

# TRACKROD

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THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB  
LIMITED

RAC. REGISTERED  
NO. 1230

"RALLY SPORT" PHOTOGRAPH.



TRACKROD MEMBERS PETE GERBEZ & DENNIS OSBOURNE  
MAKING SURE OF THE RIGHT DIRECTION IN THEIR RS1800!!

TRACKROD MOTOR CLUB LIMITED.

OFFICERS

1978.

CHAIRMAN John Richardson, 67 West Park, Selby. Tel: Selby 2048(H)

SECRETARY Rod Parkin, 15 Holly Drive, Leeds 16. Tel: 671918(H) 577731(B)

TREASURER Richard Spurdens, 10 Deech Spinney, Partridge Wood Hill, Wetherby  
Tel: Wetherby 64015(H)

COMMITTEE

Edward Baker, 5 Orchard View, Wormald Green, Harrogate  
- Assistant Editor & Events Co-ordinator. Tel: Bishop Monkton 512(H)

Bue Broadbelt, Stonegarth, The Paddocks, Mollifoot, Harrogate;  
- Membership Secretary. Tel: Harr. 871425(H) Harr. 872185(B)

Nick Leuchars, 15 Hesketh Terrace, Leeds 5.  
- Editor.

Steve Mills, 36 Hilton Road, Leeds 8. Tel: 625294(H) 634141(B)  
- Equipment Officer & A.N.C.C. Representative

Ronnie Moore, 61 Henshaw Avenue, Yeadon, Leeds 19  
- Trophy Points Secretary

John Renny, "Burwains", Smithy Lane, Leeds 16.  
- Competition Secretary. Tel: 583433(B) 671408(H)

Frank Stuart-Brown, 15, St. Mary's Close, Leeds 7. Tel: 620163(H)  
- Merchandising/Publicity/Public Relations Officer.

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£

**"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.

..... 0.75pr.

Cloth badges

SEE F.S.B.  
FOR DETAILS!

Trackrod holdalls ..... 2.50ea.

ALL AVAILABLE FROM:

FRANK STUART - BROWN

TRACKROD.

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Social Calendar.

- 11th. April. Noggin at the Lawnswood Arms, which is on the Otley Road, about a mile outside the Leeds ring road.
- 18th. April. Noggin at the Castle, Spofforth.
- 25th. April. Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 2 May. Noggin at the Square and Compass, North Ripton.
- 9th. May. Noggin at the Leeds Crest Motel, Oulton.
- 16th. May. Noggin at the White House: which is inside the Leeds Ring road, on the Wetherby Road, just after the Oakwood Clock. Map reference in next month's edition.
- 23rd. May. Sportonoggin at Fox and Grapes, York Road. Not sure yet whose organising it, but further information can be had from Julie Thompson.
- 30th. May. Noggin at the Shoulder of Mutton.

Competition Calendar.

- 8/9th. April. Ridings Rally. Alwoodley M.C. organised CJ rally on maps 100, 105. Also Spring Hill MC's Ribble Rally, ANCC championship qualifier in Lancashire.
- 9th. April. Raylor Rally. In the Yorkshire forests, starting at York-or is it Teeside?
- 16th. April. Ilkley & DMC P.C.T. Shell League Round.
- 22/23rd. April. Airedale and Pennine Snowdrop Restricted Rally-maybe. No-one knows if it's running or not.
- 23rd. April. Wakefield & DMC Autotest-and we're invited.
- 7th. May. Huddersfield MC. Autotest. CJ.
- 14th. May. Yorkshire SCC have a restricted Shell League autotest. We also have a CJ P.C.T. down for that date, but that may be changed.
- 20/21st. May. LOOKOUT-it's our novice rally, co-promoted by us and FOAC. Regs. should be out now,, but we also want lots of marshals and willing helpers-get in touch with Chief Marshal John Palmer.
- INSERT-'cos I forgot it-29/30th. April. North Humberside MC are running their Mocraker Rally. Round of ANCC and Shell League Championships, on maps 100, 101, 105, 106.



Chairman's Chat.

First of all, my apologies to new member Mark Desort for crediting Dave Lambourne's quick ride on the Roskirk to someone else! Sorry about that Mark, some duff information somewhere!! Having put the record straight, it is good to report that this same crew were third overall on Wakefields Diplomat Novice Rally; and but for alternator trouble which reduced their lighting to almost nil for the second half, they might have won.

