

TRACKROD

No.101
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1979

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

RAC. REGISTERED
NO. 1230



RICHARD INESCN - BOXING DAY
AUTOTESTS AT THE LEEDS
CREST MOTEL

TRACKROD MOTOR CLUB LIMITED.

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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 ?

Trackrod holdalls 2.50ea.

ALL AVAILAELE FROM:- EDWARD BAKER.

CLUB NIGHT VENUES

| | | | |
|-------|------|-------|---|
| MARCH | 6th | ..... | Square and Compass, North Ripton |
| | 13th | ..... | Chamber of Commerce, INDOOR RALLY |
| | 20th | ..... | Lawnswood Arms, Otley Road, Adel |
| | 27th | ..... | Shoulder of Mutton, Kirkby Overblow |
| APRIL | 3rd | ..... | Square and Compass, North Ripton |
| | 10th | ..... | Mercury Motor Inn, Garforth |
| | 17th | ..... | Crest Motel, Oulton |
| | 24th | ..... | Shoulder of Mutton, Kirkby Overblow |
| MAY | 1st | ..... | Square and Compass, North Ripton |
| | 8th | ..... | The Castle, Spofforth |
| | 15th | ..... | The Royal, Boston Spa, FILM SHOW |
| | 22nd | ..... | Treasure Hunt organised by Ron and Lindsay McKinnon, start at car park behind BEJAM Cross Gates finishing at the Mercury Motor Inn Garforth. |
| | 29th | ..... | Shoulder of Mutton, Kirkby Overblow |
| JUNE | 5th | ..... | Square and Compass, North Ripton |
| | 12th | ..... | WATERNOGGIN, afterwards Lawnswood Arms River Wharfe at Otley, organised by Steve Smith. |
| | 19th | ..... | LADIES AUTOTEST, Crest Motel |
| | 27th | ..... | Shoulder of Mutton, Kirkby Overblow |

The Social Committee would like to say a very big thank you to the Shoulder of Mutton Crest Motel, Shell, Ron McKinnon (Bowater Scott), Frank Stuart-Brown and any others who donated prizes for the Dinner Dance raffle. The money raised will go forward to purchase a stock of sweat shirts to sell to members.

The next raffle to be held is in aid of CONLS for use at Autotests etc. We will be raffling a bottle of Whisky so get your money out and buy some tickets. Claire and Jayne will be selling them.

We are also hoping to hold a big raffle later in the year so anyone who knows where or who we can get some super prizes from see Rod Parkin.

FILM SHOWS WOULD EVERYONE PLEASE NOTE THAT ADMISSION TO FILM SHOWS IS 10p FOR MEMBERS AND 50p FOR NON-MEMBERS. AT THE NEXT FILM SHOW CLUB CARDS ARE TO BE SHOWN!!!

Anyone interested in helping to organise the Waternoggin please see any Social Committee member or STEVE SMITH.

If the Waternoggin is not your scene how about the Sportnoggin anyone interested in organising this please contact any Social Committee member or DEREK LEE.

TREASURE HUNTS This year we are having 3 treasure hunts in the form of a league and the team who get the most points after the 3 win a special prize. There will also be prizes for each round. Entry fees for these will be £1 per car with 2 people in and 25p per person over 2. Start for treasure huts will be between 6.30 and 7.30 p.m.

SOCIAL COMMITTEE Claire, Dianne, Jayne, Julie and Vicky.

FORTHCOMING EVENTS

- MARCH**
- 10th - Tyreservices Dukeries Rally BTRDA
 - 10th/11th - Burgess Bowl:- Glossop Maps 110 (S) 118, 119
 - 10th/11th - Roskirk Rally:- South Shore Maps 97, 102
 - 11th - Trackrod MC PCT CJ Organiser Ronnie Moore
 - 17th/18th - Dunfab Danum Rally: Lindholme MC Maps 111, 106
 - 24th - Lakeland Stages Rally BTRDA
 - 25th - Trackrod MC Autotest Restricted Organiser Brian Wainwright
- 31st/1st - Shellport Costa Di Pienti Rally.
TRACKROD'S ALL HELP GREATLY RECEIVED.
- APRIL**
- 1st - Car Care Centre Autotest - Round 1 of ANCC Championship also BTRDA. See notice board or Richard Ineson.
 - 7th - Plains Rally: BTRDA
 - 7th - Raylor Rally: York MC Trackrod will be running a stage.
 - 7th/8th - Ribble Rally: Spring Hill Map 97, 98, 102 and 103
 - 7th/8th - Marlboro Moonraker Rally Motoring News
 - 21st - Moonraker Rally: North Humberside MC : Shell League
 - 22nd - Slaithwaite MC Shell League Autotest (NEW DATE)
 - 28th - Ridings Rally: Trackrod invited club. Marshalls will be wanted.
- MAY**
- 5th - South West Stages Rally BTRDA
 - 6th - Autotest Trackrod Restricted
 - 12th - Barratt Oak : Woolpack Otley Maps 98 (E) 99, 104
 - 13th - Trackrod MC PCT CJ
 - 19th - Weatherill Centurion Rally BTRDA
 - 19th/20th - Trackrod/POAC: Lookout Novices Rally Maps 100, 104, 105

