

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

120 October 1980



10th Anniversary Edition

TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE.

OCTOBER 1980

No. 126

EDITORIAL

Follow that! How do you?

I'm sure you would all like to join me and thank my predecessor Richard Ineson for the quality and high standard he has brought to the magazine. This of course makes my task difficult, but I shall endeavour to maintain his standard.

Any reports of events you have done, or been to, any other matters you think everybody should know about please forward them to me at any club night or at home. (Please note my phone number is Bradford and not Pudsey as printed on the front cover).

NB. Deadline for material is the last Tuesday in the month.

Thanking you for your anticipated support (or else)!

Richard Moran

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ON THE COVER

Ander Kullang in an Opel 400 on the 1980 Mintex International Rally.
The photograph was taken by John Renny.

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MEMBERSHIP

Membership now totals 208.

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FUTURE EVENTS (COMPETITIVE)

12th October, 1980	Ripon MSC ANCC/Shell League P.C.T. Regs. From John Renny in due course team of five please.
19th October, 1980	Wakefield and DMSC ANCC/Shell League autotest.
25th October, 1980	Trackrod M.C. Crest Forest Stages Rally, do not go away this day, you will be needed. 1980 ESSO/BTRDA Championship final round.
26th October, 1980	North Humberside M.C. ANCC Autotest.
25th/26th October, 1980	Postel Highwayman Rally, Maps 92, 99 and 104. ANCC Event.
1st/2nd November, 1980	Alwoodley M.C. Pennine Rally, ANCC event.
2nd November, 1980	Trackrod M.C. Closed joint Bonfire at the Crest Motel, Oulton.
9th November, 1980	Matlock & D.M.C. ANCC Autotest.
16th November, 1980	RAC International Rally. We're doing Boltby stage see John Richardson or Rod Parkin. Marshalls will need to be there by 1900 hrs.
29th/30th November, 1980	Clitheroe M.C. Hall trophy, Final Round, ANCC Rally Championship.
7th December, 1980	Ilkley & D.M.C. P.C.T. ANCC Event.
26th December, 1980	Trackrod MC. Boxing Day Autotest.

FUTURE EVENTS (SOCIAL)

14th October, 1980	The Beehive, Thorner. Table Top Rally
21st October, 1980	The Black Horse, Askwith, Nr. Otley.
23th October, 1980	Shoulder Of Mutton, Kirby Overblow
4th October November, 1980	Square And Compass, North Ripton.

Lombard RAC Rally 1980

This year we are running the Boltby stage on Sunday evening the 16th of November and we are stage 9 of the event. This means we should get most of the entry as all the previous stages are the 'stately home mickey mouse' type and ours is the first forest proper. The marshals convey will enter the stage at 6.45pm at 100/502872 and assuming there have been no delays in the earlier part of the event, we should be closed and on our way home (or to the Lake District I suppose!!) by midnight.

Nigel Drayton is Chief Marshal and will you please give your names to him if you intend to be on the stage. Sue Broadbelt is once again looking after the distribution of the year bars and she will advise you of the cost of same! These will be available by the event.

We have also provisionally arranged a meal in the late afternoon at the Sutton under Whitestonecliffe. Will all people who wish to join us advise Rod Parkin as we have to confirm numbers beforehand.

I will give you more details nearer the time and look forward to seeing you on the stage.

John H Richardson.

The Marlboro Safari Rally

We were privileged to have David Morgan as our guest at clubnight on the 23rd of September. David is a District Chairman of the organising team of the East African Safari Rally as it was known a few years ago and lives near Eldoret in the North West of the country.

This evening was set up at rather short notice and necessitated a change of venue which I understand caught out one or two people. While this is regrettable I am sure those people who were in attendance thoroughly enjoyed the film of the 1980 event and the most interesting and informative talk given by David on the rally scene in Kenya.

