

# TRACKROD

No.94  
August  
1978

THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB  
LIMITED

RAC. REGISTERED  
NO. 1230



ESCORT ON THE LIMIT! COULD BE ROY FIDLER; ANY OTHER GUESSES?

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 Beech 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)
  - Sue Broadbelt, Stonegarth, The Paddocks, Tollifoot, 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.

**TRACKROD**

£

Club tie ..... 1.80ea.

Club stickers:

internal ..... 0.30ea.

external ..... 0.30ea.

'Team' stickers

(external) ..... 0.40ea.

..... 0.75pr.

**"ENDS & ODDS"**

£

Trackrod T-Shirts  
(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

TRACKROD.

August 1978

No.94

Social Calendar.

- August 8th. Noggin at the Leeds Crest Motel, Oulton. IO4/362 278.
- August 15th. Club A.G.M. at the Royal, Boston Spa. Start 8.00 p.m.
- August 22nd. Sportonoggin. Actually, a "Waternoggin," because it's on the river at Otley, in boats!! Should be fun! First at IO4/202 459, then at the Lawnswood Arms.
- August 29th. Economy Run, organised by Richard Jackson. Starts at 7.00 p.m. from Harrogate Motors, IO4/305 550, approach from the North only. Noggin at Shoulder of Mutton.
- September 5th. Noggin at the Square and Compass, North Rigton.
- September 12th. Noggin at the Royal, Boston Spa. IO5/430 457.
- September 19th. Noggin at the Lawnswood Arms, Otley Road. IO4/270 40I
- September 26th. Noggin at the Shoulder of Mutton, Kirkby Overblow.
- October 3rd. Noggin at the Square and Compass, North Rigton.
- October 10th. First Round of our Indoor Rally Championship, at the Leeds Junior Chamber of Commerce.

Competition Calendar.

- August 5/6th. RAFMSA Harrier Rally, I45 mile restricted, starting at York.
- August 6th. Our Wharfedale PCT. Shell League round. HELPERS NEEDED.
- August 12/13th. Kirkby Lonsdale MC's Devils' Own Rally. ANCC round. Also Ripon MC's St. Wilfred's Novice Rally, on maps 98,99.
- August 13th. Shell League Autotest, organised by York MC.
- August 26/27th. Closed Joint Rally organised by Garstang & DMC. Also one organised by Highmoor MC. Also Stockport MC's Regent Trophy Rally, on II8, II9.
- August 27th. Shipley & DMC have an Autocross.
- September 10th. Shell League Hillolimb, run by Huddersfield MC.
- September 16/17th. Our Costa di Plenti Restricted road rally. One of the best events in the North. Regs. are out now, so if you want to enter, do so very quickly; otherwise, put your name down as a badly-needed helping hand.
- September 23rd. More Work! This week it's our Crest Forest Stages Rally, which again will need a lot of helpful people to ensure that it's the success it deserves to be.



Chairman's Chat.

How time passes, once again Nick Leuchars appears, and with that benign smile of his, greets me with "have you done your Chairman's Chat yet?" Well of course I haven't, so once again I hastily scribble something down and hope he can make some sense of it. (No doubt he will, he always does!)

Well, what's been happening this month? Alan Powell and John Millington won the C.D. Bramall, Charlie Payne and Hugh Edwards were fourth on the Calderford, and Peter Swales and Bob Spensley won the Novice class. It must make the Motoring News lads wonder what it's all about when they get comprehensively thrashed by local crews. Clubwise we had a very good evening PCT at Otley Chevin, ably put together by Ed Baker, with help from several others no doubt. A highly devious Treasure Hunt was offered by Nigel Latimer and Vicky Spurdens, and very entertaining it turned out to be. Obviously a great deal of thought had been put into it, and it was certainly appreciated by all who took part. No doubt the winners enjoyed the contents of the bottle as well!

Our Wharfedale Trophy PCT is nearly with us, and marshals are required. You should be at Rose Farm, Burley in Wharfedale (IO4/I47457) for IO.00, where Phil Staton will be pleased to instruct you in the noble art of hill-hopping. The event is of course on Sunday August 6th, and at the time of writing the entry is over sixty. It should be a good day, come and have fun.

