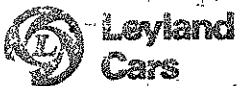
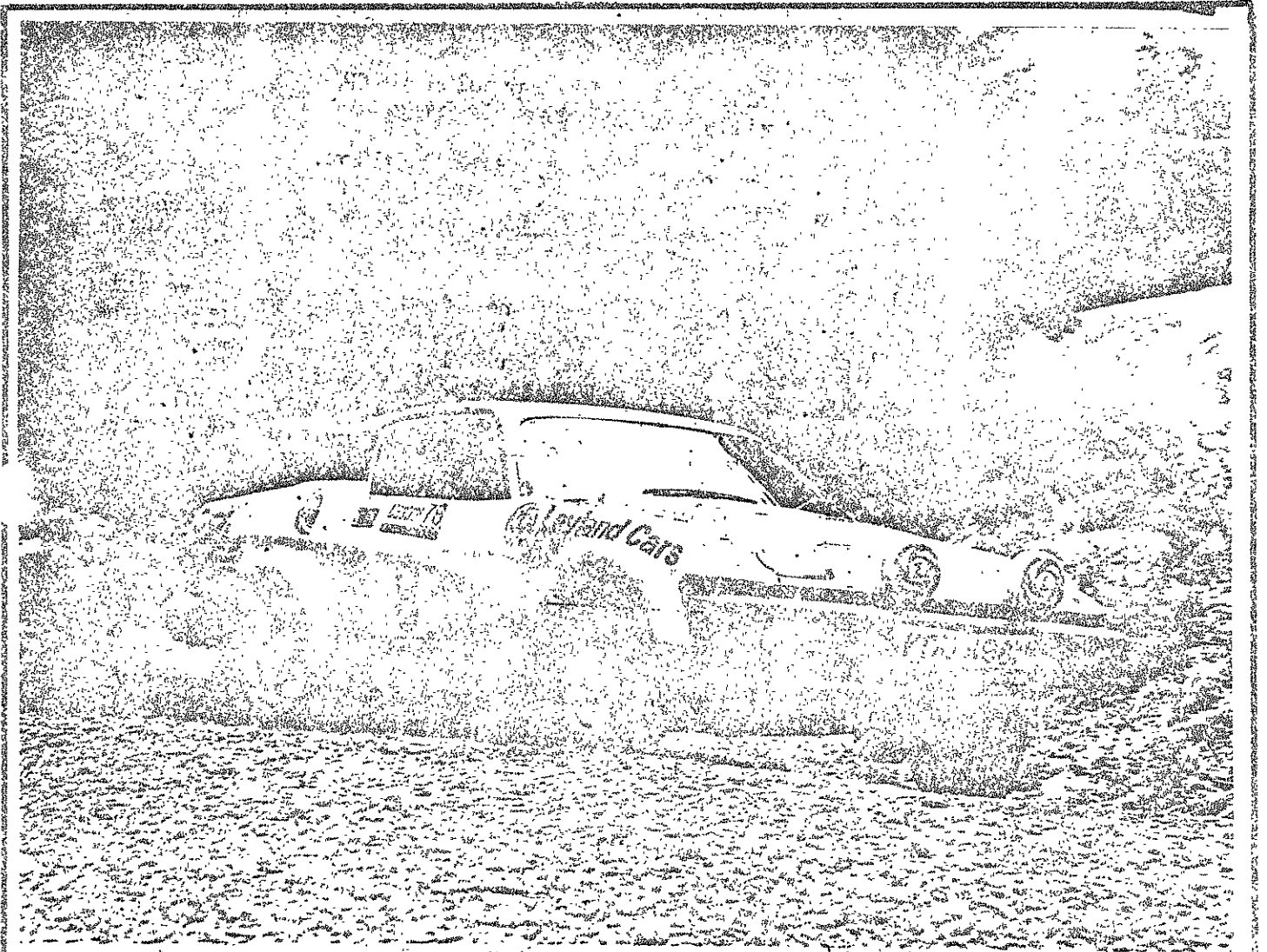


TRACKROD

APRIL
1977
no.78

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB

R.A.C. REGISTERED
NO. 1230



FOREST FLYER. Leyland Cars sleek rally Triumph TR7 ricks through a rough woodland track and demonstrates superb handling characteristics.

