

TRACKROD

No. 91
May
1978

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

RAC. REGISTERED
NO. 1230



SOMEONE (WILL SPARROW?) IN THE DITCH WITH A WORKS MAGNUM.

TRACKROD MOTOR CLUB LIMITED.

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1978.

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ALL AVAILABLE FROM:-

FRANK STUART - BROWN

TRACKROD.

May 1978.

No.91.

Social Calendar.

- 9th. May. Noggin at the Leeds Crets Motel, map ref. IO4/362 278 just in case someone doesn't know.
- 16th. May. Noggin at the White House, which apparently is on the Wetherby Rd. between Oakwood Clock and the Ring Road.
- 23rd. May. Sportonoggin at the Fox and Grapes on the York Road, map ref. IO5/462396. Fun and Games in your motor cars(!), organised by the Dynamic Duc of John Renny and Vicki Spurdens, and starting at 7.00 p.m. How can anybody miss it?
- 30th. May. Noggin at the Shoulder of Mutton, Kirkby Overblow,
- 6th. June. Noggin at the Square and Compass, North Rigton,
- 13th. June. Noggin at the Royal, Boston Spa-map ref. IO5/450457.
- 20th. June. Noggin at the Queen's Arms, Harrogate Rd.
- 27th. June. Noggin at the Shoulder of Mutton, Kirkby Overblow.

Competition Calendar.

- II/I4th. May. Welsh International Rally.
- I3/I4th. May. Andrews Heat for Hire Rally in Derbyshire.
- I4th. May. Y.S.C.C. Shell League Autotest. (See further on)
- 26/21st. May. LOOKOUT NOVICE RALLY. Definately the most important event of the month, and we need everybody's help. Again, more details further on.
- 27/28th. May. Barrat Oak Trophy Rally. Lots of Trackrod crews loot-hunting on this Woolpack event.
- 3/4th. June. Lightning Stages Rally.
- I6/IIth. June. Fendle Rally.-more details from John Renny.
- I8th. June. De Lacy M.C. Shell League Autotest.
- 24/25th. June. Reckitts M.C. Cossack Rally in Humberside.
- 25th. June. Trackrod CJ Autotest. Hey, that's us! Contact Eddie Baker for full details about organisers, venue.

Chairman's Chat.

The 1978 Crest is now history, but once again it was an unqualified success, born out by the many complimentary comments at the finish from the competitors. Some of the Central Tyres chaps thought it a bit rough in places, but this was in contrast to the locals who thought Thorp Arch to be smoother than ever before! (I suppose we shouldn't be too hard on the CT lads, most of them came from the deep south and just wouldn't understand!! No offence meant Nick!) Once again, to all of you who helped out either before the event or on the day (or both!), please accept our very grateful thanks for everything you did.

The following weekend saw both the Raylor Rally in the Yorkshire forests, (where the next Crest will be), and the Alwoodley Ridings Rally on the Wolds and Vale of York. Alan Powell is back in the groove with a fine run on the Raylor, just missing a pot, but of the Ridings.....; well I'm sure most of you will be aware of the string of misfortunes which occurred on the night: suffice to say that Martin Kemp and Stave Mills should have been the winners, but weren't. Stan Peel and Robert Pearson should also have been well up, but they weren't either. Some of the entrants (including Derek Lee) were not allowed to even start the event due to an insurance problem. A sad state of affairs which really shouldn't happen with the amount of rally expertise that is around. Let's hope we don't see any more such problems.

Better news was that of Richard Jackson's third overall on the Tour of Lincs, which may make up for him falling over on the Crest.

I gather that we have slipped slightly in the Shellsport League, although I think this is more a case of other clubs scoring well, rather than us missing out. We scored over 300 points at the Ilkley PCT, which to say the least is not bad. "Motoring News" refers to us as "the ever consistent Trackrod club", such is the price of fame! I am not so sure about the Humberside Group rally championship, as the Crest was a qualifier and we didn't manage a finisher, one must assume we are not doing so well.

Our next big event of course is our joint venture with FOAC, the Lookout Novice Rally, known in some quarters as "Leuchars' Lookout". As we go to press there is a full entry, a splendid route for them to enjoy, but a shortage of marshals. Make sure that Nick or John Palmer have your names well before the night.

Incidentally, our worthy editor tells me that some contributors are rarely on time with their copy for his excellent magazine, he even has to ring them up to remind them to write their bit! Come on everybody, no excuse for inefficiency! Keep writing!