Our Annual General Meeting is of course on the 15th of August at the Royal at Boston Spa. You should make a point of attending this meeting, as your club's future for the next twelve months is decided then. All committee positions are open to offer, and several of the existing committee members are not seeking re-election. A nomination form should be on the Notice Board at the clubnights, remember that the person you nominate must indicate their willingness to be on committee! Any motions for discussion should be in the Secretary's hands at least seven days before the meeting; it's no good coming to the meeting and offering a proposal from the floor.

Finally just a word about our Quiz kings! Nick, Jack Coulthard and Richard Ineson are showing the local clubs that we aren't just good at driving and organising events, we can thrash them in the highly intellectual world of general and motor sport knowledge. Keep up the good work lads, don't stop revising now!

Remember the A.G.M., see you there.

J.H.R.

One point of J.H.R.'s Chat can now be extended. His nice words about our Quiz team were written before we met Selby in the Semi-Finals at De Lacy's Clubhouse. Competition in our clash was fast and furious, with our team trying to hold onto the redoubtable Harold from Selby, whose store of General Knowledge, and especially speed to the answer button, was amazing; and we went into the motor-sport section of the Quiz trailing by 147 points to 174. However, as Harold faded, our team really hit form, to score a clear win by about 268 points to 232.

The other semi-final, between Wakefield & DMC and De Lacy MC, was a rather more leisurely affair, with Wakefield finally winning with a total score lower than our General Knowledge total! So we meet Wakefield in the final, which is at De Lacy's clubhouse, Brotherton, on August 25th. Do come and support us, it makes a lot of difference.



### Recollections of a Novice Rally.

The evening of the 24th. June saw 62 crews leave Scotch Corner in ideal conditions on the Robinsons Garage sponsored Stockton & D.M.C. Novice Rally. Of these crews, a mere two flew the Trackrod flag; these being Trev Ward and Brian Wainwright at no. 24 in the Mini, with Jess Waters and Vince Fletcher in the Square and Compass V.W. at 32. Derek Lee and Ronnie Moore had been down to go at no. 16, but had been struck down by mechanical malfunctions the previous week and had to non-start.

Things were obviously not well in the Leyland branch of the Trackrod spearhead, as despite a quicker than usual (3 week long!) change of carbs prior to the event, the beast limped to scrutineering with sticking needles after almost conking out on the A.I. After signing-on, scrutineering and be-stickering, an abortive couple of hours was spent trying to cure the trouble. Slightly before our allocated blast off time, it was discovered that the beast was somewhat less asthmatic if the choke was pulled  $\frac{3}{4}$  out; and so it was that we set sail to do our duty, fully expecting to expire around the next bend!

A short run out down the A.I to Catterick saw the start of seven short time controls, which took us southwards to the first three selectives. These used some excellent roads around the Grinton loop, with some super yumps near the Cocked Hat in square 1988. Petrol was made available after only 50 miles at Bedale, meaning that 80 miles remained; and with the Mini holding only 6 gallons and running on  $\frac{3}{4}$  choke, this was a little too close for the comfort of Ward/Wainwright!

After the restart, another 6 t.c.'s took the route in a northwards loop to Northallerton, after which there were 8 more long selectives, taking in Hawnby and Boltby, the famous Caydale Mill in the west to east direction, and the rough Rievaulx white. Some crews were delayed when an angry farmer decided to park his Land Rover in the middle of the road on selective 6, but despite queries at the end the times stood.

Trackrod supporters were seen out in force at various places during the night, and were taking an active part by assisting their men by any means apparently possible; including using a 360 degree rotating signpost to fool the rivals! They almost slipped up however by catching out Ward/Wainwright with these tactics, and it was only some nameless hero's quick thinking suicidal actions which saved the day.

The finish was at the Pied Piper Inn at Osmotherley, where the results were quickly posted. The winner was seen to be the Escort T.C. of Jeff Sylph and Nigel Grierson, the funny thing being that the driver hadn't done an event in 18 months, and the 16 year old navigator had only done tabletop rallies before!; and to cap it all, they had only borrowed the car for the night!

