

# TRACKROD

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**February**  
**1978**

THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB  
LIMITED

**RAC. REGISTERED**  
**NO. 1230**

"MOTORING NEWS" PHOTO



R.A.C. RALLY FLASHBACK, AS TIMO SALONEN YUMPS  
THE FIAT 131.

TRACKROD MOTOR CLUB LIMITED.

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1978.

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(s.m.&l.) ..... 2.00ea.

Trackrod Rally Jackets... 9.50ea.

Cloth badges ..... SEE F.S.B  
FOR DETAILS!

Trackrod holdalls ..... 2.50ea.

ALL AVAILABLE FROM:

FRANK STUART - BROWN

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Social Calendar.

- 11th February Indoor Rally, at the Duke of Wellington, East Keswick. Starts at 8.00 p.m., using Map 111.
- 21st February Film show at the Peacock, Yeadon. Also reps, goodies and info. from Central Tyres, who are sponsoring the Price Check championship. Admission charge is a paltry 20p. for members, (must have membership cards) and 40p. for others.
- 28th February Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 7th March Noggin at the Square and Compass, North Ripton.
- 14th March Noggin at the Chamber of Commerce, Mill Hill in Leeds.
- 17th March All-happening Disco; venue yet to be arranged. Any prizes?
- 21st March Final round of the Indoor Rally Championship. Probably at the Royal, Boston Spa-but this is still to be confirmed.
- 28th March Noggin at the Shoulder of Mutton.
- 4th April Noggin at the Square and Compass.
- 11th April Noggin at the Lawnswood Arms, on the Otley Road.

Competition Calendar.

- 19th February Shell League Autotest, organised by Slaithwaite M.C.
- 25/26th February MINTEX International. We're doing a stage in Dalby, (at 5 a.m. on Sunday morning!?).
- 4/5th March Diplomat Trophy Novice Rally (used to be the Waddington's Trophy), organised by Wakefield & D.M.C. on maps 104,105,111
- 12th March Elcar stage rally. Organised by David Brown M.C. It's also a Shell League round. NOTE DATE CHANGE.
- 19th March Our closed joint P.C.T. NOTE DATE CHANGE from previous week. Further details from Eddie Baker.
- 26th March This week it's our restricted Autotest-no idea where.
- 2nd April Lots of helpers needed for our Leeds Crest Stages Rally. It's a round of the Central Tyres Price Check Championship, with competitors from all over the country, so it would be nice to make it better than last year's-if that's possible. All your names to Rod Parkin or John Renny.
- 8/9th April Ridings Rally. Closed joint (we're invited), organised by Alwoodley M.C. on maps 100,105.

Chairman's Chat.

What a splendid start to the year our Janus Autotest at Tockwith turned out to be. Despite the fog, a grand total of thirty-one competitors arrived to do battle around the pylons; if they could find them that is! It certainly was murky out there. I am told that the sun broke through in the signing on area before lunch, but it remained very thick at the top end where I was. Hunt the pylon added a new and rather interesting twist to the noble art of autotesting! The competitors thoroughly enjoyed it, and the organisers were happy, so it made a very worthwhile day for all concerned. Thanks to Sue Broadbelt, Steve Mills and Frank Stuart-Brown who made the whole thing happen.

Talking of happenings, Ian Gurnett finally produced the win that has been expected in some quarters for some time, and what an event to produce it on. The Mini-Miglia is one of the classic events of the North West, and the opening round of the ANCC championship no less. A very good way to start the season. Will this inspire you all to greater things I wonder? Only time will tell.

The next big event in the area is the DeLacy Muddle-sorry Mintex!! We are doing a stage in Dalby early Sunday morning, and more details can be had from Rod Parkin or Nigel Drayton. The date is Feb.26.

The ShellSport league will have opened the week before with the Slaithwaite Autotest at Hartshead Moor. With it being an Autotest and not a stage rally, we may get a better start this year!-Here's hoping so anyway.

