

TRACKROD

No 96.
October
1978

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

R.A.C. REGISTERED
NO. 1230

PHOTO: ADRIAN RENFREW.



PENTTI AIRIKKALA WINNING THIS YEAR'S MINTEX WITH THE CHEVETTE.

TRACKROD MOTOR CLUB LIMITED.

OFFICERS 1978/1979.

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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 AVAILAELE FROM:- EDWARD BAKER.

TRACKROD.

October 1978.

No. 96.

SOCIAL CALENDER.

- October 3rd. Square & Compass.
- October 10th. 1st. round of the indoor rally
at the Junior Chamber of Commerce.
SEE RICHARD SPURDENS FOR DETAILS.
- October 17th. Crest Motel. at Oulton.
- October 24th. Castle Inn at Spofforth.
- October 27th. Disco at the Square & Compass.
8 "5 'till 1.00.Am. Tickets from
Social Committee price 60p.
- October 31st. Shoulder Of Mutton.
- November 7th. Square & Compass.
- November 14th. 2nd round of the indoor rally
Junior Chamber Of Commerce.
- November 21st. Film Show "PIRALLY" At the Royal
Boston Spa. (Thanks to Keith Bowen.)
- November 28th. Shoulder Of Mutton. Kirkby Overblow.
- December 5th. Square & Compass.

COMPETITION CALENDER.

- October 7th Kirby Lonsdale M.C. Have a Rally.
- October 14/15 Pendle M.C. have a rally.
- October 14/15. TOUR OF MULL. (TRACKROD'S INVASION.)
- 21/22. Alwoodly Motor Club's Pennine Rally.
A.N.C.C. Round on Maps: 99.104 100.
- 22nd. October. 62 C.C. Stages Rally
- 29th October. TRACKROD'S P.C.T. (C/J.)
- November 4/5. Leeds Motor Club's Shell league
rally.
- November 5th. TRACKROD'S AUTOTEST WITH BONFIRE.
(DON'T MISS IT?) CREST MOTEL.
- November 11/12th. North Humberside have a rally. (R.)
- 11/12. Kirby Lonsdale have got another (??) rally. (C/J.)
- 19/22 November R.A.C. International Rally . (INT.)
- (Entry List nearly full.)

TROPHY POINTS 1978-

A.N.C.C. Rally Driver.

I.Gurnett.....	373.3.	5	Events.
S.Wood.....	341.2.	6	"
J.Marfitt.....	155.5.	3	"
M.Watkins.....	122.3.	1	"
M.Kemp.....	91.6.	1	"
M.Kemp.....	75.0.	1	"

A.N.C.C. Rally Navigator.

F.S.B.....	376.3.	5	Events.
R.A.Spensley	341.	2	"
N.Leuchars...	221.2.3	"	"
R.Moore.....	152.5.2.	"	"
R.Parkin.....	73.9.	1.	"
D.Carnforth.	91.6.	1.	"

F.S.B. Rally Driver.
(All Rallies.)

C.R.Jackson....	92.	8	Events.
I.Gurnett.....	82.	6	"
A.Powell.....	73.	6	"
S.Wood.....	44.	7	"
P.Silberberg...	39.	4	"
J.D.Bean.....	38.6	"	"

F.S.B. Rally Navigator.
All Rallies.

J.Coulthard....	76.	7	Events.
F.S.B.....	71.	6	"
R.Parkin.....	56.	6	"
N.Leuchars.....	47.	4	"
R.Spensley.....	44.	7	"
V.Fletcher.....	41.	7	"

S.M.Lloyd Trophy.

Special Stage Rally Driver.

C.R. Jackson....	471.5.	7	Events.
A.Powell.....	286.5.	3	"
J.Renny.....	138.4.	3.	"
M.Watkins.....	97.8.	1	"
I.Gurnett.....	96.6	1	"
B.Pearson.....	91.4	1	"

P.C.T. Trophy.

A.Roddy	20
R.Moore	19
D.Scoresby	18
B.Wise	16
S.Broadbelt.	15
C.Miller	14

Best Lady Competitor

S.Broadbelt.	21
Mrs.B.Howell.	14
V.Spurdens.	5

All Round Club Member.

R.Moore.....	142.
N.Leuchars.....	96.
S.Mills.....	69.

Autotest Trophy.

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

Off Road Events.