J.H.R.

Editorial.

For once, your Editor has found himself this month with a surplus of articles and poems (late articles and all!) Thank you all for giving me so much work to do (ugh!), if this month's edition is out on time I'll be amazed; I will certainly need someone to buy me a few drinks to revive me.

Sorry about the lack of report on the ill-fated Ridings Rally. I did ask some crews for a report, but their initial comments suggested that complaints about libel may have appeared, and I decided not to risk it! (Also saves the typing).

For next month, I'll be looking for lots of poems and reports; including one on the Lookout, of course. Whoever I select had better write a good report, or else.....

Happy reading!

The Editor.

Important Facts Department.

Lookout Rally. In case anyone doesn't know by now, May 20/21st. sees the first running of our Novice Rally, co-promoted with P.O.A.C. and called the Lookout. We've already got a full entry to tackle the 120 mile route on maps 104, 105 and 111; but we still need a lot of willing helpers on the night. It's the first time the event has been run, and we need to make a success of it. Our thanks to those people who have already signed on to help, and could those of you who have not yet promised assistance please give your name to Chief Marshal John Palmer, or to Nick Leuchars. The event starts and finishes at the Leeds Crest Motel, incidentally.

Wanted Urgently for Lookout: Navigator, preferably with some experience, to keep enthusiastic Beetle driver on the right track. Please contact Stephen Ibbotson, Morley 530221.

Admission Charges for events like film shows are being introduced, in order to increase the benefits of being a Trackrod member. Charges for entry to happenings will be only 10p. for members and Guests, and 50p. for anyone else-so don't forget to bring your Club Membership card in future!

The Barrett Oak Rally on 27/28th. May needs marshalls. There will be plenty of prizes for marshalls, (as indeed there will be on the Lookout), and the person to get in touch with if you fancy a night out (eh?) is Dave Lambourne on Otley 3760

"Thank You" Department. On behalf of the Organising Team on this years' Crest, I would like to thank all the club members who helped out on the day; especially the liason officers, who contributed so much to the smooth running of the event. Without the active help of club members it would be very difficult to run an event like this, and your help is very much appreciated.

Thank you again.

Nigel Drayton.

Dukeries Rally 1978.

The Dukeries Rally has had its share of ups and downs since the Clark/Brookes/Coleman days when it was a round of the RAC Championship. This year, the swing was to "up", and the organisers laid on a well-run event within a compact area and with enough stage mileags to prevent boredom setting in.

Trackrod's only competing crew were Richard Jackson/Jack Coulthard in Richard's newly-fettled Porsche, though budding M.N. journalist Hugh Edwards was also in evidence, complete with official-looking shorthand pad. Efficient srutiny and a bright weather forecast started what proved to be a very enjoyable day.

Sensibly enough, service was kept to a minimum, almost all the service areas being used twice, keeping service car movement to a minimum. With this in mind, tyre changes were also restricted, and a batch of forest stages were first to be tackled after the start at Trent Bridge Cricket Ground.

The first of these were the two short stages at Thieves' Wood and Harlow Wood, on opposite sides of the A.60 at Mansfield, which only the Dukeries ever seem to use; a pity really, since though these stages are short, they are twistier than the average Clipstone stage. Another advantage is that, together with Blidworth, they may be read from the map!

Clipstone came next, and the organisers had squeezed the most they could out of the forest, running some stages twice at 30 second intervals, and varying the action by having different stage finishes. This worked pretty well, though some of the marshalls seemed a little flustered by such short gaps.

By this time, Richard and Jack had begun a running battle with the ex-works Safari Porsche Of Sir Peter Moon/Chris Eke, and were hoping to catch back the few seconds by which they were trailing on the batch of tarmac stages to come.

Scotton airfield was the first of these; familiar to some of us because of its use on night road rallies. It doesn't look half as tricky in the daylight! The twisty concrete at Gamston came next, and then the smooth tarmac of Stud Farm. A complete contrast was the slippery and not-as-map white in square 9I5I on sheet I2I, which had a carpet of moss over the tarmac.

The last stage before lunch was the longest of the day at eight miles or so, and effectively wrecked Richard's hopes when a pothole caused his only flat tyre of the event, and the resulting slow time handed his rivals an extra 40 seconds or so.

