

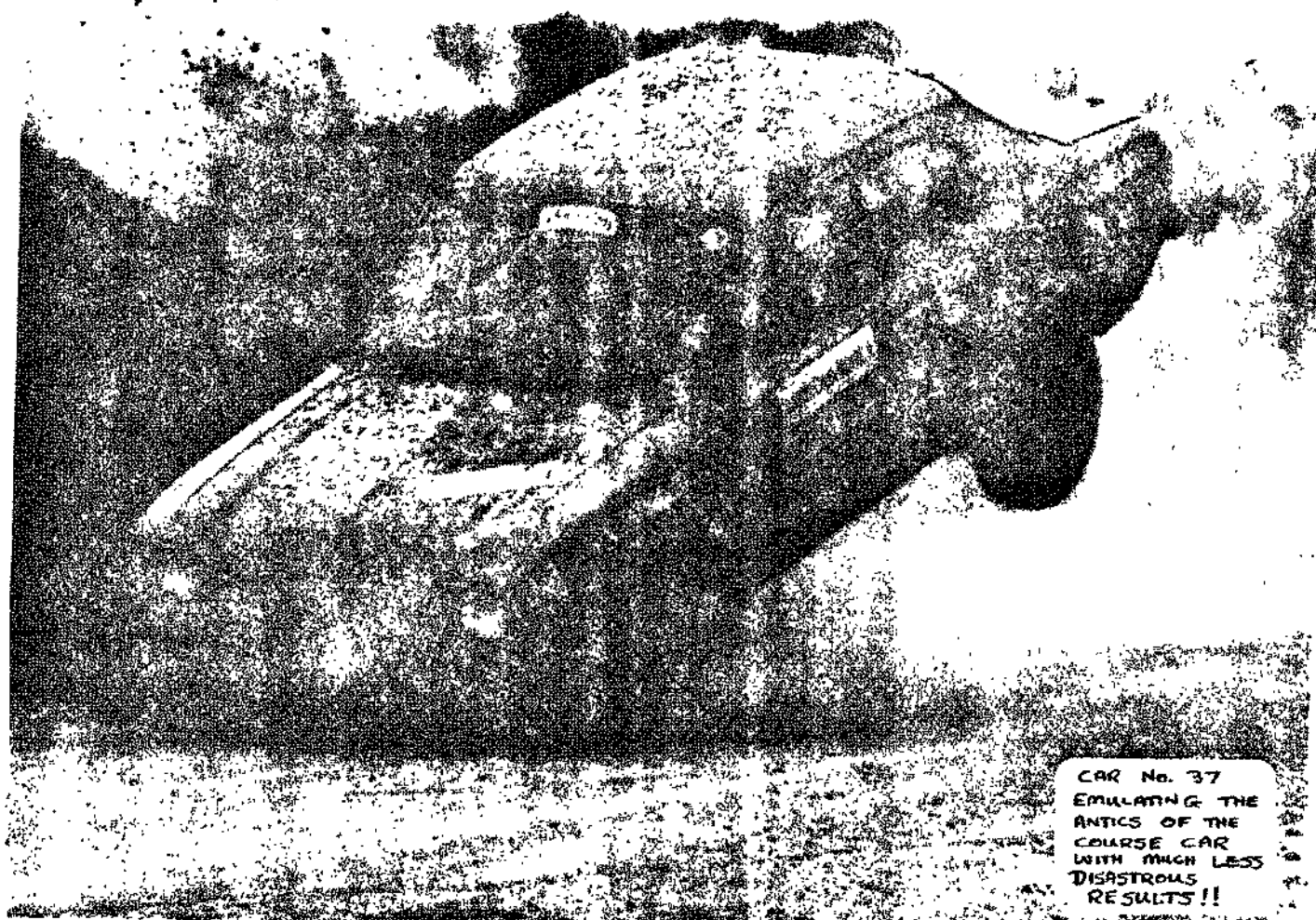
TRACKROD

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

RAC. REGISTERED
NO. 1230

JUNE
1977
no.80

CREST
ACTION
CAPTURED IN
CAMERA BY
MASSERS
PHOTOREPORT



CAR No. 37
EMULATING THE
ANTICS OF THE
COURSE CAR
WITH MUCH LESS
DISASTROUS
RESULTS!!

