

TRACKROD

No.89
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1978

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

R.A.C. REGISTERED
NO. 1230

"RALLY SPORT" PHOTOGRAPH



REMEMBER KEITH RIPP'S MINI ROLL ON T.V. RALLYCROSS? HERE, ANOTHER
TWO COMPETITORS SHOW HOW NOT TO TACKLE MABBS BANK, AT LYDDEN HILL.

TRACKROD MOTOR CLUB LIMITED.

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1978.

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TRACKROD

£

"ENDS & ODDS"

£

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

SEE F.S.B.
FOR DETAILS!

..... 0.75pr.

Trackrod holdalls 2.50ea.

ALL AVAILABLE FROM:-

FRANK STUART - BROWN

TRACKROD.

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Social Calendar

- 14th.March. Noggin at the Chamber of Commerce, which is in Junior Chamber House, No.4,6 Mill Hill
- 17th.March Easter Disco at the Square and Compass. Starts at 8.30p.m, bar extension till very late, and it will cost only 50p. to get in. Tickets on sale
- 21st.March Final round of our Indoor Rally Championship. At the Royal, Boston Spa, at 8.00p.m. The decider of the championship is on Map 105, organised by the devious Jack Coulthard.
- 28th.March Noggin at the Shoulder of Mutton, Kirkby Overblow
- 4th.April Noggin at the Square and Compass, North Rington.
- 11th.April Noggin at the Lawnswood Arms, on the Otley Road about a mile beyond the Ring Road.
- 18th.April Noggin at the Castle, Spofforth.
- 25th.April Noggin at the Shoulder of Mutton.
- 2nd.May Noggin at the Square and Compass.

Competition Calendar.

- 12th.March Elcar Stages Rally. Around of the Shell League, and also the opening round of the North Humberside Rally Championship. See further on for lurid details, and info. about the stage we're marshalling.
- 19th.March Our closed joint FCT. At Rose Farm, 104/150 455. Entry forms and info. from David Taylor.
- 26th.March Our Easter Autotest, organised by Steve Mills.
- 2nd.April EVERYBODY needed for the LEEDS CREST STAGES. A round of the Central Tyres series, and of the Humberside championship. Let's make it even better than last years.
- 8/9th.April Alwoodley's Ridings rally. CJ on maps 100,105. Also Spring Hill's Ribble Rally. This is an ANCC round, and replaces the cancelled Burgess Bowl. maps 97,98,102,103
- 16th.April Ilkley &DMC PCT. Shell League round.

- 22nd. April Crest Tour of Lincs. Trackrod are invited.
- 22/23. April Airedale and Pennine restricted road rally.
- 29/30. April North Humberside MC Moonraker Rally. Round of Shell League and ANCC championships.
- 30th. April Shipley DMC restricted Autocross.
- 14th. May YSCC Autotest. Shell League round.
- 20/21st May Lockout Novice rally. We're organising it, in conjunction with FOAC. Regs will be out soon, so let's have lots of competitors and marshals. Maps IO4, IO5, III. NOTE DATE CHANGE from calendar.

Any more info. from Competitions Sec, John Renny. And will anyone who has ideas for Spotonogging or Treasure Hunts please get in touch with Social Events Sec. Julie Thompson.

Chairman's Chat.

Those of you who missed our Dinner Dance this year should make an immediate note not to miss next years'. A splendid evening was had by all, who were highly entertained by the Tony Mason brand of wit and humour. He also made a splendid auctioneer when it came to disposing of the bound set of last years' magazines. Thanks again Tony for being such a super guest.

Our successes in competition continue, with our members sweeping the board on the South Shore MC Roskirk Trophy Rally. Frank Stuart-Brown was the winning navigator, Ian Gurnett/Rod Parkin were second overall, Dave Lambourne navigated John Pearson of Shipley into the top ten, and John Renny/Nick Leuchars were only just outside in the I300 Escort. Steve Wood/Rob Spensley and John Marfitt/Ronnie Moore were close behind, and several trophy laden cars made their way back to Yorkshire after a successful evenings sport.

