch hadn't caused much damage, and Tom and Bert, once over their excitement, were very helpful about getting us out. Tom wanted to know if I was a racing driver, and when I mentioned rallying, Bert said he met a rally-driver before the last war, and did I know him. When we departed I swear they were both standing in the same places as when we first came across them, looking very bewildered about the whole affair.

It thus transpired that we arrived late at the stage. It was infact already open, although the first cars hadn't arrived. "Mechanical trouble" was all I had to say to those who enquired as to our lateness, although the fresh earth adhering to the newly dented rear wing told its own tale. Fortunately, news arrived that the rally was running late because of a blocked stage.

Thus we took the chance of a drive through the stage, ostensibly to check the arrowing, but really to have a good blast, and also to see where looked best to spectate.

"How was it?" said the chief marshal as we arrived at the finish. "In general, alright, although I had better do the first section again, as one or two of the arrows seem a bit hidden in the trees; I'll pull off by that brow - 90L - hairpin right uphill" He knew that I knew that as the stage was open I should not really drive through again, but by giving a half reason for so doing, nobody would object.

Thus we arrived at our vantage point for the next two hours. The coffee flask had, of course, broken, with the result that the loaf had collapsed into a slimy mess. The missus existed on cheese and tomatoes, and I gallantly refused all food, occasionally wandering off into the trees to kiss the neck of the brandy bottle. I was thus engaged when the course car elected to take the escape road after the brow, before the 90L, causing me to spill a double measure at least of nectar. If he thought I was going to help push him out of the firebreak, he soon found out otherwise.

Then the action began.

The first ten or so cars, went through the series of bends with no trouble at all, showing lesser mortals like me how it should be done. Then came the triers, those who hadn't quite made it yet, and from the looks of some of them, several who never would. This was a busy period, pushing cars out of ditches, slowing other cars down, and doing generally what was needed, although the request for a spare pair of underpants from one co-driver could not be met.

By the time forty cars had been through, the small group of us had been added to by four crews who's rally had ended there and then.

It was now the turn of the novices to show how it should be done, and also why some of them were novices. Still, there is always a first time for every budding Roger Clark to find out you cannot make steering corrections with all four wheels off the ground, or that applying the brakes when the car is on its roof does very little to stop it sliding into the trees.

It was whilst we were busy heaving a Mini back onto its wheels that the tragedy occurred. I had taken off my rally jacket as I had worked up a sweat with all the activity. The next car along got it all wrong, and took to the undergrowth. Whilst thrashing its way through the trees it came upon my rally jacket. My forebodings of doom as we rushed up to the car were proved correct; the brandy bottle was smashed to smithereens. I still have that rally jacket because even to this day it gives off a beautiful aroma - it h.... well ought to with half a bottle of 5 star soaked into it.

After the course closer had passed we set about dragging out the wrecks - six on our corner, and two elsewhere on the stage. A few more blasts through (we ended up with sixth fastest time of the day - now if only I could do that when I was competing) we cleared up the stage, to find that it was approaching evening time.

Thus the peace and quiet of the neighbouring village pub was shattered by the arrival of cold, thirsty rally enthusiasts. What was done to the young maidens of the village cannot be told here (see me later for some addresses).

The following day the local paper carried the following headlines:
"Stage rally uses public roads" and continued
"Police are investigating a complaint from a Mr. Thomas Sissons and his friend Mr. Bertrand Brown that they were almost run down by a competing rally car on a lonely road near their home. The police are looking for an orange and white Ford with a bent rear wing ..."

Well, I must go now, and see if the first coat of paint has dried. Well the wife always wanted a yellow car.

Bob Chapman

Footnote from the "Chair"

Having seen the proofs of the above article before it went to press, I should point out that our Hon. Treasurer wrote it, very much tongue in cheek. Just in case any of our members think this is the way that stages are organised, may I suggest that you come to the next Trackrod organised stage (which will be on the Mintex) and see how it is really done. You will be most welcome!

John

Indoor Rally Championship

With one round to go these are the current positions:

1)	Jack Coulthard	94 pts.
2=)	Geoff Moorhouse and Bob Buchan	81 pts.*
	Pauline Phillips and Sue Broadbelt	81 pts.*
4)	Frank Stuart Brown and Ian Gurnett	78 pts.
5)	Ron Mackinnon and Linsi Sutton	71 pts.*
6)	Mary and Steve Floyd	69 pts.
7)	Nigel Latimer	61 pts.
8)	John Locke and Steve Sanderson	58 pts.*
9)	Derek Erabiner	48 pts.
10)	Graham Keiliet and David Marshall	37 pts.