See you around.

J.H.R.

Editorial.

Lots of things to say to you all this month, avid readers. Firstly, thanks for all the contributions-keep them coming! Nice to have lots of new writers, too-see how easy it is? We also have a new monthly column, called "This'n'That", which is a collection of interesting national and local news, compiled by Ian Brown. Obviously, the more local news (and gossip?) the better, so give your fascinating facts to Ian.

Now; changes to the newsletter distribution system. At the moment, the mags, are given out at the clubnight on the first Tuesday of each month. Any not collected are then out by post. Drawbacks are 1) Any low turn-out on that Tuesday results in frightening postal costs; and 2) The chore of writing addresses, (nobly undertaken by Asst. Ed. Ed. Baker), means that some people get their newsletter late, or it gets sent to the wrong place.

So, a new system will be tried. Firstly, the newsletters will be taken to the first two clubnights of the month, so that more people can pick them up in person. In addition, if you want your newsletter quickly, (and without it you won't know what's happening,) then fill in the sticky labels, which you find in this edition, with your address; then send it back to us (or rather to Eddie Baker). This should ensure that we can address the letters quickly and correctly; (although I'm afraid we can't do anything about an inefficient G.P.O.-yet.) For those who live near the North Pole or London, and obviously can't get to clubnights, newsletters will be sent out straight away.

Hopefully, this method should cut costs and make sure no-one suffers withdrawal symptoms from not getting the monthly newsletter. Any comments or suggestions, about distribution or newsletter content, will be only too welcome. Buy me a pint, and I'll listen closely.

The Editor.



Culture Spot-1.Wrong Slot's Promise.

Wrong Slot entered the Three Swans Rally  
 with a pledge to his driver not to dally,  
 to prove himself a better man  
 and visit every control he can;  
 To concentrate with all his might  
 and call all the corners left and right.  
 To lose his time card he must not,  
 or go O.T.L. nor miss a slot.  
 To ignore the marshals jeering and calling,  
 or go through a black spot, 'cos that's appalling.  
 Not to forget his maps or Poti,  
 and not to send his driver dotty.  
 Other than this and not forgetting,  
 plot your route with little fretting.  
 Last but not least, where ever you roam,  
 don't wake the neighbours when you get home!

And believe it or not, he kept his promise-and here's his report...

Three Swans Rally, 28/29th. Jan.

Documentation and scrutineering on this Selby and District M.C. event were at Leedhams of York, with a short run to the start at the Hazelbush Cafe. The top five crews were Andy Mackay/Ian Buchanan at 1 in the TwinCam, followed by the Magnum of B.Greepwood/P.Haynes. Trackrod member Richard Gledhill held the maps for Mick Brown at 3 in the Larkspeed Opel Ascona, K.Allenby/B.Place (Escort) were at 4, followed by S.Harvey/B.Silvey (Viva). Trackrod crews included Jonathan Palmer/Marcel Giradier at 7 in the Britannia Metals Escort, followed by G.Ellingworth/P.Brookes at 10, and Pete Thompson had his M.G.B. at 29. At 39 was Dave Marshall and that budding semi-expert Rod Parkin in an Escort, and one behind was Jes Waters/Vince Fletcher in the Square and Compass V.W.-without Porsche power. The 47 slot was occupied at the last minute by the reserve entry of John Bean/Charlie Palmer in the 2.3 Viva.

The route covered 120 miles on maps 100, 101 and 106. The first half was given out ten minutes before departure, keeping the navigators on their toes. There was quite a short run out to T.C.1, which started the competitive sections running to the east of Buttercrambe Moor. The first half was mainly Time controls, with a selective at 106/942487. Quite a few crews had moments. Jonathan Palmer/Marcel Giradier were forced to retire when their Escort fell over in a field, having slotted a little too hastily to the left. There was no damage, but by the time they de-bogged it, it was pointless carrying on. Dave Marshall and Rod Parkin were running well until the Escort shed a wheel, forcing them to retire as well. It's happened to Rod before, but despite his bad luck he was heard to sing "You picked a fine time to leave me, loose wheel." (joke) Jes and Vince had the V.W. motoring well, and John Bean/Charlie Palmer were also doing alright, despite a pause for plotting.

