

# TRACKROD

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TRACKROD MOTOR CLUB  
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NO. 1230

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THOSE WERE THE DAYS!! - A WORKS MINI ON  
THE 1967 MONTE CARLO RALLY.

TRACKROD MOTOR CLUB  
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1976/77

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**"ENDS & ODDS"**

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Club tie ..... 1.80ea.

Trackrod T-Shirts  
(s.m.&l.)

..... 2.00ea.

Club stickers:

internal ..... 0.30ea.

external ..... 0.30ea.

Trackrod Rally Jackets... 9.50ea.

"Team" stickers  
(external) ..... 0.40ea.

Cloth badges ..... by negotiation!

..... 0.75pr.

Trackrod holdalls ..... 2.50ea

ALL AVAILABLE FROM

SUE BROADBELT

Future Events

- 2nd August - Noggin, Square and Compass, North Rigton.
- 7th August - Wharfedale Trophy - Production Car Trial (restricted). Our round of the ANCC Championship. Regs are available from John Richardson. Its at Rose Farm, Burley, and must, as always, be a good days sport. We want a full turnout of competitors and marshals please, so don't forget. Starts 11.00 a.m.
- 9th August - FINAL round of the Leeds Crest Autotest series. We are organising AND its a round of our championship. Two good reasons for a full house. Starts at the Crest Motel at 7.00 p.m. Noggin there too.
- 14th August - York MC. Shell League Autotest. Another strong team needed to improve our position in the League. Details from Richard Ineson.
- 16th August - Sportonoggin - Fox and Grapes, York Road. Fun and games in and out of your cars. Light hearted competition for all to enjoy. From about 7.00 p.m. Noggin is here too.
- 23rd August - AGM, at the Royal, Boston Spa. 8.00 p.m. Your chance to run your club. Election of committee, debate on resolutions, club finances. Its all yours. Come along and make it work.
- 30th August - Economy Run - organised by those ace conservationists, John Wilson and Richard Jackson. Your chance to see just how far a gallon will go. Starts Harrogate Motors, Harrogate at 7.00 p.m. Cost 75p, Noggin later at the Shoulder of Mutton.
- 4th September - Menston Stages - Shell League - re-arranged from earlier in the year. A and P are running what looks like the usual Tour of Yorks, airfields and farm tracks (please NOT Allerthorpe). Good value though and good awards.
- 6th September - Noggin at the Square and Compass.
- 11th September - Shell League Hillclimb, Scammonden.
- 13th September - Noggin - Leeds Crest Motel, Oulton.
- 17th/18th September - COSTA-DI-PLENTI. Motoring News Championship event, hopefully attracting all the top names in road rallying. It must be a good one, so lets have EVERYONE doing something. Marshals to Ian Gurnett, entries to Joyce Chapman.
- 20th September - Noggin, Royal, Boston Spa.
- 27th September - Noggin, Shoulder of Mutton, Kirby Overblow.

Chairman's Chat

August is with us once again which of course is AGM time. Hopefully you will all have given some thought to the composition of next years committee, several of the existing committee members are unable to seek re-election and these spaces must be filled by responsible, enthusiastic people. As the majority of our members are responsible, enthusiastic people, I assume that the nomination forms will be full of names!!

The same situation of course applies to the Social committee and again nomination forms are available on the notice board.

The meeting itself will be at the Royal, Boston Spa on Tuesday, 23rd August at 8.00 p.m. Your attendance will be much appreciated.

Earlier in the month we have our ANCC Championship "Wharfedale Cup" PCT on Sunday, 7th August. This is at Rose Farm, Burley in Wharfedale and if you haven't entered yet, you don't have much time!! Phil Staton is Chief Marshal so have a word with him if you aren't entering.

Talking of marshals, Ian Gurnett is Chief Marshal for our very own Motoring News round, the "Costa di Plenti" 77 style. A tremendous amount of work has already been done and the regs are available for those of you who intend to compete. We hope very much that you people who are not competing will make yourselves available for the many jobs which need doing on the night. This is the biggest effort that the club has ever done and it requires a maximum effort from all members to make it the success we all desire. Have a talk to Ian at any club night, or give him a ring at home (Dewsbury 467465).

