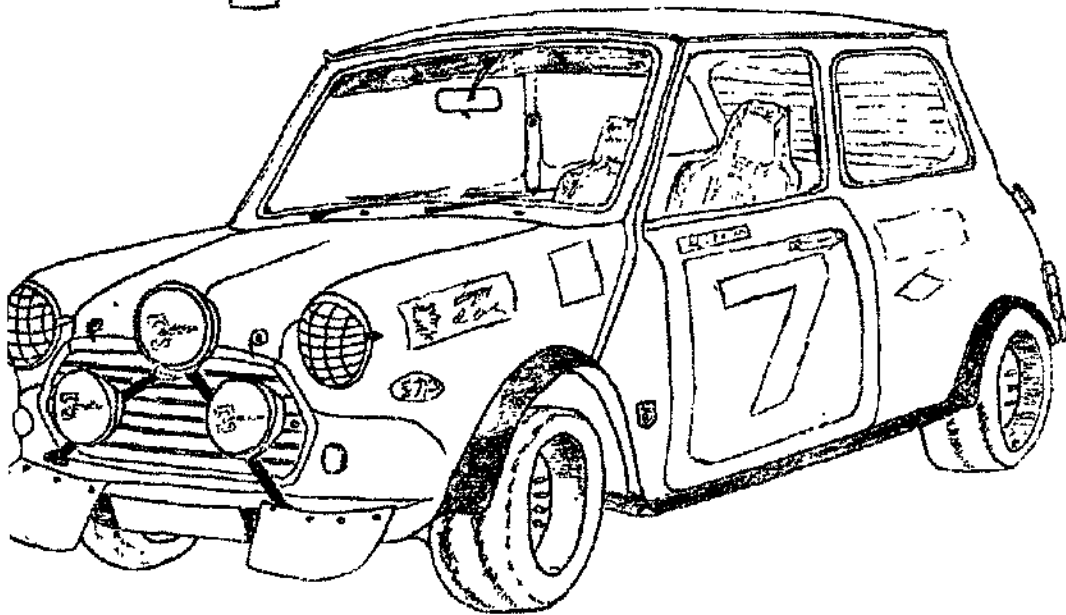


TRACKROD



THE MAGAZINE OF TRACKROD MOTOR CLUB

R.A.C. REGISTERED No.1230

TRACKROD MOTOR CLUB

PRESIDENT

Ray Dickinson : 70, Eden Crescent, Leeds, LS4 2TR
Telephone 57563

DEPUTY CHAIRMAN AND COMPANY SECRETARY

Richard Jackson : 135, Alwoodley Lane, Leeds. 17.
Telephone 682400

SECRETARY

Steve Lloyd : 1, Bramble Avenue, Boston Spa.
Telephone 956 843574

TREASURER

Richard Ashcroft : 9, Bridge Garth, Clifford,
Wetherby, LS23 6HF. Telephone Boston Spa 842133

TROPHY POINTS SECRETARY

Kelth Marr : Redhill Farm Cottage, Spofforth, Nr. Harrogate.

MEMBERSHIP SECRETARY

John Wilson : 11, Stainburn Terrace, Leeds, 17.
Telephone 684172

NEWSLETTER EDITOR

Richard Ovenden : 16, Eastwood Grove, Garforth, LS25 2AS
Telephone 88 4058

COMMITTEE

David Taylor : 11, Buckstone Crescent, Leeds 17.
Telephone 681165

Trackrod Motor Club

Newsletter - April 1973

Forthcoming Events

Number 31

THIS MONTH

7th/8th April - 12 Car Rally - A leisurely run on some of the more attractive roads on Maps 90, 95 and 96. Start ref. 96/149472. Marshals please sign on by 9.00 p.m. and bring a watch suitable for targa timing. More marshals urgently required, names please to Mick Stones, Rawdon 3086. Petrol available at start. Mileage including run out, 110 miles.

10th April - Official Noggin at the Albion, Clifford. This is Richard Ashcroft's new local, so get there early to make sure of a pint.

15th April - Autotest - see Martin Cantrill or Dennis Dickinson for details (for Martin Tel. 691431, for Dennis Tel. 57563).

17th April - Unofficial Noggin - guess where, the Shoulder of Mutton, Kirby Overblow.

22nd April - Egg Rally Day (Easter Day) now for a well earned weekend to do what you have been meaning to do since last year, no rallies or anything like that to hold you up.

