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WALDEGARD AND STRATOS - A COMBINATION
BETTERED ONLY BY WALDEGARD AND ESCORT!

TRACKROD MOTOR CLUB LIMITED

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1977/78

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TRACKROD

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Social Calendar.

- 4th November - Disco at the Square and Compass. Starts at 8.00 p.m., for an action-packed evening, including a raffle and a bar extension! Still a few tickets left, at the give-away price of 60p.
- 8th November - E.G.M. at the Royal, Boston Spa. 8.30 p.m. Come and vote!
- 15th November - Second round of the Indoor rally Championship, at the Royal, Boston Spa. Starts at 8.00p.m, using Map 99.
- 22nd November - Noggin at the Leeds Crest Motel, Oulton.
- 29th November - Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 6th December - Noggin at the Square and Compass, North Rigton.
- 13th December - Third round of our Indoor Rally Championship, at the Royal, Boston Spa.
- 16th December - Xmas Party, Follifoot Village Hall.
- 20th December - Noggin at Leeds Crest Motel, Oulton- with Bar Extension!
- 27th December - Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 3rd January, 1978- Noggin at the Square and Compass, North Rigton.
- 10th January - Noggin at Leeds Chamber of Commerce.

Competition Calendar.

- 12/13th November- North Humberside M.C. Moonraker on maps 100,101,105,106. Kirby Lonsdale also have a rally, on maps 90,91,97,98. Or you can try Rotherham M.C.'s offering on maps 110,119.
- 13th November - Closed Joint Autotest, organised by Shipley and District M.C.
- 19/20th November- Bolton-le-Moors C.C. Restricted on maps 90,91,97,98,99.
- 20/23rd November- R.A.C. Rally. Too late for entries, but see further on for marshalling details. You will all turn up, won't you?
- 26/27th November- High Moor M.C. have a restricted on maps 115,116,124,125.
- 3/4th December - Novice Rally, run by Beverley M.C. on maps 106,107,101. Clitheroe & D.M.C. Restricted on 97,98, 102,103,104.
- 4th December - P.C.T. organised by Ilkley D.M.C.
- 10/11th December- Restricted run by 111 M.C. on map 119.
- 17/18th December- De Lacy have revived the Seven Dales, on maps 94,100,105.

As ever, more detailed information, and regulations, can be had from the notice board at Club Noggins, or from Competitions Secretary John Renny - who will probably give you the address of that event's secretary, and tell you to write yourself. Really, that's the only sure way of getting regs, before the entry list starts getting crowded.

Chairman's Chat.

I find it rather difficult to write a chat this month, having been out of the country for a while. It's amazing how quickly one can get out of touch!

One thing that is still crystal clear though is the pleasure of seeing our new Editor's handiwork with the October magazine. Nice one Nick, you have set yourself a very high standard to aim at in the future.

Some stories of your Mull exploits have filtered through, and it seems that with nearly forty Trackrod members on the Island, Steve Rathbone/FSB finishing sixth, only two retirements and no damaged cars, this year created something of a record. I am only sorry that I wasn't there, but Miami and New Orleans were not a bad substitute!

We have various activities this month, including a trial, a disco, an EGM and the R.A.C. rally. Lot's of support is needed at these events, shall we see you there? I hope so.

J.H.R.

Special Announcements Section.

Don't forget the E.G.M., at the Royal, Boston Spa, on 8th November; where the motion for discussion will be the suggestion that social and out-of-town membership should be abolished.

This bit was received too late to put in the competition calendar, but it is certainly a date for the diary. Ken Goodall and Howard White are organising a P.C.T. on Sunday 27th November; hopefully, weather permitting, at Rose Farm. Regs. will be available shortly, and any further information can presumably be had from Ken, Howard, or the bearded Eddie Baker.

Belated congratulations to Ann Fairweather and James Pick, both of whom were recently married; (but not to each other!)

Editorial.

Since I have received no complaints or threats of prosecution following last month's newsletter, it looks like I'm stuck with the job of Editor for some time yet. Straight away, I must apologise to anybody who received sub-standard copies last month. This unfortunate occurrence, (which won't happen again - honest!) was due to 2 causes. The first was a sudden influx of some 20 or so new members, who had obviously made a wise decision to join Trackrod, but caused a frantic rush for more copies; but the main reason was the club's dynamic electronic duplicator. Not that it isn't up to the job. Far from it. The machine has so many knobs, switches, buttons and dials that it could probably play the Brandenburg Concerto if you wanted it to. The problem is pushing all the buttons in the right order! Anyway, many thanks to Claire, John, Charles and Claire for lending a helping hand when it was needed.