The good news of the month is that our number one invalid, Ron Mackinnon is well on the mend and very fit, although still "plastered" of course. He is now in Number One ward of the Marguerite Hepton Hospital at Thorpe Arch, Wetherby, and visiting is generally unrestricted. Pop in if you are in the area, Ron will be delighted to see you.

Now for the bad news, particularly for you stage men. The York MC Ryalor Rally will not run this year due to the lack of ~~support~~ co-operation by one Forestry official (this is in marked contrast to many other Forestry people who have been very keen and helpful). This is a very sad affair, but one which cannot be resolved in time for this year.

The RAC Rally has no such problems (it does have plenty of others) and we have a stage of course which this year will be in daylight! Our stage will on the morning of Wednesday, 23rd November, and will be early in the second leg out of York and include the clubmen entries. There will be quite a lot to see in Yorkshire that week and more details will be in next months magazine.

We have another busy month once again, everything is listed in our Future Events column and hopefully we will see you in attendance. Don't forget the AGM will you, it's a very important night in your club's year. See you there.

JHR

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#### Matgrove Troohy Novice Rally - 25/26 June

Forsaking the attractions of Roger Clark and the Cossack Rally, 4 Trakrod crews headed north to Durham and the Matgrove Novice Rally, run by Stockton and District MC over maps 92 and 93. Highest seeded Trackrod crew was Pete Silberberg and Nick Leuchars, but when Pete couldn't get his Mini ready in time, John Renny took over the spot in the Tate Mexico. Pete meanwhile decided to try navigating, taking the place of Marcel Girardier in Gerry Waters' VW Porsche (without castor wheels) at 10. Another driver-turned-navigator was Bob Chapman, holding the maps for Tony Longstaff in Tony's Cooper S at 44, while four places behind were Barry Dove/John Bowmass in Barry's black and gold Escort.

Scrutineering and start were at Scotch Corner Service Station on the A1. The VW was late for scrutineering, then had a bulb blow, and all was ready only just in time. Although a novice rally, there was lots of potent machinery about. The winners, beginners Reg Lyle/Tony Pearson, started right down at 115, but were using an ex-David Scaise 1800 BDA Escort!

The greasy roads on the first sections caused trouble immediately. One crew dropped their Escort into a ditch, and had a fence stake smash through their

windscreen, grazing the navigators temple. All crews dropped time on the first few sections, but after that the timing slackened off, and the sections became cleanable for many. Admittedly timing is tricky on a novice rally (perhaps Trackrod should run one, to show how it should be done), but these timing problems spoiled for many what could have been an excellent rally, as the route was really good.

All this made the three selectives more than usually important. The first crossed the map folds of 92, before running through the very sharp downhill bends at 930 215, which caused everyone trouble. SAAB crew Calvert/Burdon were fastest on 9.22. John and Nick were second fastest on 9.36, but were quickest on the next one, and ended the first half only 8 seconds behind the leaders, Scarr/McCarron from Durham. Tony and Bob and Barry and John were both having good runs, but Gerry and Pete had a flat engine, and had also savaged a bank.

At the restart, many crews dropped time to a slightly fast watch. John and Nick dropped two minutes, which was to cost them first place. The only Trackrod navigator to get his driver there on time was Bob; which must mean something. As before, the first sections were timed tight, but then all the watches became too slack again. The third selective saw John and Nick fastest again, by two seconds. Calvert/Burdon rolled the SAAB, then the route took in a superb white through a quarry; while the penultimate section was run through a field! Tony and Bob lost rather a lot of time when first the wiring caught fire, then all the lights went out!

At the finish, quickly-produced results showed that times were fairly well-spread. John and Nick took second, and this allied to Barry and John's 19th gained Trackrod the team prize. After their troubles, Tony and Bob were 48th; but poor Gerry and Pete, after struggling with all sorts of problems, were OTL at the last control.

Nick Leuchars

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A.G.M. - Don't forget, nominations and resolutions for discussion to be put on the notice board at noggins. Give it some thought, and get the people you want to run your club. It is important and it doesn't take much effort. If you feel strongly that there's something we're not doing right, put a resolution to the Hon. Sec. for a discussion at the meeting. And, of course, come along on the night. We've come a long way in the eight years of our club life so far, but we can still go a long way yet. It's up to YOU!