A.Powell.	239.5
C.Miller.	205.2
H.White.	179.8
J.Renny.	178.3
K.Goodall.	175.1
A.Roddy.	150.0

Shell League Trophy.

A.Powell...	239.5
C.Miller...	205.2=J.RENNY.
H.White....	179.8
C.Miller...	176.9
K.Goodall...	175.1
A.Roddy....	150.0

Marshal Trophy.

P.Noon.	30
D.Harrison.	30
N.Leuchars.	25
J.Lee.	25
Claire Palmer.	25
C.Palmer	25
J.Palmer.	25

Service Crew Trophy.

J.Wilson.	35
N.Mastermann.	15
B.Wainright	10
T.Ward.	10
V.Spurdens.	10
R.Mackinnon	5

SPY 44 Trophy.

C.Miller....	284.9
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All Round Lady Competitor.

W.Spurdens	93
J.Thompson.	68
S.Broadbelt.	66
D.Mann.(Waters Sorry!)	46
C.Palmer.	25
J.Lee	25

All Round Club Member.

F.S.B.....	109.
R.Parkin.....	79.
C.Miller.....	50.

Chairman's Chat.

What a busy month that was. First things first and your new committee have now met and sorted out just who is doing what. The significant change is that we have now created an Events Sub-Committee which is to be headed by Ron Mackinnon and will coordinate our own closed and closed joint events. This does NOT mean that they will be doing the organising, to the exclusion of everyone else, but rather the opposite infact. They will be sorting out the programme of events and assisting you volunteer organisers in the finer points of event organisation. Ron and his team will no doubt be discussing next years events with you shortly and everyone will know in plenty of time who is organising what, and where it will take place. Complaints like: "I didn't know about it." Will now be a thing of the past.

Another change is that the editorial pen is taken over by a non-committee member, no less a scribe than "Wrong-slot." Charlie's literary talents have been plain to see for some time and we were never slow to utilise this sort of thing. Best of luck Charlie, may your typewriter never sieze, and keep up Nick's habit of chasing up for copies and reports, it's the only way you'll get it.

Now to our September rallies, the Costa '78 and the Crest Forest Stages. Despite all the potential problems of two major events they both ran very, very well. A large number of you were heavily involved in one, if not both events and I congratulate you all on once again producing top class event's. I won't go into details of either events as hopefully other people will have done that, the competitors angle is always very interesting to see. I will say that it is always very difficult to maintain standards when you have produced such quality events in the past, but these two enhanced our reputation for producing top class competition. Very well done all of you.

Autumn starts now with the first of our indoor rallies upon us. These will all take place at the Junior Chamber H.Q. which should prove a very suitable venue. Our Bonfire Day Autotest..... and Bonfire! will take place down at the Leeds Crest. Whether we knock the place down before we burn it remains in the hands of the competitors, it should be a good Do, so don't miss it.

See you there.

J.H.R.

Editorial

Well fellow members. As J.H.R. said in his Chairman's Chat the order of the duplicator has been bestowed upon me. So, having given Nick Leuchars his golden watch and chain (or whatever you give retired editors) I am all set for chasing up reports etc. I doubt the format of the newsletter will change much, except that it would be nice to see some of our local crews on the front cover for a change. Keep the contributions coming,

The Editor.

Flat Over Crest. (Or Something Like That.)

The weekend following the Costa saw yet another Club Promotion, the 1978 CREST FOREST STAGES RALLY, which started at a stones throw from Pickering, a place called Lockton.

With a sensible Friday evening scrutineering held at Coopers Of Oulton and a 10 am Start on Saturday morning, everything was set for an enjoyable day in the Yorkshire forests.

The club was well presented, with 16 crews entered in the rally, and a host more helpers. With seeding causing a little upset, reseeding was done before the Friday evening, and many crews moved up the entry list.

Previous Leeds Crest winner, Dick Rowlands was at number one, 'Piggy' Thompson at number two, Cibie award winner Guy Lockwood was at number three, whilst the man who was to end up victorious on the day was at number four, John Laley of course. Steve Ward brought out his new 2 Litre Fiesta, which is also rear wheel drive! Richard Jackson and Alan Powell backed by Charlie Payne kept the Club's interest in the top twenty.

