

TRACKROD

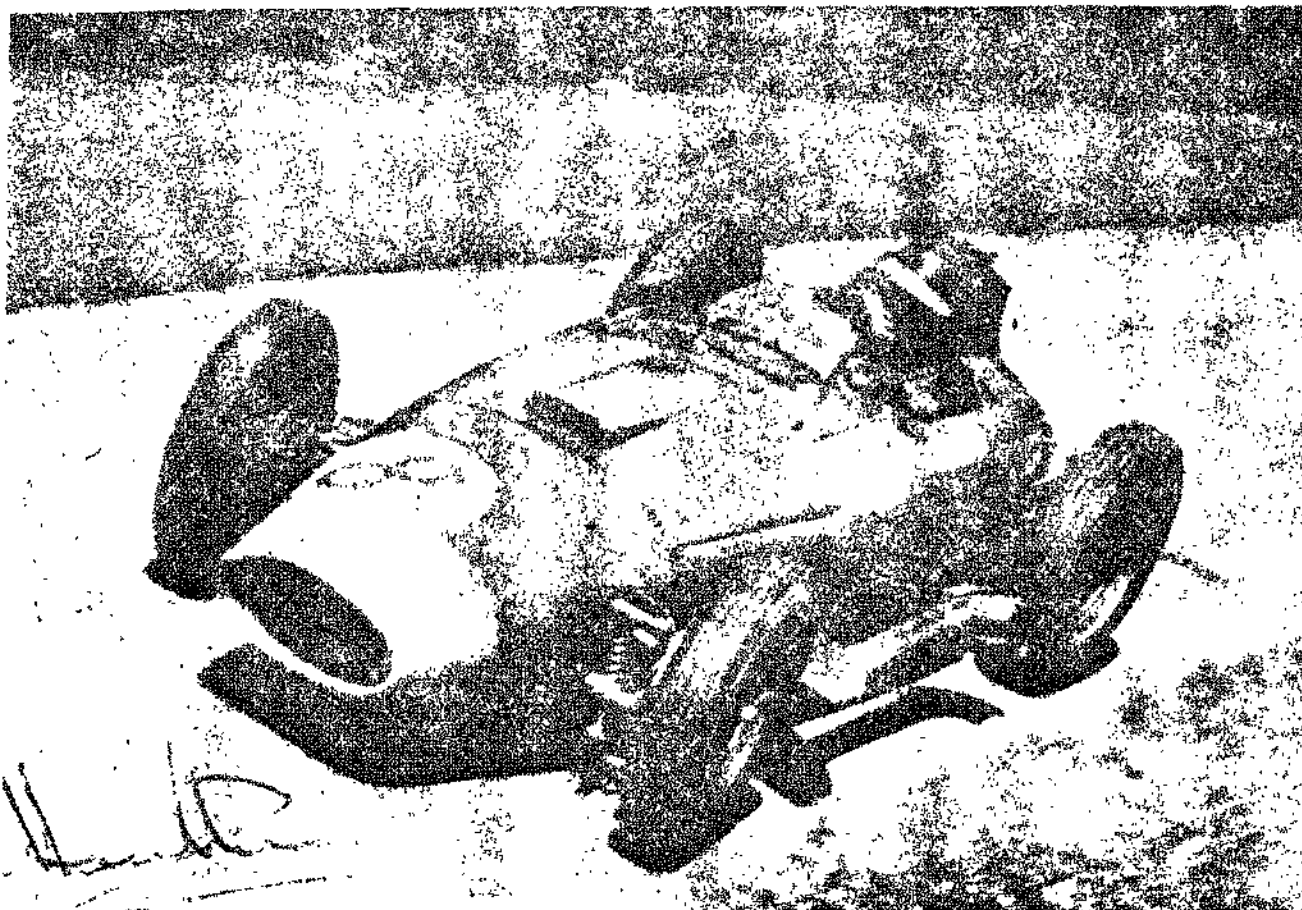
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PHOTO COURTESY OF AUTOSPORT.