Halfway was at the Little Chef at Shiptonthorpe, where once more the route card for the second half was given ten minutes before the start. A bit of controversial confusion occurred with start times, incurring some fails for the top runners, but this was sorted out at the finish. The second half was fast, and used some extremely good roads. Once more, the route was mainly T.C.'s, with one more selective at 763495; which was shorter

than originally planned, and entailed a long wait at the finish. From there the route went over Millington Pastures, which most people found enjoyable; especially the hairpin at 866548; before the run back down to the finish.

Results at breakfast showed Andy Mackay and Ian Buchanan to be a clear first. Jes and Vince, after a good run in a car which is rather underpowered for the areas long straights, took a very good 12th/a, 4th in class, and were also first Trackrod crew (we think-final results are not out yet!) John Bean and Charlie Palmer also finished, at 23rd/a, and 7th. Novice.

#### Announcing-Hazeldine's Garage Clearout.

Brand new RS 2000 Mk.II axle, propshaft, camshaft, Weber twin choke and manifold and air cleaner. Various part-worn 195/70\*14 Goodyears. RS 2000 Mk.II front legs-new and complete. RS 2000 new rear shockers- RS 2000 discs- New ventilated disc kit for Dolomite-Dolomite Sprint ELDS 2 Aldon Gp.1 camshaft(1000 miles)- Twin horizontal 1 $\frac{3}{4}$  SU carbs, v.g.c.- Dolomite Sprint works Gp.II exhaust(2 events)-5 Dolomite Sprint alloy wheels-Dolomite oil cooler adaptor(fits SAAB)-5 175/70\*13 Pirelli CN36SM radials(1000 miles road use only)-Dolomite Sprint Export front springs- Contour recline seat and headrest, hardly used and Ford works' pattern- 2 H/duty Mini rear shockers(2000 miles)-Also might sell RS 2000 Mk.II crossmember and engine mounts, rubbers etc(under 1 month old at present)

1973 'M' registered Dolomite Sprint, 26000 miles, Ziebarted shell, garaged from new, only used on road between August '73 and Sept. '74. Stored since then in garage, and only used twice. Fully balanced and tuft-rid engine, 8000+ rpm, new valves and guides, 11:1 compression, choice of cams, 2" SU's on Gp.1 manifold, big sump, fully rewired and fused, choice of seats and wheels, ventilated disc kit if wanted, strengthened shell, Koni's all round, works springs and rubbers, lots more.

Any offers for this car, or any of the spares, to Leeds 39371(B) or Wetherby 62110(Home)

#### Mutterings.

Just to finalise last year's RAC Rally, Malcolm Gledhill, who was stage Commander at Bramham on both the Sunday night and the Monday morning, has asked that his thanks be passed on to all Trackrod people who helped to marshal either or both of the stages. Consider yourselves thanked!

If you still do not have your RAC badge or bar, please see Rod Parkin about it at any club night.

#### ShellSport League 1978.

Just a brief reminder to let you all know that the League kicks off again this month. The first event is an Autotest organised by Slaithwaite MC on 19th Feb, so please go along to Hartshead Moor Service Area (westbound) and cheer on our team;-first test at 10.30a.m. Those of you interested in entering should contact me at any club night, or ring 679329, as I have some regs. available. The second event this year is the Elcar Trophy Rally, and the date is now brought forward one week to 12th March. Let me know when you enter then I will know in good time who is available for the team.

Richard Ineson, Team Captain.