With the week prior to the event being dry the stages were obviously in prime condition, but a little rain on Friday added just enough "Grease" to make things rather interesting. With the top twenty crews sporting B.D.A.'S 2.3 Chevetttes etc. power was the name of the game and everything looked all set for a real battle.

Wykeham south was run the wrong way for most crews and with a vast amount of tree felling haven taken place in the area (Not all by rally cars.), it was a stage that was to account for most of the damaged equipment (cars.) and also the early retirements of many crews. John Laley started as he meant to carry on, and set fastest time by two seconds, two seconds behind came Lockwood.

Wykeham North saw Laley increase his lead by a further six seconds. For us however, it was a case of changing underwear after doing both these stages with the throttle stuck open. (I know we should have been fastest, but it didn't work out that way.) George Mathie having his first ever outing in the daylight forestry was quoted as saying, "We thought it was time to get the sandwiches and coffee out!" George with something of a bending reputation to live down finished the event with nothing scratched.

From Wykeham the crews moved into Langdale, with it's famous long straights. Here power payed off big dividends, as Thompson took fastest time, a clear 8 seconds from Laley. Staindale and Dalby North followed with Laley and Thompson leaving the rest of the field behind. It seemed likely that the rally would be fought only by these two. But Dalby South saw Thompson make an error and left Laley a clear 74 seconds ahead of him.

Pete Swales complete with V-gatune motor had teamed up with Peter Williams (Clark of the course or the Raylor.) and they both seemed to be enjoying themselves. (There is no truth in the rumour that he was asked to go with Pete because he was Clark of the course, he said they were just "Good friends.")

Lunch at the Fox and Rabbit followed, and this was a scene of twisted and bent motors. N. Henderson in the Magenta had smashed both front wheels and his axle whilst M King in his Mk.1 Cortina argued with a low pile and lost. And as for Rod McLan in the 'S' regd. R.S. 2000, he didn't have a straight panel in sight.

After the brief respite it was back to business and Thompson took fastest by one second on G Gail hill but Laley was keeping a tight rein on the lead. Two new stages next Wass 1 and 2 (Guess who thought it was a code name for two secret Wallace Arnold sponsored stages?) Wass 2 was a bit short, but on the whole quite enjoyable. Dick Rowland set fastest here, with Richard Jackson only two seconds adrift then Pete Swales and Alan Powell 6 and 7 secs adrift respectively. With only Boltby to go everyone was conserving themselves and Laley was quiet happy to let Rowland take the stage with 11 seconds to spare. (Laley's lead was enough to not bother him.)

The last control was sited conveniently at the top of Sutton Bank and after the usual telling of big moments, visits to the greenery etc. A fast results service enabled most crews to go back to the Crest Motel where results were posted and many seemed happy to stay for a while.

The general opinion was that it was a first class event, using prime quality stages giving good value for money. (And what more could you want??)

Results. 1st. John Laley/Jim Goodman. (62 CC), 2nd Dick Rowland/A. Biggin (York) 3rd. Guy Lockwood/E. Ganderton (York.)

TRACKROD PLACINGS. Pete Swales 11th. Richard Jackson 13th. Alan Powell 18th. Followed by a whole host of others, which means you don't get to know how we did.

K.B.

MARSHALS MUTTERINGS.

I would like to thank all the Trackrod Members that Marshalled or were Liason Officers etc., on the Crest Forest Rally. I would also like to thank those members who said they would marshal, AND NEVER TURNED UP!". ! But, to those who did turn up for me, thanks very much, and a very good job you did too. And thanks again for making this event a huge success.

CHIEF MARSHAL. (Ron. Moore.)

Congratulations Dept.

Ron Mackinnon & Lynsey Sutton , Ges Waters & Dianne Mann, and Andrew Roddy & Lisa Rothery who have saved us the cost of a new stamp each month. (It's nice to see the keen members taking advantage of cheap family membership!) Also Andrew Astbury, brother of our own Andrea, who won a medal at the Commonwealth games in Canada recently. And congrats. all round in the rally department to Mark Desort Dave Lamborn who did so well on the Gosta and the Crest Forest Rally. Also, last but not least, Alan Powell and Niel Masterman who came 9 O/A and 2nd I/C. on the Norking Aluminium Stages, (A Lindholme M.C. event.) For Niel's first time out with Alan he was given a hairy time, especially when the throttle cable stuck open on the third to last to last stage losing them the class, which they were leading. But second ain't bad.