Of course the Safari use to go into Tanzania and Uganda but with the borders now closed for political reasons it remains inside Kenya. It now starts on the Thursday of Easter weekend and finishes on the Monday having traversed 5500Km of mainly unsurfaced roads in three loops, all starting and finishing in Nairobi. The first leg goes North West looping close to the Ugandan border, the second goes South East down to the Indian Ocean at Mombasa and the third back up North again into the Samburu region and round Mount Kenya. Going down to sea level and back to 10000ft, with no special stages, nearly road timing to the minute on open roads in an area over four times the size of England and Wales one can understand why this is called the best rally in the world, it makes the RAC Rally almost like a Sunday afternoon Treasure Hunt!! When you also realise that the organisation is in the hands of just a small group of people from only six motor clubs in the country, it makes their achievements all the more remarkable. No doubt the recent assistance from Marlboro will ensure the continuity of this superb event, long may it remain. Thank you again David, do come back and see us when you are next in England. J.H.R.

HIGH MOOR M.C. A.N.C.C. AUTOTEST 14th September, 1980

Mike Elliott organiser extraordinaire, managed to rustle up 24 entries for this event, he being the demon Clerk of the Course, which was the 8th round of the A.N.C.C. Championship for the Yorkshire Bank Trophy.

The Trackrod contingent consisted of Ron Mackinnon's Midget, John Renny's 1300 Escort, Graeme Bradford's Mini 1000 and Richard Ineson's 1275GT. R.F.I. was out to try and repeat his 1979 victory on this event but a stall on the first test did not help at all and after six tests (lunch) had a 3 secs. deficit to David Sowman (again!) and was followed VERY closely by Gerald Taylor 0.6 secs. behind. "J.R." was being ultra rapid in his Escort leading his amalgamated class by some 12 secs. Ron Mack was finding his hands full with opposition from Mick Moore's sawn-off Spitfire but Mick collected a wrong test on test 3 to put him some 20 secs. in arrears at halfway. Graeme 'Braddy' was up against arch rivals, Chris Gowthorpe and Mick Penrose and was sporting a large bottom lip when Chris Gowthorpe broke a drive coupling and did damage that pre-empted his retirement - bottom lip changed to smile by this immediate elevation to 2nd in class.

After lunch the event took on a different format, all the tests being run in tandem, that is, two cars starting two almost identical tests simultaneously - very distracting for competitors, but great spectacle for spectators.

The Trackrod plot nearly came apart at the seams when "J.R." commenced a slow but sure class 'give-away' with two line faults and an eventual washout which gave eventual class victory to Neil Heakey's W reg Chevette which finished the event with several teeth missing from it's reverse gear!!! Braddy could do nothing to improve on his position behind Mick Penrose but he was hampered by a reverse gear which kept jumping out and a couple of line faults. Ron Mack was flying and at one time was in contention for F.T.D. but on the penultimate test he collected a wrong direction - but so did Mick Moore, which assured Ron of a deserved class victory. R.F.I. managed to pull back $2\frac{1}{2}$ of the 3 secs. deficit beating Dave Sowman in a paired run-off in the process, before a line fault increased the deficit to 11.2 secs, someone else sporting large bottom lip - much telepathy by Trackrod members eventually worked on the penultimate test when David collected a wrong direction - smiles again - but what of Gerald Taylor - unfortunately he also collected a line fault but was still in contention for class victory with RFI having secured F.T.D. when, on the last test he again did nasties to his gearbox - this time stripping first gear, he just scraped home to a class win by 2.5 secs.

A superb event which deserved a larger entry but nevertheless resulted in excellent competition.

Trackrod results

Richard Ineson	1275 GT	523.6	F.T.D.
Gerald Taylor	1275 GT	538.3	1st in class
(Huddersfield M.C. but he is also a T.M.C. member)			
Graeme Bradford	Mini 1000	621.2	2nd in class
John Renny	1300 Escort	675.4	4th in class
Ron Mackinnon	Midget	594.4	1st in class

MERCHANDISE

If you would like a wooly hat with Trackrod M.C. interwoven on it Price £2.00

contact Miss Elaine Longhorn Tel. 860547 or any club night
Miss Sue Sharp Tel. 867865 " " "

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SATURDAY 25th October, 1980

WE NEED YOUR HELP

As you should know by now we are once again running the Leeds Crest Forest Rally, so we need a lot of marshals to do different jobs on the day.

