

# TRACKROD

No.95  
September,  
1978

THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB  
LIMITED

RAC. REGISTERED  
NO. 1230

PHOTO: ADRIAN RENFREW.



IRISHMAN DEREK BOYD THREE-WHEELING HIS SAAB 96 ON THIS YEAR'S MINTEX.

TRACKROD MOTOR CLUB LIMITED.

OFFICERS, 1978/1979

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Club tie ..... 1.80ea.

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internal ..... 0.30ea.

external ..... 0.30ea.

"Team" stickers  
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..... 0.75pr.

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Trackrod T-Shirts  
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Trackrod Rally Jackets... 9.50ea.

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

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ALL AVAILABLE FROM:-

## TRACKROD

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### Social Calendar.

- 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; who may be arranging special car park facilities:-more info. later.
- October 17th. Noggin at the Leeds Crest Motel, Oulton. IO4/362 278.
- October 24th. Noggin at the Castle, Spofforth. IO4/363 509.
- October 27th. Trackrod Disco at the Square and Compass; 8.45 p.m. till 1.00a.m, tickets 60p. and available from Social Committee.
- October 31st. Noggin at the Shoulder of Mutton, Kirkby Overblow.
- November 7th. Noggin at the Square and Compass, North Rigton.
- November 14th. Second Round of demon Indoor Rally Championship, at the Leeds Junior Chamber of Commerce. IO4/301 333.
- November 21st. Film Show, at the Royal, Boston Spa.

### Competition Calendar.

- September 10th. Shell League Hillclimb, run by Huddersfield MC at Scammonden, off the M.62 between Leeds and Manchester.
- September 16/17th. COSTA DI PLENTI. Entry list full long ago, so anybody not yet doing anything can give their name to Derek Lee.
- September 23rd. CREST FOREST STAGES. More helpers needed on this one, and Ronnie Moore will take all the names.
- September 30th/  
October 1st. Bolton Midnight. Motoring News, A.N.C.C., High Moor round, starting at 97/492 608½.
- October 15/16th. Annual Trackrod invasion for Tour of Mull.
- October 22/23rd. P.O.A.C. Highwayman. A.N.C.C. round on 92, 98, and 99. Entry list's full already!
- October 29/30th. Alwoodley's Pennine Rally. A.N.C.C. round. Not sure which maps, but it's got to be better than last year's!

Any more information about events can be had from the Competitions Secretary, or from the club notice board; which often has copies of regs. for coming events as well.

Chairman's Chat.

With the passing of the A.G.M. another Trackrod year finishes, and of course it all starts again with a new (although not very much changed) committee, and lots of things either to continue or commence. Our A.G.M. was very well attended, probably the highest attendance we have ever had, and I thank you all for your interest. I also thank our two retiring committee members, Frank Stuart-Brown and Nick Leuchars. Frank of course is a long standing club member, he's been on committee before but felt he should come back and make his contribution. Nick was the complete opposite. He hadn't been with us very long when he was elected to committee, he even volunteered to be Editor!! Not only did he continue the very fine editorial traditions of our magazine, but he also found time to run our Lookout Novice Rally in the very best possible way. I thank them both for all their efforts for the club; and indeed all the other committee members who have stayed on for another term.

Past events: a very wet Wharfedale! Many thanks to all of you who came along to help. The competitors enjoyed themselves in spite of, or perhaps even because of the appalling conditions. Barrie Parker of Liverpool won the event yet again, that's three times in the last four years, and the year he didn't win, he couldn't come! Class winners were Brian Midgley from Sheffield, Stan Peel, Andrew Roddy and Ken Waddington. Pat Murray won the Ladies award, and Ronnie Moore took best Trackrod.

We have also had a Waternoggin at Otley by Steve (The Boat) Smith. A very good do by all accounts, with several people more out of the boats than in! Perhaps we should start a Scuba diving section of Trackrod. I understand that the Economy Run promoted by JacWil Enterprises was also an enjoyable event, although at the time of writing I don't know who won it; perhaps we have a magazine article from the winner about the delights of the sport? (See further on for full, un-purgated details. Ed)

Finally may I remind you, if you need it, that we have two major events taking place this month. The Costa takes to the hills and dales again on September 16/17th, and only one week later the Crest goes into the forests. YOUR HELP IS REQUIRED ON BOTH EVENTS!! Speak to Derek Lee or Ronnie Moore about these events if you haven't yet done so.