24th April - Official Noggin at the Scots Arms, Sicklinghall, map ref. 96/361484

NEXT MONTH

1st May - Unofficial Noggin, no prizes for guessing where, the Shoulder of Mutton, Kirby Overblow.

13th May - Co-promoted Rally - the date for this event is being changed due to clashes, etc.

15th May - Official Noggin - details next month.

20th May - Sporto Noggin - contact David Taylor, Tel. 681165 for details.

29th May - Autotest - contact Richard Ineson for details.

EDITORIAL NATTERINGS.....

I must apologise for the lateness of Trackrod this month. This is due to pressure of work and printing problems.

As you will have noticed from the front page Martin Cantrill and Dennis Dickinson have resigned from the committee. We thank them for their past work and though no longer on the committee they still intend to help the club in every way as ordinary members. This is of course a heavy loss, but steps are afoot to replace two such stalwart committee men.

At the last round of the A.N.C.C. Rally Championship the Trackrod banner was proudly unfurled by 7 crews, 5 of whom finished the course. When you consider that there were 120 starters and 36 non finishers, with 2 exclusions, also, I think we did rather well.

The next round is the "Holderness Rally" in which we also have crews, and that with only 90 starters allowed!

There seem to be quite a few members who have moved from their addresses without telling anyone their new ones. Please let someone, i.e. myself or the Secretary know or else you will not receive the latest news etc.

Well thats all for now,

Ed.

NEW MEMBERS

Chris Withers : 26, Oakwood Avenue, Leeds 8

Tony Mitchell : 20, Winding Way, Leeds 17

David J. Meech : c/o Dowsett Engineering
Const. Ltd., Whitehall Road
West, Birkenshaw.

A. J. Foster : 'Rosebank' 2, Lang Thorpe
Lane, Lofthouse, Wakefield.

G. Atkin : The Paddocks, 20, Owlwood Lane,
Dunnington, York.

T. M. K. Brooke : 12, Arkenley Lane,
Almondsbury, Huddersfield.

Miss Sue Broadelt : Stonegarth, The Paddocks,
Fellifoot, Harrogate.

J. C. Ainley : 1, Norton Road, Leeds, LS8 2DD

WEDDINGS AND MATCHES

The club would like to congratulate :

the marriage of Andy MacKay to Christine (sorry,
no maiden name was known by the person giving
the information) on the 22nd February, 1973.

the marriage of Jim Rawling to Christine
Baron on the 31st March, 1973 (P.S. Jim is
now in business as a Ziebart Agent up in the
wild wilds of Cumberland).

Change of Address

Jim Rawling, Appleby Holdings Ltd., Brickworks
Garage, Broughton Moor, Maryport, Cumberland.

SEC'S POT.....

A month of mixed fortunes to report on this time. . It started with the resignation of our Chairman, Martin, and a committee member, Dennis Dickinson. The whys and wherefores of this are somewhat complex, but both still intend to serve the club in every way as ordinary members. We cannot afford to loose two such experienced campaigners completely. We therefore have to co-opt two members onto the committee to fill their places. Long discussion on this subject has taken place and certain persons will be asked to join the committee. Between now and the A.G.M. Richard Jackson will fill the post of Deputy Chairman. At the A.G.M. of course you all have your chance to nominate who you will, for all committee and officer posts.

Despite the above, and the fact that we have had more than our share of comings and goings on committee in the past two years, don't anybody get the idea that this club is in mortal danger. It ain't. We are just entering a period of expansion which will put us right on the map in every way. We shall (again) be asking for your help in doing this, and since you all want us to be THE club in Yorkshire (today Batley, tomorrow the World) we know you'll be right there.

And the first, perhaps most important item on the agenda, the club caravan, is a reality! We've actually bought one! Cost us a bit more than we'd planned but we have devious schemes afoot to recoup this, at least in part. It's a Bluebird Rambler, 10 ft. long, 10 cwt. in weight, with gas

lights, twin burners, sink, bench seats, table, cupboards, wardrobe, etc. Just needs painting in club colours, and perhaps modifying inside to suit the needs of a control/snackbar/hospitality unit. Then it will be up up and away to virtually all club events, to those in which we have entrants, and to anywhere else we can think of to publicize the club. After this device, which will certainly be an eye catcher, has appeared a few times we can expect a lot more interest in our club to develop. And we will be well placed to take best advantage of it.

We are making full use of our entrants licence at present, and would ask all competitors entering other clubs restricted events to enter under Trackrod M.C. It looks great in the programme. (Anyway, note the revised trophy points system).