In addition to being the second round of the ShellSport League, the Elcar Trophy is also the first round of the Humberside Motor Sport Group's Rally championship. Like the League, this new championship is based on team results; but unlike the league, it is based purely on a mixture of stage and road rallies. The second round will be our own Leeds Crest Stages, and our Team Captain will be Ian Gurnett-so any further information can be gained from him.

#### Janus Autotest, 8th. January.

Sunday morning at Tockwith airfield was very cold and foggy, but scrutineering was quickly and efficiently carried out by a damp F.S-B. For the first event of the year it was a very good entry of 30 in all. Trackrod was represented by Chris Miller, David Taylor and Steve Smith in the Minis in class 1, and the Escorts of Howard White, Ken Goodall and Phil Cartwright and the Capri of Ronnie Moore in class 4.

The first test was underway just after 11.30, with F.S-B in his Granada showing how it was done and getting a plus 10. The conditions were very muddy, and fog did not help. Tests 3,4 and 5 were like rallycross with all the mud about. Test 5 was to go round a heap of turnips, fronted by some straw bales. One or two competitors took a liking to these, including Howard White, and Phil Cartwright who bent the front panel on his RS. Also on this test, David Taylor had a near miss with a pile of rocks. Competitors and spectators were kept amused all day by the antics of an unbelievable A.35 Van, which spent more time on three wheels than four!

After the first five tests, the fog started to close in. All the tests were run again with different routes, round to test 7 where John Richardson and Nick Leuchars stood marshalling at the opposite corners of the test; only the fog was getting so thick that they could only just see each other! Most of the cars did the last few tests with their lights on. Test 10 was round the turnips again, with Howard White getting a W/O.

Lunch followed, which for most people was a quick run down the road to the local. The restart was at 2.30, but the intended 6 tests were shortened to two because of the weather. The first test was going forward and backwards through pylons, and it was very hard to remember where to go forwards and where to go backwards; with the result that ten competitors got washouts. Test 12 was again round the turnips, with the Capri very sideways. In class 4 there was only Phil Cartwright who hadn't had a washout-either he must have a very good memory or they couldn't see him in the fog. Results were quickly at hand, and a good days sport was had by everybody. For the first event of the year it was a great success, and my thanks to Steve Mills and Sue Broadbelt for a very well-organised and competitive event, and thanks to all the marshalls for standing out in such bad weather.

The results for Trackrod were as follows;				pts.
Class 1.	David Taylor	1st. in class		480.0
	Chris Miller	10th. in class		579.6
	Steve Smith	7th. in class		549.1
Class 4.	Ken Goodall	1st. in class		547.1
	Phil Cartwright	2nd. in class		557.6
	Ronnie Moore	3rd. in class		584.5
	Howard White	4th. in class		591.5

F.T.D. went to Gerald Taylor's Mini with 442.3

Ronnie Moore.

Indoor Rally Championship. Round 4.

The "Duke of Wellington" was the venue for round 4 of the championship, organised by John Richardson. It proved well up to the standards of the previous rounds, with some very brain-teasing methods of navigation, mostly using various numerical combinations. The winner in terms of totally baffling everyone was the 'NOTTFESSEN' system; which, in fact, is quite logical when it is explained to you; Z being zero, O being one, T=two, etc. Some of us thought it must be much more complex, remembering the devious 'Richardson Round' of last year. Not so explicable was the reference for TC7, 'halfway between 687403 and 687403', based on grid references repeating every 100Km. It still beats me, although no doubt John will be happy to explain if you ask nicely. A good round, John-Ta very much!

'Roundy-Roundy'

<u>Results.</u>	<u>Score.</u>	<u>Points.</u>
1= Pete Silberberg/Carl Holdsworth	115	20
1= Steve Sanderson/Rob Buchan	115	20
3. Nick Leuchars	107	18
4. Michael Robson/Gerald Tumber	106	17
5. Ronnie Moore/Derek Lee	50	16
6. Janet Thirsk/Jim Thirsk	47	15
7. Richard Dobney/Trevor Ward	42	14
8. Neil Masterman/Brian Wainwright	35	13
9. Anne Bean/John Bean	25	12
10. Ed Baker/Marcel Giradier	19	11
11. Jean Lock/John Lock	6	10
12. Rick Jefferson/Sheila Scaife	-11	9

The Championship so far.