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#### Lord Mayor's Parade - 9th July

We have entered this Parade for the past four years with cars on display of various sorts. But this year was the best yet! The whole display was of very high standard indeed, and our float was no exception. Mounted on a 40' articulated lorry, courtesy of A. Monk and Co., Civil Engineers, we had Steve Rathbone's Magnum and Richard Jackson's Porsche Carrera on it. A selection of club signs and bunting made the whole thing look very active. Steve and Nigel Drayton worked very hard to get it looking right. Frank Stuart Brown kept up a good line in sales patter over the public address system, and Pauline, Sue, Lisa and Mary looked very decorative. Thanks a lot to you all, and to Arnold G. Wilsons for the use of their garage for loading. It'll be even better next year.

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A Tale of Noo (or the history of a much misused Mexico)

I first saw NOO 924M at White Cross Motors in early September 75. I had gone to try her out after having seen John Fairweather's and Peter Germaine's similar ex-Shellsport Mexicos. Suitably fortified at Harry Ramsdens I set out for Leeds - ten minutes later I was back again with a bent front wing and front panel. No, not a case of trying too hard, but the consequence of meeting an errant Mini at a roundabout.

A few weeks later, back I came for a second try, and eventually the deal was done. Mull was next on the calendar, servicing for the Trackrod contingent; NOO was destined not to make it, for a go-faster Opel GT embedded itself in the bet, when I stopped and he couldn't. After being run into in the hire car I used for Mull, I began to feel I was jinxed, and NOO and I went along to the RAC to be exorcised.

After months of work (well, I put a guard, a cage, and some lights on) came the moment of truth - our first rally. Super-Sec Rod came along for the ride, which was rather short, as the clutch gave out at TC6. A week later came Courageous Chairman's turn to entrust his life, honour, reputation et al to NOO and I. I won't bore you with the details (ask me any club night if you have a few hours to spare) but we finished third overall, minus one exhaust and one reversing light. Otherwise NOO behaved very well with no teething troubles.

Come June and I had recruited Boney-Tony to navigate on the Synchronatic which was on his home territory. After several problems (well, one really - the exhaust - we lost it 6 times) we finished 59<sup>th</sup>. Otherwise NOO was still behaving splendidly.

Next was Trackrod's own, the Mighty Martin go-go rally, yes, you guessed it, the Costa. NOO was treated to a new set of Ultragrips, and an oil change, and off we set. We spent over 9 minutes trying to do a 3 mile selective, and kept meeting cars all over the place - at length 3 of us all approached a 3 way junction from different directions. We all stopped; there was a silence, broken only by navigators nervous nut-scratching sheer panic; eventually one car moved and the others followed, fortunately in the right direction. A long hard rough night followed, but Bonnie Ronnie got us home 21<sup>st</sup> and first Trackrod crew. (This time NOO had behaved faultlessly without so much as a dropped exhaust.

It was on the Highwayman that the problem recurred when we were chasing Mad Martin and Super-Sec for overall honours. Being a sport Boney Tony decided that as we had lost so much time we should go for last finishers award. Unfortunately we finished second to last as some unknowing novice kept leaving neutrals early picking up more fails than we could ever hope to amass.

A long session down at Dave the Rave's garage saw Mike the Bike and I fix the exhaust in such a fashion that to lose it would entail losing the entire floor pan with it.

With Super-Sec back in the hot seat we went for a re-run of the Costa, only this time it was called the Pennine. Unfortunately the driver got a little over-enthusiastic, the resulting 15 minutes in a ditch doing nothing for our overall position. Boney Tony lent NOO his foglights which were a blessing on the Snowdrop, and what a blessed event that was.

To see the year out, Courageous Chairman volunteered for a ride on the very icy Moonraker. A very satisfying 4<sup>th</sup> overall was the result - oh, and a bent wing - well we had heard from Slippy Shippy that the best way to corner on ice was to bounce off the outside bank, but perhaps he didn't quite mean it like that.