After all the work put in by David Taylor and late substitute Clerk of the Course John Bean, it was very disappointing to lose our March P.C.T. at Rose Farm due to weather conditions for the second year running; and with a very good entry promised at that. Hopefully our May event will have better climatic conditions.

By comparison, our Easter Sunday Autotest was another super do, put on by our "professional" organiser Steve Mills, with assistance from several others. Gerald Taylor took F.T.D. (again!) Alan Powell and David Taylor won their classes, but I'm not too sure about all our other drivers; perhaps one of them will have done a report! ('Fraid not-maybe next month. Ed.)

All the work is now completed for the Crest Stages and, writing this before the day, all we need is some good weather to produce a first class event for the Central Tyres Series. By the time that you read this, it will all have happened and the results will be known. I hope you all had a good day on the event.

J.H.R.

Ego-boosting time. Derek Lee now has the photographs available which were taken at the Dinner-Dance. If you want a record of yourself shaking hands with Tony Mason as you collected your prize, (or anybody else's prize for that matter), then tell Derek at any clubnight. He's probably put your name down already, but it might be wise to check with him.

Editorial.

This month's edition has been even more of a rush than normal. I spent Easter at home, down south, and so everything has been organised a little late; and, as I type, I find someone has walked off with my stencil correcting fluid, so I can't make any typing mistakes now!\*XX

In addition to my usual plea for material, I'm asking for any cover photos. you may have. I will be putting the next batch of covers together this month, so if you want to announce your new sponsorship deal, or if you've got a good photo of a club car in an interesting position, then tell me. (It needs to be black and white with a fairly high contrast, and correctly focused)

As before, I shall be going round asking people for articles at club nights-you never know, I could ask you!

Finally, would people please fill in their sticky address labels from a couple of editions ago, and give them to Eddie Baker, whose arm will drop off soon if he has to write any more. Happy Reading!

The Editor.



### Doings in Derbyshire-Ystra and DFS Rallies.

Having been stirred by Nick Leuchars' January article on the delights of Derbyshire, Pete Silberbeg and his ageing navigator Carl Holdsworth decided to take the plunge.

Dukeries MC's "Ystra" Rally took place on 28/29th. January, starting at Pye's of Mansfield and finishing at a pub full of tired people somewhere on map II9. Having put in a late entry, Pete and Carl found themselves at the start waiting for fate to elevate them from the reserves; but taking the 76 slot was to prove their undoing. After an uneventful run to the petrol halt, they were quite happy to learn that they were lying 12th. o/a; then the weather got in on the act.

If you recall, the 28/29th. Jan. was the first weekend of the Big Snow. Whilst monsoon conditions prevailed in the valleys, the Ice Age had hit the high ground. The roads were treacherous, but passable with care; visibility was almost nil in the white-out conditions. Consequently there were many rally cars at lots of interesting angles along the route.

Disaster struck south-west of Buxton. Whilst on a passage control loop, about a dozen novice cars went adrift at the same spot and completely blocked the road. The ensuing chaos caused by turning several cars round on the same hairpin in blinding snow meant a loss of nearly 30 minutes. This enforced a certain amount of cutting in order to minimise the, by now, inevitable fails, and to reach the finish before going O.T.L.

Eventually the finish was reached, but there was no rejoicing when Pete and Carl found that with their 12 fails they were down in 39th. place. Winners were Jim and Nigel Plant in their SAAB, which was probably ideal for the conditions, and no less than 36 crews retired out of an entry of 79.

Matlock & DMC's D.F.S. Rally took place a month later on 2/26th. Feb. The start was at D.F.S. Furniture outside Matlock, and the whole of the route was on Map II9. On this occasion Pete and Carl got their entry in early, and were seeded among the semis at 39. So far as the route was concerned, it was more or less a re-run of the Ystra, with extra whites and variations on the yellows. The timing was a little erratic, as was the control positioning of some of the marshals. These little problems gave rise to some vociferous protests at the finish, but all was resolved in the end.

Our Trackrod Triers came home with a memento a very battered rear end, collected when another competing Mexico rammed them. The driver was most apologetic—he said that he'd been arguing with his navigator about a slot; which goes to prove that the wheelman should just LISTEN! Happily the contretemps did not delay them too long, and they came home to finish 18th. o/a and 6th. in class.