If you feel you could help in any way at all please contact:

RONNIE MOORE -- (Chief Marshal for the event) Tel. Rawdon 507780

Or at any club night.

Your help will be very much appreciated so please get in touch.

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INTER-ASSOCIATION AUTOTEST TEAM CHALLENGE

Nottingham Goose Fair Site 21st September, 1980

This annual event, claimed to be the longest established inter-association contest was organised (dis-organised might be more appropriate) by Robin Hood M.C. on behalf of the East Midlands Association.

There were 13 teams of three cars entered with the addition of Steve Stringer's Lotus 7 running alone. A.N.C.C. fielded a lone 'A' team (a second sports car for the B team being unavailable) consisting of Ron Mackinnon (Midget) Mike Elliott (RS2000) and Richard Ineson (1275GT).

Before the start there was much discussion on the tests and how they should be run, but things got underway some 35 minutes late and immediately the A.N.C.C. hit trouble - and pylons!! the handbrakes on both the Mini and Escort suddenly became inoperative at the wrong time and it was not until the brief lunch halt that things were restored to full working order by which time our trio were back in 7th place - but only 12 secs. away from 6th.

If things were bad for A.N.C.C. the Scottish 'A' team included an Irish Beach Buggy which needed an ultra rapid clutch swap which was completed some 5 minutes before it was due on the line! but if this amazes you greater Irish ingenuity was to follow.

The Mini 1275 GT in the Irish A team suffered a gearbox failure on test 3 so it was pushed away and forgotten by most people, but roughly 45 minutes later the gearbox was being taken off the engine which was already out of the car!

Alas A.N.C.C. did not improve their position but were quite pleased to find that without their stupid penalties they could well have been in 3rd or 4th spot at the end of the day. I say 'could' because we had another operation overkill situation with a computer supposedly working out the results which a lot thought were incorrect. The mention of a protest brought up the question of Stewards - which Stewards said someone in authority. - Enough said.

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W W

I must just make a point of saying only the top six or so in each trophy are shown below, because if I put every member down, there would be about ten pages to process. Do do not worry if you are not on the points list your are probably no. 7 or 8 so keep your results coming.

J. Renny	358.6
G. Bradford	216.0
R. Moore	202.3
R. Mackinnon	196.2
R. Ineson	142.1
D. Lightfoot	102.7
N. Masterman	102.7

R. Mackinnon	40
R. Ineson	39
G. Bradford	37
J. Renny	28
B. Stocker	22
G. Cox	21

R. Moore	683.3
R. Mackinnon	405.5
G. Bradford	313.3
J. Renny	265.9
R. Ineson	257.1
D. Lee	56.5

T. Whittaker	180.5	3	events
R. Moran	114.5	2	"
R. Sutcliffe	97.3	1	"
G. Waters	85.0	1	event
J. Bean	78.5	1	"
R. Jackson	78.3	1	"

R. Moore	19
M. Tierney	15
N. Masterman	10
G. Cox	10
J. Renny	9
J. Westmoreland	9
G. Bradford	9

D. Lee	177.5	2	events
R. Moore	152.9	2	"
A. Sutcliffe	97.3	1	"
V. Fletcher	88.0	1	"
J. Thirsk	78.5	1	"
R. Close	78.3	1	"

Trophy Points contd.