NEGATIVE
NUMBER
270668



TRACKROD - NO. 78

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Future Events

- 3rd April LEEDS CREST STAGES RALLY - CREST MOTEL, OULTON, 8.00 a.m.
The big one. A full entry and some exciting new stages.
Don't miss it. More marshals please, to Richard Ineson.
- 5th April Noggin, Square and Compass, North Rigton.
- 10th April AUTOTEST - TOCKWITH AIRFIELD (MR 104/454515). A good way
to avoid those Easter traffic queues and have some fun at
the same time. Regs from Ron McKinnon, on the day it starts
at . Its restricted status, lets have plenty of you
to make it a good one.
- 12th April Noggin, Peacock Hotel, Yeadon (between airport and traffic
lights).
- 19th April Noggin, Royal, Boston Spa (opposite Thorp Arch turning in
middle of village). Another big boozier to try for size.
Good beer too.
- 26th April Noggin, Shoulder of Mutton, Kirby Overblow.
- 3rd May Noggin, Square and Compass, North Rigton.
- 10th May Open Forum, Duke of Wellington, East Keswick. Your chance
to tell the committee what a great club we've got. Don't miss
it!
- 15th May P.C.T. Hopefully at least one of our sites will have dried
out enough to use by then. If so, Steve Mills will be the
man, so see him for regs, marshals, free beer, etc.
- 17th May ~~Noggin, Square and Compass, North Rigton (104/287532).~~
- 24th May Sportonoggin, Fox and Grapes, York Road (105/401396).
Fun and games in your (mobile) cars. Just for fun, but a
load of laughs. From 7.30.
- 31st May Noggin, Shoulder of Mutton, Kirby Overblow.
- 7th June Noggin, Square and Compass, North Rigton.
- 17th May Uniroyal Film Show and Buffet at The Peacock, Yeadon.
Full details next month.

Chairmans Chat

Many of you will now be aware that two committee members have recently tendered their resignation. Martin Kemp and Bob Chapman have resigned, for different reasons, and I thank them both for the work they have done for the club during their time on the committee.

This has obviously meant a reshuffle of the committee with Richard Spurdens becoming Treasurer. Richard remains Competition Secretary, but is now being assisted by Frank-Stuart-Brown who has responsibility for both road and stage rallies. If you want any information or regulations for rallies, see Frank, if its PCT's, autotests, hillclimbs, etc. talk to Richard. The committee has also co-opted two members who offered themselves for election at the last AGM, namely Sue Broadbelt and Ed Baker. Their duties will be made known to you in due course.

The processing of the articles to make us Trackrod Motor Club LIMITED is continuing. We have done everything that has been required and the papers have now been forwarded to Companies House for finalising. Companies House is of course a Government Department so all we can now do is wait!

Seriously, it shouldn't be too long, but we can't rush them can we!! On the competitive front, the Mintex didn't do us much good with everybody finishing elsewhere. The weekend was salvaged a bit with Stan Peel finishing in the top five of the Mini-Mightia. The Dukeries had Richard Jackson/Steve Lloyd collecting a class award, but the Elcar saw them floundering about on one of the dreaded coal tips mending the electrics. This had done them a power of no good when the results were available. I am not sure of any details but I gather Mike Schofield/Andrew Roddy and Alan Powell/Ron Mackinnon were in the top twenty. We didn't start too late in the Shell League, so presumably we can only get better!! Let's hope so anyway.

The second of the local novice rallies was held in early March, and was very well organised by Wakefield and District CC. Tony Longstaff/John Fenton were eighth and the Miller brothers were tenth.