TRACKROD MOTOR CLUB
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1976/77

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TRACKROD

£

"ENDS & ODDS"

£

Club tie 1.80ea. Trackrod T-Shirts
(s.m.&l.) 2.00ea.

Club stickers:

internal 0.30ea. Trackrod Rally Jackets... 9.50ea.
external 0.30ea.

"Team" stickers
(external) 0.40ea. Cloth badges by negotiation!

..... 0.75pr. Trackrod holdalls 2.50ea.

ALL AVAILABLE FROM:-

SUE BROADBENT

TRACKROD

No. 80

June, 1977

Future Events

- 7th June - Shell League Hillclimb, Cadwell Park.
- 7th June - Noggin, Square and Compass, North Rigton.
- 14th June - Treasure Hunt - starts at the Peacock, Yeadon, 7.15 p.m.
Organiser - Phil Cartwright. Bring a car load, more brains help find those clues!
- 17th June - Wild West Disco - Follifoot Village Hall. 8.45 p.m.
Fancy dress, if possible. Bound to be good. See details later.
- 19th June - Practice Day - Tony Drummond's quarry, High Eggborough (105/571219) start 9.00 a.m. Co-rpromoted with Northallerton, 1½ miles of mixed surfaces. RAC regs apply!
- 21st June - Pie and Pea Supper, Leeds Crest Motel, Oulton. Also a raffle, and our Noggin. Can't be bad, can it?
- 26th June - Autotest - Tockwith. Organised by Frank Stuart Brown, at our versatile venue (104/454515). First test at 1.30 p.m. Plenty of entries and marshalls please. Regs. out soon.
- 27th June - (Busy week, ain't it!) Round 2. Leeds Crest Autotest Championship - Huddersfield MC. 8 tests on tarmac. Good value, good fun, good prizes. At the Crest Motel.
- 28th June - Noggin - Shoulder of Mutton, Kirby Overblow.
- 3rd July - Shell League Autotest - Slaithwaite MC. Regs from Richard Ineson. Plenty of support for the team, please.
- 5th July - Noggin, Square and Compass, North Rigton.
- 12th July - Clubnight PCT - Hopefully at Stubbings Farm, Otley Chevin. A compact venue but very testing. Afterwards at the Wharfedale. Regs out soon.
- 19th July - Round 3. Leeds Crest Autotest Championship. Slaithwaite MC. 7.00 p.m. Club cards only needed, details as before (our Noggin is at the Crest).
- 26th July - Noggin - Shoulder of Mutton, Kirby Overblow.
- 2nd August - Noggin - Square and Compass.
- 7th August - Wharfedale PCT, Rose Farm, ANCC round.
- 9th August - Final Round, Leeds Crest Autotest Series. TRACKROD. This is it! The big prizes are decided. Don't miss it. Also our Noggin.
- 14th August - Shell League Autotest. York MC. Regs from Richard Ineson.

PLEASE NOTE - Don't park on the bend to the front and side of the Square and Compass, North Rigton, because 1) it is dangerous to park on bends 2) the local fuzz will nick you! O.K.?

ALSO NOTE - The Leeds Crest Autotest on 9th August is also a qualifying round in our club championship. Double reason for entering!

Chairman's Chat

You may recall that a couple of months ago, Sue Broadblet and Ed Baker were co-opted to the committee. These appointments involved some reshuffling of duties

resulting in Frank Stuart Brown now becoming Assistant Competition Secretary, with special responsibility for rallies. Sue is now our Merchandising Officer and Ed takes on the job of Events Co-ordinator. This will involve Ed in sorting out organisers and suitable venues for our Closed and Co-promoted events. Those of you who are keen to have a go at organising should have a word with Ed immediately, if not sooner!!

What an easy task our Editorial staff must have had last month, with many contributions from various sources, including one anonymous poet waxing lyrical about a not so anonymous rally driver (you surely must by now have heard of him!!!). How good it is to see contributions from new sources, and it really isn't difficult you know. How about a marshall's eye view of a PCT or autotest, or a rally as seen by a service crew. Think about it, then write it and give it to Steve Lloyd!

