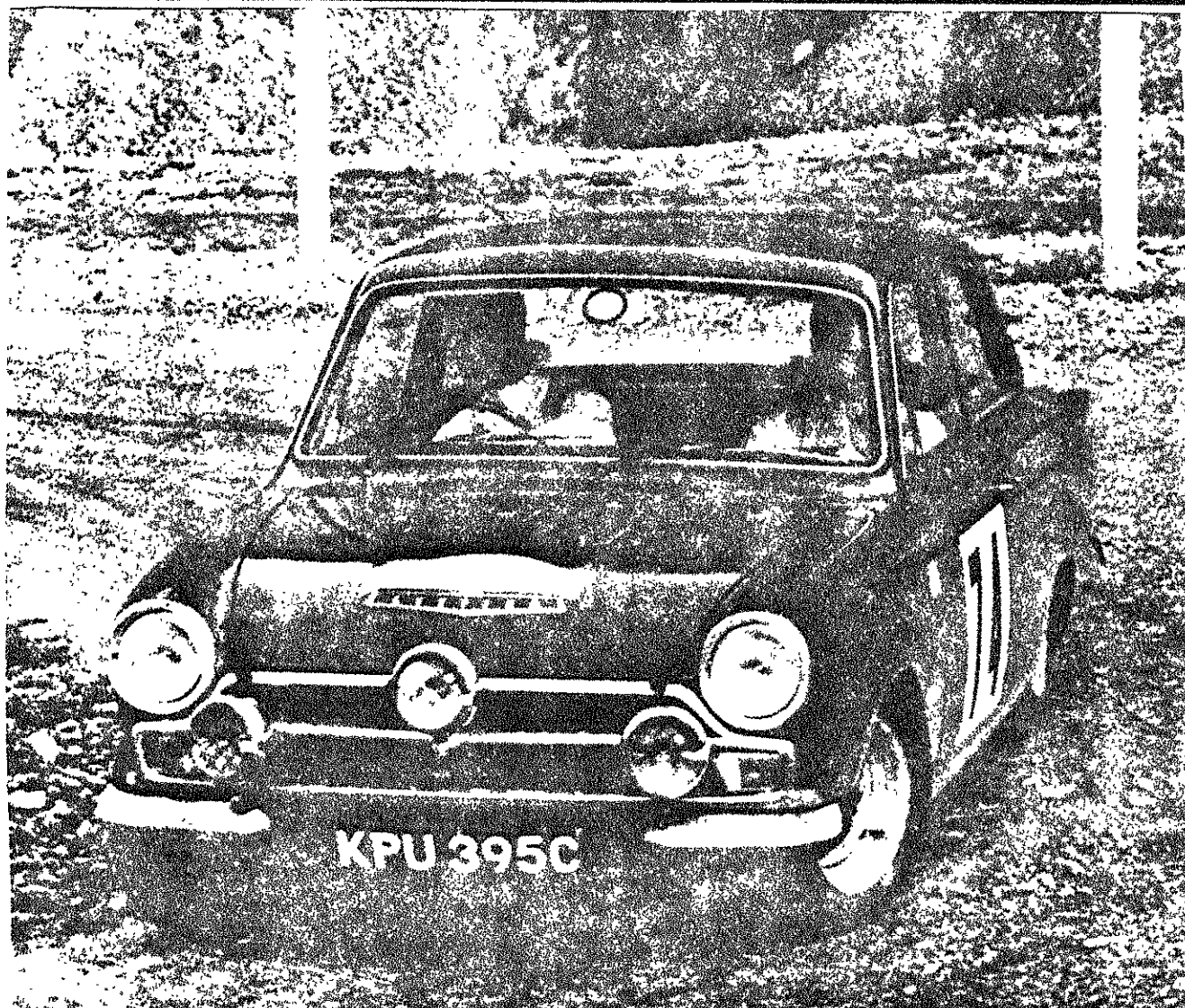


TRACKROD

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

R.A.C. REGISTERED
NO. 1230

JULY
1977
no.81



NOSTALGIA DEPT. - VIC ELFORD IN THE 1966 'MONTE'
PHOTO COURTESY OF AUTOSPORT

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1976/77

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SUE BROADBELT

TRACKROD

No. 81

July, 1977

Future Events

- 5th July - Noggin, Square and Compass, North Rigton.
 - 12th July - Clubnight P.C.T. - See NOTICE BOARD at Noggins for details.
 - 19th July - Leeds Crest Autotest Championship - Round 3. Slaithwaite MC to organise. At the Crest 7.00 p.m. Our noggin is at the Crest also.
 - 26th July - Noggin, Shoulder of Mutton, Kirby Overblow.
 - 2nd August - Noggin, Square and Compass, North Rigton.
 - 7th August - Wharfedale Cup P.C.T., Rose Farm, Menston. Our big P.C.T. of the year, a round in the ANCC Championship and a great days sport. We need entries and marshalls. Richard Ineson is the man to see. PLEASE!
 - 9th August - Final Round, Leeds Crest Autotest Championship. Trackrod to organise. Also a round of our Autotest Championship. So lets have plenty of you, its good value and good fun. Also our noggin.
 - 14th August - Shell League Autotest - YORK M.C. (III)
All those with photographic memories please report to Richard Ineson.
 - 16th August - Sportonoggin - Fox and Grapes, York Road, from about 7.00 p.m. The last one was a great success. Basically a fun event for everyone to enjoy.
 - 23rd August - A.G.M. at the Royal, Boston Spa. Your chance to decide the future for your club. Don't waste it. See the notice board at Noggins for further details.
 - 30th August - Economy Run - When you drive feather footed for a change. Amazing how far your 83p worth can go when you are really trying. Details in ~~X~~ our next issue. Noggin afterwards at the Shoulder of Mutton, Kirby Overblow.
 - 4th September - Shell League Hillclimb, Scammonden.
 - 6th September - Noggin, Square and Compass, North Rigton.
 - 13th September - Noggin, Leeds Crest Motel, Oulton.
 - 16th September - COSTA DI PLENTI. Road Rally. Motoring News Round and this one is really our BIGGY for this year. Don't miss it. Help is required. Martin Kemp and Steve Mills are the men. O.K.?
-
- 23rd/24th July - Calderford Trophy - Wakefield have asked us for marshalls. They helped us on the Costa so lets return the favour. Steve Mills wants names, please.

Annual General Meeting - 23rd August, the Royal, Boston Spa. We need nominations for committee places, and for officers. To simplify matters, this year a nomination form will be found on the club notice board at Noggins. All you do is sort out the people you want to stand, get them to sign the sheet as being prepared to stand, then sign it yourself, and get a seconder to sign also. Easy, ain't it? So lets have plenty of names put forward. And any resolutions to be discussed. O.K. We're giving you plenty of warning. It's your club. You must run it.