F.S.B. RALLY DRIVER

D. Ashford	82	8 events
I. Gurnett	47	5 "
R. Sutcliffe	45	4 "
D. Lightfoot	39	4 "
J. Stephenson	34	4 "
T. Whittaker	33	5 "
G. Mathie	31	6 "

F.S.B. RALLY NAVIGATOR

N. Masterman	67	6 events
Mrs. J. Ashford	64	6 "
A. Sutcliffe	45	4 "
J. Coulthard	41	3 "
V. Fletcher	35	6 "
I. Watt	31	6 "
D. Lee	25	3 "

SPECIAL STAGE RALLY DRIVER

D. Ashford	607.6	8 events
G. Mathie	240.5	4 "
M. Callaghan	86.8	1 "
D. Lightfoot	62.1	1 "
G. Kellett	62.1	1 "
J. Stephenson	55.0	1 "

MARSHALS TROPHY

B. Dove	45
D. Lee	40
V. Spurdens	35
J. Thompson	35
B. Wainwright	35
T. Whittaker	35

SERVICE CREW TROPHY

N. Gledhill	35
G. Kellett	25
P. Silberberg	15
N. Brownridge	5
S. Bramham	5
R. Parkin	5

LADIES CHALLENGE CUP (Best Lady Competitor)

Mrs. J. Ashford	64
Miss V. Spurdens	22
Mrs. L. Mackinnon	17
Miss S. Broadbelt	16
Miss J. Flavell	10

ALL ROUND LADY MEMBER

V. Spurdens	120
J. Ashford	64
J. Thompson	50
L. Mackinnon	40
A. Hunn	30
E. Longhorn	30
S. Broadbelt	30
Y. Moore	25
A. Wainwright	25

ALL ROUND CLUB MEMBER

V. Spurdens	120
D. Lee	120
R. Moore	110
J. Westmoreland	100
B. Wainwright	90
J. Renny	85
R. Mackinnon	80
R. Ineson	65
G. Bradford	65

RONNIE MOORE
Trophy Points Secretary

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PHOTO PAGE



↑ BRIAN NELSON IGNORING THE "HALT" SIGN ON THE MANX
IN THE MID 70'S.



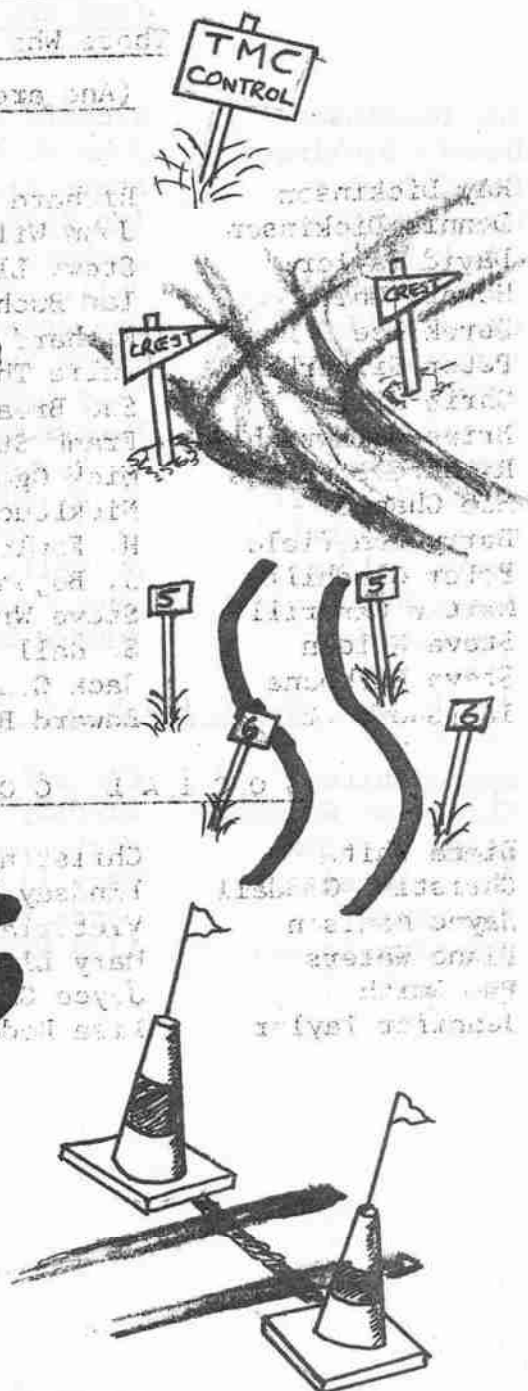
← 1968 MONTE
CARLO RALLY
-ALPINE
RENAULT,
BEATEN BY
THE PORSCHEs.