Hopefully, this issue will be produced with less traumas, (although at the time of writing, this is unlikely!) Many thanks to all the contributors, I've tried not to be too harsh with the editorial red felt-tip.

Finally, next month's newsletter will be the Christmas edition. I already have Chapman's Christmas Crossword waiting to be included, but if people hand me reports, poems, adverts, articles, etc., they can all go to make up a bumper Christmas number. You know, like "The Beano," or that magazine that's called "Playboy", or something like that. So get writing, everybody! Looking forward to hearing from you.

The Editor.

Tour of Mull, 1977.

"At night there came into that hostelry
 Some nine and twenty in a company
 Of sundry folk happening then to fall
 In fellowship, and they were pilgrims all
 That towards Canterbury meant to ride."

-Written by G. Chaucer esq. as part of an M.N. report on a single stage event held down south about six hundred years ago, it might easily apply to the annual Trackrod migration to Mull. (That's the place up north where normally sane people drive around playing at Lemmings.)

New pilgrims this year included Alan Powell/Hugh Edwards in Alan's Mk. 2 1600 Sport; Jeff Dealtry riding shotgun in Martin Kemp's newly acquired Mk. 1 R.S. 2000; with the rest of the mob having various degrees of previous experience. There was much talk this year about the machinations of certain bureaucratic mainland Scots who have never been happy with the event (mainly, it's rumoured, because an English club organises it!) and whether they would have any effect on the character of the event.

As it turned out, only the weather could have had any real effect- some crews, on arriving at Oban Harbour on the way up, found that force 10 gales were holding up the ferry from sailing. Fortunately, the railway station buffet produced large amounts of surprisingly edible bacon butties, so all was not lost. (The delay also allowed the Oban Times to take a photograph of three Trackrod crews + Ian Gurnett's Magnum, which was printed the next day.) The weather relented during the course of the week, so that the day of the event dawned fine and clear.

Trackrod had such a large turnout that the official club teams stretched to Trackrod 'A' and 'B' teams, with three cars in each team. First up were Steve Rathbone/Frank Stuart-Brown in their Magnum, then Ian Gurnett having a first go at the event with Jack Coulthard; hotly pursued by Alan Powell/Hugh Edwards, and at No. 50, Martin Kemp/Jeff Dealtry. Elvin Garnett was partnered by Steve Mills in the orange Mini-brick, John Renny eventually brought along Rick Stevens, and the outfit was rounded off by Dave Marshall and Graeme Kellet.

Those in the know prophesied that the route would be as usual, and so it turned out, although there are plans afoot to extend the afternoon stage mileage. These afternoon stages took their usual toll, possibly the unluckiest crew of the event being the Staker Brothers, who wrote off their specially rebuilt Imp, Derek breaking his ankle in the process. Of the Trackrod crews, Martin Kemp was the most pleased, having got through the afternoon section unscathed for the first time in years. Steve Rathbone had the first of a number of niggling problems when the gear linkage misbehaved. Alan Powell was suffering from severe overheating on the tarmac Glengorm stage, and set off home to change the radiator for the night section.

The night section was the usual mixture of tarmac selectives and loose stages. Alan Powell had a recurrence of his overheating problems, despite changing the radiator, and retired when the engine cooked. Martin Kemp blew out the gasket from the thermostat, and also retired to avoid a fate similar to Alan's. John Renny began well, but had three offs during the course of his evening to blot his copybook. Ian Gurnett also had a short off on one of the stages, but was fortunate to encounter a group of marshalls and spectators who heaved him out with a minimum of lost time.

For once, all the drama belonged to other people, and with the exception of the two retiring crews, John Renny, (whose Escort's wings and valance were, if possible, even more dented than before!), and Elvin, who bent his steering after the event, most Trackrod crews finished well up with straight motorcars. And none was more pleased than this scribe, who at last managed to finish the event after seven attempts. Roll on next year!

'Navvicomp.'

MULL ODE.

From Trackrod a crowd went to Mull,
 There was no chance that it would be dull,
 We had quite a wait,
 'Cos the ferry was late,
 When we got there Mull was quite full!

A trip round the island next day
 Brought groans and sighs of dismay,
 Lots of 'recce' was needed,
 Pace notes should be heeded,
 The alternative - learn how to pray!

Up Glengorm with a crunch and a crack
 Frank and Steve met Ian and Jack,
 The Cortina got bent,
 The Magnum a dent,
 Good job Willy's was on the way back!