Our activities last month have been quite varied with our first PCT of the year being an excellent affair, splendidly organised by Diana and Howard White, they even arranged the weather, with the sun on our backs for the whole of the afternoon. The Waddingtons cleaned up, surprise, surprise, setting the standards for the rest to aim at.

Our outdoor activities continued with a display at the Motoring Cavalcade at Nostell Priory, which did us a power of good, and then our own Sportonoggin and the first round of the Crest Autotests, both of which I unfortunately missed and so cannot comment on at the time of writing. Our Uniroyal film show was a well attended affair and the Tour of Mull film showed considerable Trackrod participation, although you had to be quick to spot some of it!

We seemed to spend far more time at the Open Forum discussing how to put the RAC right, rather than how to improve Trackrod. Does that mean that you are happy with the club organisation? That is certainly our aim, but we will always be receptive to new ideas.

I omitted to mention last month that the best Trackrod crew on the Alwoodley Ridings Rally (whoever he may have been) also collected a £10 voucher from "Larkspeed". What a splendid gesture by one of our members on the other side of the counter. Nice one, Alan, much appreciated I am sure.

June and July look like being very busy months for us, so consult the magazine for all events and bring your cars out and have a go. After all, that's what you joined the club to do in the first place, wasn't it?

1977 Scottish International Rally

Trackrod Motor Club has entered its first team in an international rally! This remarkable 'first' for the club came about due to Mike Fisher's efforts (and the £150.00 first prize). The team consists of:

No. 56 - Dick Rowlands/Eric Cowill
No. 95 - Mike Fisher/Richard Spurdens
No. 102 - Richard Jackson/Stephen Lloyd

and with a reasonable share of luck can just be right there at the finish. Keep those fingers crossed, this could be start of something big! The rally is based in Aviemore, and runs from the 4th to the 7th June. It's always hot, dusty, fast and rough up there, but a great rally. We promise a full report next month!

P.C.T. 15th May

Although the clouds rolled over, and threatened the worst, Howard and Diana White were blessed with dry and even warm conditions for their PCT. Howard had laid out five tests among the yumps and bumps of Stump Cross, which were run three times, with variations. They avoided the worst of the exhaust breakers, but even so, some strong arm tactics were needed from time to time to remove the stuckmotors.

Only 16 entrants did battle, but at least 3/4 of them were from Trackrod. The minis sampled the slippery slopes first, with Ian Waddington beginning a totally demoralising run (for his opponents) with a two. The class 2 cars gradually cleared a path to the top although D. Simpson's Escort Sport climbed highest running first in the class. Steve Waddington also dropped two at test one, remarkable, as he only dropped five all day!

At the end of the first runs, Ian was on 7 from Tony Mellor on 20, Andrew Roddy and D. Simpson on 16 and Steve on 2, from Mick Ogden (VW) on 24. The second runs saw Tony Longstaff urge his Cooper S into second spot in class 1, but Ian went clean!! Steve Lloyd slipped into second in class 2, on 36 with Andrew on 23. Positions unchanged in class 3 Steve picking up to 5, with Mick on 49! John Palmer was fighting a losing battle with his Land Rover (!) and retired before the third runs.

After fifteen hills, the final positions were, class one, Ian, 16, from Tony Mellor, 59, with Tony Longstaff 62. Class two, Andrew on 30, from Steve, 43, and Mary Lloyd 53. Class three, Steve, 5(!), from Mick, 73. A good afternoons sport, very enjoyable and smoothly run by the family White. Thanks to them and to the marshals. Glad it didn't rain!