TRACKROD

TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

THE
FIRST
TEN
YEARS



MAIN COMMITTEE

Those Who Have Served

(And are serving)

Ray Dickinson	Richard Jackson	Richard Ashcroft
Dennis Dickinson	John Wilson	Ken Goodall
David Taylor	Steve Lloyd	Richard Ovenden
Howard White	Ian Buchanan	John Richardson
Derek Lee	Richard Ineson	Rod Parkin
Peter Silberberg	Julie Thompson	Ron Mackinnon
Chris Miller	Sue Broadbent	Ronnie Moore
Brian Wainwright	Frank Stuar te Brown	Martin Kemp
Richard Spurdens	Mick Ogden	Steve Mills
Bob Chapman	Nick Leuchars	John Mason
Barry Schofield	H. Fowler	Richard Moran
Peter Gledhill	J. Bojungs	John Renny
Martin Cantrill	Steve Wren	Keith Marr scow
Steve Holden	S. Hall	Rick Stevens
Steve Rathbone	Jack Coulthard	Jim Stoker
Ian Gournett	Edward Baker	

SOCIAL COMMITTEE

Diana White	Christine Staton	Julie Thompson
Christine Goodall	Lindsay Mackinnon	Sue Broadbent
Jayne Moulson	Victoria Spurdens	Rebecca Stoker
Diane Waters	Mary Lloyd	Rosie Ashcroft
Pam Smith	Joyce Chapman	Sue Jackson
Jennifer Taylor	Lisa Roddy	

CARS AND CAR CONVERSIONS MAGAZINE

We would like to thank Triple 'C' and its Editor, Peter Newton for allowing us to reproduce their two articles which appear within this special issue of 'Trackrod'.

Back in September 1973 when the articles were first published the Editor was a gent by the name of Paul Davies and in appreciation of his efforts in spreading our name across many nations he was one of our guests at the Annual Dinner. Now, Peter Newton, what can we ask you to do for us??!!

R. F. Ineson

THE FAMOUS EVENTS OF TEN YEARS GROWTH

From our humble beginnings in 1970 to the established club we are today has taken a considerable amount of work by those who have organised events. It is for competitive events that Motor Clubs exist and they thrive or just exist on their performance in organisation of their events.

Fortunately, for us we are thriving from running our first closed to club events it was our ambition to have a restricted event in our calendar for each branch of the sport in which our members were involved. It was in 1973 that we first put on a restricted event, that being the Wharfedale Trophy Production Car Trial and what a superb event it was. Inclusion in the Shell Sport League guaranteed a sizeable entry and our relative inexperience did not show at all. The event was masterminded by Steve Lloyd and Richard Ashcroft who had available that long since defunct venue at Whin Park, Arthington. The event moved to Thorpe Farm at Guiseley for the following year, still under the same management of Lloyd/Ashcroft, but rain intervened to such an extent that the event had to be cancelled, it was Shell League too. For the 1975/76 the event was taken under the wing of Richard Ineson/Bob Chapman and a switch of venue brought it to Rose Farm at Burley Woodhead. Boy did it rain prior to that '75 event - again it was Shell League and competitors struggled to get to the start of the tests, but we kept at it, doing a thorough plowing job on the farmers field - we got a lot of praise for persevering and a lot of criticism for trying!! - you can't win. Rose Farm again in 1977 but Bob Chapman departed and John Richardson moved in to form the team that exists today. The event has since moved to Stump Cross at Pateley Bridge, which is only a small venue but as we now only put the event up for the A.N.C.C. Championship we are able to cope. - we desperately need a new P.C.T. venue if we are to attract a larger entry and Shell League status in future years. Certainly the event is always a well run affair giving value for money in terms of numbers of tests etc. but it is hard work on the day.