Our autotesters also produced the goods on the Slaithwaite, Shell League autotest, and rumour has it that we actually lead the League at this stage. What a super start after the last two years' catastrophies. Incidentally, beware of the new dynamic duo, Silbereberg and Holdsworth. Not only are they worrying our top indoor rally men, and our autotesters, but a seventh overall on the Morning Star must be making 1978 a very good year so far for them.

Finally may I remind you of our championship stage rally, the Leeds Crest on April 2nd. Everything is well in hand, and an event of nearly fifty stage miles, with only one hundred and fifty road miles is promised. We do need your help, yes you sir! and you madam! Lots of jobs need doing, and Nigel Drayton is the man to see. If you can't find him, Rod Parkin, John Renny, Sue Broadbelt or I will be very pleased to make a note of your name. See you there!

J.H.R.

Mexico Motoring.

For some their aim is a hairy Chevette:
Others, more humble, opt for Group One.
Minis are dead(?) and in any event,
For me a Mexico seems like more fun.

The wind in my hair the doors do not fit
Coughing and spitting the O rings are gone:
The constant whine from a badly-worn diff,
Such things are meant to turn you all on.

It's sideways travelling-the shell is bent-
but to all the marshalls and spectators alike,
The appearance is of a B.D.A.-
A clever way for the Mex. to out-psyche!

Wheels askew, lots of neg. camber,
A bent front wing, pushed in rear quarter
Tons of clag, multi-coloured paint job:
All these are signs of a hard-worked motor.

You can keep your Magnum's, your R.S.'s too
and Group One Avengers that really go,
With their L.S.D.'s, twin forties et al,
Just give me a new (sponsored) Mexico.

Bob Chapman.

Editorial.

I havn't received many comments about our new newsletter distribution system, so I presume it's accepted. Our postage costs have gone down, but that could be due to the fact that a lot of members havn't yet rejoined! Apologies to those who live some distance away, and got last month's newsletter rather late; this will improve, as long as you give us back your adress labels. Otherwise your newsletter could be a couple of weeks late.

No apologies for the lack of competition reports this month- there have hardly been any competitions! Many thanks to all article contributors. Keep 'em coming.

However, I must apologise to member Alan Westwood. He was down in our address book as Miss A.J. Westwood! He tells us that he hasn't changed sex, or at least he hadn't last time he looked!! We've altered the book, so he better make sure he doesn't change back again!

Happy reading.

The Editor.

1978 Shellsport League.

It was a bitterly cold day at Hartshead Moor on the 19th. February for the first round of this years League. However, I am delighted to report that our team of five did us proud, and scored 399 points to put us into the lead and win us £15 into the bargain!

Our representatives in Class I were Pete Silberberg and David Taylor, both in Mini 1000s, who finished 4th and 5th. respectively, scoring 76.7 and 70.0. In class 4, the low potential big saloons, our only representative was John Renny, who was in with a great chance of a high score until he collected a very debatable washout by putting his front wheels over a line before his rear ones. What made it worse was that the line was nearly invisible! Nevertheless, John pressed on, as only he can, and finished 9th out of 16th to score us 53.8

Class 5, high potential "big" saloons, saw Ken Goodall (RS 2000) and Howard White (RS 1600) have a day long battle to lead the class of 14. Going into the last test, Ken held a fairly comfortable 4 second lead, but Howard put in a demon last test and took 5 seconds off Ken's time to win the class by just over 1 second!! -fantastic stuff, Ken scoring 95.7 and Howard 102.8 Overall, the club positions are :-

Trackrod	399.0
York	387.5
Ilkley	358.0
Slaithwaite	339.9
Huddersfield	316.3

Clearly we can't afford to relax, the next round is the Elcar Trophy Stage Rally on 12th. March, where we can only endeavour to emulate the efforts of the Autotest team!

Richard Ineson, Team Captain.

HMSG Rally Championship.

The Elcar Trophy Rally is also the first round of the Humberside Motor Sport Group's Rally Championship, which we are competing in: so all you budding Pentti Airikallas put in an entry so we can be assured of maximum points.

Ian Gurnett is Team Captain for this League, and should you require any further information on this event, or any others incorporated in the Championship, please contact him. The second round is our own Leeds Crest Stages, so remember our good name and don't let us down!