Ridings Rally - 26th March, 1977

This report is a little bit late but it was held back specially (?) just to remind everyone that not all Trackrod members do stage events! Anyway, back at the end of March, when it was still wet and cold, 55 crews assembled at Croft and Blackburn Ltd., Pannal, for Alwoodley's 150 mile offering on 104, 105, 100 and 99. Trackrod crews included Martin Kemp and Steve Mills at 6 in the ATS Mexico, Ian Brown and Nick Leuchers in the Viva at 14, Gerard Waters and Ronnie Moore at 21 in the VW, Ms. J. M. Thirsk and Derek Lee at 32 in an Avenger, Barry Dove/J.M. Bournais at 42 in a Mexico, J.D. Bean/J. Thirsk in a Mini at 46, Richard Jefferson and Tony Ginn at 51, hoping to get a finish in the Chevette and Pete Silverberg and C. Swales, last runners at 57 in Pete's Mini. All had eyes on the £10 voucher, to use at Larkspeed, for best Trackrod crew; which could have been the reason for Stan Peel trying the devious trick of being entered by Elkley, and then claiming he was really from Trackrod!

Scrutineering saw no Gerard Waters (blown clutch) and the wielding of tape measures. More than one person didn't start because his lights weren't quite in the right place. Competition started virtually immediately, running past Ridding Park and then down the A661. Naturally, there was a lot of traffic about, and police intervention caused this section to be scrubbed later on. Main road sections before midnight can't be a good idea. Anyway, the first sections were cleanable, so it was all a bit of a waste of time. The route followed the fast roads round Tockwith, went through Long Marston village, with this section finishing with nearly everyone dropping a minute on another main road blast - this one ending in the outskirts of York.

The route then looped off on maps 100 and 105 for a bit, with the timed sections still just about cleanable. The first two selectives saw Stan Peel, Martin and Malcolm Wilson's RS2000 from Ripon leaving the rest of the field at quite a

rate (it wasn't to last!). However, other members of Trackrod were having troubles. Thirsk/Lee had problems when everything started going dim, and eventually went out altogether (the alternator was blamed at first, but it turned out later to be only a slipping fan belt). Richard and Tony were being slowed by a slipping clutch and a blwing exhaust, but they were obviously feeling generous, as they stopped to pull Silverberg/Swales out of a ditch.

But everyting really started to happen on selective 3. On map 100, there's a rather nasty downhill 45 left, 60 right on 838664, which virtually everyone was getting wrong; most notable being Martin Kemp, who managed to get the Mexico through a gateway, before heading off down a turnip field at undiminished speed. Four hundred yards later, they were still travelling at quite a speed, and there was a belt of trees coming up! Martin aimed for a gap, the front fitted, the back didn't, and it took a couple of hours to get the bent Mexico out. Selective 4 started on the rough Castle Howard white, and the first half finished with selective 5 down the fast and yumpy Castle Howard yellow.

Halfway at Slingsby was car re-building time. Stan Peel had to change up a flat battery. Richard Jefferson had to use 3 tins of Gun-Gum for quieten himself (or rather his car) and Ian tied up the Viva's suspension with string! (Don't worry" he said, "it's happened before!").

If the first half was rather stop-go, the second half certainly wasn't! After a slack first half, the timing was, er, 'tightened'. Most people dropped two minutes on the first section, and nine or ten on the next section, which was all of three miles long. This was followed by a short neutral through Farlington, then from NTC 23 to the finish, there was only one more short neutral. The route was undramatic, but the timing was just about cleanable and the pressure was on. A carefully-sited passage check on the triangle at 603742 caught some out, as did TC30 (in a lay by at 497727). The route then moved on to map 99, finishing on the fast but slippery whites to the east of Ripon.

Results were quickly available at the George and Dragon Hotel, Wath (where breakfast was extortionate at £1.65). With Martin Kemp going off, and Stan Peel picking up a fail, the voucher for £10 (and fifth overall) went to Ian and Nick. Sliverberg and Swales finished a good 15th in the Mini, while Richard and Tony did well to limp the Chevette home - 26th out of 28 finishers. The winners, incidentally, were Wilson and Teasdale from Ripon in the Mk. 2 RS2000, about 7 minutes ahead of everybody else.

Nick Leuchars

We offer a very warm welcome to the following new members:

I. Midgley, Leeds, 15.
A. Holden, Leeds
A. Kidd, Leeds, 6.
Neil Robinson, Hexham
Mike Robinson, Prudhoe
Trevor Duncaife }
Tony Duncaife } Fylingthorpe
J. P. White, Spofforth
Robert Jelley, Loughborough
Derek Scoutar, Burnley
Richard Stephenson, Market Weighton

Keith Upton, Tadcaster.
Ian Tiffany, West Ayton
Mick Greenwood, Durham.
Nick Burton, Luddenden.
Tony Myers, Loughborough.
Alan Fielding, Bolton
Paul Touse, Goodmanham.
Barry Schofield, Clevely
Mike Kent, York
J. Hindle, Leeds, 14.
John Lane, Leeds, 10.