The next event to gain restricted status was a road rally and no-one needs any introduction to the Costa Di Plenti, masterminded from its inception by Martin Kemp/Steve Mills (John Richardson/Jack Coulthard taking over for one year) this event grows in popularity each year and is now a feature of the Motoring News Rally Championship. Only those involved with the organisation of the event know of the volume of the work done by the two main organisers behind the event - for Martin, it has now become a major part of his life - as soon as one event is over the next is under way in organisational terms. Initially the event was A.N.C.C./Shell League but because of the increased status in 1978 to Motoring

The famous events of ten years growth contd.

News - Shell League was out of the question on number of entries available alone.

1979 proved to be a disaster for the event, the late winter meant that many of the competitive sections were still under 10 feet of snow and it was with great reluctance that the event was cancelled at the last minute after all the hard work. Nevertheless the event bounced back in 1980 and it is a reflection on the organisation that it was again included in the Motoring News Championship because, let's face it, it is the premier road rally in this part of the world.

Our June restricted autotest has over the years had several organisers, but for the last two, John Westmoreland/Hugh Mantle have been in charge. In 1978 Steve Mills/Ron Mackinnon produced a demon event for the Shell League but the large entry and long complicated tests did not please a lot of the competitors but ensured that the event was remembered by all. 1979 and the current organisers took over. A relatively small entry made things comparatively easy for the new novice organisers and urged on by the success of that event, pulled out all the stops and arranged sponsorship for the event, had it included in the A.N.C.C. and Shell League Championships but, alas it all went wrong on the day, necessitating much test re-organisation and delays for the 60+ entry - again something to remember it by!! However, John still undaunted is determined that the 1981 event will be the success it certainly deserves to be.

Our other event to gain restricted status was the Crest Stages Rally which, in 1977 utilised many farm tracks, airfields and much of Thorp Arch Trading Estate, has graduated into a full blown forest rally, but now alas, only every other year when we receive a forestry allocation.

There were several attempts in the early 70's to get a stage rally off the ground principally by the team involved with the Costa Di Plenti but although much ground work was done, their pre-occupation with their 'other' event prevented their plans from bearing the necessary fruit. Rod Parkin took on the role of creating the first Crest Stages Rally and has assumed responsibility for the event each time it runs and is likely to for the foreseeable future (that's right isn't it Rod???) In fact it is due largely to Rod's efforts that the event has achieved recognition to the extent that the 1980 presentation will be the final round of the ESSO/B.T.R.D.A. Stage Rally Championship - yet another feather in our cap.

In addition to the aforementioned events we still manage to produce those of lesser status, many of them firm favourites with members. Perhaps the most famous locally being the Lookout Novice Rally, the Bonfire Autotest and the Boxing Day Autotest all which help, along with all our other social and competitive events, to keep our name in the forefront of motorsport in the North of England.

May we go from strength to strength.

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TEN YEARS OF TRACKROD MACHINERY

This is not intended as a documented history of every member's car over the last ten years, merely a personal recollection of the competition cars that have come and gone over the years.

TEN YEARS OF TRACKROD MACHINERY CONTD.

I suppose the first event I attended, an autotest was my first real sight of opponent's machinery. Alex Jackson had a very tidy Mini 1000, with Mamba Wheels and a demon motor, brother Richard had an ex-works Imp, and Steve Lloyd his faithfully Anglia, with which he achieved incredible results. The Imp, after several rallies, blow ups, hillclimbs etc., made way for an RS1600 Escort and after a few outings, this machine became a 2-litre pint engined machine with a turbo fitted - quite fearsome, though it came to a sad end on a special stage when an electrical fire engulfed the whole thing, and reduced it to a heap of rotten metal. Alex Jackson also rallied an Opel Manta with the benefit of Wallace Arnold sponsorship, and achieved some creditable results.