Believe me, this is just the start. Trackrod is going places.

Cheers,

Steve Lloyd

WOMEN'S SOCIAL COMMITTEE

Supper Raffle

Don't forget to book that special date for a Dinner for four. Only 25p per date and you might be lucky in the draw. So don't delay and see Rosemary Ashcroft, at any official noggin, as soon as possible as dates are going fast.

RALLY REPORTS

The Audion White Rose Rally

On the 10th and 11th of February, the Dewsbury and District Motor Club held their White Rose Rally, this year sponsored by Audion, the car radio specialists. After last years effort, the format had been changed, with plenty of time to plot before the start. As a result, there were plenty of entries, with a large field from TRACKROD.

Start was at Full Sutton Airfield where the organizing club had everything laid on, with a portable lighting unit to illuminate the area and caravans for the signing on and refreshments, plenty of coffee to keep warm in the freezing conditions and you could even buy a new radio from the Audion caravan.

There was no shortage of quick drivers with names like Beardmore, Shipp, Pelling and Forrest filling the entry list, not to mention a certain Car No. 12.

Scrutineering was easy though the scrutineer couldn't believe his eyes when he saw the Cortina.

The route went through Stamford Bridge and up towards Castle Howard. Selective One went along a white and out on to the Castle Howard road - dead straight, for about a mile.

There were neutrals through Terrington & Evingham, followed by some quick motoring near Womblesdon. After passing through Helmsley we moved to a selective over Pockley Moor and Rudland Rigg. It was on the white within $\frac{1}{4}$ mile of the end of the selective that we started with the ignition problem - the engine cutting out at about 90 m.p.h. on the rough stuff! We got the car going again and followed the route through Gillamoor, Low Mill and over the white at Farndale East.

Selective Four went over Danby High Moor, turning left down the white at Castleton Rigg - it was here David lost the Cortina, scattering a few spectators in the process of trying to keep it on the road! Not satisfied with that, he had a good try at demolishing a Marshal's Mini on the bridge at Esk Mill - even though it was parked 50 feet off the road.

The halfway halt was near Scaling Dam on the A171, here Gallant TMC members led by David Place and Rick Stevens helped us check the car over and attempt to cure the misfire.

Ken and Mike were apparently carving (pardon the pun) their way through the field, except for exhaust problems, soon rectified by Dave and Rick. Ron White was suffering radiator fan problems, but other TMC members seemed to be going strong.

Bad luck struck when just before the start of the first selective in the second half, the engine cut again, but this time it took over five minutes to put right - but we found the fault this time. Selective five was virtually dead straight using the white over Learholm Moor. The road sections started to get tighter the route going past Egton and through the ford up to Lease Rigg. Selective six was over the road between Cropton and Pickering Forests ending at Stape. Another tight road section followed to just outside Pickering. We frightened the Marshal here when we mounted the bank coming into the control. From Pickering we went to Thornton Dale and another selective at Yedingham.

Selective eight was on the whites around Rillington. After this followed short road sections through Birdsall, Langton and Acklam then over to Millington, Yapham and in to the finish, a few nice whites adding to the interest.

The timing over these last road sections was very tight interspaced with relaxed sections. Only trouble here was a flat tyre. We changed the wheel at the next control without losing time.