Final point—a sign in the snack bar that read: "Out tongue sandwiches speak for themselves!"

### "Le Pantalon Brun."

Ed. Note. Carl also gave me a whole load of vital marks for Map II9, but these are being held back for the minute due to a) Lack of Space, and b) the uncertain state of rallying in the Peaks at present. They may well appear in a later edition.

Shell Sport League 1978.

Round two of this year's competition was the Elcar Trophy Rally run by David Brown Sports and Social Club on 12th. March, when we were looking to consolidate our lead gained in the first round autotest.

Our team almost picked itself, there being only six Trackrod entries, with those selected being those which I knew for sure would run as I saw them all at the start! They were Richard Jackson/Richard Hurst (Porsche), John Renny/Graham Bradford and Alan Powell/Ron Mackinnon in Escorts, P.Collinson/D. Gosley (Fiat 128), and G.Ellingworth/P.Brooks (Mini 1275 GT).

As we were running stage two and many were out spectating, I won't go into details; suffice to say that Richard Jackson didn't get his hoped for win, but scored us 104.2 for an excellent 3rd. o/a and in class. Alan Powell/Ron Mackinnon were a fantastic 2nd. in class to score 106.2, whilst John and Graham finished 14th. in the same class to score 83.6, a Group One 1300 Escort Popular not being exactly the most suitable car for the airfields that formed two-thirds of the competitive mileage.

The Fiat 128 of Pete Collinson/D.Gosley was 33rd. in class and scored 47.7 Now all that was needed of the Mini was a reasonable finish to maintain our overall lead in the League, even though we might not win on the day:(which incidentally was not beyond the bounds of possibility!) So what do our intrepid Mini-men do?- they roll it  $\frac{1}{2}$  mile from the end of the last stage!! I don't suppose for a moment that they are very pleased about it, so we'll say no more! Condolences to the bent Mini!

On the day we finished a fighting fourth behind Ilkley, 62 Car Club and Airedale and Pennine. The overall position now reads something like this:

Ilkley	765.7
Trackrod	750.7
York	716.8
Slaithwaite	645.4
N.Humberside	586.0

Round three is the Ilkley P.C.T., when we really will have to try, on April 16th. at Pateley Bridge, map reference 99/148651, just off the B6265. Starting time is 10.30 A.M., so go along to this superb venue and cheer the team on.

Round four is the North Humberside M.C.'s "Moonraker" night rally on 29/30th. April, for which we shall also be needing a full team, so please let me know when your entries have been accepted.

Richard Ineson, Team Captain.



### Culture Corner--The Dream of Wroingslot.

I dreamt, I dreamt the other night that I won the ShellSport League,  
The RAC and Mintex, 'tis a dream that will intrigue:  
Bill Blydenstein and Airrikkala came round for Sunday tea,  
And Motoring News had a centre spread devoted just to me.

I was featured on Grandstand, the Muppets and Top of the Pops,  
I advertised ten hair creams, my posters were in the shops;  
Clark wrote to Jim'll fix It to see if he could arrange,  
A ride in my car and some hairspray-something I found quite strange.

I walked into a Noggin and everybody cheered,  
The Flying Finns had nothing on me, yes now 'twas I they feared.  
Girls they flocked to see me from Watford Gap and back,  
My impression on the pin-up world got Steve McQueen the sack!

I was un-challenged on the Monte and was sponsored now by Shell.  
Leeds Crest was an International, and I won on that as well!  
Well life became quite boring, I won the R.A.C. ten times,  
And Trackrod mags. were priceless because of my rally rhymes!

But my success was soon to wither like the leaves upon the tree,  
After a chat show on the telly, starring no less than me:  
It was the foyer of the studio that was the scene of the attack,  
I was set upon by Russell Brookes who said "There, I've got you back!"

### New Members.

Welcome to all the following people, who made one of the  
best decisions possible when they joined Trackrod!