A very snowy night meant the Moonraker in January had to be cut short, and the bad weather hung on until the Three Swans. This was the nearest NOO came to being badly damaged; we were leading Slender Steve and Mighty Martin by all of 30 yards until we hit a very slippery 45 left - another foot and we would have been in a rather deep dyke, but as it was we were stuck. About this time NOO began to eat front wheel bearings. I had in fact given her some new front struts (Bilsteins, the lady would have nothing less), so whether this had any bearing (ugh!) on the problem I don't know. Unfortunately, it was during the Mini Miglia that one chose to go. But other things were also going wrong - a brake pedal that needed pumping up before every corner, an alternator that was held on by its wires, and later on a sticking disc caliper. That we finished was marvellous, but we also managed to collect a few ANCC points, on what was a very good event.

Rear suspension problems set in about this time, mainly caused by the front eyes on the rear springs moving on the bushes. Suitable spacers were made up and off we set for darkest Derbyshire and the Lurgess Bowl. The first TC was rough with huge boulders all over the road, and this set the pattern for the whites for the rest of the night. The by now bald Ultragrips were not much use either in the wet that followed, so 13 overall was our record.

It was by now apparent that NOO was not quick enough (even assuming the driver knew what to do with the power if he had it) so plans were made to dispose of NOO. The first essential was a respray as NOO was now looking somewhat tatty as a result of contact with a Mexico, three earth bombs, one gate post, one dry stone wall and the odd ditch or two - not necessarily in that order. Dave the Rave and his svelte spray gun came to the rescue; a set of tyres were also fitted (predecessors to the M and S forest tyres they were - funny looking pattern too).

However, the Opelwass was upon us, so one last event was tackled. Those funny tyres weren't much good in the wet, which coupled with a desire not to scratch the paintwork saw a lowly 21st overall.

Thus NOO was readied for sale and finally swapped for an RS2000. In all NOO was in my possession for 18 months, and did 13 rallies (I shall not mention the PCTs, because there are doubtless many of you who remember pushing when we got stuck), failing to finish only one rally, although other exhausting problems did hold us back on three events. Generally then NOO was a reliable car, fairly quick for a near standard Mexico, and has provided many hours of fun.

Bob Chapman

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Shellsport Costa Di Plenti Rally - 17th/18th September, 1977

Round 9 of the Motoring News Rally Championship. Round of the ANCC Rally Championship.

Once again we are calling on you to marshal on your motor club's premier event of the year which this time will include the country's top road rally crews; so if you want to see some action close up, contact Ian Gurnett, 183 Foxroyd Lane, Thornhill, Dewsbury, WF12 0ZT. Tel: Dewsbury 467465, before he contacts you.

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The Reckitts Motor Club Cossack Rally - 25th/26th June

Trackrod had a good turn out for the Cossack, 8½ crews showed up for a very wet start at the Beverley Market Place. Stan Peel was at 3, Martin Kemp and Steve Holden at 4, Charlie Payne and Hugh Edwards at 5, Ron Mackinnon and Steve Mills at 13, Ian Gurnett and Rod Parkin at 14, John Millington was in the

hot seat for Dennis Pelling at 19, I. Mackay and M. Tempest at 33, Chris Miller and myself at 41 after being on the reserve list and D. Marshall and G. Kellett at 74.

Starting the 90 cars off was Roger Clark so this meant there was a large crowd at the start. There was about a six mile run out off Beyerley to the first of ten selectives in the first half on maps 106 going on to map 100. Charlie Payne took fastest on selective 1, a six miler over Etton Wood. Selective 2 saw Ian Gurnett to be fastest time on this selective. We managed to spin the Mini on the 90 left turn at 985483 $\frac{1}{2}$  and we managed to miss one of the passage controls (I think I must have been dizzy from the spin). But another 8 crews missed it as well. Selective 3 and Ian Gurnett did it again, fastest, in front of Pelling and Millington. Martin Kemp was suffering from baulking by spectators cars which slowed him down considerably. Selective 4 run over Millington pasture, there was a huge crowd at 866548 which prevented crews from seeing the turning which resulted in a lot of crews taking the northbound white. When we reached it most of the crowd had gone so we got it right first time which resulting in us getting 3rd fastest. Not bad going for the old Mini.