With four rounds of the championship completed, and only two more to go, the race for the title begins to get interesting, as competitors are only allowed to count the points from four events. The top four in the table below have already scored in every round, and will have to start dropping scores soon; so it is really wide open still. The next round is on 14th. February at the Duke of Wellington at 8.00p.m, so refurbish your romers and prepare your pencils for fun from F.S-B. on map 111.

<u>Championship points so far.</u>	<u>Points.</u>	<u>Events scored in.</u>
1. Steve Sanderson/Rob Buchan	70	4
2. Pete Silberberg/Carl Holdsworth	68	4
3. Neil Masterman/Brian Wainwright	64	4
4. Janet Thirsk/Jim Thirsk	61	4
5. Nick Leuchars	57	3
6. Ronnie Moore/Derek Lee	55	3
7.=Michael Robson/Gerald Tumber	44	3
7.=Richard Dobney/Trevor Ward	44	3
9. Ed Baker/Marcel Giradier	39	3
10. Jean Lock/John Lock	22	2
11. Sue Broadbelt/Pauline Phillips	17	1
12. Chris Miller/Martin Miller	16	1
13. Jane Moulson/Claire Palmer	13	1
14.=Anne Bean/John Bean	12	1
14.=S.Pullan/I.Corner	12	1



Letters to the Editor.

The letter below is an 'Au revoir' from Trackrod founder-member Steve Lloyd, who has just moved down to Wiltshire. It arrived the day after last month's magazine was printed, but it's still just as relevant this month; so here it is in full.

'T.T.F.N.'

As John said in his chat in December, Mary, George, Richard and I are on our way down to the warm south, soon to set up house among the coconut palms and sultry breezes of darkest Wiltshire. It's a move that has been made as a result of a change of job, (tha's got to go wheer t'brass is, tha' knows), but not without a great deal of soul-searching. Mary and I have been in Yorkshire for eleven years since we moved up from Bristol. During that period we have met some really great people and had some wonderful times. We shall miss all our friends, particularly those in the club, as we were both so deeply involved with its formation. It's great to see Trackrod not only well-established in the North-East, but also running rounds of national championships. However, it's still very important to do the simple things well, because a club is only as strong as its membership.

We are moving to a little village called Bratton, just on the edge of Salisbury Plain, near Westbury. As everyone says "Wher's that?", the map reference is 184/913523. Rod Parkin will have my new address, and if anyone is ever in that locality, please don't hesitate to call in. Or if you want to enter the Bath M.C.'s stage rallies, held in that area, I might also be able to assist. My works phone number is Westbury 864444, Ext.273, (all works team managers please note), and I really will be only too pleased to hear from you. Meanwhile, we wish the very best of luck to all our friends in Trackrod, (may your BHP never grow less), and continued success in the future.

Steve and Mary Lloyd.

Mintex Marshalling.

Details have been supplied by Stage Commander Nigel Drayton, scribbled on the back of a Dinner-Dance ticket! Helped by Huddersfield M.C., we are marshalling Dalby 2 and Dalby4-which are actually exactly the same stages, with the first cars for Dalby 4 arriving about ten minutes after the last car for Dalby 2! Start is at 8732881 $\frac{1}{2}$ , Finish at 858854 $\frac{1}{2}$ , and the stage includes the famous Woodyard. Be at the stage by 5.00 a.m, to be operational by 6.00. The stage should be finished by 1.00 p.m. We will need a lot of people, so you can all give your names to Nigel immediately.

Trophy Points

Any Trackrod member can claim Trophy points, Just give me the entry list and results for any events that you do in the year as soon as possible after the event. Remember, no results=no points. Ta.