1958 WORLD CHAMPION, MIKE HAWTHORN
AT THE NURBURGRING.

TRACKROD MOTOR CLUB

COMMITTEE MEMBERS

1977/1978

John Richardson, 67 West Park, Selby. Tel: Selby 2048(H) Ossett 6718(B)

Rod Parkin, 15 Holly Drive, Tinsill Lane, Leeds, 16. Tel: 671918(H) 577731(B)

Richard Spurdens, 10 Beech Spinney, Partridge Wood Hill, Wetherby. Tel: Weth. 4015(H)

Edward Baker, 5 Orchard View, Wormald Green, Harrogate.

Sue Broadbelt, Stonegarth, The Paddocks, Pöllifoot, Harrogate.

Steve Mills, 36 Hilton Road, Leeds, 8. Tel: 625294(H) Bradford 73501(B)

Frank Stuart-Brown, 15 St. Mary's Close, Leeds, 7. Tel: 620163(H)

N. J. Leuchars, 53 Victoria Road, Leeds, 6.

Ronnie Moore, 61 Henshaw Avenue, Yeadon.

John Rennie, Burwains, Smithy Lane, Leeds, 16.

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September, 1977

Future Events

- 4th September - Menston Stages, Shell League Rally. Starts Menston Garages.
- 6th September - Noggin, Square and Compass, North Ripton.
- 11th September - Hillclimb, Scammonden. Final round of this years Shell League. Come along and cheer your team to a place in the money.
- 13th September - Noggin, Leeds Crest Motel, Oulton.
- 17th/18th September - COSTA DI PLENTI: Motoring News Round and the biggest thing so far in the club's history. EVERYONE must be doing something, either competing or marshalling. Contact Ian Garnett, Dewsbury 467465 to volunteer. Starts at Motel Leeming 99/283894 at 11.31 p.m.
- 20th September - Noggin, The Royal, Boston Spa.
- 27th September - Noggin, Shoulder of Mutton, Kirby Overblow.
- 3rd October - Noggin, Square and Compass, North Ripton.

Noggins in October are being arranged and will appear in the October magazine.

Shell League Autotest - York M.C. 14th August

This event attracted 45 entries, many of whom remembered last years memory tests and were a little worried about this years offerings. However, their fears were groundless, as York put on a solid variety of skill-testing tests, on many different surfaces. Being a 'perambulating' event the road mileage seemed a bit too high, but otherwise it was fine.

Trackrod's team consisted of Steve Mills, Mini, Class 2 and Howard White, RS1600, Ken Goodall, RS2000, Pete Silberberg and Steve Lloyd, Mexicos, all in Class 4. The scrutineer was again vitally interested in the depth of tread on the tyres. Baldies were out! Silly, but thats his scene, obviously. The first three tests were in Raylor's buikding equipment yard at York. Notable hazards were a dumper and a generator set! Pete stalled on test one, resulting in a washout time. At Full Sutton, Howard boomed by finishing test four in the wrong gate, for a WO. This allowed Ken and I to breathe more easily, but Howard immediately set about amasing the deficit. Ken had a plus 10 here, but it wasn't clear what for, and it was later removed. Four tests at Full Sutton led us to lunch at the Squirrels, where the interim results showed Steve Mills to be sixth (of 15) in class one, while I led Ken by nine seconds and Howard by 16 seconds, with Pete, finding his new car at bit cammy for these tests, back in fifth place.

Test eight saw Howard forget to take his tool box out of his boot, it fell over and shorted out the battery, result, another WO time. Ken also stalled here, losing 12 seconds. We then moved up to Kilnwick Percy Hall for a blast over the cobbled paving, Steve joining the ranks of the dreaded WO holders, soon to be joined by Pete. Test eleven was round a farm warehouse, then back to Elvington, for the last three tests. 12 and 13 were so long and loose, wending through the bushes, that they were really mini stages. Howard really flew round these, going so fast that when I picked up a plus ten on the last test, I thought he might have beaten me. However, 60 seconds is a lot to recover over 14 tests, and I was still in front by 16 seconds from Ken, who was 3 seconds ahead of Howard. Pete was last of our class of five, and Steve Mills had a bad second half to trail home last in class 2.

So, we scored 230 points for Trackrod, and had a good day's sport. I even had some tread left at the end.

Steve Lloyd

Sportonoggin - Fox and Grapes

The event was enjoyed by all, although the final tests caused certain crews an unpleasant surprise, the handicap method was generally considered to be fair. The event ran smoothly and was won by Steve Smith and Ian Waddington. More marshals would have been appreciated, but a good night's laugh was the general feeling from all the competitors.