* These crews to drop one score after final round

As Jack Coulthard is organising the final round (on Map 110, Linsi!) the race for the pot is still neck and neck between him and Frank and Ian. The Mixed Crew/Ladies award is also very open. Its good to see such interest in this championship sustained to the very end. A complete list of points scorers will be published in the next magazine.

THREE SWANS RALLY or TRACKROD RULES O.K. - 29th January, 1977

A freezing Saturday night saw the majority of crews assembled in the Three Cups (Stamford Bridge) for a pre-rally aggro session. (No it is not true, we spent £40 getting the opposition drunk.)

After suitable refreshment we made our way to Full Sutton Airfield where we got our first indications of the conditions we were to meet that night, sheet ice with a light covering of snow.

Of the 60 crews entered, 7½ were T.M.C. members, five of these being in the top twenty. These were John Renny/Tricky Dicky Spurdens at No. 10 in a Mexico; Gerrard Waters/Roderick Parkin at 11 in a Schultzmobil (V); Tony Longstaff/Bob Chapman at 13 in a 1293 S; Martin Kemp/Steve Holden at 14 in the ASSOCIATED TYRE SPECIALIST, S Mexico; Ian Brown/N. T. Leuchars at 16 in a H B Viva; David Marshall/Graham Kellet at 47 in a Mexico; Jane Hooton/*** Lunt at 59 in a B.M.W. and ***/Alan Larkin in a Marina at 20.

Already things were going wrong in the Trackrod camp. John Renny's map light and poti began to blow fuses. Rod Parkin was having words with C of C about insurance cover as Gerrard had forgotten his cover note, but eventually got a run, last but not least was Bob Chapman (who was to cause trouble all night). Tony's car was not ready in time so Bob had arrived in his own car hoping to recruit a navi on the spot. Eventually he secured the services of Martin Dixon, so all now appeared to be well.

After standing around for 1½ hours the rally got underway. Crews received their route 5 minutes before their start time and with a 3 mile run out to the first section some frantic plotting was going on. The first section of 4 T.C.s started on the yellow just outside Youlthorpe and made its way via Bishop Wilton and Bolton to Yapham, taking in the nasty 'S' bends at 104/785525. It was here that Bob Chapman had his first "off" going straight on at a 90 left successfully blocking the road for Martin and Steve who had to use the handbrake to avoid him. A short neutral and one T.C. lead us into the first selective which ran along Millington Pastures, taking in the treacherous hairpins at 839529. It was on this selective that John Renny showed his colours by dropping only 1 second to Ron Shipp who was running at No. 1. This was followed by a section of three controls, it was here that we had our second off, having failed to see a 90 left while flat in top. Fortunately, we managed the escape road and by the look of the tyre tracks we were not the only ones. A short neutral then took us to N.T.C.

Cont./

11 which is where Bob comes into the story again. Three of us wanted the same minute, Martin, Bob and Gerrard. On the word go Bob tried to out drag us, which he did successfully, only to go off at the first corner thus ending his rally, as by the time he got out he was O.T.L. Mind you, his exhaust stopped on!

The second half started at Shiptonthorpe with crews getting their second half routes 5 minutes before the off. A short run out through Market Weighton saw us straight into 2 selectives. The first being cleaned by most crews but the second proved impossible to clean. With the rest of the route being long straights and 90s, we managed to haul in the V.W. and the Mazda running in front and all seemed to be going well until T.C.21 where we met the boys in blue in a Range Rover, they were very courteous and moved over to let us pass then followed us for about 5 miles at 50 mph, thus dropping us an unnecessary 3 minutes but maintaining a clear license. The route then wound its way back to Full Sutton and the finish, plus a very long wait for the results.

Ron Shipp/Geremy Mathews was the winner but as a guest driver he didn't qualify for an award, which left Martin Kemp/Steve Holden as clear winners by more than 5½ minutes, on STERLING RIMMOULDS at that.

1st O/A MARTIN KEMP/STEVE HOLDEN

3rd O/A JOHN RENNY/RICHARD SPURDENS.

MSK/SH

NEW MEMBERS

Finally, this month we would like to welcome the following new members and trust their association with Trackrod will be one which is both long and happy:-

J. R. FULLERTON, LEEDS, 8.
CHRIS GREASLEY, LEEDS, 8.
O. JOHN FENTON, LEEDS, 8.
PETER GLEDHILL, BARWICK IN ELMET.
PAUL C. HLLSTEAD, CASTLEFORD.
C. J. RUSHWORTH, LEEDS, 15.
JOHN G. EMBLETON, BRADFORD.
ANTHONY GUNN, LEEDS, 8.
SIMON VERITY, PUDSEY.
P. J. SWALL, WIGHILL, TADCASTER.
JOHN N. DWIGHT, LEEDS, 13.
PETER THOMPSON, HARROGATE.

TRACKROD.....ENDS.