Social Committee

The Social Committee needs new members for next year. Due for re-election at the AGM, the social committee arranges all our noggins, discos, bonfire parties, etc. They have done a great job in this last year and our very sincere thanks go to them all for their efforts. But, sad to say, for various reasons, none of them are standing for re-election next year. So we need new names, new faces, new ideas. Although the committee has been all female to date, there is no reason why mere males should not participate. It's open to all. So give it some thought. And then get those nominations in. Don't worry, plenty of help will be available for beginners. And you'll soon get the hang of it. Think on't, by the 23rd.

Leeds Lord Mayors Parade - 9th July

As in past years, we are running a float in the Jubilee Parade. It will consist of a lorry with two cars on the back, some club signs, banners, bunting and birds. Its a big publicity exercise for the club, and was very successful last year, when Linsi made the front page of the Evening Post (or her bikini did!). The parade starts at Woodhouse Moor at about 1.15 p.m. and tours the centre of Leeds before returning to the Moor. Its well worth a visit, as the spectacle is grand. The float will be on the Moor from about 10.00 a.m. so you can all come and support us. The 40 foot articulated lorry comes courtesy of A. Monk and Co., the bunting from Shell, the enthusiasm from US. Make a note. See you there.

1977 Scottish International Rally

Well, gentle reader, you all know by now that Harry Batman won it by driving slowly (!), that Russell rolled again, that Pennti incinerated the Chevette and that this years sub-title was "Scotch on the Rocks". Of the Trackrod Team, car 56, Dick Rowlands finished 20th on 302.11 minutes, car 95, Mike Fisher/Richard Spurdens finished 31st on 326.48 minutes and car 102, SPY 44, retired hurt on stage 14. Well not actually on it, just before it, so that the unlucky 13 struck again. A pity, to say the least, as we were 60th when we retired and still moving up through the field. No club teams finished, so Pirellie kept their £150.00 prize money.

However, as a Rally, it was a great party. Aviemore is a long way away, but half of Yorkshire seemed to be there at one time or another. The Aviemore Centre is very compact, and everywhere within easy walking distance of the rally h.q. at the Post House. Some mammoth drinking sessions resulted. The compact layout also meant you didn't get too wet, walking from bar to bed. Because it sure was set. And cold. Not like the Scottish. More like the Welsh!