The big day dawned bright and clear,
 The moment of truth very near,
 The stages were dry
 Our lads started to fly,
 On their faces was no sign of fear!

We spectators plus Ronnie plus stick
 A good viewpoint were careful to pick,
 From a spot on a hill
 We could see to our fill,
 Our crews made some others look sick!

The next section started at night,
 The hairpins a wonderful sight,
 Alan's engine got hot,
 Martin's, water had not,
 There ended their part in the fight!

Steve and Elvin were quick we could tell,
 The Mafia still going well,
 John had some delay
 A few offs on the way,
 All were going like bats out of hell!

This is an incredible rally
 With no time to dilly or dally,
 At the end of the day
 Bob Bean had his way,
 Another to add to his tally!

In sixth spot were placed Frank and Steve
 They certainly weren't seen to grieve,
 Jack and Ian were twelfth
 Car still in good health,
 Two super results to achieve!

The following night was for drinking
 The pints were all lined up for sinking,
 You live to the full
 When you come up to Mull,
 Roll on next year must be what you're thinking!

A Spectator.

Indoor Rally Championship - The Story So Far.

Many thanks to Ronnie Moore for organising the first indoor rally of the season, and a very good event it was. It was well organised, and very taxing for both members of the crew. Marcel Giradier and myself were running at No.1, (as always, they were first to the pub!-Ed.) and found it quite easy until we came to section two, and got stuck on L-R-R-L etc.

There was a fair amount of competition, namely Nick Leuchars and the eventual winners Rob Buchan and Steve Sanderson. I'm sure the latter must have bribed Ron, 'cos Rob is a roundy-roundy man (i.e. someone who watches motor racing.) Anyway, roll on the next round, which should see the return of the experts who were up on Mull - notably the dynamic duo of Ian Gurnett and Frank Stuart-Brown.

<u>Results.</u>	<u>Eddie Baker.</u>	<u>Score.</u>	<u>Points.</u>
1. R.Buchan/S,Sanderson.		294	20
2. N.Leuchars.		290	19
3. M.Giradier/E.Baker.		274	18
4. C.Holdsworth/P.Silberberg.		260	17
5. C.Miller/M.Miller.		191	16
6. N.Masterman/B.Wainwright.		190	15
7. Jim & Janet Thirsk.		157	14
8. J.Moulson/A.Cowling.		67	13
9. S.Pullan/I.Corner.		36	12
10. S.Smith.		15	11

The next round of the Championship is on 15th. November, organised by Tony Longstaff on map 99 (I think), and it starts at 8.00 p.m., at the Royal, Boston Spa.

Quick reminder - if anyone wants to claim Trophy points for anything accomplished recently, then give your results to Ronnie Moore as soon as possible, please. Leave it too late, and Ronnie won't be at all pleased, and might refuse to include them in your total - so get in touch with him as soon as possible.

Wanted.

Chris Miller, who is clearly an optimist, gave me this piece of paper with the message that he is looking for some Cooper 'S' discs and hubs, and that he is prepared to pay virtually any price for them. Trouble is, I've lost the piece of paper with his phone number on! I think it's Leeds 672053, but he can also be contacted at any club night.

Somewhere to put your tools.

For Sale; Canvas Tool Holders, will take most tools and spares. Easy to fit. Phone Pete Silberberg, Leeds 717976 (business hours), who considers the price to be an absolute give-away at £4.50.

Lombard R.A.C. Rally 1977.

The R.A.C. Rally is now almost upon us, and as you know, our stage is Boltby on the morning of Wednesday, 23rd November. We have to be operational by 08.45, and this will mean you being at the stage before 08.00. For those of you not familiar with the stage, it is a good quality, fast, loose forest stage with some very good spectator points. The meeting point for marshals is at map 100/502872, and you should report to the Stage Chief Marshal, Nigel Drayton, on arrival. If you will give your name to Nigel at any clubnight beforehand, it will help him to allocate people to particular places.

We are only the second stage out after the York restart and the introduction of the Clubmen entries. This should give a full two hundred competitors through, and we should close around 13.30.

There will be a stage briefing for all marshals at the Royal, Boston Spa on Thursday 17th November at 20.30. It would be appreciated if everyone going to Boltby could attend this briefing.

See you there.

J.H.R.