Of the Trackrod crews, Jess Waters and Vince Fletcher had an almost trouble-free run, with an unfortunate 9 minute wrongslot keeping them down in 26th. place. The powerhouse of Ward/Wainwright, plagued by a 9 minute throttle lag, brought up the rear in 28th. spot, suprising everyone there by actually making the finish. The event was much enjoyed by everyone spoken to; even if with the results came a plea for an extra 50p, as the organisers had undercharged on the insurance premium! And a Mimi running on  $\frac{3}{4}$  choke still uses less fuel than a Mexico on Webers!

Brian Wainwright.

This 'n' That.

Man of the month seems to have been Tony Pond, with two wins and a second overall in three different cars. First of all was his win in the Ypres Rally driving the works TR7 V8. Next win came on the Castrol Rally in South Africa, when he was driving a Chevrolet Chevallier. This rally produced one of those 'service crew stories'. Apparently Ove Andersson's Toyota ran a bearing with two stages to go. As they didn't happen to have any spare bearings, the service crew tried to use leather belts for the big ends!! When this did not work they cut the conrod, disconnecting the piston in the hope they could just get the car to run for a finish. This didn't work either, but it certainly shows the principle of never giving up!

Tony Pond's third success was very nearly another win, only losing the lead after gaining a punsture on the last stage but one on the Rallye Mille Pistes in southern France. This time he was driving a 2.2 litre Chrysler Sunbeam. Chrysler France seem to be preparing to produce more than enough for homologation purposes. The car will have a 2.2 litre Lotus '907' 16 valve slant four engine giving 235 bhp at 7000 r.p.m. Tony Pond should be in the Chrysler on the Peter Russek Manuals Tour of Eppynt Rally at the end of August.

Back with the TR7, there has been quite a bit of testing and subsequent changes lately. The front track has been reduced by about two inches, and Tony Pond has stated that this makes some improvement. Leyland have also been experimenting with tyres, and it seems possible that Goodyear have an edge on Dunlop in relation to the TR7. The next event for this car will be the Burmah, when the theories will be proved right or wrong. Leyland are to provide another TR7 V8 for Derek Boyd for the Ulster Rally and the Manx. Both of these are tarmac events, of course, where the TR7 excels.

After the recent successful Texaco Rally Sprint, there is talk of another Sprint to be filmed towards the end of October. The style and location of the event are to be completely different. It will take place at the Donnington Park racing circuit, incorporating a 1.5 mile loose stage plus a ten lap race. There seems to be a strong possibility of five Grand Prix drivers pitched against five rally drivers; always a good needle match. Four G.P. drivers already interested are James Hunt, John Watson, Jody Scheckter, and Ronnie Peterson. To start with, the rally drivers will use their RAC Rally cars, with the Grand Prix drivers using replicas. Then all ten will use SAAB Turbos in a ten lap race.

In a similar vein, Italian TV have plans to televise live the first stage of the San Remo Rally. There will be cameras at the start, halfway through the stage and at the finish. The timing team from the Italian ski-ing championships will be used, and digital timing will be shown on the screen. If they can do it, who knows? Next year, maybe live coverage from the BBC on the RAC Rally.

Talking about the RAC Rally, Chris Sclater may be making up a Vauxhall threesome this year. It will be interesting comparing him with Jimmy McRae. DTV are trying to catch up on development after their enforced change of cylinder head and clutch on the Chevette, and intend to enter Pentti Airikkala in the Castrol '78 in order to test the car prior to the RAC.

Local lad Chris Lord is doing great things this year in his Chevette, and is now leading the BTRDA stages championship. Another pair of locals winning a championship are of course our very own Ian Gurnett/Frank Stuart-Brown, who are leading the ANCC road rally series





The C.D. Bramall Trophy Rally.

On Saturday 8th. July, Shipley and District Motor Club staged the C.D. Bramall Trophy Rally, which (logically) started from C.D. Bramall's in Bradford.