SHELL SPORT LEAUGE'

Round 8 on the 8th of September was Huddersfield M.C.'s hillclimb at Scammondon and for the first time this year we were in real trouble amassing a team of five. The situation was 'nt helped by the arrival of the regs the day after the entry closing date.

So, our eventual team of one, Tony Marshall, in his Lotus Elan, went along to defend the honour of Trackrod singlehanded! We really couldn't have asked for more as he won his class! This sort of performance is becoming commonplace for Tony as he has only been beaten once since he took up the Hills in his Elan, so he was a pretty safe bet for the 90.0 points he got for his performance.

Winners on the day were York with 285.6 - we were 7th.

The overall position is now:-

1. Ilkley & D.M.C.	2952.0
2. York M.C.	2800.3
3. Trackrod M.C.	2382.9
4. Slaithwaite M.C.	1981.1
5. N. Humberside M.C.	1922.7

Round 9 is the York Autotests, now to be held on the 29th. October so we need to do well on this one to close the gap on the leaders ready or a final-maximum effort to snatch 2ns place (at least.) on round 10. This is the Leeds M.C. Mercury Motor Inn road rally on 4/5th of November.

Richard Ineson. Team Captain.

This 'n' That.

After two successful weekends for Trackrod rallies I would like to put down on paper a vote of thanks for "our" organising teams. Quotes like, "I can't fault the event at all." From Figgy Thompsom, and "you (Trackrod) always do put on fantastic events" From someone-name unknown, must prove something. How about the yellow RS. 2000 that was extremely bent after an end over end. He was spotted cursing his temporary windscreen which had a metal metal insert that kept falling out-did't seem bothered about his "S" regd. car. Funny people rally folk.

Talking of bent motors I hear Ian Mackay's Jag had a go at demolishing trees-and lost. Marcel's ribs however did't seem to like the idea. Staying on the local scene, Ges Waters has sold his V.W. Porche, and the chap that has bought it has never owned a car before, he is a motor bike fan, (must have something against radiators.)

Fiat have scored two 1-2 victories recently. The first was on the thousand lakes rally, this would have given more of a sense of achievement if half the field had't retired. In third place was Airikkaka's Chevette although D.T.V.'s success was not repeated on the recent Manx rally. The Chevette actually drowned out in a ford on the second stage. This is't the sort of thing you expect from a works car on a practice event. Anyway, less of Vauxhall's worry's and back to the Italian's and their one-two wins. The second win came in Canada in the Criterium Du Quebec. This time there was real competition. It has also been a good year for the TR 7 V8. With a very near win in Ireland on the Ulster rally (the car stopped with only 21 miles of stages left with oil pressure problems, but it shows that the car is extremely competitive on tarmac. The driver was Derek Boyd, and he also suffered loss of oil pressure on the Manx, although for a different reason. The winner of the Manx was of course, Tony Pond whose car was reported as doing only 4 M.P.G. !! 1st in group one was guess who...yes, as usual, Brian Culceth. It now seems probable that Culceth will drive the group one car on the R.A.C. to try and make it seven class wins in seven events, Good luck to them.!

There have been comments in "non-rally circles" (namely news publications.) about the latest increase in forestry charges, one for and one against. Would you believe that Country Life showed concern that the increases may damage the future of stage rallying!! On the other hand, the Sunday Telegraph had a "good go" at rallying in general.

Assuming there are any maps left, the O/S sales division: Romsey Road Southampton. 509 4DH are selling 1:1250 and 1:2500 maps at $\frac{1}{2}$ price to make storage space!! A reminder now about the Texaco rally sprint. This takes place on the 21st and 22nd of October. The B.B.C. are to televise the event on Grandstand on the 28th October.

Just in case there is't a report elsewhere in the newsletter, our very own Richard Jackson and that never ageing navigator/co-driver Jack Coulthard won the Derby Crest Stages Rally. (

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"Good afternoon, we're running a rally"

"No madame not this afternoon." A little job, was what Rod had said to us: John had't said anything he just smiled the smile of one who knew.

The little job was unspecified for a while, but one noggin the news broke: We are running a forest stages rally and need someone to talk to the forestry people! No wonder John had smiled. . . . well, do you know how many people there are in and around the forestry?