Keep up the good work, these good results are very encouraging. Can I finally remind you of our major autotest of the year, the restricted event on Easter Sunday. Ron Mackinnon is in charge and I am sure he will be grateful for your assistance. Turn an orderly queue by Ron's right arm and give your entry, or your offer to marshal, you won't be disappointed.

JHR

Wakefield League 1977

Round 1 of this year's competition, the Elcar Trophy Rally, organised by David Brown MC, was held on 13th March. Hoping for a repeat of last year's performance of 5 crews in the top twenty I was more than a little disturbed to find that we only had four entries with Ian Gurnett non-starting. Martin Kemp also non-started following an unsuccessful clutch change on his Moke (on the night of the 12th if you don't mind!) which reduced us to 3 and the damned event hadn't even started!! After a serious bit of arm twisting $\frac{1}{2}$ an hour before the off saw us tope in two other crews making our team: Richard Jackson/Steve Lloyd; Alan Powell/Ron Mackinnon; Mick Schofield/Andrew Roddy; Martin Brown/Alan Larkin and M. Brown/T. Middleton-Brown.

Our Mr. Jackson ruined his chances of repeating or bettering his 2nd overall last year when all his electrics went dead on SS 2 for approx. 10 minutes, which dropped him way down the results. Of our remaining crews, little is known in the way of tales of woe apart from Mick Schofield having his spare wheels come adrift on one stage and ripping the petrol pipe in the boot thus creating a certain amount of fuel starvation! This, though, didn't stop him coming home 17th O/A.

At least all five of our team finished and scored:

Alan Powell/Ron Mackinnon	98.97
Mick Schofield/Andy Roddy	83.96
Richard Jackson/Steve Lloyd	51.72
M. Brown/J. Middleton Brown	37.52
Martin Brown/Alan Larkin	<u>33.87</u>
	<u>309.04</u>

Our total was only good enough for 5th on the day, the event being won by the York team with Leeds MC a commendable 2nd. Many thanks to our entries, particularly the last minutes recruits.

By the time you read this, Round 2 will probably have been run and Rounds 3 and 4 well and truly underway in terms of entries. Round 2 is the "Crest Stages"

our contribution to the series. Round 3 is the BARC Hillclimb at Harewood (regs not received at time of writing!!) and Round 4 is the Ilkley FCT at Pateley Bridge - all very hectic as that little lot only takes us to 17th April!!

Richard Ineson
Team Captain

Indoor Rally Championship 1976-77

Well, its all over. The last round was held on 15th March at the same venue used throughout, the Duke of Wellington at East Keswick. With at least half a dozen crews in with a chance for an award, the action was fierce right up to the end. Jack Coulthard set a testing course, then had to sit back and see if anyone would overtake him for the No. 1 spot. It was close, Frank and Ian achieving their worst result of the series, a lowly 3rd overall, but with three firsts and another third place, they scraped home by two points. Jack retained second place with 94 points, 5 ahead of Mary and Steve Lloyd in third place. Pauline and Sue were two points behind them, Geoff Moorhouse and Rob Buchan completed the top five on 82 points. Due to pressure of work, on the Crest Stages, the final points list is not available yet, but keep an eye on the notice board at noggins, where all will be revealed. Interesting that the six victories were split between two crews, Frank and Ian won the first three, and Mary and Steve Lloyd the last three. However, the standard generally was very high. Many thanks to all who organised and to co-ordinator Richard Spurdens for a most enjoyable series.

The Good news and the Bad news

SPY 44 will just have completed (hopefully) the Quip Forest Stages and be just about to start the Leeds Crest Stages by the time you read this. The Crest will be the fifth event in six weeks, a hectic programme. After the Mintex came the Dukeries, none of so much aggro for the crew last year. A very similar event this year, with six forests to start with, then nine loose tarmac stages, then six forests again, finishing with a spectator stage round the Kings Mill lake. It started at midnight on Saturday, 5th March, with SPY being No. 22 in a high class field. The stages were in good condition, Clipstone being particularly smooth and fast. Flickering lights caused some problems on the Porsche, but generally all went well. At halfway, we were 23rd, but a storming second half drive, pulled us up to 15th and second in class one, by the finish. We were slowed by a failing clutch on the last few stages, which eventually gave out completely at the end of the last stage! Dukeries MC had run a pretty good, straightforward event, over a good variety of stages. The local police were out in hordes, but seemed to be helping more than hindering, a pleasant change. We enjoyed the event, and the fast simple results service after it.