Ian Gurnett.

If any of you want to get in touch with either of our Team Captains, then Richard Ineson's phone number is Leeds 679329, and Ian Gurnett's address is 183 Foxroyd Lane, Thornhill Dewsbury.

TRACKROD'S ★ ★ EASTER DISCO

THE SQUARE & COMPASS

FRIDAY 17TH MARCH

FROM 8.30 pm. to 1.00 a.m.

Tickets 60p available from Dianne, Jill, Julie & Vicky

BAR EXTENSION?!

RAFFLE!

Indoor Rally Championship.

The February round of the Indoor Rally Championship was by Frank Stuart Brown on Map III. Those who had done Frank's event last year were at a definite advantage, as many of the clues seemed to be very similar to last year's. Anyway, a fun event, and all is now set for the final round on March 21st. with three or four crews still in with a good chance.

<u>Results.</u>	<u>Score.</u>	<u>Points.</u>	<u>Best of 4.</u>
1. Nick Leuchars	384	20	77
2. Pete Silberberg/Carl Holdsworth	270	19	75
3. Steve Sanderson/Rob Buchan	263	18	74
4. Mike Robson/Gerald Tumber	186	17	63
5. Ronnie Moore/Derek Lee	123	16	71
6. Richard Dobney/Trevor Ward	93	15	59
7. Neil Masterman/Brian Wainwright	82	14	65
8. C.Rowles/John Bean	17	13	25
9. Ed Baker/Marcel Giradier	15	12	51

Company Cars.

Company cars and how to recognise them: they have the following features rarely found in private cars:

1. They travel faster in ALL gears, especially reverse.
2. They accelerate at a phenomenal rate.
3. They enjoy a much shorter braking distance.
4. They have a much tighter turning circle.
5. They can take "ramps" at twice the speed of private cars.
6. Battery, water, oil and tyre pressures do not need to be checked nearly so often.
7. The floor is shaped just like an ashtray.
8. They only burn the petrol with the highest Green Shield Stamp rate.
9. They do not require to be garaged at night.
10. Can be driven for up to 100 miles with oil warning light flashing.
11. They need cleaning less often, especially inside.
12. The suspension is reinforced to allow the carriage of concrete slabs and other heavy building materials.
13. They are adapted to allow reverse gear to be engaged whilst the car is still moving forwards.
14. The tyre walls are designed to allow bumping into and over kerbstones.
15. Unusual and alarming engine noises are easily eliminated by the adjustment of the fitted radio volume control.
16. No security needed. May be left anywhere, unlocked, with the keys in the ignition.

Advice kindly donated by Steve Mills: who never, ever does any of the naughty things mentioned above.

Marshalling on Elcar Trophy.

This weekend, we are marshalling Altofts quarry on the Elcar Trophy. The stage is nice and close, between Leeds and Wakefield. Stage start is at 104/391245. Need to be there at 7.15 am. Stage Commander is Nick Leuchars (Leeds 758645) who will be collecting names at clubnight.

This 'n' That.

It looks like we will have the pleasure of watching Markku Alen in the Sedan Products Open Championship. Fiat are to ship a I3I over for each event for him.

There is an interesting interview in the February issue of 'Rally Sport' with Brian Culceth, who has recently joined DOT after nearly ten years with British Leyland. One quote was very illuminating: "One of the failings at Leyland is that they never commit themselves more than about 90%". The new partnership with Opel seems to be working well, with a third o/a on the Gwynedd Stages and eighth o/a and first Group one on the Mintex. Also in "Rally Sport" is an article which may be of interest to novice navigators. (After Trackrod's mass failure on the recent Diplomat Novice Rally, we might try and prepare some articles on how to start and succeed on rallies. -Ed.)

Vauxhall's European hopes were dashed in the Boucles de Spa Rally, when Chris Sclater had to retire with a broken halfshaft, after being in the lead at one point: Airikkala's doing O.K. though. Ex DTV co-driver Colin Francis has joined the organising team of this years Western Mail International Welsh Rally.... Ari Vatanen recently won his second Arctic Rally in temperatures as low as minus 20 centigrade!! Apparently his car was rather battered - now there's a surprise... In the Swedish Rally, Markku Alen had the gearbox of his Fiat I3I changed in twelve (yes folks, 12,) minutes!