Selective 5 over Millington Grange was taken by Pelling and Millington, Ian Gurnett had a bit of trouble with his lights but didn't lose too much time. Selective 6 round Thixendale Wood saw the retirement of Charlie Payne with gear box trouble. Selective 7 through Achlam Wood fastest went to Pelling and Millington with Stan Peel starting to speed up just 1 second behind. Selective 8, things happened, Pelling and Millington spun off only losing a few seconds but Ron Mackinnon and Steve Mills had a real bad off at 45<sup>o</sup> left to 814681 and end over end. With the result that Ton was trapped and the fire brigade had to get him out. Unfortunately, Ron suffered two broken legs, but Steve got out unhurt. As a result of the accident the selective was cancelled. Selective 9 was run over Little Halton and Pelling took fastest again. Selective 10 was taken by Pelling, then it was petrol at Kirbymoorside. The second half consisted of 27 controls and 4 passage controls. We were going quite well for the first four or five controls then we had a puncture, lucky for us it was in a relaxed section, so we lost no time. From TC6 to TC10 we were on the same minute as an Escort so we had something to chase keeping him in sight and waiting for a mistake so we could get in front of him. It happened! He overshot a turning and we were away in front of him. He was right behind us through a PC and to TC11. Then came the bad bends of Snargate Wood at 6072. This is where we had a bit of trouble and we rolled on the first 90 right down the banking but the Mini managed to land on its feet when it came to rest. The Escort which we had been pursued by also followed us down the banking but hadn't tried to take the corner so he was able to drive back up on to the road without any damage. Meanwhile we were looking at the damage. The passenger side was the worst. The back radius arm had bent giving the wheel 45<sup>o</sup> tilt inward and the roof and rear panel were badly bent and the door would not shut. So we fastened the door the best we could and I collected all my pencils, maps, map lights which were scattered all round the outside of the car, then we both got back in the car and said goodbye to the four or five spectators that had helped us and decided to try and get to the finish at the Corn Mill at Stamford Bridge. We got to TC12 and we had dropped 20 minutes with our excursion so we missed 7 controls and just had a steady drive round the rest of the route to the finish at the Corn Mill. That is where the crowds gathered round to look at the poor mishaped Mini, while we filled in the damage report. We heard that another two or three cars had rolled at the same place as us just after we had left. That cheered us up a bit knowing we were not the only ones to go off there. We went in for breakfast and then decided to make our way home. The results of Trackrod were that out of the 8 $\frac{1}{2}$  starters we had 5 $\frac{1}{2}$  finishers. Not too bad really. Results were:

John Millington/Dennis Pelling	1st	Ian Gurnett/Rod Parkin	3rd
Stan Peel	6th	Martin Kemp/Steve Holden	12th
D. Marshall/G. Kellett	49th	Chris Miller/Ronnie Moore	59th



Charlie Payne, Ron and Steve and I. Mackay all retired.

A really good event. Well I enjoyed most of it even though I was upside down at time.

R. Moore

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### Shellsport League 1977

The Caterpillar Tractor place at Gildersome was the venue for Round '7, at the Slaithwaite M.C.s autotest on 3rd July, 1977. Our team of five was reduced to 4 when one member decided he wouldn't bother after confirming he would on the Friday night - he blamed it on a lack of brakes on his vehicle to be used for the event! However, the remaining 4, John Renny, Ken Goodall, Howard White (Escorts) and David Taylor (Mini) produced a fine club performance between them.

The bests were reasonably straightforward but the surfaces in places were exceedingly slippery and often the boundaries were enormous "Cats" which looked far too solid for comfort! Howard White turned in a fantastic performance to win his class in the RS1600, beating George Blades Alfa Romeo into the bargain. Ken was 3rd in the same class and John a not too distant 4th which would have been 4th but for a couple of pylons collected during the course of the day.

David Taylor, our only representative in the Mini class was up against it though all the 1300s carried a 5% penalty which proved to be a great leveller, the class finally falling to Roger Brown (1275GT) who took FTD leaving the class to Ian Waddington (Mini 1000). David finished 5th out of the 13.