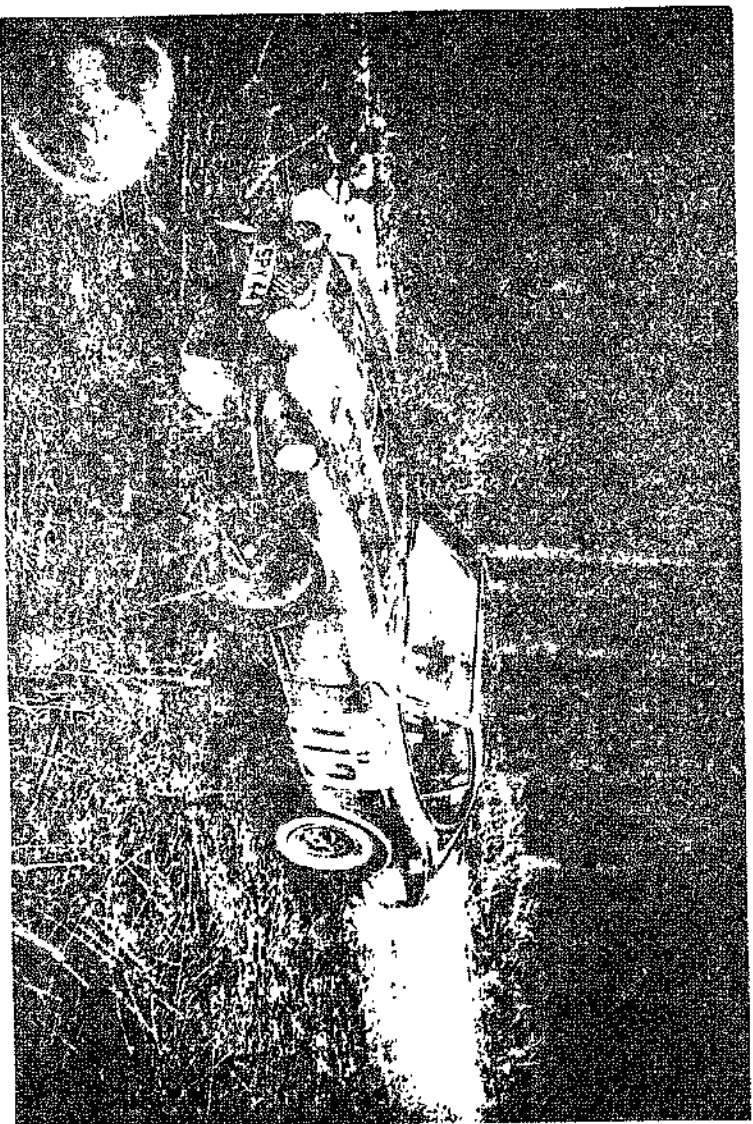
General opinion of the rally was good, but due to excessively relaxed neutral sections, there was too much waiting, though nobody seemed to mind waiting for the excellent breakfast at the finish in Stamford Bridge.

Results

- 1st Ron Shipp - Vauxhall Firenza
- 2nd Graham Beardmore - Vauxhall Firenza
- 3rd John Forest - Escort RS
- 4th Dennis Pelling - Escort RS
- 5th Shhh - you know who (that showed all those people who laughed at the start).
- 17th Martin Kemp
- 21st Steve Rathbone/F. S. Brown
- 31st Ian Gurnett/Jim Gostin
- 65th or something (his own words) Ron White/
Steve Holden

All the above Trackrod members would like to thank the Dave Place, Rick Stevens and all the others that serviced at the halfway halt.

Steve Hazeldene



LETTERS TO THE EDITOR.....

Here is the first of what I hope will be a series of reports on cars owned by members. Like this report, why not let other members know of your experiences with the running of your personal cars.

This is of course all the more interesting with non-standard or unusual cars, so here goes with a very good and comprehensive article by MIKE SWAN.

OWNERS REPORT : DAF 44

The subject of this report was purchased sixteen months ago, although it was first registered some seven months and approx 10500 miles before then. Had I not replaced the speedo etc. head some 1600 miles ago, it would now show approx 10,000 miles.

Originally the 844cc horizontally opposed air cooled twin cylinder engine was tuned to run on 2 star fuel, which it consumed at an average of 35-40 mpg; but recently I had it re-tuned to run on 3 star which has resulted in a slight overall improvement. The sump takes 4 pints every 3000 miles and I normally have to replace 2 pints in each of the intervals. This would seem to be a consumption of 1500 miles per pint.

The transmission is the unconventional aspect of the car. It begins with a two-

stage centrifugal clutch, with expanding shoes, in a drum bolted to the flywheel. The clutches operate at 1000-1400 and 2300 revs approx. Next, a short prop shaft connects this with a simple bevel box, the 'power divider', a pinion on the end of this engaging two crown wheels running free on a one piece cross-shaft with variable pulleys on each end. A dog clutch (operated by a short lever) locks either wheel to the shaft to give forward or reverse motion. These primary pulleys (and those at the rear) expand and contract depending on three independent influences--centrifugal weights exerting axial thrust on a sealed piston attached to the moving flange of each pulley; inlet manifold depression acting on either side of this piston; and variations in belt tension, depending on the torque applied and the tractive resistance. This changes the effective diameter of the spring-loaded driven pulleys attached to the independent shafts, and the driving pulleys alter in sympathy. The famous rubber bands that connect the sets of pulleys are in fact two belts of composite nylon and rubber reinforced with steel wire.