Keith Bowen-107, Poplar Way, Leeds 13.  
John Howard-2, Armley Park Road, Leeds 12.  
Miss Kathryn Brooke-50, Thorp Arch Park, Wetherby.  
Mark Desort-Low Braken Hill Farm, Silsden, Keighley.  
John Craven-18, Jenkyn Lane, Shepley, Huddersfield.  
Andrew Newbound-8, Adel Park Drive, Leeds 16.  
R. Anderson-26, Langley Lane, Baildon.  
Miss Moira Wilson-10, Vale Crescent, Bishop Wilton, York.  
Steve Wilaon-10, Vale Crescent, Bishop Wilton.  
Richard Hurst-Greenway Cottage, West End Lane, Horsforth, Leeds 18.

Also, if any of you change your address at any time, don't  
forget to tell me, so I can change the address in the newsletter  
address book. If you move and don't tell me your new address,  
you won't get a newsletter.

This 'n That.

First off, it will be a good idea to check the Radio Times for April 15th. or 22nd, as B.B.C. are likely to be showing a single stage "Rally Sprint"; which will actually have taken place on the 9th. The invited drivers will have several runs at the stage, and the drivers on the day are expected to include Bjorn Waldegard, Ryosti Hamailanen, Barry Lee and Roger Clark in Escorts, Pentti Airikkalla in the Chevette, Markku Alen with the Fiat 131 Abarth, Andy Dawson and Will Sparrow in Datsuns, Ove Anderson and the Toyota, Tony Pond in a T.R.7, Brian Culceth, who is having a very good year so far, with an Opel, Billy Coleman with the Stratos, Stig Blomqvist in a SAAB, and either Russell Brookes or John Taylor in another Escort. Should make for some pretty exciting viewing!

It is also possible that Timo Makinen may appear in an Escort, although in an interview with Motoring News Timo says that he does not think that he will drive for Ford again; so we will have to wait and see. Timo also said that he would be happy to drive a Stratos in this years' R.A.C! There are probably a few thousand people who would be just as happy to watch that happen!

Chrysler are developing the new Sunbeam in rally form. Driving honour has been given to Chrysler employee Bernard Unett as there is no racing programme this year. Andy Dawson is returning to Datsun for the coming year, following a good year with Ford. Porsche entered a full factory team of three cars for the Safari because "we just wanted to win the Safari!" (They got second and fourth, but were beaten by Peugeot). Rumour has it that all the works Porsches were to be sold after the event; doubtless with the advert reading "careful owner, one rally only!" Piggy Thompson has apparently put his name down for one.

De Lacy M.C. have stated that unless they can obtain at least 200 miles of forest stages by 1st August this year, the 1979 Mintex will not be run. They are looking at stages outside their home area, but their enquiries in the South of Scotland have produced a rather unfavourable reaction from that area's Association; and if De Lacy can't find the stage mileage elsewhere, it could mean the cancellation of one of the Home Internationals. Who knows, maybe we could see the event downgraded, and possibly return partly to the old format of nighttime road sections followed and preceded by daylight stages. What price would people offer to see Cockayne Loop tackled by Brookes' Escort, a works T.R.7; or, better still, Coleman's Stratos? Now that would be a sight worth seeing...

Remember, any local news that you would like to tell everybody about, then give it to me for inclusion in next month's newsletter.

Ian Brown.



TROPHY POINTS 1978 - the scores so far.ANCC Rally Driver.

I. Gurnett	192.6
S. Wood	105.4
I. Harrison	96.9
J. Marfitt	93.9
J. Renny	60.6
G. Waters	3.0

ANCC Rally Navigator.

F. Stuart-Brown	195.6
R. A. Spensley	105.4
R. Parkin	93.9
R. Moore	90.9
N. Leuchars	60.6

F.S.B. Rally Driver

I. Gurnett	39
C. R. Jackson	38
I. Harrison	20
M. Desort	18
J. Marfitt	17
M. Watkinson	14
A. Powell	14

F.S.B. Rally Navigator.

F. Stuart-Brown	40
J. Coulthard	23
D. Lambourne	23
R. Parkin	19
R. Hurst	18
R. Moore	14
D. Hallas	14

Special Stage Rally Driver

C. R. Jackson	184.7
A. Powell	101.0
M. Watkins	97.8
S. Daysh	87.1
J. Renny	77.5
G. Mathie	59.3

Shell League Trophy

J. Renny	134.8
A. Powell	101.0
C. R. Jackson	99.7
H. White	92.3
K. Goodall	84.6

Rally Speed Shop Trophy Autotest.