One week later, with a new sintered clutch plate, and a re-welded suspension arm, we set off full of high hopes on the Elcar Trophy, anxious to improve on our second overall the year before. Unfortunately, on the second stage, the Carrera went dead on us, obviously an electrical fault, but it took us nine minutes to find! End of hopes for a good place! We carried on, with Richard really flinging the car round the stages, and set three fastest times, plus five second fastest. Richard was the only driver to 'clean' Tockwith, which he did by two seconds. However, over 13 stages (on Sunday 13th) it was to no avail and we finished 66th overall! But we won the Team Award with Yk Hodgson in Team Ziebart! The 'if only' session at the finish was something to behold, cause we would have won 'if only'! Ah well, lets get back to the forests on the Quip and hope for better luck.

Steve Lloyd

Mintex '77

The new look Mintex bore a striking resemblance to the old look event of 2 years ago to avoid the time wasting which featured in the 76 event, the rally reverted to a Friday start, all night run and Saturday finish. This resulted in an all action event (well, up to Saturday morning) and vast savings on hotels, etc. for all concerned.

Trackrod's men in the rally consisted of Dave Lawton/Steve Holden, Mexico at 45 (after a reshuffle due to the non appearance of the Century Oils TR7), Richard Jackson/yours truly at 70 in the Porsche, Alan Powell/Ron Mackinnon, Mexico at 110, and new member John Millington co-driving Ron Beecroft at 103. The weather in the week beforehand led to some people trying to get A2 pattern waterwings! Scrutineering passed without a hitch, although, once again, no noise test (there never is when its raining!). And, surprise, when we lined up for the start, the rain stopped! It had done its work well, though, and the first three stages were mud baths.

We passed Escort No. 69 on the first stage, stuck in the mud at a 90 left, only to spin off ourselves on the next 90 right. Ridding Park was not much better, the chicanes around the cattle grids being particularly odd. Harewood hillclimb was changed to down the loose track and up the tarmac, but even so, was a hairy experience. On to Rufforth, where we enjoyed 2 laps of fast motoring. We saw nothing wrong with the arrowing, but Ari did, so the stage was scrubbed!! On to Boltby now, which was surprisingly dry, no snow and little mud. Lots of people though. At the top of Sneck Yate we saw Dave and Steve, their engine blown. A short and unhappy rally for them. Still, they lasted longer than Russell Brookes, whose diff packed up on Stage 2. Alan Powell was still going, though an off at Harewood had lost them some time. Over Silton Moor next, a stage which has been used before under a variety of different names. It was a rough one, with a huge hole about 300 m. which all but tipped everyone over. Also very muddy, a sort of loose black gunge. Ingleby was good, from top to bottom, the swinging bends which last year claimed Albert, and that long flat in fifth finishing straight. Great fun.

Teesside Airport now for a swift halt before tackling the four Stang stages. After fighting our way through the Darlington rush hour, we climbed up above the snow line to the small Stang complex. 12" of the white slippery stuff had covered the stages, but that nice Mr. Dawson and Mr. Vatanen had cleared it away for us! Unfortunately, the surface had begun to freeze, in places. Our steady run was enlivened by having to miss the odd Avenger, Escort or Allegro, half in the ditches. We were also worried over a sudden drop on the fuel gauge but as no-one had any petrol up there, we just had to press on. Alan's run ended in Stang when a half-shaft came out. With their service crew at Leeming Bar, by the time they had repaired it, they were OTL. Another great shame. Although servicing was restricted to certain areas, there was no service route, so the barges could be on the route, as long as they didn't service anywhere but the service areas. Stang was too far from Leeming so our barge was just down the road on the A66. Many were the instances of illegal servicing, but without lots of travelling marshalls, what can you do about it?