Trackrod crews were out in force, with pride of place going to Alan Powell in his Escort at No. I, accompanied by John Millington. Richard Jackson and Jack Coulthard at no. 5 failed to start, due to Richard being taken ill; but Rod Parkin was there, riding shotgun for Shipley's R. Pearson at no. II in the Quip Accessories Escort 2000. Trackrod's only contribution in the semi-expert class was Ian Brown and Charlie Palmer in the Viva 2000 at 29. John Palmer and Marcel Giradier were first Trackrod Novice crew at 42 in the Escort, while Ronnie Moore found a ride in John Marfitt's Mini at 50 after Derek Lee's car failed to make the start. Two behind them were Barry Dove and John Bownass in the Mexico, Gez Waters and Vince Fletcher were at 54 in the V.W./Porsche, the Sutcliffe brothers Alan and Robert were at 70 in their Mexico, and last but not least came the Howells in the Mini I275 GT at 75.

The 90 cars started the rally via a start ramp borrowed from De Lacy Motor Club, and headed west to start competitive motoring; with selective I using the white over Oxenhope Moor. Powell/Millington dropped only 17 seconds, but still only managed second fastest time, as Stephenson/Kemp in the Firenza at 18 really motored to drop only 3 seconds! Barry and John's troubles began when they met a rally car coming the wrong way, and they had to make a slight detour off the road; although they still managed to drop only 1 minute 46 seconds.

The rally continued west, looping on to map IO3 and then back onto IO4 at Glusburn. It was during this loop that Barry and John's night hit its peak when they passed the Mini of John and Ronnie. Having proved their point, they decided to blow up their clutch and their chances.

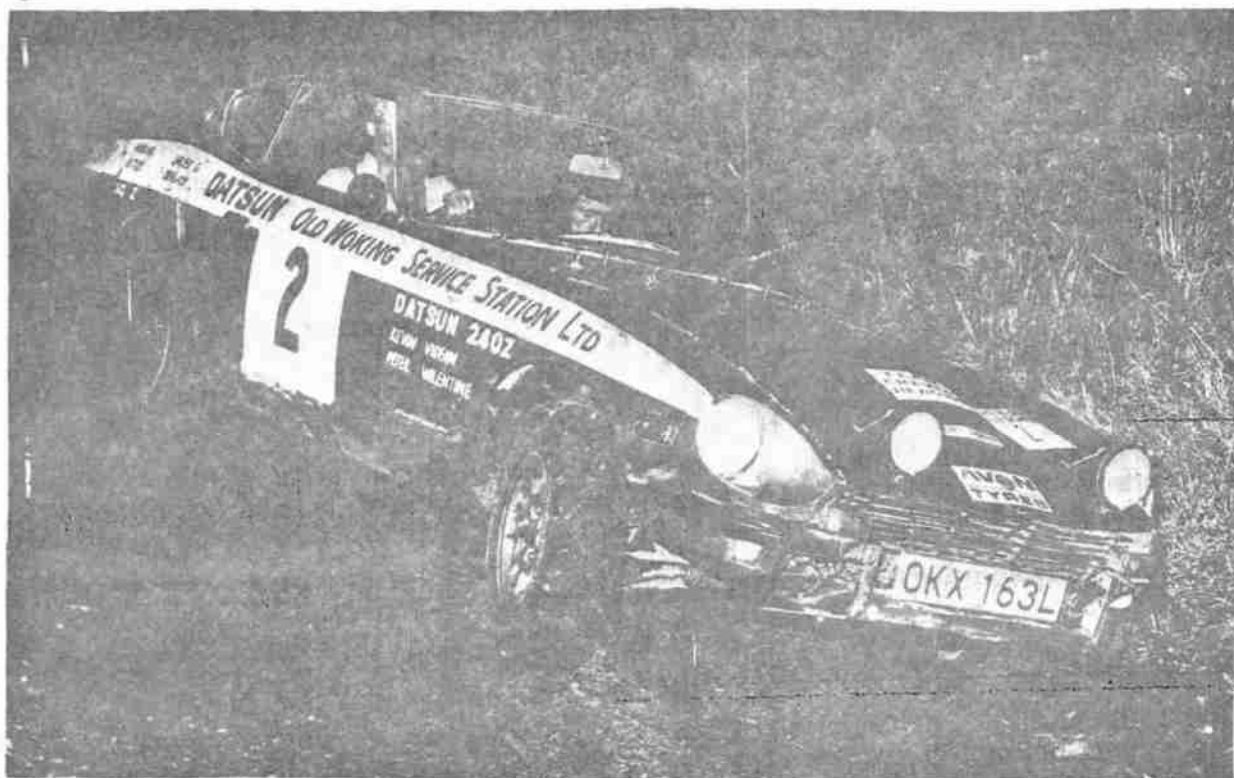
Back onto map IO4, and then north past Bolton Abbey, where John and Ronnie took time out to view the magnificent scenery; this small excursion unfortunately costing them a very good place. Ian and Charlie also went out, this time with a split top hose after going well.