John Palmer

Western Jean Co. Nocturnal Rally. One Eleven M.C.

After a confusing tour through the one way systems of Sheffield, 80 crews arrived at the National Car Park for what promised to be a good nights rallying. On arriving the picture was of total chaos, with no indication of where cars were to be parked or presented for scrutineering.

Three crews appeared bearing Trackrod M.C. pride; at 28 the I'Ansons, 49 Roger Jackson/Graeme Bradford and Barry Dove/John Bownass at 53.

12.00 p.m. arrived and the first car (a bog standard 1.3 Escort) driven by M. Hutchinson/P. Halkyard set off. The first half saw several very rough whites which caused punctures galore, although Trackrods crew escaped. Barry and John were setting a good pace, Roger and Graeme were making hard work of the whites and suffering severe brake fade and for the last two sections before halfway, encountered total brake failure. Fog caused much trouble during the first half and all crews dropped time.

At half-way again the scene was chaos and crews had to enter, turn round and park in a very narrow white. No petrol was available at halfway, but Pete Silberberg and John Rennie did a splendid job in carrying petrol in cans for those requiring it. There was in fact, quite a crowd from Trackrod offering encouraging arm waving (as well as shouting odd obscenities) at the tight hairpins.

The positions at halfway were the I'Ansons at 17th, Roger and Graeme was 20th and Barry and John at 26th after a disputable time at the last control. The leaders at this stage were cars 1, 2 and 4.

The second half proved to be a totally different affair, and much improved. Most of the sections were fast straights and most crews managed to clean them. Roger and Graeme took an unfortunate and confusing wrong slot, which cost them some time, but arrived in one piece to the finish at the NCP in Sheffield. Barry and John who had really got it together and set up a fast time, visited the scenery an estimated half mile from the final neutral to the finish. The I'Ansons also arrived unscathed to the finish with a good time.

All the crews gathered at the Grosvenor Hotel for the results which showed the winner overall to be car no. 4 P. Burns/D. Burns in a Mini. Our crews finished with the I'Ansons at 14th o/a and 3rd in class. Roger and Graeme at 17th o/a and Barry and John after picking up 2 fails which cost them 8th position o/a due to their mishap finished at 34th o/a.

Roger Jackson

(Ednote: Thank you, Roger, but the I'Ansons are not actually Trackrod members (yet). They belong to that other club from up the Dales, where they go about hatless. Keep up the good work reportwise, though)

Member Harold E. White tells me we made a slip in the results of the Cossack in the July Mag. 4th overall were Neil Collingwood - Harold White (not S. Peel/G. Ward). Harold lives in Sheffield, and most events he enters under 'Dukeries' banner. Good on yer, Harold, I'm glad someone actually reads all this stuff, anyway!).

Hail and Farewell

Yet another twelve months of Trackrod existence has slipped by, with this years AGM. Eight years now since formation. Now we're a limited company, have a smart caravan, an electric duplicator, masses of equipment and over 250 members. Takes some believing to those of us who were in at the start. However, the purpose of this screed is to thank all those people who have helped make this last year as Editor so worthwhile.

We seem to have a lot more scribes who are keen to see their names in print. Very well they write, too, but there's always room for more, as any editor will tell you. Even Bob Chapman, who gave me a hard time at the Forum, can be relied on to produce rally reports of immense length and illegibility. Don't worry, though, Jennifer is an expert at deciphering codes. Also a very good typist, who meets out odd deadlines with hardly a murmur! Richard Ineson has been the perfect assistant all year. (Even when I departed at short notice leaving the whole issue for him to sort out!) He gave a home to an aged duplicator, and later to a smarter, newer, powered model. And boxes of paper, old stencils, regs, covers, etc. Thanks Richard. Hard work, wasn't it?

We produce 180 copies of Trackrod each month. Some go to press and radio, some to the TV and advertisers. But most go to you, our members. So, mainly, thanks to you, for reading and not complaining (too often). Thank you for making it all possible, all the club's progress is due to its members, and for its members. I'm having another year off now (maybe more, who can tell) but I'm going to miss the monthly panic to get Trackrod out in time. Good luck to my successor. But with members like we've got, he won't need too much of that.