However, to the event itself. We were told that the stages were rough. So we raised the Porsche an inch. A foot would have been nearer the mark! We couldn't even get off the line on the first stage! It was uphill, and it was very rutted. The surface consists of rounded pebbles about 3" diameter, bound together with sand. Its all glacial debris, from the last ice age, which only the older members will recall, and it wasn't designed from 250 b.h.p. churning through two six inch strips. Very short sighted, these glaciers. So its like a sort of natural rolling road, when all the sand has been blasted away. The pebbles just roll over each other and the car stays still on the top! And it was like this from about car 25 onwards! However, they weren't all so bad as this, some were almost as good as Boltby (the top end!). But generally they were rough and sandy. On Corennie we got stuck again, on an uphill hairpin left

just after the start! We were envying the Escorts their ground clearance, before we heard that Dick Rowlands was also stuck here!

On stage 11, Drumtochty, we suddenly lost second gear. No fuss, no bang, just no second gear. And jumping out of third. The Edzell lunch halt followed, so we dropped the sump guard and got 2/3 of second gear out of the box. The other third stayed in. Two stages followed, with me holding the lever in third, and Richard working hard to keep it on cam. We even got into fourth for quite a long way. We were just getting the hang of this odd method of driving when we reached Errochty, SS14. As we waited before the start line, belting up, the remaining third of second gear dropped into the cogs. Again, no fuss, no bang, just jammed in reverse! So that was that. Back to Aviemore to start the party two days early! We even had to take the drive shafts off to tow the Porsche back to Otley! Mike and Dick carried on through another 36 hours of rallying. They both did very well just to finish.

While we were stopped at the start of SS14 waiting for our service crew, several people came up to me and offered advice or sympathy. Among them were at least two Trackrod members. I must apologise if I didn't seem keen to chat, but I had several things on my mind like the time/distance equation to the next stage before exclusion. Thanks anyway, it always helps to know friends are about.

S.L.

Shell Sport League 1977

Round 6, on the 7th June, brought the Jubilee Hillclimb at Cadwell Park, Sheffield and Hallamshire M.C.'s contribution to this year's competition, an event which has, in the past, not proved too successful from our point of view and this year was no exception!

The biggest problem is getting a team, prepared to travel the distance, and be competitive within their classes. Only three members had a go, Steve Mills, Tony Longstaff (Minis) and Steve Rathbone (Magnum). Steve Rathbone found himself in the special saloon class because he had no rear seat and was consequently 10th out of 13 - had he had a rear seat installed he would have been in the touring car class and his time (which would, no doubt, have been not much different with the seat fitted) would have netted him a 3rd in class - such are the classes in hillclimbing. Steve Mills and Tony were both up against full race machinery and were also a bit outclassed finished 7th and 9th out of 10 respectively.

Total points on the day were 93.0 which was good enough for 10th placed club, and resulted in us dropping a place overall to 5th on 1293.5 to York who are in the lead with 2121.5.

R. F. Ineson
Team Captain

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

Claire Palmer, Adel
Charles Palmer, Adel
Gordon Dyer, Leeds
Miss C. Sockett, Wakefield
G.N.R. Sockett, Wakefield

J. R. Marfitt, Rawdon.
Tony Armstrong, Harrogate.
Haig. A. Parry, Leeds.
Steven Snowden, Dunkeswick
Les Sayers, Leeds

S. A. Baker, Castleford
Paul C. Lawton, Huddersfield
J. F. Peaker, Leeds.

G. C. Bradford, Cookridge.
Clive R. Thewlis, Knaresborough.

Get Well Soon

To Ron Mackinnon, who had an argument with two trees on the Cossack and found that Firenzias are tough but not that tough. Ron did both legs a power of no good, and had to be cut from the car by the fire brigade. Steve Mills, in the hot seat, was uninjured. Ron will be in plaster for some time yet, but a full recovery is expected in due course. Hard luck, Ron. I could have told you that 13 is unlucky. No superstition, just hard facts.