I nearly forgot, the Humberside Group Quiz. WE WON IT!! Well done to our intrepid intellectuals Jack Coulthard, Richard Ineson and Nick Leuchars, who soundly thrashed Wakefield in the final.

See you around.

J.H.R.

FOR SALE: Ford Escort 1600 Sport Mk.II. 'F' Registered, extras include Selmar Burglar Alarm, Centre Console, Electric Aerial Door Speakers, Rear Fog Lamps..Excellent Condition. £1625 o.n.o.

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FOR SALE: Two 3lb. B.C.F. Fire Extinguishers. £10.00 each.  
See Paul Noon at any club night, or ring Gūiseley 76034.

### The St. Wilfred's Rally.

On 19/20th. August, Ripon M.S.G. held their annual St. Wilfred's Rally, starting and finishing at Ripon. Trackrod crews turned out in force, contributing seven entries in all, these all being in the Novice class for this Novice Rally. Trackrod crews were led by Trevor Ward/Richard Dibney in the Mini at 3, with the Mexico of Alan and Roy Sutcliffe one behind at 4, Gez Waters/Vince Fletcher in the V.W./Porsche at 10, and Chris and Martin Miller at 12 in their Mini. At 22 was John Stephenson in the ex-Pete Silberberg Mexico, out on his first ever event, but ably supported by that well known navigator Barry Dove! Next came the Howells in their Mini at 31; and last but not least, after being first reserve, Mick Ogden/Charlie Falmer managed to get a run at no. 74.

The rally commenced with the first car leaving Ripon Market Square, and heading north towards Well. The first part of the route contained six Targa sections. Most of the top crews managed to keep a clean time sheet, although Vince Fletcher managed a three minute wrong slot, which didn't please Gez. The rally headed north west, using the two rough whites to the east and north of Masham, and these produced the first penalties. The rally then turned east to the jumps of "Cocked Hat", and then headed to the petrol halt at Bedale. Unfortunately the Sutcliffes were unable to keep this appointment after going straight on at a 45 right.

The route from the restart took crews north then west, with a string of Targa sections over Bellerby Moor, a small loop onto map 98, then south past Leyburn towards the first of the four selectives. These ran concurrently, heading east then south, skirting Fountains Earth Moor, and finishing with the very tricky road on the west side of Gouthwaite Reservoir. Crews then tackled the last five Targa sections, taking in the long fast white and fast hairpin on Pateley Moor before heading for the finish, and breakfast at the clubhouse. After some delay, car no.9, a Dökomite Sprint, was declared winner, with car no. 2 second.

Unfortunately, having received no official results as of yet, details, times etc. are not to hand, and the only Trackrod results known are Gez Waters/Vince Fletcher 11th. o/a, Chris and Martin Miller 12th. o/a, and John Stephenson/Barry Dove 22nd. o/a. Mick and Charlie tried to take a short cut which didn't work, but still managed to make the finish, although with a slightly shorter Beetle than standard. Gez/Vince and the Millers won the team award, while Gez and Vince also won Best Trackrod. John Stephenson and Barry Dove did well to finish 22nd, it being John's first event, and Barry not being exactly an experienced navvi. Could this be a crew to watch out for in the future?

Vince Fletcher.

### The Trackrod Social Scene.

Tuesday 22nd. was the night for 'messaging about on the river; and, for some, 'in the river'. A new event on our calendar was the Waternoggin down at Otley, made possible by Steve Smith of SeaRover Boats lending us three rowing boats, and also setting up a course for our aspiring oarsmen to negotiate.

There were 21 timed runs, with Steve Smith himself being fastest with 1.25. However, he wasn't really counted, so first was Andy Roddy and Ian Waddington in 1.27; the slowest crew being Nick Leuchars and Eddie Baker with 2.40: although Derek Lee and Ronnie Moore got a Washout, (or whatever it may be in such competitions!), for going the wrong side of a marker.

Everyone present certainly had great fun, especially John Renny, Martin Midgley, Andy Roddy, David Bainbridge and Ian Waddington, who all ended up in the river after a fight with buckets of water; while everyone ganged up on poor Mick Ogden (Fozzie Bear), who got thrown in from the jetty!

Altogether, a very good and very enjoyable event; hopefully to be run again next year.

Julie Thompson.

The Tuesday after the Waternoggin saw the running of the annual Trackrod Economy Run, which proves to everybody how expensive driving quickly can be! After starting at Harrogate Motors, the route took crews over thirty one miles of very different roads, uphill and down dale.