Spectators were the words, coupled with signs of distaste. Oh yes the bane of all P.R. men. Spectators are infamous for rudeness, inconsiderate parking, aggressive driving, litter, rudeness and noise!! Luckily we did't meet anyone who had had experience of spectators with all these quality's. However life was difficult enough so if you could be of assistance in the future (by pointing out the errors of others, of course.) it could make other P.R. teams work easier.

"Don't like rallies!" said the Sergeant, "Booked forty for parking without lights last time." and he smiled the smile of one who fondly remembers. People had worries about the rally; the Vicars warden was worried about his pheasants, the farmer about his access road the landowner about unauthorised use of his private road and another farmer about damage caused by cars parking in his field.

The widow was not too pleased either. She still remembered memories of the family going for a quiet afternoon drive and being forced off the road by a rally car: although they had been in no great danger her husband, who had heart trouble, had died soon after the incident and the two things were related in her mind. All was not gloom though, the signalmen on the North Yorks railway smiled the smiles of those who are not on duty on the 23rd. saying "Our mates are on duty then!"

Rod had suggested the Bank Holiday Monday lunch at the Fox & Rabbit, an eating house that he knew of, where they serve frothy brown soup in pint glasses! This same venue was to be used as the start and finish and lunch halt, so we cast our eye over the field that was to see all the "non-acton"; thinking about 180 competitors, service crews and spectators we asked mine host how he would deal with the "parking" problem. "No problem." said John, "I'll put him behind the bar out of the way."

Well we have spokent to as many people as possible, trudged across fields, greeted by savage dogs and lost count of the times we got stuck in the mud, so now it's our turn to smile, to smile the smile of those who fondly remember to smile the smile of those who also know but most of all to smile the smile of those who know the route and who are off duty most of the 23rd.

MIKE & JOHN.

During the coming winter months, we will be arranging a series of film nights at venues which will be advertised in the Newsletter.

Below is a list of dates and films already booked. All film nights start at 8.15pm prompt and it may be that a small charge will be levied to cover expenses.

November 21st

PIRALLY

The 1976 season with Roger Clark, Sandro Munari, in the Safari. Monte Carlo and R.A.C. Rallies. Fantastic footage of Lancia Straros etc.

Running Time:-
30 mins:-

December 12th

RUBLY TO WIN

Roger Clark and Henry Liddon tell you how you should be doing it so far as driving, co-driving and preparation are concerned.

Running Time:-
20 mins.

January 16th

MANX INTERNATIONAL 1976

SCOTTISH INTERNATIONAL 1977

What more can we say!

February 20th

A HEATED YEAR

Russell Brookes and Andrews Heat for Hire tell their story, new film and a must for "Fordie Fans".

Running Time:-
T.B.A.

March 3rd

STAGES TO VICTORY

The 1976 Castrol/Autosport Championship with the Mintex Raylor, Arkell and Castrol rounds.

Running Time:-
40 mins.

March 3rd

WINNING AIN'T EASY

Dealer Team Vauxhall shows their paces. This is included for those others who insist on driving something other than Ford. We cater for everyone!

COSTA COMMENTS.

Well, once again the Costa has been and gone but what a rally!! It certainly was a good first class event with tales of woe of glee. Firstly of course a mention for Ken Goodall, (Ken has won the event before.) who seemed to be doing very well, until car problems placed him well and truly out of the rally. So too for Smith and Matthew, who blew their "diff", leaving the lead open for anyone who was good enough to grab it. Desort and Lambourne were doing extremely well and looked promising possibilities for the winners. Barry Dove and John Bownass had a very unlucky run, John suffering a bad cold, and that was only the start. Ges and Vince (affectionately known as Waters & Fletcher.) were taking things very easy (hence, losing out badly on time.) due to the fact that Ges is selling his car. Number 24 saw Ian Mackay and Marcel Girardier in the XJ 6, during the early part of the rally some quite impressive performances were put up. However, as luck would have it Mackay and Girardier ended up "planting" the "Big Cat" into the side of a tree.

were badly hurt (the usual bruise this and that) but the car was more than slightly bent. Back to the finish, to find that Tony Revell won the event, whilst Desert and Lambourne came a very creditable second (their luck ran out on the Bolton Midnight.) John Bean got used to his new Tein Cam in style, and partnered by Chris Rolis collected the best Trackrod pot. All in all, an excellent event, roll on next year..

TRACKROD.....ENDS.