Ken Goodall, about this time, acquired one of the first RS1600's brand new, and proceeded to carve himself a niche in Trackrod history, though it wasn't until the RS was replaced by a new Mexico that he came really good, and established himself as a front runner on A.N.C.C. events. The Mexico was eventually rolled end over end, down some bank in an obscure neck of the woods, but was re-shelled and saw little further action! David Taylor, meanwhile, had acquired the ex Ian Hardy's Mini 1000 - a white machine with Mamba Wheels etc., and a highly successful history to boot. This, David used on many autotests over the years, but was eventually sold in favour of a bog standard sprite. The next significant car to appear was Jacko's replacement for his Escort - a Datsun 240Z (Still with the spy 44 reg. No.,) about which you can read anywhere. Steve Lloyd finally disposed of his Anglia, to try his hand at Mini motoring with a 1071 'S', though try as he might, he couldn't get on terms with my own 998 Cooper of 1968 vintage - now there was a car. It was a tartan red example with beautifully flared arches, and had a long successful career, and was a dearly loved car. However, the financial situation dictated that a half share be sold to Tony Marshall of Halfway Garage fame, who put the car on its side in that memorable accident at Full Sutton on the first Crest Stages Rally - the ensuing fire totally destroyed the little thing - there were one or two tears shed that day!!

By this time of course, Jacko had bought his Porsche 911, and continued on his way, pointing/squirting through the stages, and Steve Lloyd had changed to an MGB GT, which carried him to many successes in all forms of the sport, this was eventually sold in favour of the ubiquitous Mexico and that carried on in the same winning way.

TEN YEARS OF TRACKROD MACHINERY CONTD.

What of others you ask??

Well we've had some real character cars. What about Steve Holdens' HB Viva and his subsequent MK 11 Lotus Cortina or Martin Kemps' MK 11 Cortina V6?? Dave Lawtons' machines, - now there are cars not to be forgotten - his MK 1 Cortina with an ex Chris Meek Formula Ford 1600 Motor fitted - a real flyer if ever there was one, also his MK 1 Escort/Bitza, christened the Purple People Eater because of its colour (some say it also chased people!) Then we had another character, Vincent Girardier, who set about chasing Jacko's Porsche with his full-house Opel Ascona - without success - so he bought an ex Paul Faulkner BDA Escort and left that much red paint in conspicuous places, that he had to paint it black!! He even did a prod. Car Trial in it - to see that machine attacking the hills at Stump Cross was a sight, for sore eyes! We also had, at one time, a pokey Mini Pickup - painted in JPS colours - a lovely job owned by founder member John Wilson.

There are still some missing - Ronnie Mack's Escort Sport, which acquired many dented panels and many trophies - he sold that and bought a Firenza, with which he started demolishing all manner of things, including a large rock in Mull; - a tree somewhere in Yorkshire finally proved to be tougher and demolished the car and nearly its intrepid pilot who suffered two broken legs. Undaunted, he bought an RS2000 for autotesting and proved he hadn't lost his flair though this also has been replaced - by his current MG Midget.

Remember the Alex Jackson Mini - well that finally ended up with David Taylor who resurected it after being in mothballs, and autotested it for a couple of years before hanging up his gloves (for a while anyway!)

Howard White also had a Mini - a Cooper 'S' variety, which he and Barry Spink shared on hillclimbs and sprints - Howard eventually rolled it into a ball at Longton, but it was straightened and became a familiar sight on autotests in its immaculate black paintwork and silver alloy wheels.

So, what does that leave? - John Renny's Mexico, which appeared on the scene and did most events, only to be superceded by his MK 11 1300 with which he made that historic trip to the 1000 lakes in 1979 - and finished the event! - the car was then sold, and was seen on the 1979 R.A.C. Rally - there's a car with history!