Overall ratios can vary between 15.44 : 1 and 3.87 : 1. There is no differential as such, the torque sensitivity of the belts automatically varying the relative diameters of each pair of pulleys when rounding corners. This also provides, at no extra charge, a limited slip differential effect. In addition there are only three positions for the drive selector - forward, neutral and reverse, and if one belt should break it is possible to run the car at a reduced speed using the remaining belt after removing the broken one. Can you get home in your car, under its own power in similar circumstances?

My comment is that this very simple, if complicated sounding system is very efficient and effective. It completely undeserves the many comic comments often levelled at it. DAF's faith in it is shown in the two years, yes, two year unlimited mileage guarantee which, apparently, does not include the belts. For the final year it is parts only, not labour. However at £9 approx a set the cost of the two sets the car has had whilst I've owned it does not unduly bother me. The dealer admitted that the first replacement set fitted at 13400 miles ~~XXXXXX~~ was faulty when it was replaced at 20567 miles, but they should last 15000+ miles.

Michelin ZX's are standard equipment and I have replaced three of them at approx 27000 miles. A fourth wore badly due to incorrect tracking, but is still usable as a spare. One other is still going strong. Because of the nature of the transmission the rear tyres scrub when turning a tight corner. Bearing this and the type of use in mind I consider this mileage very satisfactory.

It is quite suprising how such a small engine can power the sizeable body along, as well as it does. One would expect that Escort sized body and Mini size engine = poor performance and heavy fuel consumption. This is certainly not so, partly due, of course to the transmission and to the cars ability to cruise at its maximum whenever possible, without damage. When I have "service crewed" it has been loaded with heavy tools, jack, petrol, etc., plus two or three passengers. The result slightly

poorer performance i.e. 10 mph down on top speed and unaltered, if not improved fuel consumption.

The seats are regarded by my parents as better than those in the Mk III Cortina 1600L they had when I purchased the car. Others who have travelled in it have also commented favourably on this point.

The fan blows air around the cylinder heads, which are covered by cowlings to form a heat exchanger. The hot air passes via rubber tubes to the heater blending box and then into the car interior. Therefore after a short distance the occupants can if necessary be very warm. It has proved its worth many times when marshalling or service crewing. This fact enhances the comfort of the seats.

Ride and handling are also very good, as it is automatic the brakes get more use than might otherwise be the case. The car is driven at or near to maximum at every suitable opportunity and I have had to have the brakes relined at approx 23800 miles at a total cost of £37.

What are the running costs? As I am not yet 25 my father has insured it in his name for £55. Servicing is every 3000 miles with a major service every 6000 miles. Average cost £4 - £6.

Normally the replacements made at these intervals would be the only maintenance required. However I have also had the

following work carried out. Rebuilding of half the engine - due to dirty oil. Replacement of $\frac{3}{4}$ of the exhaust/heat exchanging system - rust! Headlight beam/flasher/horn switch. 1 set wheel bearings. Facia instrument assembly. Vacuum control valve. Front wing replaced due to an accident. Battery. There is one point to bear in mind that the car had a similarly hard life before I owned it, as a hire car operated by the dealer who sold and serviced it. The engine rebuild is only the 2nd or 3rd carried out by the dealer in 4-5 years as a DAF agent. Therefore the probability of this happening can be effectually discounted. Why don't I repair/maintain it myself? At the moment I prefer to leave this to professional mechanics. Why? Although belt replacements, say, is shown as a DIY job, the difficulties I have seen the mechanics encounter even with all the correct equipment available has made me decide to let them do that type of job. It can be cheaper in the long run.

There is one point that I do not like about the car. That is the 6 volt electrical system. This means that electrical accessories are not quite so readily available and, any work on the system (i.e. installing the additional lighting) apparently reduces auto electricians to nervous wrecks. I can't quite understand why. However current 44's have a 12 volt system.

That is my report on it. I have been slightly unlucky with it, including occasional reluctance to start, BUT, the plus points of it far outweigh any inconvenience caused.

Surely, the fact that a bigger engined similar vehicle is on my list of possible replacements, points to my great satisfaction with it.

Can you say the same about your car?

Mike Swan

STOP PRESS

12 Car Rally - 7th/8th April

The rally organisers would like to thank all competitors for entering, if not finishing the event, those stalwart marshals who turned out in the dead of night, and a very special thanks to our President RAY DICKINSON who at the last moment did some very valuable P.R. work, without which the rally would have hit bad troubles.

(I can only add my own thanks to Ray for yet again helping out in a difficult spot of bother. ED).

TRACKROD.....ENDS