Autotests - 26th June

Put together at short notice, and clashing with somerally interest, our autotest suffered to the extent of only 9 entries. However, the site was dry and clean, the day not too cold, and sixteen tests were run. There is more clear space at Tockwith now, so the tests were stretched a bit to allow more right foot into play. David Taylor led the way, with a typical smooth, penalty free run. Gerald Taylor, in the only 1275 GT, started badly with plus tens on tests one and two. John Locke, in his V4 Cortina Mk. 1 (!) got the dreaded WO on test 3. This was the least of his worries, as he replaced first the steering wheel, then the remote gearchange during the afternoon! (Thinks - where do you get a remote gearchange unit for a Mk.1 Cortina V4 on a Sunday afternoon at Tockwirth? Just ask John!)

Sue Broadbelt freely admitted not being with it on the day, and the other lady entrant, Diana White, retired when Howard decided that the RS was getting too hot for them both to continue. Ken also had temperature problems and battery problems. At one stage, it looked as though half the field wouldn't finish. John Rennie hurled the Mexico round, but bashed too many pylons. Alan Powell, in a standard Mini 1000, had a smooth run, with only one plus ten penalty, but not quite enough power to challenge David and Gerald.

At the end of the tests, David had beaten Gerald, who had a five per cent penalty, by 4 seconds in class one. Howard led Ken by a much wider margin in class four, these being the only two classes to run. Many thanks to those who did turn up, and to marshalls, Nigel Drayton, Phil Staton, John Palmer and Steve Rathbone. With more entries it would have been perfect.

Steve and Mary Lloyd

Bath Festival Stages

This event, run by Bath MC, in the forests of the South West, was notable last year for the complex system of target timing used, which caught out many crews, and for SPY 44s sixth overall after a night fraught with problems. This year the event was a BTRDA round, cost £43.00 to enter (!!!), attracted 71 starters and had 21 finishers. And SPY was fifth overall!! The event started in Bath at 9.00 p.m. on the 18th June. It took in one airfield, Gurston Down hillclimb, going down, and the RAC forests of Kingswood Warren, Wareham and Puddletown. There were 18 stages, but two were used three times, and three were used twice. Seems a bit odd, but it worked.

bit antisocial.

The disadvantage of the Bath system is that you need a lot more marshalls at a lot more controls. However, the advantage of control over the whole route far outweighs this. I don't suppose Bath had one complaint from the route all night! It must be the way stage events should be run. The Crest would have been, if the economy run hadn't got in the way. Lets wait and see who's next in this area to try it. York, perhaps?

S.L.

Chairman's Chat

What a varied month June turned out to be, our activities included a Treasure Hunt, a Disco, Pea and Pie Supper, and involvement in several autotests. This sort of programme tends to make life rather hectic doesn't it!! Looking through out programme for the next couple of months would suggest this pace will continue with something or other every week. That's all apart from our regular clubnight, of course!

Rallywise we have had a very mixed month. The Bury 100 appeared (even though they called it the OpelWass) and initially Steve Rathbone/FSB had won with Ian Gurnett/Rod Parkin fifth and Martin Kemp/Steve Holden ninth. However, a successful protest demoted Steve/FSB to second. John Rennie/Marcel Girardier also put up some very impressive times to win their class quite comfortably in the Mexico.

Ron Mackinnon had taken over Alan Powell's entry and I went along in the Fireza hot seat for a very rapid and enjoyable ride which would have given us sixth, just behind Ian and Rod, but for an infuriating electrical fault which stopped us for eight minutes and did our placing a power of no good.

However, as many of you are no doubt aware, this was nothing to the accident Ron suffered on the Cossack last weekend which put him in hospital with both legs fractured, and left the Fireza very, very bent. He is now plastered up in the Leeds General Infirmary and will be there for some time. Our very best wishes to you Ronnie, get well soon.

As always, nothing happens in ones and Chris Miller/Ronnie Moore also rolled their Mini, although without injury. They managed to continue to the finish in a very bent condition. Of the ones who stayed on the road, Ian Gurnett/Rod Parkin were third this time with Stan Peel fourth and Martin Kemp/Steve Holden just outside the top ten.

Another fine run from John Rennie, this time with Nick Leuchars navigating gave them second overall on the Stockton Matgrove Novice event on the same weekend.

Just to make the weekend tally up to three, Ken Goodall managed to do it again by rolling on the Crest autotest! Get back to rallying Ken, its easier on the bodywork!

Our next big event is the "Wharfedale Cup" PCT on 7th August. Regs are now available from Richard Ineson or myself, but if you aren't entering Phil Staton is Chief Marshall. Your help will be much appreciated. Shortly after that of course is the AGM (on 23rd August). You should be considering the formation of next years committee and nomination forms will appear on the notice board shortly.