Preliminary details of the 1978 RAC Rally confirm that it will be based in Birmingham. As last year, the Sunday stages will be the stately homes and parks. The Monday and Tuesday will be spent in the northern stages, while Wales will be visited in the final section on Wednesday, and Thursday.

With the problems at British Leyland, it is nice to hear that they will still be contesting the Open Championship. A car will be provided for Tony Pond, and Leyland are also backing Terry Kaby in the Dolomite Sprint and Cyril Bolton in a Mini 1275GT.

Development of the Fiesta appears to be underway, one for John Taylor in Rallycross, one for Hot Rod racing with Barry Lee, a car for racing and one for rallying.

A couple of highlights on the Mintex were Jimmy McRae on Oliver's Mount, approaching the bottom hairpin like there was no tomorrow, and Tony Pond on the same stage, his driving showing he was obviously out to win.

Finally, a correction from last month about the danger of Benzene in petrol. Apparently there is a great danger from getting petrol on your hands, as this can contaminate the blood cells. The trick is to clamp the fuel feed pipe with "Mole" grips, and then run the engine until dry. O.K? We like to keep our members safe, you know.

Ian Brown.

The Wrong Slot Agony Column.

Dear readers, it has come to my notice that many visitors and non-rally people attend our Noggins (and why not?). However, despite the very social atmosphere, it can be very distressing when suddenly the person to whom you are talking bursts out in a strange and mystical type of code: e.g. "Well I said to the navvi, we're going OTL, and so we decided to cut T.C.5 and go straight to selective start. Well then his Potti broke, lost his romer, and we got a WD into P.C.5." Now SGW means nothing to the average person (or Wrong Slot) so here are the mystic rally terms used by many of the famous and infamous rallyists, explained in simple English.

- Potti: Strange object used for reading maps (not to be confused with the plastic variety available at Mother Vares for use on stage events.)
- Romer: Thought to be a charm worn around the neck to ward off evil spirits. (Also used for the plotting of six figure map references.)
- Halda Chronograph, or Digital Tripmeter: See Frank Stuart-Brown.
- S.G.W. A place en route for a driver to test his brakes.
- Black Spot: Wrong Slot knows all about them, but other Trackrod navigators will of course not come into contact with them.
- O.T.L. A big reminder from the organisers that your driver is not Bill Gwynne.
- Neutral: A piece of route designed by the organisers to allow crews to relieve themselves, or for the navigator to beat hell out of his driver without dropping time.
- Relaxed: A piece of route designed to make up time if you've beaten hell out of your driver on competitive route.
- Roll Cage: Large tubular bars running around the inside of the car. This is used to keep the car in roughly the same shape at the finish as it was at the start.
- Baulked: This term is often bandied about at the finish of a rally. "Mutter, moan mumble BAULKED. Grunt if but snort B.A.U.L.K.E.D." What it really means is either a slow competitor, or a large Volvo filled with drunken and delirious farmers brandishing shot guns, or a caravan rally, has stopped the driver getting fastest time.
- Flat!: An instruction from the navigator which will help the driver in writing his car off.
- Selective: A chance for the driver to write the navigator off.
- Yellows: Small roads used extensively in rallying. They are generally of a smooth nature, except in Wales, where periscopes are used more than Pottis.
- Whites: Welsh yellows.
- Mull: Culmination of a years rallying. It is a mythical island, full of strange delights such as proper Whisky. Scene of an annual Trackrod migration, which has to be experienced.
- Targa Timing: A simple and failsafe method of timing road rallies. If you are car 46, you leave on minute 00.46, and then the watches are altered so that you are due at each control at 00.46. Try explaining that to a member of the public!!

Trackrod beat the snow on Roskirk Trophy. II/I2th. February.