David Taylor in his SAAB proved to be a clear and deserving winner. Everyone who entered the event will be getting a copy of the results, (to see how well or how badly they did); and our thanks must go to Richard Jackson and John Wilson for organising another excellent Economy Run.

1st.	D.Taylor/J.Taylor.	SAAB 99.	Bogey MPG 35.2.	Actual MPG 52.5
2nd.	H.White/D.White	Midget	Bogey MPG 44.6	Actual MPG 51.7
3rd.	E.Baker/M.Giradier	Fiat I24	Bogey MPG 42.5	Actual MPG 48.4

Ed Baker.

Ian Gurnett has asked me to announce the fact that he is now being sponsored by Mr. C.R.Jackson, in the guise of Jackson's Distinguished Automobiles, suppliers of all makes of new and second hand cars. So should you require a change of car, try Richard. His telephone number is Leeds 664367.

As J.H.R. mentioned in his Chat, the Trackrod team scored a clear victory in the Humberside Motor Sport Group's Quiz, beating Wakefield in the final. Actually, it was a good deal closer than the scores indicate. After the first twenty minutes of questions on General Knowledge, we were leading Wakefield by 155 points to 57. That looks like a comfortable gap, but with over 30 minutes of motor sport questions to come, it wasn't certain. With Andy Reeve from Wakefield on top form, and remembering chassis numbers and lap times and such like, the gap started to narrow alarmingly. However, our Team came back to hold their advantage, and win nearly £45 for the club with a final score of 340 to 267. Many thanks to all those who came to support us at the final; it made a lot of difference.

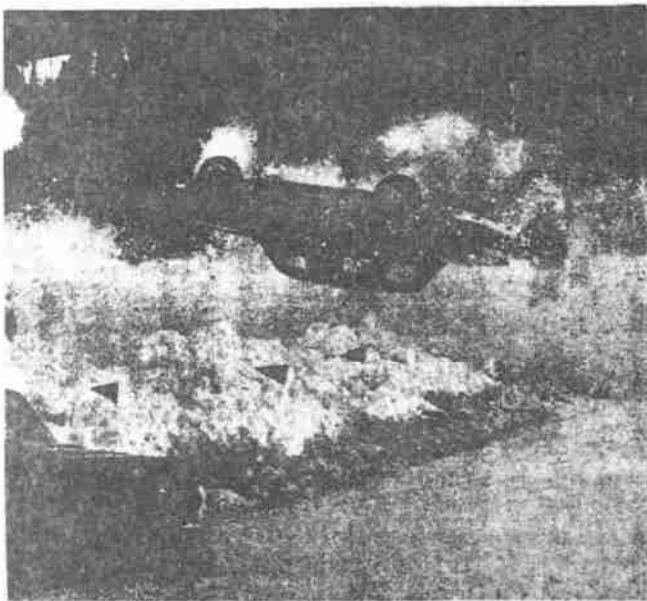
"YOU bend 'em, WE mend 'em!"

AT

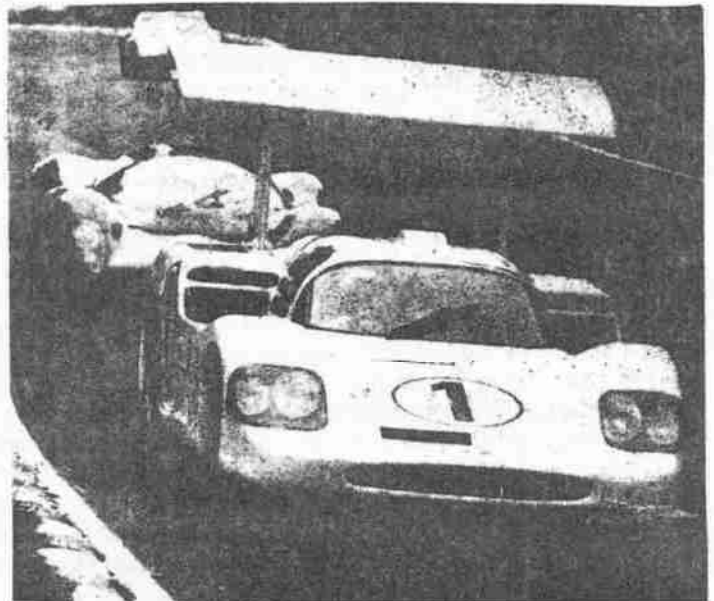
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ONE OF THE TWO MUST BE UPSIDE DOWN!



B.O.A.C. 500 1967 - THE WINNING  
ZF CHAPARRAL OF PHIL HILL &  
MIKE SPENCE - THOSE WERE THE DAYS!