SPY started well with second fastest time on the airfield, Kafer being baulked by Chris McAuliffe on the second lap. His car was spraying petrol out on left handers, as he only had a push on plastic filler cap fitted. How crazy can you get! Anyone who witnessed the mini fire at Full Sutton would not dream of taking such a risk. However, on to stage 2, which wasn't where it should have been, and caused chaos. It was a wet muddy track, very slippery, and overgrown. At the hairpin right, we understeered off the edge, and had to be pushed back on by the spectators. Very annoying. From then on, Richard drove with rapid caution, as the forests were very wet from a week of rain. Gurston Down was good tarmac, but our spots went out at the start, and we were unable to really enjoy it. (The white powder from the several fires we had in the front end last year still floats around, despite a good Hoovering, and it gets onto the electrical contacts now and again. Hence no lights. Quickly cured, though).

On Middlehills (formerly Grovelly) we caught a young deer in the track, and he showed very good acceleration and roadholding for a few seconds. We motored down to Blandford, for a short rest, but Guy Lockwood's rally ended here, with selector problems. Next came the forests of Wareham, with 40 minutes stage motoring in just 4 stages. We were first on the road by now (though running No. 7) and enjoyed the virgin forests. The undergrowth at the end of Wareham 1 almost concealed the track, we were glad of the occasional confirmation arrow to reassure us. Second time through this stage, it looked like a scrap yard. Cars were off everywhere. The loose surface and the open bends led the fast Escorts into various follies. Once off the track in the soft sand, there you stayed till the crane came! We passed an Avenger, and such were the loops in the forest at one point we could see three cars on different sections.

The Porsche was going really well now, a tribute to the hard work put in by the service crew since the Scottish. We pressed on, trouble free, our sense of isolation in being first on the road increasing as fewer cars appeared at the service areas. As we motored north again to the finish, the rains came, making the last two stages through Kingswood Warren a bit fraught. Several people were trying hard to make up time lost during the night by now, but it was too late.

At the Frome finish, the Tynemouth computer produced final results quite quickly. Bill Riddle had won, on 94.36 mins. We were on 100.4 mins. A few people had fallen foul of the road timing, but not many. The organisation had been good, but some delays at stage starts had put the event one hour late. Why 50 cars dropped out is a mystery. They can't all have been in Wareham. Can they?

S.L.

The system of event timing used on the Bath M.C. event is, in my opinion, the ideal way of controlling speed on road sections. Daunting at first sight, and certainly requiring an alert co-driver, the system works well when you get used to it. A target time is given for each section of the rally, i.e. start to SS1 arrival, SS1 arrival to SS1 depart, SS1 depart to service area 1, a maximum time for the service area, service area depart to SS2 arrival, and so on. As long as you complete these sections within the target time, no lateness accrues. But any lateness on any section goes into a lateness 'bank'. When you are more than 30 mins late in total, you're out. But there is also a minimum time for each section, based on the 3/4 mile rule. Book in earlier than this and you are penalised at fifteen minutes per minute! You very quickly get the feel of the timing, and drive very sedately on the road sections as there is no point in speeding. Set times in service areas eliminate the need to make time for service. Vastly different from the Scottish, where stages could be started early. So everyone dashed about, gaining time by running early. A

Just one final point, although the events are being organised, the entries are lower than we would hope for. The organisers would be delighted to receive one from you next time.

JHR

Natterings

Rod Parkin has Alan Powell's old Mexico. Saves a lot of midnight oil on Rod's RS. Alan is building a Mk. II of fiendish potency.

Gerard Waters has a Porsche flat four in the tail of his Beetle. And two little castor wheels on the back bumper presumably.

John Locke really does have a Corsair 2 litre V4 in his Mk. I Cortina. Quite an easy swap, he says. Lots more torque, not so many revs. Ten out of ten for perseverance, John.

Social Committee Events

I should like to thank the members and friends who supported our 'Wild West' disco on Friday, 17th June (at least some of you read your club magazine). I think the turn out was disgraceful, when you consider we have approximately 260 members, the hall should have been bursting at the seams, instead we sold a total of 50 tickets! Now not only are we having trouble obtaining numbers on competitive events but social events too, which is a great pity because social functions are an important part in raising club funds; discos usually make approximately £50/60 but Friday saw a loss of £10.

Why didn't you go? - was it the cost or venue - don't you want discos? or perhaps you just couldn't make it - but whatever the case I should be interested to hear, what, if anything, the social committee is doing wrong and/or what we can do to put things right.

It's your club - tell me what you want from it - letters to the next magazine please.

Sue Broadbelt