Lunch came next, and with it confusion as to the condition of the next stage surface. Some crews went onto forest tyres, and some stayed on tarmac ones, as the afternoon stages were mainly repeats of the morning ones, and there would not be a lot of opportunity for service. As it turned out, the stage was loose gravel over concrete, and bald remoulds would have done as well as anything else!

The airfield stages with the exception of Scotton were run again, as was Stud Farm, and with four seconds a stage to take off the Sussex crew, the Trackrod outfit looked like they might have a chance still. This was not to be however, since a return to a now rather rutted Clipstone and rapidly failing light meant that

times evened out again, and the ex-Safari car eventually won the day by 23 seconds.

However, an enjoyable day had been had by all who were fortunate enough to get an entry on what was a heavily over-subscribed event, (John Renny being one of those who had their entry returned), If you get a chance it will be worth a trip to the East Midlands next year.

"Navvicomp."

This 'n That.

I have just been reading the August 1977 version of Triple C (Cars and Car Conversions), in which there is an article about the 1976 Pirelli/CCC Rally Champion Jon Lloyd driving the Chequered Flag Stratos. Not a bad perk, especially when the chief mechanic stated "It doesn't really matter what you do with it- we've got to totally rebuild it anyway!"

Back to the present. Roger Clark is having a change from rallying this year when he contests the Porsche 924 Championship on the circuits. He is entering under Roger Clark Cars, as is Gerry Marshall- an unlikely combination I would have thought! Local distributors JCT 600 Ltd. have entered Barrie Williams and Malcolm Wayne for the same championship.

At the risk of sounding like a founder-member of Brian Culceth's Appreciation Society, I will just have to mention his latest exploits. Firstly, 1st. Gp.I and 7th. overall on the Circuit of Ireland, beating such machinery as Forsches and the like. Apparently he never even spun, and just had "a couple of sideways moments." He then took the Gp.4 Opel to outright victory on the Cheltenham Stages, which included the Eppynt Ranges; and then he was 4th. overall on the Raylor. After getting that off my chest, I will try not to mention him again. Well not too much.

I do not know if there will be a report on the Ridings elsewhere in the newsletter, but I must tell of the pre-start problems experienced by Derek Lee/Ronnie Moore, John Palmer/Marcel Giradier, and myself/Nick Leuchars (who?). (O.K. Brown, one more crack like that and I will tell everybody what you do in the bath with your rubber ducks. Ed.) First to fall by the wayside were Derek and Ronnie, in the blast up the A.64 to the start, with suspected ring failure. Brown/Leuchars scraped through the noise check and scrutineering, but fell foul of the dreaded "signing-on" officials; (actually I'd lost my RDS insurance certificate.) While Nick argued with the officials, John and Marcel plotted the route with no problems-but when they came to fire up the engine to move to the start:-nothing! Surely the cruellest luck of all.

Finally, have you noticed the length, or rather lack of it, of the reports in "Motoring News" of their own Motoring News Championship road rallies? Are they still supporting road rallying or what?

Ian Brown.

Culture Corner.

Readers may remember that last month Wrongsplot's Odyssey ended with him being attacked by Russell Brookes. But it didn't end there-not by a long way. So here is:

Dream of Wrongsplot-Part 2.

The attack on me was fatal and I joined the world beyond,
I met fantastic birds with wings on, one waving a magic wand.
St.Peter met me at the Fearly Gates, and said he wished me well,
For he said I was seeded twenty in the Shellsport Tour of Hell.

There were great ex-rally drivers, I was chatting to past stars,
And cherubims and seraphims all built works rally cars.
Sponsorship came easy for rally car or rod,
We all were snow white overalls and were members of Team God.

We had our special Stage practice in fields of golden corn,
And night rallies from the dead of night until the early morn.
There were no such things as neutrals, give ways or O.T.L.,
and there was only a single Black Spot, and htat was down in Hell!

The Tour of Hell came quickly, and I went to that place below,
Where I met Waldegard and Vatanen who'd retired through lack of snow.
Rally control was a burning tower, 'twas called "The Thousand Hells"
And we were entertained by Beelzebub, who danced and casted spells!

The marshalls were little red men, with long and spikey tails;
So now I know why rallying's so difficult in Wales!
Crews were finding it difficult, and many did retire,
And a couple of stages had to be scrubbed, due to excess fire!

There were fords of boiling lava and the yumps were ten foot high,
Lucifer was fastest, but the rest were still close by.
St.Micheal with his BDA was going well without a doubt;
But St.Joseph rolled his Escort twice, which served to put him out.