EDITORIAL

Welcome readers to the 101st edition of Trackrod, and this month brings a new plea to members : (apart from more copy). If you have photo's of yourself in rally cars or autotesting etc. Sorry holiday snaps won't do ! , and you want them in the newsletter either on the cover, or inside, then please contact me, as I'm sure we're all sick of Ari Vatanan and Roger Clark hogging the cover of our venerable monthly chronicle.

NOTE: ALL articles to be in by the last Tuesday of each month, or else if not, they just will NOT go in

By order of
Editorial Staff

Indoor Rally 4th Round

Well what a surprise with the Championship so close, only the Championship set off with 4 crews for the 4th Round. Ronny Moore won this round so he's closing the gap on the other crews. My thanks to Jack Coulthard for organising this round. (Must have heard it was going to be a hard one) Tony Longstaff is organising the Next round.

Shellsport League 1979

As they say, due to circumstances beyond our control, i.e. the weather - the 1st round of this year's competition had to be postponed until the 25th March 1979. - Venue is still Hartshead Moor at approximately 10.30.

Second point is the date for Round 3, the "Moonraker" road rally, which has been changed to 21/22nd April.

Richard Ineson
Team Captain

A.N.C.C. Autotest Championship

Just a brief note to let you know that this new championship is due to get under way on the 1st April, and by the time you read this the regs. and registration forms should be available from the club notice board or from either of us.

Basically, the championship will consist of 12 events with the best 8 scores counting towards the championship.

Furthermore, sponsorship for the Championship has been obtained from the Yorkshire Bank who are to donate a new award, "The Yorkshire Bank Trophy" together with cash awards and trophies for down to 3rd place. Scoring has been designed not to favour one particular class and we expect to see many of you partaking throughout the coming season.

Richard Ineson
Howard White

Mintex Rally

I would just like to say thank-you to all those people who turned out to Marshal on the Mintex Rally on our stage, and a fine job you all did too, and and made the stage run so smoothly in such difficult conditions, Thank you all for turning out

Chief Marshal
Ronnie Moore

FROM THE HOT SEAT

"Before I forget - 16th March, De Lacy's Clubhouse at 8 p.m.
105/483259 - Trackrod Team in The Shell Sport Quiz
come along for a great night's entertainment. Bar!"

Following last month's article on making navigational mistakes, and the Editors plea for a bit more material, I have been persuaded to write a regular column on rally navigation, the "Rally Scene", who made the most mistakes on the last Rally, how to convince your driver in under two seconds that if he doesn't slow down for the ninety-left he is approaching while still flat in top, then this time he will be the one to pull it out of the ditch etc. etc.

So, anything to report from the last month? Not much, owing to snow and ice making everything rather difficult. I didn't do Selby's "Three Swans", but I did go out on the Beverley "Night Out" in Humberside on 10th/11th February - sitting beside Mick Watkins in the Rockwood Garage Mexico. We had a good run (apart from countless overshoots on the ice!). One thing did crop up which might be worth detailing. I thought most people understood the three-quarter rule by now, but one expert navigator, who certainly should know better, made up too much time at a relaxed control, and collected his due fails. Admittedly, the rule tends to fluctuate from time to time; but I shall try and clarify what the situation is now.

Right, here we go - rules about making up time, rallying, one, for the use of. No time can be gained in a neutral section. You can pull back time on a competitive section (but unlikely), or on a relaxed section. On sections up to and including 4 miles (which is equivalent to 8 minutes, remember) you can take back as much time as you can. Got it so far? Good, because now it starts to get complicated. On sections longer than 4 miles / 8 minutes you will get penalized for making up too much time. On sections of 9, 10 and 11 minutes duration, you can take back 3 minutes and no more. On sections of 12 minutes, or more, the three-quarter rule comes into play. Now three-quarters of 12 = 9, right? Difference between 9 and 12 = 3; so that is the time you are allowed to regain. Remembering that road rallying works to whole minutes, any difference greater than 3, but less than 4, still restricts you to regaining only 3 minutes. But, when you reach a section 16 minutes in duration, ah!! - three-quarters of 16 = 12, difference between 16 and 12 = 4; so now you can make up 4 minutes in that section.

To recap then: Sections of 4 miles / 8 minutes, or less, take back as much as you want; 9-15 minutes, pull back maximum of 3 minutes; 16-19 = 4 minutes, 20-23 = 5 minutes etc.