At Leeming, the Cibie van was going a roaring trade setting up everyone's lights for the long night section. David Lang's RS2000 showed evidence of his hard driving, one of his headlamps was held in with wire! Also on show here were the swiftly produced computerised interim results which appeared at all MTCs from here on. We refixed our rear antiroll bar, had some food and girded up our loins for the night to come.

Silton was just as bad the other way round, while Ingleby was better going up hill. But on the way to Boltby we had several moments on the B road, due to frozen puddles! Boltby was too rough to be frozen hard, just in patches. The Sutton Bank MTC saw a bevy of familiar faces, including Bob Chapman, Nigel Drayton and Phil "Quick Flash" Staton. A relaxed section to Dalby saw us with time in hand.

Dalby one and two were their usual fast selves, with just touches of ice here and there. Service at the fire tower in Dalby was welcome before the last eight stages to Scarborough. Dalby 3 and 4 were followed by Strainsdale, Bickley 1 and 2, Langdale, Broxa and Harwood Dale. All without time to even take one's helmet off. This section was the meat of the event, all go, with no service, over about 35 stages miles (as far as the average one day event!). We were using SP44s to cope with the mud, as A2s aren't that good on mud. However, nothing short of studs can cope with ice, and 240 bhp is a bit of a handful when you're not sure which end is going to let go first! We passed Sclaters Chevette, stuck in the ditch, with Martin Holmes desperately trying to find enough bods to lift it out. Broxa and Harwood didn't seem so slippery as the others, nor as rough as in past events. The long halt in Scarborough enabled us to change tyres, eat, sleep, inspect the other Chevette (having its axle changed) and listen to the confused babble of voices coming over British Leyland's radio receivers.

We restarted 51, and set off on the loop through the Wykehams and Crotpons. Why we had to go from Wykeham 2 to Cropton 1 via Malton is beyond me but it helps pass the time, I suppose. The ice had a firm grip by now, so it was a steady drive to avoid the tall timber. Even so, the Porsche got very out of shape several times before the early morning. Sunshine (yes, really) began to thaw things out. In fact, by the time we got to Broxa it was so warm, it was snowing! Still, at least both Broxa and Harwood Dale were ice free. Back to Scarborough for a swift breakfast and tyre change on to A2s for Olivers Mount.

This was just as exciting as ever, that downhill hairpin working wonders for constipation. The long run to Church Fenton was in really hot sunshine and the new airfield circuit was great fun. Lots of marker cones made it a bit confusing, one or two of the fast times were a bit suspect, but they were allowed to stand. The long drag to Nostell Priory just was not worth it for a stage that was only fit for a club rally. Back to Bremham which was good, a spin going down Harewood tarmac, a 'moment' at Rudding Park and a final fling round the Snowground. We were giving out autographed Ziebart stickers and badges while waiting for final scrutineering.

Results were finalised by 8.00 p.m. a complete and welcome contrast to last year. Awards were quickly presented, and the bar rang to the well known cry of 'if only'. The slippery conditions had frustrated the use of the Porsche power, and without power it hasn't got much left, cause it don't handle! We finished 52nd and 4th in class, John Millington got a pot for 45th and 1st Class F, David Curry accompanied Keight Fyroglove to 39th, Charlie Payne took 3rd in Class D and Norman Milligan finished 6th in the Mini Mintex.

An enjoyable and well run event, just a little too much road mileage, but slickley organised. Well done, De Lacy. Roll on next year.

Steve Lloyd

Trophy Points

Steve Mills reminds all members that results of other clubs events have to be given to him within one month of their publication, to be eligible for points. In the past, Steve has had a lot of work to do at the year end when ~~xxxx~~ people suddenly remember their good events. This won't happen this year. Keep up to date, or you'll lose the points. O.K.?