D. W. Taylor	20
C. Miller	18
R. Moore	16
H. White	16
K. Goodall	10
A. Powell	10

Off Road Events Trophy.

H. White	92.3
K. Goodall	84.6
P. Silberberg	68.7
D. W. Taylor	62.5
J. Renny	53.3
C. Miller	43.7

Marshall Trophy

P. Noon	10
J. Palmer	10
E. Baker	10
C. Palmer	10
R. Moore	10
Claire Palmer	10

Allround Club Member.

R. Moore	79
F. Stuart-Brown	65
N. Leuchars	53
R. Parkin	49
I. Gurnett	39
S. Mills	30

Allround Lady Member

S. Broadbelt	25
J. Thirsk	15
V. Spurdens	15
D. Mann	15
J. Thompson	15

Service Crew Trophy

J. Wilson	
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It has been brought to my attention, that the last time I put a piece in the magazine about claiming points, I forgot to add that I must have your results inyc me within a month of their publication. After this time period they will not count for Trophy Points-so You Have Been Warned.

Ronnie Moore.

Diplomat Trophy Novice Rally. 4th/5th. March.

Wakefield and District M.C.'s Diplomat rally started from Cooper's of Oulton, following a suspiciously-handled noise check, where the Porsche powered VW of Jess Waters was more than 3 decibels quieter than most of the Mexicos!

No less than 13 Trackrod crews were entered, (unlucky 13 as it turned out,) and these crews were led by Chris and Martin Miller, at no.3 in their Mini. They were followed by John Palmer/Marcel Giradier at 5 in their I300(?)Escort, Barry Dove and John Bownass in their Mexico at 7, Gess Waters and Vince Fletcher at no.10 in the VW-Porsche; Gordon Young and Nigel Latimer at 12 in the Mini Cooper completing Trackrod representation in the Novice class. Heading the Beginners class at no.21 was the Trackrod crew of Steve Baker and Mick Callaghan in their Mexico, with the other Trackrod crews being Dave Marshal and Graeme Kellet at 22 in another Mexico, C.Naylor/R.Anderson in a Sunbeam Imp at 24, with Mick Ogden and Charlie Palmer at 29. One behind them were John Bean and C.Rolls in the 2.3 Viva, with M.Taylor/S.Hoffman at 36 in the Mini, and finally A.Sutcliffe/R.Sutcliffe at 49 in a Mexico.

Waiting at the start brought one incident of interest, when Competitions Secretary John Renny came face to face with his old Mexico KDC 222L, recently prepared by "BAJC" and sporting sponsorship and colourscheme from Morley WasteTraders. John was seen to turn as green as the car itself, and when discovered spitting on the bonnet immediately changed into a polishing action.

The rally started with two selectives, the first of which took in part of Bullerthorpe Lane just outside Swillington. This would have been enjoyable except for the spectator and domestic traffic using rally route. The section also contained a secret check just after a 90R, which caught some crews napping. The second selective started just after Thorner, and then a sequence of competitive sections and neutrals took the route along the fast roads near Tadcaster, and then via Bramham, Sherburn in Elmet and Cawood to Selby, which was the alleged half-way. This was more like a loosely-timed relaxed, with no petrol available and crews having to wait about half an hour.

The first half was not without problems for Trackrod crews. Mark Desort and John Palmer were both going well, but the Millers wrongslotted at 389 $\frac{1}{2}$ 428 $\frac{1}{2}$  and got a W.D. at TC2. Having recovered, they spun on a tight 130R at 375439, narrowly missing car no.7!! Mick Ogden and Charles Palmer punctured, then while trying to change the wheel, the jack collapsed, the wheel nuts seized, and they retired. Dave Marshal's engine totalled itself, putting a 3inch hole in the sump! John Bean's steering rack broke at speed on the A.I!!-but fate brought them to a halt O.K. The fastest-looking car at the start, the Mk.II Escort of Sutcliffe/Whitley at 2, was apparently using every road except the right one!

Trackrod's problems continued in the second half. Chris Miller broke his steering on the only white on the event! The Palmer/Giradier Escort was blowing out oil, and they eventually retired when the distributor decided it had had enough punishment and jumped out. Mark Desort was slowed by dimming lights. Waters/