The rally proceeded onto map 99 and halfway at Summer Bridhe. Alan Powell was setting a storming pace, and was in the lead by 17 seconds. John and Marcel were going really well and were lying first Novice, while Gez and Vince were also having a good run, and were lying third Novice.

From halfway, the rally proceeded north westwards, with a long run-out to two selectives on Fountains Earth. Unfortunately Selective 2 had a misplaced finish and Selective 3 no start control, which caused the whole of Fountains Earth to be wasted. With Fountains Earth out of the way, crews breathed a sigh of relief and headed south, back onto map IO4, and across Blubberhouses Moor; at the end of which was a deviously-placed time control, down a foot-path! Gez and Vince would like to take this opportunity to thank friendly spectators for pointing it out! This section was followed by the last two controls before the finish, which was at the Post House, Bramhope.

There were some delays before the results were posted, but when they were they confirmed that Alan Powell and John Millington had won by 17 seconds from car no. 2, the Escort 2000 of Mason/Carter. Rod Parkin failed to make the finish after dropping off the edge of a hairpin, while John Palmer lost his exhaust on a cattle grid, but still picked up the highest-placed non-finisher at half-way award.





KEVIN VIDEAN AND PETER VALENTINE, ROAD RALLYING THEIR DATSUN 240Z



POND'S T.R.7 AT SPEED IN SCOTLAND.

Other results were Gez and Vince 18th overall, and John and Ronnie 33rd, and the Sutcliffes 34th overall, after a fail for not getting a signature at a control cost them a top twenty place.

On the whole, apart from the mix up over Fountains Earth, a very enjoyable event.

Vince Fletcher.

### New Members.

Welcome to the following new members; only three this month- perhaps every true enthusiast in Yorkshire has already joined Trackrod?  
 Tom Whittaker. 22 Woodlands East, Ardsley, Wakefield.  
 D.Wise 23 Aire Road, Wetherby.  
 Brian Scoreby Moorlands, Tockwith Road, Long Marston, York.

### Clubnight P.C.T., Stubbings Farm, July 11th.

No less than 21 drivers tackled the nine or so tests in lovely evening sunshine on Otley Chevin. Joint winners were Ian Waddington and G.D.Northmore, who were also both first in class 4 in their Imps. Ken Waddington from Ilkley was also first overall, but said that he would not be accepting any awards as he only entered the event for a bit of fun. (Doesn't everybody?!-Ed.) Alan Murray was fourth overall and winner of the Mini class, followed in class by Graeme Bradford and Dave Lambourne. Andy Roddy won Class 2 with his MGB GT, followed by Ronnie Moore and Pete Walton. The best all-ladies crew were Vicki Spurdens and Julie Thompson, who came sixth in class 1 and 13th overall with the FIAT.

Finally, my thanks to the competitors, marshals and other helpers who assisted me with the event.

Ed Baker.

I have received a little communication from Shell Oil, which says that Shellsport "R" Racing Oil is now available in 1 litre plastic bottles. "R" is an SAE 40 castor-based oil, specially designed (it says here) for highly tuned production engines, 2 stroke motor cycles, and historic racing cars. It must not be mixed with any other mineral oils, but it makes up for this drawback by smelling superb when burnt! The nearest local stockist appears to be the Greenhead Park Self Serve, Wetsbourne Road, Huddersfield; with further information being available from Mr. T.Rundle of Shell, on Leeds 442966, extension 206.

That's all for this month, folks. Let's have a few more articles next month, we can't have quality or quantity dropping, can we? And-  
 DON'T FORGET THE A.G.M!

TRACKROD

ENDS.