Wharfedale P.C.T.

Sunday August 6th. was very wet and miserable for Trackrod's Shell League P.C.T. at Rose Farm. The entry list was very good, with 31 entries in class 1, 29 in class 2, 5 entries in class 3 and 10 entries in class 4. Trackrod members included Chris Miller and Sue Broadbelt in Minis in class 1, Ronnie Moore and Pete Walton in the Anglia and Richard Spurdens with the Viva in class 2, Andy Roddy with the MGB GT in class 3, and the Imp's of David Wise and Brian Scoresby in class 4. Pete Walton non-started due to illness, so Ronnie Moore was without a passenger and had to run round and find one; finally finding Brian Wainwright.

Prior to the actual climbs came scrutineering, which was carried out by Alan Powell and Dave Lawton; both of whom did a fine job in the conditions prevailing. There was a driver's meeting at 11 o'clock, where we were told of two commercial vehicles in class 1; these being the Mini Pickup of N.Harris and the Mini Van of C.Walker. These entries were accepted as being in the spirit of the event, and we were all told that if anyone did not agree with these vehicles being run, they could have their entry back and not compete.

However, no-one objected, and competitors set off to tackle the eight tests laid out by Clerk of the Course Richard Ineson. By lunchtime, several close battles had developed. Class 1 saw a battle between Barrie Parker, R.Needham, Brian Midgley and the Pickup of N.Harris, while class 2 was being fought out between Stan Peel's Anglia, Harry Tregenza's Mexico, and the Escort Estate of Adrian Tate. Class 3 saw Andy Roddy's MGB pitched against N.Hargreaves' similar machine, while class 4 saw a very close scrap between the Imps of Ken Waddington and J.Hollings and E.Wadsworth's Fiat 850 Sport.

After lunch one or two tests were changed. Class 2 were having trouble getting to the start of test 5, but most got there eventually; while the field containing tests 6, 7 and 8 was getting just about impassable at the start to each test. However, the last four tests were beginning to dry out, and the sky started to brighten up as we finished the tests.

Results were very quickly on show. Barrie Parker was 1st o/a with 49 points, so Brian Midgley took class 1 on 58 points, followed by the Mini Pickup of N.Harris on 58. Class 2 was won by Stan Peel in the Anglia on 66 points, (not bad for the first time out for over a year)!, with Harry Tregenza's Mexico also on 66 points, and Adrian Tate on 67. Following a dynamic second half, class 3 was won by our very own Andy Roddy, whose MGB GT beat the similar car of N.Hargreaves 85 points to 91. Class 4 was won by Ken Waddington on 68 points with his Imp, followed by the Fiat of Edgar Wadsworth on 79 points and the Imp of J.Hollings on 80.

The results were declared provisional at about 4.30, and soon after there was a protest submitted against the eligibility of the commercial vehicles in class 1. After a Stewards' meeting, the protest was upheld, and it was recommended that the entries be returned to N.Harris and C.Walker, and that they be scrubbed from the results.

Apparently motivated by only a desire for a minor award in the class placings, the protest produced only a small shadow on what was otherwise a very well run and organised event, and my thanks go to the organisers, who did a splendid job in putting on the event at all in such atrocious weather conditions. Many thanks to John Richardson and team and all the marshals for making the event run so well.

Ronnie Moore.



This 'n' That.

The B.B.C. have given the impression that they will cover next year's Open Championship. Apparently they have many letters in favour of rallying, and this year's viewing figures are on the increase. There is also talk of a further Rallysprint organised specially for T.V.

After Brian Culceth's move to Opel, both Barry Lee and George Polley will also forsake their usual mounts and transfer their allegiance to Opel. Both are, of course, stars of the Hot Rodding scene, while Lee will also use either a GTE or a Manta for his Rallycross exploits.

Talking about Brian Culceth, I see that he has won another Group One award, this time on the Burmah International. DOT are now assured of Group One honours in the Open Championship. There is not much to say about Ford's 1-2-3 Grand Slam on the Burmah, although the ease in which they apparently managed it was probably not appreciated by Mikkola or Brookes, who incredibly finished with the same number of penalties. This situation is very interesting, for with Mikkola being the eventual winner, based on the times on the final stage, he and Brookes now have exactly the same number of points at the top of the Sedan Products Open Championship.