In total our team scored 273.1 points, good enough for 4th on the day but 1st once again going to York MC with 406.0. The overall position remains much the same though we have pulled back up to 4th, just still in with a chance of cash if we hold off those immediately behind us:

York	2527.5
Huddersfield	2076.3
Ilkley	2057.3
Trackrod	1566.6
Slaithwaite	1485.2
YSCC	1434.3

Regs are now available for the next round, an autotest on 14th August organised by York MC. This will be a perambulating affair, starting from H. B. Raylor and Co. in York. Can we please have a full team this time? Regs are also available for Round 9 on the 4th September, The Menston Stages Rally, which will be the last chance for you rally men to redeem yourselves for the performances earlier in the series.

Richard F. Ineson  
Team Captain

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### 1977 Jubilee Jim Clark Memorial Rally

After the misty dreary mornings of the preceding two days it was with some relief that we made our way to Duns early Saturday afternoon in bright sunshine for the 1977 Jubilee Jim Clark Memorial Rally.

As usual Duns had welcomed the rally with open arms and it appeared that the

whole town, not to mention half of Scotland, had come to greet us all. After 20 minutes in the scrutineering queue I had signed what seemed like 100 autographs and poor old Geoff, our mechanic, seemed also unable to fend them off despite cries that he wasn't an actual competitor! Rolling out of the scrutineering bay we were met by drive Keith Pursglove, who had just arrived having left Huddersfield three hours behind us, and we set off to park in our allotted position and sign on.

Three pages of map references made up the route card, though with only two maps to mess about with plotting was fairly swift - even at the same time as consuming greasy Scottish fish and chips! Servicing was confined to four areas, including half way, making up six halts with an average of three stages between each. Thus service organisation was a straightforward task especially considering that tyre changes were only required around three to four times. Timing was by the Target System and although simple many fell foul of it incurring odd penalties for booking in early. However, to be fair, some of the wording in the regulations was slightly ambiguous.

The first stage was a fast  $1\frac{1}{2}$  miler just outside Duns on which Keith was able to try his new close ratio gears for the first time in anger - verdict great, though we were rather "dischuffed" to find that Wilson and Elsmore had made our time look rather silly! Charterhall was next where we began to settle into our stride though the handling was poor owing to a set of rather "off" racers. Again Wilson and Elsmore sent us away feeling rather despondent - still as Keith remarked "The Rally's not won until ...".

With the two "local" stages out of the way we commenced the long 90 minute drag down to the Otterburn/Kielder complex and the real meat of the rally. Having spent many happy (?) months on the military ranges at Otterburn whilst in the Services I was hoping local knowledge might give us an advantage - indeed it did though we had some hairy moments when my memory proved slightly inaccurate! On the first Otterburn stage we caught a Dohomite Sprint, a car that was to become a familiar sight every time it started ahead of us on a stage - fortunately he was quick in moving over and minimal time was lost. At the end of the above stage were a series of quite vicious "yumps" which seemed to have attracted a fair number of spectators - thus it was easy to determine where the worst ones were! Another Otterburn stage was followed by service where the main topic of conversation seemed to be having pace notes (or rather not having!). Two more "Otterburns" awaited us before the dreaded Kielder and these passed fairly uneventfully apart from one moment when my flat out blind down a valley side and up the other side was found to have a nasty bink halfway down! I'm sure it used not to be there! On that same stage we passed the remains of a Magnum with its complete back axle ripped out obviously having hit one of the large rocks lining the roadside.

To say Kielder was rough would be a gross understatement. "Bloodybush", a 23 miler, succeeded in nearly wrecking the car, so badly cut up was the surface. I would estimate we passed in the region of 10 cars on the stage all in various expired conditions. The choice of this stage as a tie breaker was more than apt! Our main damage after the 23 miles was a split exhaust manifold and an engine sounding decidedly rough. Fortunately the engine roughness proved to be only a loose plug head and the manifold damage was not too bad. As luck would have it the remaining four stages in Kielder were relatively smooth and we avoided further damage. John Davies appeared at the start of the last Kielder stage to inform us that Malcolm Wilson had expired 100 yards or so in "so just be careful!" - in the meantime I was gleefully deleting number 16 from my class check sheet.

Halfway halt at Byre Ness had the usual scene of frantic refettling and tales of hairy moments. It also had the dreaded Otterburn midges, many of whom taking a liking to my Nomex underwear and thus making me rather fidgety during the second half of the rally.