For anyone who might be spectating on other parts of the rally while not marshalling at Boltby, a general description of the route is as follows; the cars leave Wembley on Sunday 27th November, and head north to York via a succession of spectator stages. The final such stage is Bramham Park at 19.00, before the cars reach York at 20.00. The restart is at 9.30 on the Monday morning, followed by Bramham again (but with a different layout), and then an anti-clockwise route of Wales, with the leaders being due back at York at 18.30 on the Tuesday evening. Wednesday sees them leave York at 8.30, then going via Boltby to the Lake District and Scotland. The breakfast halt on Thursday morning is at 08.15 at Teeside Airport, and then the crews go via Ingleby(10.45), Cropton(11.46), Pickering(12.00), Dalby(12.30), Staindale(13.25), Langdale(14.00), Wykeham(14.15) and a holding control at Hazlebusch Cafe(15.15) before the finish at York at 15.30. Note the changes from last year. The West Country has been left out, but Scotland is very definitely back in. Whether the spectator problem can be solved by a succession of controlled spectator stages on the Sunday remains to be seen.

New Members who joined last month.

A.E.(Ted) Cowell, Maidenhead.

Stephen Hofmann, Wakefield.

Vincent Fletcher, Leeds 27.

Michael Taylor, Leeds 13.

Keith Macrae, Bradford.

Stephen Galvert, Hitchin.

David Maryan, Letchworth.

Terry Wilson, Burton-on-Trent.

Michael Wilson, Burton-on-Trent.

Pete Gerbez, Leominster.

Dennis Osborne, Birmingham.

Keith McGreavy, Leeds 11.

John Shaw, Leeds 11.

Richard Gledhill, Pudsey.

Chris Free, Sheffield.

Brian Robinson, Sheffield.

Dave Coustick, Brentwood, Essex.

Jim Bowie, Wokingham, Berks.

Simon Everett, London S.W.1.

Richard Harper, Cannock, Staffs.

John Bloxham, Pown, Wolves.

Keith Edwards, Beaconsfield, Bucks.

Stephen Simpson, Garforth, Leeds.

Carl Holdsworth, Pudsey.

Welcome to all of them, they've made a very wise decision, and we hope to see as much as possible of them in the future. Marshalling on Boltby would be an excellent start! I suppose all this means that I have to produce more newsletters, and address more envelopes, and of course our postage costs are going to go up, etc, etc, mutter, mutter.

Pennine Rally - Flat out and boring.

Despite being a round of the A.N.C.C. championship, Alwoodley's Medway Construction Rally on 22/23 October didn't attract a full entry; some people probably being put off by the rather extortionate £10 entry fee. However, the top ten was quite impressive, with the top five being Malc Byrom/Jeff Hignett, (RS 1700), Ken Murray/Alan Hill (Cortina), John England/D.Muff (Escort 1760), Malcolm Wilson/John Teasdale (RS 2000 Mk.II), and Ian Harrison/Pete Ainsworth (Kadett GTE.) With Steve Rathbone non-starting the Magnum, the first Trackrod member was Jack Coulthard, sitting beside Jack Tordoff in the SAAB96 at 8, Martin Kemp/Steve Mills were at 9 in the A.T.S. RS 2000, while down at 27 were Ian Mackay/Mike Tempest in the rapid Mini Traveller.

However, Trackrod's real strength, (and there were more crews from Trackrod than from any other club), lay in the semi-experts. Seeded second semi at 34 were John Palmer/Marcel Giradier (Mexico), with Ian Brown/Nick Leuchars one behind them in the Viva GT; while at 37 were Steve Wood/R.Spensley in the Twin Cam, and at 38 was new member Richard Gledhill, holding the maps for M.Brown in an Ascona. Gordon Young/Nigel Latimer (Mini Cooper 1275) were at 44, followed by S.Baker/Mick Callaghan (Mexico). And so it went on. At 54 were Barry Dove/John Bowmass, Mexico, and at 55 were Jess Waters/Charles Palmer in the V.W./Porsche, (complete with D.A.-style tail-spoiler!) G.Mathie/I.Watt had their 1760 Mexico at 59 - this car is rumoured to be the ex.'Triple C' 'Project Mexico', (reg. VTW 571L.) R.Jackson/Ronnie Mocre were at 105, (998 Cooper), while the final Trackrod reps. were Jim Bean/Derek Lee in the 2.3 Viva at 109.

Scrutineering, start and half-way were all at Londonderry Garage, just off the A.1. near Bedale. Jess had problems getting the Beetle through noise-check as the baffles had blown, (solved by Marcel wielding a big hammer;) while Ian and Nick had a quick panic when the Poti went out two minutes before their start time! However, with all sorted out, and all fog having mercifully disappeared, a fast night's motoring was anticipated.