Ronnie Moore.

This 'n' That

This is a feature that hopefully will be produced each month. It is half extracts taken from the motoring press and magazines, and half local 'titbits', but the more local news the better; so if anyone has any bits of interesting local information, please give them to me and they will be included.

To start with, here are Ford's teams for 1978. The foreigners are Bjorn Waldegard/Mans Thorzelius, Hannu Mikkola/Arne Hertz, and Ari Vatanen with British co-driver Peter Bryant. The British drivers will be Russell Brookes, Roger Clark and John Taylor. The first trio are to compete in the Swedish, Criterium du Quebec and the RAC. Waldegard will also enter the Portugese, and Mikkola and Vatanen will have cars for the Thousand Lakes, together with last years winner Kyosti Hamalainen. Russell Brookes seems to be the busiest driver, with a string of foreign events in addition to contesting the Sedan Products Open Championship. Mikkola will also be entered on five rallies in this series, with the British drivers entered on all seven rounds. Still with Ford, the Rallye Sport Club have introduced a co-drivers section to their Rall School, with Jim Porter instructing.

Away from Ford. Brian Culceth has now left British Leyland, and moved over to Dealer Opel Team. In the Vauxhall camp, Chris Sclater/Martin Holmes are to enlarge Vauxhall's activities by entering several European events. Bad news for DTV, however, is that Pentti Airikkala's usual co-driver Colin Francis is to retire, owing to his spinal injury gained on the Calderford Trophy road rally last summer. Stig Blomquist will be using a Lancia Stratos, and not his usual SAAB, to compete in the Swedish Rally; but will return to SAAB when they have fully developed their 99 Turbo-which should be interesting.

Because of apparent difficulties within the RAC, the Motor Sport Division is to be a separate entity. Interesting point is that the RAC Motor Sport Association Ltd, will have to publish annual accounts; so it will be nice(?) to see where all your money has been going...One for the navigators-O.S. sheet 119M, (the Buxton map, used extensively by all good Peak District rallies), is now available in the Second Series....a bit nearer home-For Sale the other week in M.N. was Ron Shipp's very successful Firenze; who has it now, and has Slippery Shippy left the lanes for good?....and even nearer home-Jess Water's VW-Forsche has reverted to a VW-VW again, after the bearings seized on the Mini-Miglia-although his little 1300 got him 12th. on the Three Swans; it must mean something.

Final point. A warning from that bearded Volvo mechanic Eddie Baker. Apparently, to reduce the pollutants in petrol, the petrol companies are replacing the lead in petrol with Benzene. Now Benzene fumes, I am told, do nasty things to you when inhaled. They tend to kill your blood cells. So workshop practice now, when working on carbs. and such like, is to run the carbs.dry, (disconnecting the petrol supply first!), thereby avoiding the risk of petrol vapourising on hot manifolds and such like. Maybe it would be wise for you to follow the same practice.

Remember, any piece of news, however small, could find a place here. Hoping to hear from you.

Ian Brown.

Culture Spot-2.

To the tune of 'Don't cry for me, Argentina.'

Don't cry for me, Ford Cortina,  
The truth is, you're not a Twin Cam.  
You're just a cross-flow,  
That's why you won't go,  
You've got a small bore  
and no big rear.

Yesterday we had a big spin,  
your tyres, they we're too thin,  
your wheels too narrow,  
so from tomorrow,  
I'll get some 175's  
to keep me alive.

Now that you've got some wide tyres,  
together, we're a pair of fliers,  
but you just won't stop  
from flat out in top,  
so it's bigger discs  
to cut down the risks.

Last week we entered a night rally,  
you were just a little too cammy.  
Your carbs weren't quite right,  
you gave me a fright,  
into a 90 right  
on a slippery night.

As you guessed, it was icy that day,  
we went off, in a very big way.  
My heart was broken,  
my project fallen,  
I was a lucky man  
it wasn't a Twin Cam.