Incidents like tis were happening all over and through out,
Someone set fire to the results crew, but no-one put them out!
So the leader board wasn't published, which really caused a fuss;
But the Dark One was excluded, which was good news for us.

Lucifer was beaten and St.Micheal won the day,
He was fastest and most spectacular, or so spectators say.
Mary Magdalene won the Lady's prize, with a good tenth overall,
Hotly pursued by Jezebel, who'd been off and hit a wall.

And so the rally was complete, the Tour of Hell was done,
And winning my class by an hour and a half seemed to be good fun.
Alas, 'twas only but a dream, and humble still I be,
But when I pass into the world beyond I'll take my maps with me!

Road Rallying in Wales-Y Draig Goch Rally 1978.

On 25/26th, March 1978, the Vauxhall Motoring Group (Wirrall) presented their contribution to the Motoring News series-the Y Draig Goch rally ("Red Dragon" to you or I). This event attracted all the regular M.N. contestants, with Bill Gwynne/Terry Thorpe leading field, and Scott/Jones, Cowell/Forrester, Bloxham/Harper, Powley/Goff, Byrom/Fletcher and Briant/Kirkham all in the top ten. Apart from Potter/Millington at 9, the writers at 152 were the only entry from Yorkshire.

Start and finish venue was the Vauxhall works at Ellsmere Port on the Mersey Estuary. This was very spacious indeed, and the impersonality of the large works canteen was alleviated to an extent by the presence of a bar, constant showing of rally films, and a couple of cars; including a Chevette HS. The route was handed out at documentation, giving plenty of time to plot; and if that wasn't enough, the entire route was on display for the benefit of spectators-and the occasional novice!

The competitive route started just west of Wrexham, on map II7. The first section was typical of the type of route to follow-i.e. 4 passage controls to TC 5. All crews dropped time, including the writers, who suffered due to a deep ford, which caused their Vauxhall to run on two or three cylinders for several miles thereafter. The type of roads used were also typical of the route, which used more whites than one would expect in a whole season in Yorkshire. The route progressed to Llangollen, then went south and west onto maps I26, I25, and back onto II7, with several map changes on the way;(so many we lost count!) A long relaxed section following the River Dee led to the start of the first selective, near Llandrillo on map I25. This selective was very rough, mainly on whites. Quickest here were Bloxham/Harper in the Fiat, by about 30 seconds, and they were easily the quickest on the second selective as well. The weather in this first section was terrible-everything except fog! Snow, ice, rain and dry roads was the recipe, so one didn't know what to expect around the next corner.

After 1st. Petrol, the route used a variety of surfaces, with several muddy whites, but also some very fast yellows around Bala in mid Wales. This contained the third selective, all on yellows. This was later cancelled, which was a pity, as it was the only selective completed by the writers within fail time! Second petrol was at the same location as first petrol. which was alright until some of the novices from the first halt started mixing it with experts at their second halt. However, the two dwarf Welsh pensioners manning the pumps did a fine job, despite language difficulties. The second petrol halt was also the end of the route for Novices, who then returned to the finish, leaving the experts to tackle a string of Targa sections before the long run back to Ellsmere Port. The results were quickly announced, winners being Bloxham/Harper, a minute ahead of Gwynne/Thorpe, with the Porsche of Powley/Goff in third. The authors did manage to finish, despite 17 fails!! The event proved that reliable machinery was a vital ingredient to success: out of the I20 starters, only 60 finished! Quite a casualty rate.

JDB/CR.

Shellsport League 1978.

Round three of the Championship, a PCT run by Ilkley & DMC at their superb Pateley Bridge venue, attracted a massive entry of 90 plus.

Our team suffered a blow when Sue Broadbelt's Mini split its bottom hose, and with no replacement available she had to withdraw. A quick re-shuffle and recruiting exercise produced the following team: -Chris Miller (Mini), Ronnie Moore and Pete Walton (Anglia), Richard Spurdens (Viva) and Andy Roddy (MGB G.T.)