Try and tell anyone that you were rallying on the night that the north of England got covered in deep snow, and they look at you as though you are mentally defective. However, when 90 crews assembled at Macgregors Gorge (all the way over in Blackpool) for South Shore MC's round of the ANCC championship, little did the unfortunate fools know what lay in front of them! "Could be a little snow tonight" said a knowledgeable local looking at the sky.

Anyway, onto the entry, which reflected the fact that the ANCC championship is going to be far closer and more interesting than last year. Brian Harper/Don Davidson had the MiniSport Allegro at I, followed by local ace Ian Harrison in the I.9 Opel Ascona, navigated by Trackrod's ever-cool Frank Stuart-Brown. Ian Gurnett and Rod Parkin were at lucky number 7, and other Trackrod crews included Steve Wood/Rob Spensley at 33 in the Twin Cam, and John Renny/Nick Leuchars at 36, out for the first time in John's new I300 Escort Mk. II. Dave Lambourne was sitting beside Mark Desort at 39, and Trackrod's final crew was John Marfitt/Ronnie Moore, down in the semis at 65.

Competition started just east of the M.6, after a fairly long runout. The first section caused chaos for many, with a choice of routes to a P.C. with no direction of approach or depart. All the top crews had a quick meeting, and got the right route first time. Unfortunately, they didn't tell everybody else, who had to rely on pointing spectators to show them the right way. (How galling!) To add to the problems, snow was falling heavily, and gritted roads gave way to roads with old packed snow overlain by fresh snow. Grip appeared to depend on how hard you could pray! John and Nick were obviously agnostics, as they smote a bank: adding to their problems of losing lots of time on the first section.

The very competitive route wound from I02 onto I03 in a string of Targa sections. Some controls were unmanned, but noone would blame marshals for preferring self-preservation to being frozen solid in appalling conditions. As the route turned north, the top ten were underlining their class: and the snow was falling in large lumps.

The first (and as it turned out the only) selective was Gisburn Forest, running south to north. Amazingly, the selective was a Mini benefit, with Trevor Roberts winding his machine up to record 8.38, well ahead of Harrison on 9.01, who was only just ahead of Bernie Griffin's Mini on 9.04. John and Nick did a

classic wall of death, but got away with it to beat Steve Wood by just one second! Two more quick Targa sections: and then the weather beat the organisers. The middle section of the route, and first petrol, was in the centre of the Dales, and totally blocked by thick snow drifts. With the course and marshals cars unable to get through, the organisers had no choice but to cancel a large section of route. The cars cut to a neutral control, but after a bit the marshal there sent the field to second petrol, as a) many people were running low on petrol, and b) there was hot coffee at the halt.

Second petrol saw the little village of Dunsop Bridge invaded by the rally, which had to wait two hours to get back onto rally time. Trevor Roberts and Brian Harper both made half-way but went

no further, leaving Ian Harrison just ahead of Ian Gurnett and Bernie Griffin. The other Trackrod crews were still in, and all having good runs. John and Nick were having charging problems, but were helped out by Steve Wood.

The snow had stopped for the halt, but (of course) as the cars headed for the Trough of Bowland and the start of a long string of Traga sections, it started again, and grip became as non-existent as ever. The route was superb, crossing and re-crossing the M.6 as it headed back towards Blackpool, and included tricky navigation and such delights as the downhill bends under the arrow at 5II 468. A quick neutral through Garstang, then three sections across the flat land east of Blackpool, and that was it: to be followed by breakfast on The Prom.

Ian Harrison and F.S-B. were clearly quickest on the second half, giving them first overall and maximum ANCCpoints. Frank leads the navigators section clearly, but Ian Harrison is joint leader of the driver's section with Ian Gurnett, who took second place with Rod Parkin beside him. All the other Trackrod crews finished well up. Dave Lambourne got a very quick drive from Mark Desort to finish Tenth, and John and Nick had a good second half to pull them up to 13th. Steve and Robert were 17th, and John Marfitt/Ronnie Moore were 19th.o/a and 2nd. semi. Ian/Rod, John/Nick and Steve/Robert took the Fell Trophy for best club team; so everyone went home clutching some silverware. With all Trackrod crews in the top 20, it was definately a successful night. Perhaps it was a good job that the route had to be shortened!

Nick Leuchars.