Calling all Boy Racers.

Some complaints have come to light recently about the driving of some Trackrod members; not on competitions, but in normal road driving, and to and from events. Usually, these offenders aren't competitors or marshals, but casual and apparently irresponsible spectators. Spinning your wheels, and revving your engine when you've got a broken exhaust, may please the girl-friend, but doesn't impress anybody else. If you think you're a fast driver, enter some competitions and prove it. On the road, especially when leaving Hoggins and travelling to and from events, and at all times if your car has a Trackrod sticker, drive carefully, neatly, and respect other road users. You won't notice a good performance driver on the road, but you will notice an idiot-and we don't want people like that associated with a good name like Trackrod, do we?



Pete Smith's Opel shines on Morning Star rally.

The evening of 7th. January saw Trackrod's version of the generation gap (Pete Silberberg/Carl Holdsworth) at Yorkshire Caravans of Bawtry for the start of the Border M.C. (Finningley) Morning Star. With the weather set fair and the roads quite dry a good run was to result. Start facilities were good and well-organised, and with an hour to plot the 140 mile route, there was ample time for the consumption of coffee and several cornish pasties! The entry list included the Maple Garage Magnum of G.Burton/A.Hill and the Opel of Pete Smith/Jeremy Mathew, Pete and Carl were amazed to be seeded at 15-their most exalted spot to date.

The first batch of TCs took the route south on the yellows between East Retford and the A1. Several crews overshot the narrow entry to the yellow from the B.6045 at 120/636 869 $\frac{3}{4}$ , our pair included. From there, eastwards on the yellow to what looks like a hairpin right on the map at 120/644 867 $\frac{1}{2}$ . This is also easily overshot, as it is a green triangle with a choice of S.G.W. signs at the exits. On, then, to the white at 679 $\frac{1}{2}$  761 $\frac{1}{2}$ , which is a little rutted but flat to the well-known Crookford Ford, which is anything but flat; (keep away from the bridge or drown!) A long relaxed section led to the first selective, just outside Kneesall village. However, the start clock was a non-starter, and the selective was scrubbed.

The next batch of TC's ran across the A1, and then northwards to selective 2, just west of Stokeham. The selective finished outside South Leverton, just onto map 121, the Smith/Mathew Opel sharing quickest with the Escort of A.Young/N.Colton on 2m. 37s. A few more TC's led to petrol, coffee, and a one hour break on the A620 just south of Beckingham. Two items of interest were 1) the yellow from 785 $\frac{1}{2}$  786 to 791 $\frac{1}{2}$  790, which is printed on map 120 but not on map 121 (overlap) and 2) the white from 790 $\frac{1}{2}$  795 $\frac{1}{2}$  to 798 808 $\frac{1}{2}$ , which is very rough and muddy over the last 300 yards. The first half results were quickly posted, and showed that Smith/Mathew were over five minutes ahead. There were only forty miles to the finish, and those five minutes were to prove an unassailable lead.

Having re-fuelled, our Trackrod stalwarts were dismayed at the colossal thirst developed by the Mexico. Following his nose (no problem!) to where it led him under the bonnet, Pete discovered that the fuel pipe to the pump was fractured, and petrol was streaming onto the starter-motor. He'd been driving a bomb looking for a nice place to explode! Needless to say, the pipe was quickly replaced.

Until then, the weather had been good, but as the route began to follow the course of the Trent northwards, a river-fog closed in to make things more interesting. It was a fairly fast run as far as Derrythorpe Grange, where the route turned west to join the A161 in the Isle of Axholme. Turning north, and with the fog clearing, the final thrash was in sight. Off the A161 onto the yellow at 112/782 $\frac{1}{2}$  105 (enter between the walls-don't overshoot to the red.) The road was narrow and fast, with deep dikes either side as far as the 90L at Dirtress Bridge. An immediate unmarked 40R/40L going south caused some raised eyebrows, but the loud pedals went down for the five mile straight to 726 $\frac{1}{2}$  992 $\frac{1}{2}$ , then west again to the final control just outside Finningley. The finish was at the Harvey Arms, Finningley, where breakfast and results were rapidly produced, as were large smiles when our two realised that they had made it into the top ten.