The competition was very fierce, and all our lads could do was stay reasonably in touch with the class leaders and reasonably ahead of the class tailenders! All, that is, except Andy Roddy, who at lunch was leading his class: an excellent performance that continued throughout the afternoon, although he did have to settle for second after an unexplained setback on one test. Our team managed to finish fourth on the day behind Ilkley, York and Sheffield and Hallamshire, the scores being:

Chris Miller	17th.	47.00
Pete Walton	15th.	61.10
Ron Moore	14th.	70.00
Richard Spurdens	23rd.	44.20
Andy Roddy	2nd.	85.00
		<u>307.30</u>

Our overall position is now third, but closer to the leaders than before following a slight rule infringement by Ilkley on the Elcar, which lost them one of their team and dropped them back considerably:

1.	Ilkley & DMC.	1156.9
2.	York M.C.	1155.9
3.	Trackrod	1058.0
4.	Slaithwaite	924.5
5.	N.Humberside M.C.	769.0

My thanks to those who did the PCT and helped us to maintain our position within easy reach of the leaders, and we look forward to our demon road rally crews bringing home the bacon on the Moonraker-we should know if they were successful by the time you read this.

Meanwhile, round five of the Championship is an Autotest of the perambulating variety in and around Cleckheaton, Halifax and Bradford-just like a mini stage rally really! This takes place on the 14th. May, starting at 10.30 from Cleckheaton. Regs. are available from me at any Noggin.

Richerd Ineson, Team Captain.

Rapid travelling on the Raylor Rally.

Raylor's own yard in Teeside was used for scrutineering, which was carried out very smoothly, and there was a very friendly atmosphere all round. Rally H.C. was the Post House where a superb meal could be had at a very reasonable price; (rather cheaper than the Leeds Crest). The entry list was of very high standard, although unfortunately Tony Pond's T.R.7 V.8 was not running due to a fire(???) earlier in the week. So at No. 2 was Nigel Rockey/Brian Harris, Malcolm Wilson was third, followed by Piggy Thompson, and then Andrew Cowan in the rather nice works Sunbeam. 6 was Paul Faulkener, 7 was Brian Culceth, 8 was Drew Gallacher, 9 was Jim McRae, and 10 was Jim Howden. Alan Powell and John Renny were seeded at 57, with their main rivals being Bernard Unett at 22, John Midgley at 23, and Pete Ripley at 54.

On Saturday, the first stage was a short one called Broghton, where Alan found the car was going extremely well, the new front springs and the big valve head making all the difference. Onto stage two, Battersby, better known to most as Ingleby. The stages in excellent condition, were extremely fast. Stage three, Guisborough, and we were now onto the good stuff. Alan had really got into the swing of things, but we were slowed down by spectators, because car no. 51 had gone tree-felling. So somehow we lost 37 seconds to Pete Ripley, and we found that this was too much to make up. The next stages were Harewood, and then Broxa: Broxa being the nasty one, and catching out a few crews, including Dave Walmesley who totalled the Echo Organs RS 2000, which had been immaculate but isn't now! This only left Wykeham before lunch. Lunch, at a fine venue, was rewarding, and results went up very quickly.

After one hour, we were back into Wykeham, then to Langdale: where Alan's brakes started playing up, and with us pulling 115 MPH on the long straights this wasn't very reassuring, especially with another three stages to complete before service; where the service crew bled the brakes and checked them without solving the problem. After service, we went into Dalby 2 and 3. Still suffering, we pressed on as best we could, not losing too much time to Pete Ripley, who was also complaining, but still going very well. Halfway through Dalby 3 Mr. Unett was spotted wrapped round a tree, which gave us new heart and moved us back into third in class. One last service, and as a last resort to cure the braking problem the pads were changed. This proved successful, and we sped over the last five stages in fine style, pulling back time off Pete Ripley; but not enough to give us second in class.

Results were quickly put on display, and with no protests were soon made final. Winner was Malcolm Wilson, followed by Rockey and Faulkener, Culceth and Stokes, followed by Andrew Cowan in the promising works Sunbeam. In our class, John Midgley won with his Corolla, followed by Ripley's Celica, then third but with no prize Alan Powell and John Renny. All in all, a well organised event, and worth every hairy minute, including two-wheeling round Cropton!!

John Renny.

Summer Clearout at 39.

Vauxhall Spares.

One 3.7 Diff. used. £10.00
 One pr. rear Bilsteins, used. £20.00
 One single front Bilstein, used £7.00
 Five steel Dunlop wheels, new, 6 by 13, at £5.00 each.
 One inlet manifold for 45s, used. £10.00
 One race 4 branch exhaust manifold, used. £25.00
 One alloy cam carrier, used. £10.00
 One pr. D.T.V. front springs. £5.00
 One pr. D.T.V. springs(rear) £5.00
 One pr. rear axle hanger links, strengthened. £10.00
 One rear anti-roll bar £5.00

Odds and Ends.