Glossary of German Motoring Terms for Use in the Common Market

Air Horns - Der Whatderhellvosdat klaxonfanfaren
Bonnet - Der fingerpincsher und kopfchopper
Estate Car - Der schnogginwagen mit bagzerroomfurompin inderback
Exhaust Pipe - Das spitzenpoppen hangentuben
Learner Driver - Dumkoff mit elplatz
Mini - Der buzzboxen mit traffikveerinfirstshaken und fingerraisin
Motor Club - Der meetighouse fur waggenmatterin, elbowraisin und chaddenupziebirds
Petrol - Das koslijooze fur geddinsegreezeoffendetrousis
Power Brakes - Die schtoppinverks mit edbangenon dervindskreen
Puncture - Das pflatt mit dammundblasten
Rear Engine - Die frauwasserinden petrol tankputten
Roundabout - Das eeoohesitatsisschlost
Speedometer - Der ego booster und lineschootinbackeruppen
Windscreen Wipers - Das flippenfloppen muckschpreddunsticken.

Shell Sport League 1977

Round 5, the halfway event in this years competition was the perambulating autotest in the Cleckheaton area organised by the YSCC. After much arm twisting (seems to be growing thing for this year!!) we did get a team of 5 together, Howard White (RS1600), Ken Goodall (RS2000), John Renny (Mexico), Steve Mills (1275GT) and Tony Longstaff (Cooper 'S'). It was unfortunate for Tony that his first ever autotest was to be one of this status, the competition in his class is always fierce, however, he didn't come last as he felt he would, he finished 18th (from 25) which was only 3 places behind Steve Mills!! Their scores were 38.0 and 50.0 respectively. In the big Escort class (another closely fought class at this status) Howard White proved to all that he has finally made the transition to RWD and won the class. Ken was 3rd and put yet another dent in his bodywork after reversing into a steel 'pylon', at least it made an earlier dent worse than it was!! John Renny, also new to the Shell League found himself a bit out of his depth but plugged on determindley to finish 8th (from 9) in his class. The star of the day must have been Phil Cooper, who, in a bog standard 1100 Escort finished 2nd to Howard in the big RWD class. He requested to be put in this class rather than his 'own' low potential class as he stood the chance of scoring more points - that he certainly did! Our team's magnificent efforts netted us 284.5 points on the day and pulled us up another place (to 4th) in the overall league positions. After round 5:

York	1929.94
Ilkley	1605.53
Huddersf'd	1423.89
Trackrod	1200.46
YSCC	1189.34

The next round, on 7th June, is the Jubilee Hillclimb at Cadwell Park. Results next month.

Richard Ineson, Team Captain

Leeds Crest Autotest Championship - Round 1

Organised by YSCC, the first round clashed with that football match in Rome, so only about 25 competitors had a go. From Trackrod, Sue Broadbelt and Chris Miller were in Minis, while John Rennie, Ken Goodall, Howard White, Alan Powell and Steve Lloyd were in Escorts. The tests were small but not too tight, and very demanding. Smoothly run by YSCC, eight runs were completed by 9.15 p.m. and results quickly to hand. Howard seemed to have a clear run in his RS, but Ken got a W/O and Alan a

plus 10. Steve Lloyd collected no less than five pylons, but Chris Leeper collected a lamp post (that has to be plus 30!). The results looked a bit odd. Ken was given first prize overall, being first in class ahead of Alan Forrest, Lotus Seven and Howard. How this could be with a washout on such small tests we don't know, but when further details are received, we'll let you know. Chris Leeper won one mini class and David Naylor the other. So on to round 2, where Huddersfield are hosts.