Border M.C. are to be congratulated on a good, if rather short route; and also for obtaining such good start, halfway and finish facilities. A most enjoyable night's sport.

"Le Pantalon Brun"

The first ten out of a full entry of 75 were as follows;

1st.	Pete Smith/Jeremy Mathew	Kadett CTE	18m 37s
2nd.	G.Burton/A.Hill	Magnum	24m 47s.
3rd.	A.Young/N.Colton	RS 2000	27m 37s.
4th.	S.Fletcher/T.Clough	RS 1600	27m 51s.
5th.	Tony Bowers/Richard Bowers	Skoda 120RS	28m 46s.
6th.	K.Dart/L.Merchant	Mexico	30m 26s
7th.	Pete Silberberg/Carl Holdsworth	Mexico	31m 41s.
8th.	J.Southall/D.Lawrie	Magnum	31m 51s.
9th.	B.Layne/M.Sendall	Mexico	31m 55s.
10th.	R.E.Lee/P.Mawson	Escort	32m 29s.

Mintex International Rally-Special Stages with spectator access.

Approx. time first car-may vary by 30m.

Sat. 25th February 1978.

Rudding Park 1 (near Harrogate)	12.02
Harewood Hill Climb	12.20
Nostell Priory (near Wakefield)	13.22
Bramham Park 1	15.15
Ingleby 1	17.18
Stang 1	20.14
Stang 2	20.22
Ingleby 2	22.18
Cropton	23.25

Sunday, 26th. Feb.

Scarborough - Meal Halt (Marine Drive)	01.00
Langdale 1	04.48
Bickley	05.06
Staindale 1	05.15
Staindale 2	05.21
Dalby 1	05.30
Dalby 2	06.15
Dalby 3	06.25
Wykeham 1	07.30
Wykeham 2	07.40
Langdale 2	07.49
Staindale 3	08.06
Staindale 4	08.10
Dalby 4	09.00
Dalby 5	09.16
Olivers Mount (Scarborough)	09.30
Bramham Park 2	13.00
Rudding Park 2	13.26

Spectating on Sunday maybe a little difficult, as hopefully you will be helping Trackrod marshall Dalby 2/4, but it looks as though there's lots of fun to be had on Saturday-how about the night stage at Cropton, then going over to Dalby?

Ford Spares for sale.

Two 2000E gearboxes, 2 English axles, 1 with turret brackets and radius arm brackets. 4.1 diffs. 2 Escort steering racks. 2 7\*13ins. Magnesium Minilites sell or swap for 6in. by 13in., Ford centers inc. nuts. Engine complete or might break-1620cc Crossflow Ford, 2 40 DCOE, A2 cam, HP/HC oil pump, Stage 2 head, Lotus distributor, lightened flywheel. 1 1500GT gearbox, Anglia axle with vertical shockers conversion.

1973(M) Mexico, standard road car, red with thin stripes.  
Mike Brown, Leeds 678299 evenings, Bradford 612022 day.

Results of Boxing Day Autotest, held at Leeds Crest Motel.

FTD-Pete Silberberg-Mini-180.1

Class 1

D. Taylor	190.2
C. Miller	247.0
C. Holdsworth	275.9

Class 2

H. White	207.0
S. Lloyd	222.4
A. Roddy	223.3
J. Look	247.2
J. Renny	258.1
D. Lee	265.6
S. Phillips	316.4

Someone was going to give me a report on this apparently very enjoyable little thrash, but they didn't. When I remember who it was, Luigi and the Boys will be knocking on da door-so keep on giving me da reports, O.K?

TRACKROD- - - - - ENDS.