If you are still confused, read it again - then come and buy me a pint and I'll explain.

If in doubt take back only 3 minutes and you will remain innocent and unfailed.

SANDTREKKER

SIX-WHEEL-DRIVE LAND ROVER

By J. C. Baker

Purchased for £220, a short wheelbase Land Rover was converted to long chassis and two extra driven wheels added. It then served as transport for four from the Midlands through Cairo to South Africa.

Three of us (Tony, Roy and myself) were looking for a vehicle to undertake the 14,000 mile overland journey to South Africa. As we were short of money and could not hope to afford a new Land Rover, we optimistically attended the army disposal auction at Ruddington in the hope of finding a cheap second hand one. It was the very last lot of the day and we were beginning to lose heart. We had only £220 and even the old series 1 Land Rovers were fetching £300. The hammer fell at just £220. It was our bid the last of our money and we had bought it 'unseen'.

The first view of Lot 360 was not reassuring: a battered, clutchless, two-wheel-drive Land Rover, standing up to its axles in mud in a corner of the field. It had been used by the army as a training vehicle and L-plates were still painted on the front and back.

It took six months to rebuild and then it was to all intents and purposes a conventional 1965 88 in. Land Rover station wagon which we proudly took for its first trials in the Scottish snow. It was on this holiday that the complication arose: we recruited another crew member, Graham was certainly going to be an asset to the expedition but now our 88 in. station wagon was not going to be big enough to carry all four people and their luggage, together with the extra water and fuel tanks which we anticipated would be necessary.

The obvious solution would have been a 109 in. model but financially this was out of the question. A trailer seemed to be a possible answer until someone, in jest, suggested lengthening our own chassis and propping up the extension with an extra axle. We looked at each other, waiting for someone to laugh. Nobody did. The Sandtrekker idea was born.

We made drawings and submitted the ideas in principle to Rover's engineers. They were discouraging and pointed out the problems of tyre scrub at the four back wheels and unmanageable steering. The unit would be grossly underpowered and a real danger existed in using an unstressed chassis. In fact they strongly recommended that we forget the idea and start saving for a real long chassis Land Rover. With the sublime self-confidence of ignorance we decided to start work at once. Our self-imposed time allocation was so short that every day was going to be needed.

The rear body was removed and the chassis lengthened by cutting a short section out of the rear end of the frame and replacing it with a similar but longer section. The original Land Rover strength and stability were restored by the addition of various stiffening members and crossbraces. To eliminate some of the buffeting the new rear suspension would inevitably receive, a system was designed on basic close-coupled axle principles whereby the two leaf springs were connected by a bell cranked lever, in a way which meant that only half the wheel movement was transferred to the body.

The new body was constructed by cutting the back end from our station wagon and the front end from a scrap body. The two halves were riveted together. Now we really had room to spread ourselves: 84 in. of it compared with only 43 in. in our original little Land Rover. To give protection against the tropical sun we sprayed the panels white. The tropical roof was Daytona red, testifying to our simple faith in the efficiency of the RAF's desert rescue service. The matt black bonnet was perhaps a mistake - but it looked good!

SANDTREKKER Continued

Five weeks after we had started we were able to drive our six-wheel Land-Rover into the Rover factory at Solihull, once more to seek the advice of the experts; once more our complacency was sadly bruised. After the trip round the test track, amid much shaking of heads the doubt we expressed about the braking and steering. They also considered that the front-wheel drive operating as it did only on the front and middle wheels would produce insufficient traction for a vehicle of Sandtrekker's size working in severe conditions. They suggested that we forget the whole thing but added that if we wished to proceed with our ridiculous idea then we could have the use of one of Rover's fully equipped workshops and any assistance they could offer. We were speechless!

In Cornwall that summer, a dramatic six wheel skid underlined their warnings that the springing and braking systems were wholly inadequate. As these are highly specialised fields and we have neither the necessary knowledge nor sufficient capital to solve these problems satisfactorily ourselves, we approached the leading manufacturers for help.

Bamber engineering took our springing problems with tremendous enthusiasm and even went so far as to send one of their technical advisors all the way from South Wales to discuss the problem. As a result of this meeting Bamber engineering produced a set of springs that suited our conditions exactly and withstood every shock of the fourteen thousand mile journey. Our braking problems were efficiently solved by Girling who studied our particular conditions as though we were a large firm contemplating big order. They even loaned us a technician for a few days to install of their fittings to their own high standards. These included a Clayton dew and servo unit which we managed to install in the engine compartment only with great difficulty, after the installation of the Girling/Clayton dew and servo system Sandtrekker could stop on a sixpence. To combat lack of traction an idea emerged for powering the rear axle. The Land-Rover transfer box consists basically of a chain of three cluster gears, the last of which provides power by means of a selector to either the rear or front and road axles. It was our plan to introduce a fourth gear into the power chain which would drive a further prop shaft.