Uniband Trophy Stages Rally

Poachers Motor Club once again produced a well organised event spoilt only by rather unreliable stage surface information making tyre choice rather a hit or miss affair. Although a Lincolnshire event half of Yorkshire seemed to have entered and thus Saturday night in Grantham became quite a gathering of the clans. With an 8.00 a.m. start we decided that a repeat performance of our Tour of Lincs night before binge was definitely out and indeed Sunday morning saw a remarkably fit and awake 'Yuk'! A 10 mile run out took us to the first stage, Normanton 1, which the road book told us was all concrete and tarmac. Sure enough the stage was concrete and tarmac but it also had a covering of loose. Now loose and racing tyres = punctures, the inevitable happening to us about three quarters through the stage losing us what were to be valuable seconds. Dick Rowlands, however, had the worst luck puncturing very early on and effectively ruining his chances of repeating his previous years victory. Stage 2, Balderton, was as described and suited to racers though patches of gravel made late braking into corners a little hairy at times. On to Stage 3, Fulbeck airfield, where we indulged in a quick spin in front of the man with the cine camera, coming off the stage feeling that maybe just a little more application was needed. Stage 4, a narrow concrete track saw Richard Jackson explore the undergrowth in the Porsche losing seconds in the process whilst we seemed to have got things together setting a top 3 fastest time. As stage 5 had been cancelled we went straight to our next service rendezvous prior to a couple of stages on Soltby airfield. Rumours were flying thick and fast about the surface of the Soltby stages - some were claiming that racers would be the order of the day and others electing from M & S. We took the plunge and fitted M & S luckily proving to be the right choice as the first stage was 99% loose and the second rather similar to Normanton. The rest of the morning comprised of 3 farm track stages suiting our relatively underpowered car far more than the fast airfields to date and enabling us to climb a little up the leader board.

The lunch halt was at the Fox Inn on the A1 where half way results were quickly displayed. Guy Lockwood was leading quite comfortably with Richard Walker 2nd and Dick Rowland 3rd. Richard Jackson was 4th just 2 seconds ahead of us in 6th spot being split by S. Johnston in an Escort 1800 at 5th. With Richard just 2 secs ahead of us the scene was set for a real battle royal in the afternoon. After two stages we had managed to turn the tables and had gained a 2 second lead. From then onwards both drivers were going like men possessed, the atmosphere in our car being electric. By stage 17 we were still 2 seconds ahead but with the prospect of two fast 'Porsche' stages on Fulbeck to come I was far from happy. However, somewhere we managed to find another 200 bhp as we really flew on Fulbeck setting joint fastest times on both stages and actually increasing our lead over Richard. Thus we set off for the last stage, Normanton 2, feeling perhaps a little too secure. Whatever our attitude we still managed a time just a couple of seconds slower than Dick Rowland and quite respectable. However, Richard must have driven the stage of his life taking a full 6 secs of us and thus beating us overall by just a couple of seconds! It was certainly an afternoons rallying I shall remember for a long, long time!

Back in the Guildhall (at Grantham) results were published very soon after the last car had arrived with the award presentation about 8.00 p.m. The overall classification was Guy Lockwood 1st, Dick Rowland 2nd and Richard Walker, 3rd. Richard was 4th, 1st in class and ourselves 5th, 2nd in class and 'Best Ford out of the Top Three'. Team Clagits (Dick Rowland, Guy Lockwood and 'Yuk' Hodgson)

won the team prize - York MC rules OK (?!).

Other Trackrod crews on the event had rather mixed fortunes - Alan Powell lost his clutch in the morning dropping him way down the field. Phil Cartwright had an 'off' in the morning and then blew his motor on Fulbeck in the afternoon. James Pick was unfortunate to break a half shaft early on and John Renny apparently spent his day investigating hay stacks.

David Curry

Message to Steve Lloyd - What about stage 12?

Thanks for the report, Dave. I fully agree about the afternoon battle, which had us on edge right to the end. Some very tense motoring, which is the way it should be. How we pulled back six seconds on the last stage when we had been scratching for the odd second all afternoon, we don't know. Still it was a great fight. (There was a rumour going around that we would be penalised for a jump start on SS12, but it didn't happen. Hence Dave's comment. Some people are terrible losers!)

S.L.