Cheers

Steve Lloyd

Shell sport League 1977

Round 8, the York MC Autotests were held on the 14th August. Once again we managed to field a full team of five, just! These were Steve Mills (Mini), Howard White, Ken Goodall, Steve Lloyd and Pete Silberberg (Escorts). The event started from Raylor's plant yard in York and visited various venues to the east of York including Full Sutton and Elvington either of which were large enough to hold the whole event on making the distances between the tests seem nothing more than a waste of time!

Steve Mills just did not seem to be able to get things together and after 'several' washouts/pylons finished a resounding last in class. If our Escort man Pete Silberberg, doing his first ever autotest in his newly acquired Mexico, was

really a bit out of his depth and also finished last in class, but really enjoyed himself in the process. Howard and Ken had a washout and a few pylons between them and finished 2nd and 3rd respectively leaving a class victory to on-form Steve Lloyd!

Detailed results were not yet available but it is thought we scored 200-odd points, certainly not enough to get us in the money and it could be that our 4th overall in the League is in jeopardy.

The next event is the Menston Stages Rally on the 4th September and the regs. are also available for this years Final, the Scammonden Hillclimb on 11th September.

Richard Ineson
Team Captain

Chairman's Chat

By the time you are reading this you will know who your new club and social committee members are. It was very encouraging to see so many nominations for committee, a very healthy sign and all names will be remembered when jobs are needed to be done.

I must obviously thank last years committee on your behalf for the tremendous amount of work they have done. Three of our most experienced committee members were unable to seek re-election, namely Steve Lloyd, Richard Ineson and Steve Holden but I thank them particularly for their efforts, not only last year but throughout their periods of committee.

The series of Leeds Crest Autotest championship rounds was completed with our own event and although Chris Leeper from Huddersfield won the free weekend, our members acquitted themselves very well overall and several won place awards. It was an excellent series and hopefully will be repeated next year.

Our Wharfedale PCT produced some really top class trialling, and with plenty of marshals and the sun shining, Rose Farm was a good place to spend the day. Thanks to all of you who came to help.

The Humberside Motor Sport Group (of which we were a founder member) is planning to hold some activities. Plans are underway for an Inter-Club Quiz during the Winter months and an Autotest Championship and Club Rally Championship next year. As more details become available they will be passed on, but you may care to bear these events in mind for the future.

Many of you will know that we now have taken delivery of the ex-Shellsport caravan. It was used for the first time in anger at the Wharfedale and will become a familiar sight at our events in future. It will be a tremendous asset to us and of course, another of our long term objectives have now been achieved.

Our big event of the year, the Costa di Plenti is now very close. Many difficulties have been experienced in the promoting of the event this year, but all have been overcome due to the work put in by Martin Kemp, Steve Mills and the rest of their team. It now only remains to run the event and of course this is your opportunity to do your bit. We really do need everyone of you out on the night making sure that all the good work is not undone. Ian Gurnett is the man to contact, at any clubnight or on Dewsbury 467465.

See you all at the start in Leeming.

1977 Lombard RAC Rally

As promised last month, some more detailed information is to hand on this years RAC Rally. Scrutineering will be on Saturday, 19th November at Wembley and the rally will start from there on Sunday at 0900. Various 'Stately Home' type stages will form the Sunday leg to York with Bramham Park being the last stage at approx. 19.00 and the York arrival at 20.00.

York departure is 09.30 on the Monday and Bramham may be used again. The rally then moves to Wales and an anticlockwise route through Monday and Tuesday to arrive back at York at 16.30 on Tuesday evening.

The Wednesday departure is 08.30 (the numbers being made up by including the clubmen entries) and four stages in Yorkshire precede the Lake District and then Scotland. Our stage is Boltby with the first car due at approx. 09.45, (daylight for a change!!). You will realise of course that our stage opening time will have to be considerably earlier than this. Nigel Drayton is Chief Marshal for the stage, so give him your name if you intend to be there.

After the Scottish loop during the Wednesday night the rally will arrive back at Teesside Airport at 08.15 before a final fling through the Yorkshire forests. All the regular forests will be visited before the cars return to York at 15.30 on Thursday.

You will appreciate that all these times are provisional and could be changed if circumstances dictate. More details of the stages in our immediate area will be available in future issues, so watch this space.

TRACK ROTE - - - - - ENDS