And fast it certainly was! Competition started with four selectives to the west of Bedale, with the second one taking in the jumps running up to Cocked Hat, with everyone getting well airborne at 195 882. Turning north, the selectives finished on the fast yellows south of Scotton. Byrom was pulling out a slight lead, but the rest of the top ten were closely bunched.

However, this competitive motoring did not continue, with the route meandering back to Bedale and half-way via Bellerby, East Witton, Masham and Well in a string of competitive section/neutral/competitive/neutral. And we paid £10 for this? Rather disappointing. How someone could get such an uncompetitive route on a map like 99 was puzzling. The only point of real interest was the fast, narrow tarmac white through 24 80, with the very narrow and muddy slot left at the end at 252 800!

At half-way, Byrom led on 21.25, from Ian Harrison on 21.48, Andy Mackay, Twin Cam, (22.14), and Tordoff/Coulthard on 22.16. Martin and Steve were seventh on 23.13. Down in the semis, things were even tighter. Steve Wood was fifth in class on 25.04, John Palmer seventh (25.26), and Ian and Nick tenth. (25.57) Young/Latimer had had a quick spin on S.S.2, Baker/Callaghan had retired, Dove/Bowmass were going well, but Jess and Charles had been excluded for nudging a black spot.

Desires that the second half should be more competitive were soon satisfied, with a string of controls running around West Tanfield, then down the A.1 to use the yellows east of Ripon. The A.1? You better believe it! The A.1 was used as competitive, complete with two roundabouts! We were told that there was enough blue around to make the Atlantic look pale, so we kept it down to 60 M.P.H. - which should, with 30 M.P.H. averages, effectively make it a relaxed section, right? Wrong. Even putting the boot down over the last mile, we still only just cleaned it! Silly.

Anyway, it was back to competitive west of Ripon, and down over the moors

to Pateley Bridge, with the timing getting a little bit too tight for comfort, and O.T.L. becoming a possibility. A neutral through Pateley to Greenhow Hill, and everyone tightened their belts for a final blast of seven controls. Trackrod fortunes were not going well. Jack Tordoff was out with a broken alternator, Martin Kemp clobbered a bank with his swinging back end, and Mackay/Tempest had driven the Mini into a telegraph pole. Jackson/Moore split the sump on their Mini, patched it with Gun Gum, but rolled further on.

So to the final blast, by Thruscross Reservoir, past Blubberhouses on the A.59, Menwith Hill, then across Stainburn Moor to finish just outside Huby. Very fast, very boring for a navigator, ("flat for two miles"), and fine for those with B.D.A.'s, Twin Gams and the like, but a bit frustrating for everyone else.

Breakfast was at the Post House, Bramhope; (V. posh!) Byrom (predictably) had won, (32.25) from the two Opels of Ian Harrison (35.48) and Pete Smith. (37.25) Best Trackrod was Steve Wood, 16th overall and fifth semi-expert, while Richard Gledhill navigated the Larkspeed Ascona into 18th. Mathie/Watt had really flown in the second half to be 20th, John Palmer/Marcel Giradier were 21st (a good performance from John on his first ever rally); and they were still only 31 seconds ahead of Ian and Nick in 22nd. Young/Latimer were 34th, Bean/Lee 38th, and Dove/Bowmass 48th after all three crews had to cut to stop going O.T.L. Not a bad rally, by any means, with fairly slick organisation and accurate timing, but even nowadays you can expect something special for an entry fee of £10 - can't you?

Nick Leuchars.

Claire and Jayne's view of marshalling on the Pennine.

The start of the rally seemed to be well organised, they had arranged for the fog to go away, and everything was going fine. Excitement and panic when Jess' V.W. Porsche failed the noise check, voluntarily Claire ran round knocking up all the local inhabitants, pleading for Brillo pads to stick up the exhaust pipe to stop the loose baffles rattling; although Marcel had already fixed it by the time she got back.

Safely out onto the rally itself, and Claire was enjoying herself doing a P.C. Not content with just signing cards, she tried to encourage the crews with a cheerful "Good Morning"; which was gratefully received by some; although most navigators just grunted. Meanwhile, Jayne was standing in the middle of a cold and windy moor called Greenhow Hill. Disgruntled and freezing, she tried to warm herself up a little by drinking some coffee; which unfortunately turned out to be a disastrous idea, as her cold hands spilt it all over Chris Miller's Mini. He was not very pleased.

And so, after a long and enjoyable night, we arrived at the Post House in Bramhope, with Claire feeling disgustingly lively, but Jayne slumped half-dead in a chair. We would love to do it again sometime, as we both enjoyed it very much - I think.

C.Palmer & J.Moulson.

TRACKROD - - - - - ENDS.