Commiserations to Martin Kemp and Steve Mills, who are trying to pick up the pieces after the recent RAFMSA Harrier Rally in Humberside. Apparently the RAF did no P.R. work, and as a result they have probably ruined the chances of using several roads again; or at least for a very long time. It must be heartbreaking after the efforts put in by our own and other responsible organising teams. I hope neither of them will hold it against Nick Leuchars and myself for managing 2nd. in class and 10th. overall on that plot 'n' bash event; a position achieved despite the loss of top gear before petrol and the engine running a little bit rough towards the end.

Nick went on to even greater heights the week after, navigating Lookout winner Mike Watkins to a class win and 9th. overall on the Devils' Own. Ian Gurnett and Frank Stuart-Brown were also out on the Devils', but suffered from drowning out problems, and slipped to 11th. o/a.

I see John Bean has sold his Viva 52CUB to someone who has seen the car in action. There must be one born every minute, John! (He has just bought the ex-Carsport Twin Cam.-Ed.)

Ian Brown.

MARSHALS NEEDED ON CREST FOREST RALLY.

As you all should know, we are running the Crest Forest Rally on Saturday 23rd. September; and we need all the help we can get. So if any of you could marshal on this event, could you please get in touch with RONNIE MOORE at any club night, or ring him at home on Rawdon 507780 after 6p.m.

Waiting to hear from you. Thank you.

Ronnie Moore, Chief Marshal.

ShellSport League, 1978.

Round 7 of the competition was our own "Wharfedale Trophy" on 6th. August at Rose Farm; which is not really the place to run a P.C.T. when it's wet for 70 competitors-and, oh dear, was it wet!!

A more comprehensive report appears elsewhere in this issue; or at least it may do if anyone has bothered to record the event for the benefit of the other 90% of the membership who didn't make it on the day! Our team of five was self-selecting; these being Chris Miller and Sue Broadbelt (Minis), Ronnie Moore (Anglia), Richard Spurdens (Viva), and Andy Roddy (MGB GT).

Being a round of the A.N.C.C. championship provided additional stiff competition for our team, in addition to the excellent performers already in the League. However, our members fared very well to finish 4th. on the day. Unfortunately we were beaten by Ilkley, Sheffield and Hallamshire, and York-all the people we didn't want to be beaten by. Not to worry though, and our total was sufficient to maintain our 3rd. overall, with the League positions noe looking like this:

Ilkley	2734.1
York	2514.7
Trackrod	2292.9
North Humberside	1871.8

Quite clearly we have it all to do in the remaining three rounds- the next of which is a hillclimb at Scammonden (off the M.62) organised by Huddersfield & DMC on Sept. 10th. No regs. as yet, but I'll start yelling for a team as soon as I receive them!

One final point-on 17th. November there is to be a Shell League Disco at the Wakefield Post House (formerley the Albany Inn). Tickets (limited to 150) at £1.00 each (which doesn't include any food) have to be reserved by 30th. Sept. So if you would like any, let me know the numbers you require as soon as possible. Why not come along to shake a leg and see the prize presentation for the 1978 competition to boot!

Richard Ineson.

New Members for July and August-Welcome to them all.

Kevin Lamb	9 Stonegate Green, Meanwood, Leeds 7.
Malcolm Turner	3 Rooms Fold, Morley.
Stephen Bowe	2 The Garth, Scriven, Knaresborough.
Stephen Pickard	99 Forest Lane, Starbeck, Harrogate.
Antony Goldsborough	Dacre Hall Cottage, Dacre, Harrogate.
Andrew Gibson	24 Talbot Rise, Leeds 17.
J. Stephenson	17 Spring View, Gildersome.
I.S. Middleton	School House, School Lane, Walton, Nr. Wetherby.
Nicholas M. Brown	Flat 1, 1 Raby Park, Wetherby.

Well Ladies and Gentlemen, avid readers, this marks the end of my spell as newsletter Editor. Perhaps you noticed the innovation of adverts. in the mag. Prices for inclusion of any advert you may choose are £2.50 per ½page, £5.00 per page per month. Tey and persuade any likely firms to advertise, if the idea catches on it could save a lot of money.

I would just like to make some final points before I finish. Despite J.H.R.'s kind words, I would like to stress that I did NOT volunteer for the job, it just happened to be the last job left, so I got it!! But I have found it all very satisfying (at times), and my thanks must go to all those who have written reports, to regular contributors Wrongsnot and Ian Brown, J.H.R. for always being prompt with his column; and especially Richard Ineson for all duplicating, and Eddie Baker for posting the things. I hope my successor receives such support.

Nick Leuchars.