Two Bendix Fuel pumps, used £10.00 each
 One Lucas H.D. Coil £3.00
 One new I300 G.T. engine with plus 30 I100 pistons, new main
 and big end bearings, in bits at the moment. will build if
 required. Cheap at £80.00

Contact Ron Mackinnon at any club night or phone Leeds
 663714.

TRACKROD - - - - - ENDS.

Editorial P.S. Abject apologies to all those people who gave
 me articles which I have not printed. I'm afraid time has been
 against me this month, and to include all the articles I had
 would have meant a monster edition. Instead, I have printed
 all the most topical articles, and the rest will keep till next
 month. This doesn't mean you can all stop writing material!
 The more I get the better, it adds to the variety! (There's a
 joke in there somewhere, but I'm not sure where.) Happt Reading.

The Editor.

Fletcher managed to find a level crossing nobody else could- and of course it was closed.

Meanwhile, for those crews who didn't have any problems, the second half made it south off map IO5, onto the twisty and difficult roads of III, heading towards the finish at Barneddale Bar on the A.I. Those Trackrod crews who did finish were led home by Mark Desort/Dave Lambourne, who had a good run to 3rd. o/a and the award for first Novice. Other Trackrod crews to finish were:

G.Young/N.Latimer	IOo/a,	7th. in class
S.Baker/M.Callaghan	IIo/a,	4th. in class
B.Dove/J.Bownass	I3o/a,	8th. in class
G.Waters/V.Fletcher	20o/a,	IIth. in class
M.Taylor/S.Hofman	38o/a,	23rd. in class

Diplomatic note-There were only I4 retirements in the whole event; 7 of which came from Trackrod!! It can only get better!

Vince Fletcher.

Naturally, our resident poet couldn't let a disaster of such magnitude pass without some memorial, and so Wrongsloot has dedicated to all those who didn't make the finish, (and to any that may still be out there!), the

Epitaph to the Unknown Navigator.

Not a million miles from Oulton, Coopers can be found,
and from that Leyland garage started a rally quite profound:
Organised by a motor club from Wakefield I am told,
and Trackrod entries were very high to show that we were bold.
Thousands turned out from Gildersome to see the men they love,
Navvi, Mr. Bownass, and driver Barry Dove.

The Palmer and Giradier crew was in with quite a chance,
to compete against the other crews and lead them all a dance.
There was evidence of the Millers in a Mini at no.3,
whilst deep down in the 20's you could find Wrongsloot, (that's me)
In no.10 were allies of the dreaded Gildersome gang,
and Jes and Vince were hoping for a rally without a bang.

Seeded number 30 was the pride of all the force,
and by that sweeping statement I mean John Bean of course.
There were many more from Trackrod, too numerous to mention,
but they that were competing all had the same intention.
And so I follow the progress of some intrepid crews,
all with that one ambition, to win and not to lose.

But it wasn't long on that chilly night before disaster struck,
with mechanical failures and blow-outs many came unstuck.
John Bean's rack it fell apart, Chris Millers did the same,
so some of Trackrod's efforts seemed to be in vain.
But the wandering tribes from Gildersome could thank their stars
above,
'cos fighting it out at the top of the field wasthe intrepid
Barry Dove!

Now for all of those who disbelieve, and think that I'm a liar,
 the Bear and I, we really did have trouble with that tyre.
 Sadness too for the Marshal crew with their Mexico breed of Ford,
 'cos when you yump on your sump and thump your pump you really
 do get bored!!

The rally done and the route complete, the motor sport was finished
 and out of the weary Trackrod crews the number had diminished.

And so at the finish we all sat dreaming, of bacon and of eggs,
 alternators and coffee cups, and birds with shaply legs,
 The if's and buts were many, after such an eventful night,
 it was either misplaced controls or marshals, or the timing was
 too tight!

Most said the rally was excellent, and pledged to do it again,
 whilst some hid themselves behind pots of tea and grunted with
 disdain.

Nervous breakdowns were imminent when some crews were toollate
 back,
 some drivers blamed their navvis, and some navvis got the sack!
 The nocturnal hordes were dispersing now to their own respective
 beds,
 Some with sore throats and distemper, others with swimming heads:
 But this is the heavy price we pay, or something of that sort,
 for competing or marshalling or being involved in this marvellous
 motor sport!!

That's all, for this month folks-keep those contributions
 rolling in.

TRACKROD-

ENDS.