So back to the drawing board and eventually a design was produced which worked in theory. Parts were inside (in the most unlikely places) and assembled with our existing gear box.

Now a power line was required to transfer the power from the gear box to the third axle, it would have to pass over the centre axle and bolt to the rear differential and have enough spline movement to allow both axles to be any stage of change between full bump and full rebound. With increasing effrontery we approached the experts. Hardy-Spicer who readily provided us with the answer in the form of three shafts, the middle one being fixed to the centre axle casing and moving up and down with it. The angles of operation were far in excess of what Hardy-Spicer recommend but we had so many untried systems already (including the crew) that we accepted the risk.

CONTINUED NEXT MONTH

The Seven Dales Rally

On 16/17 December De Lacy MC promoted their restricted rally, "The Seven Dales". Although with the weather having a very definite say in the proceedings "The Christmas Show on Ice" may have been more appropriate.

The Event was sponsored by Crest Hotels Europe who also provided start and finish facilities at the Hull Crest. The event took place on maps 106 and 100. Five crews were flying the Trackrod colours, first of these were in the experts being Tom Whittaker and Vince Fletbher at No 34, Tom out on his first event in Morley Waste Traders' Twin Cam. At No 46 were John Stephenson and John Bownass in the 1600 Mexico followed by Howard Thompson and Bob Chapman in the Avenger 1500 running at 48. First Trackrod novice at No 58, also on his first event was Mark Adamson partnered by Charlie Palmer in a Mini Cooper and the final crew Mr and Mrs Howell at No 71 in the Mini 1275.

Pete Smith and Jeremy Mathews in the Opel Kadette led the cars off to the North West where competitive motoring started East of South Cave two competitive sections looping round South and North Cave to the start of selective 1. This was a 17 minute thrash North wards, finishing just outside Holme On Spalding Moor. Most top crews beat the bogey time. This was followed by selective 2, which was a yellow running round the airfield, south of Holme Upon Spalding Moor.

By now road conditions were extremely slippery to say the least and this section was to prove to be the end of the rally for John Stephenson and John Bownass. John who was already reconsidering re-shelling his Mexico after this event had the plans made more definite when the car went straight on at a 90 left the car having a fight with a lump of concrete on the way. The contest was declared a draw, both car and concrete finishing in the bottom of a ditch. Mark Adamson and Charlie Palmer were also having their problems, after having an "off" they managed to reposition a shocker mounting, only to suffer the dreaded "Electrical Problems". However, they struggled on to half-way with a somewhat erratic handling mini but decided to retire.

The rally headed North for those cars still on the road, with the final selective being run between Stamford Bridge and Castle Howard. The last two Targa sections were also at Castle Howard before a half way at Malton. The most notable thing about the first half was the slack timing with crews having to wait anything up to two minutes at competitive controls.

The start of the second half brought thoughts of O.T.L. to many crews. On paper it looked like a road race with a string of 21 Targa sections in a row and not one neutral in the whole of the second half. Again slack timing ruled out any fears of O.T.L. The cars headed South, and for home using Millington Pastures uphill, that being the last difficult section as the cars moved onto the flat and boring roads of map 106.

For most crews the order of the day was not to go fast but to finish, and the Hull Crest was a welcome sight. Pete Smith showed everybody how to adapt to the conditions by bringing his Opel home in first place. A magnificent run by Howard Thompson and Bob Chapman was rewarded by an 11th overall and 11th in class. Trackrod's other two finishers were Tom Whittaker and Vince Fletcher who came 17th overall and 16th in class, and the Howells who unfortunately picked up fails on the last four controls which spoilt a very good run and put them down to 49th overall and 14th in class.

Apart from the ice and slack timing which was frustrating, it was a very well organized event, and De Lacy managed to have every control manned which deserved applause for both the organising club and the marshals who braved the sub-zero temperatures.

Vince Fletcher

A Foolish Folly

T

Tw'as on a Monday night
 When I had my biggest fright.
 After a night on the beer
 I was feeling most queer.
 Whilst travelling to a place called Huby
 I was to do a booby.
 My mind no'socclear
 due to the beer.
 I drove up the pavement and through a wall
 Through the haze I could recall:
 The dreaded sound of the Huby fed
 "Oh damn him, he should be in bed!"

With "Hello, hello, hello, what have we here
 A lad with no sense,
 Committing an offence
 By driving up a wall and through a fence!"
 By now the bag was out
 "Oh damn!" I could not shout
 With the thing stuffed in my mouth
 I huffed and huffed
 "Oh go get stuffed!"

F.B.

* * * * * T R A C K R O D E N D S . * * * * *