TEN YEARS OF TRACKROD MACHINERY CONTD.

Rod Parkin - well what can one say! - he's had that many, and still got most of them, that you can't keep track - his only competition car of note, was his MK 1 Escort Twin Cam which went end over end on an airfield stage and thereafter was buried in his garage for years! Another car residing on the edge of its grave is the Firenza of Mick Ogden, which last saw battle in the hands of Gez Waters, but the decline of this machine is still lingering in the memory of many people, it's so recent, not least Mr. J.F. Midgeley who sees it every morning when he pulls back the curtains!

Ian Garnett and Steve Rathbone both embarked on their rallying exploits in Mini 1000's and graduated eventually to Firenza's - Steve Rathbone's being an ex DTV car in which he did the Manx in, I think, 1976, but business pressures brought about its sale. Ians' car is still going strong, having brought him outright victory on one Motoring News Round and many good placings - perhaps when the traumas of marriage have subsided, it will be seen regularly on events again. My own current steed a 1275GT of 1970 vintage is gaining respect and is carrying on where the old 998 Cooper left off and has already won my deepest affection - no doubt it will be around for years to come.

Those, then, are the cars that have stuck in my memory over the decade of Trackrods' existence, and are the machines that have undoubtedly brought success to the club at all levels of the sport. I suppose, the next milestone will be 25 years. I wonder what we'll all be doing our sport in between now and then - we may become a cycling club - the recent Brighton Speed Trials showed how hairy speed cycling can be!! Maybe the economy run will be to see who can cover the greatest distance on a 5-minute connection with mains electricity!

Richard F. Ineson.

TRACKROD MOTOR CLUB.

How It Can Be Told:

Well, well, 10 years old. Who'd have thought it possible that 10 years could go so fast. And yet so much has happened in that time. Hon. Ed. asked me, as one of the oldest members (in every way) to pen some recollections of the Old Days. So, for those members who are heavily into mind blowing boredom, here goes. At least, being resident in the Middle East at present, I'm safe from any form of retribution attempted by any of the characters I'm about to assassinate.

TRACKROD MOTOR CLUB.

How It Can Be Told Contd.

It all started as a result of a break with the Alwoodley Community Association Motor Club. We wanted an independant motor club, and felt there was plenty of room for one between BARC and Ilkley. Despite the gloomy prognostications of a great many people, there was! The first meeting, just to see what support we could expect, attracted over 50 people to the Wharfedale, and we were on our way. The basic idea came from a handful of enthusiasts, Howard White, John Wilson, me, Malcolm Exley and David Myers. David dropped out before we even got really going, and Mal hasn't been around for a while now, but Howard spread the gospel via the Rally & Speed Shop, where we used to buy our go faster tape and rear shelf skid lids. There was more motor sport talked in that shop than at any number of R.A.C. Forums. And when we got someone to fill in a membership form, that form had been drawn up and printed by J.C. Wilson Esq. John was, and is, an organising genius, who could produce forms, awards, or reconditioned engines with equal ease. Me, I used to write the Mag (Just a newsletter then) and hope it would all work out.

We quickly gained R.A.C. affiliation, and went to A.N.C.C. meetings proudly. We organised club events, and dreamed that wonderful day when we might be granted a 'restricted' permit. The R.A.C. observer on our P.C.T. submitted for upgrading, was Gordon Forster, who has always been a staunch friend to the club (even through our various disputes with Big Brother R.A.C., Gordon has been hard, but fair). The idea of the club running an M.N. round, or a forest rally was too fantastic for words. To be sure, we got into the special stage scene early on by offering to assist on other clubs events. Pretty soon, we had an infinite knowledge of every disused airfield in East Yorkshire. Our first forest was Clipstone, on the Dukeries. We 'assisted' other clubs on R.A.C. forest stages, until finally, we got one of our own to play with. To some people, this was the pinnacle of achievement for the Club, but I never enjoyed watching other people have fun, and felt we had to have a go at running a 'big' rally ourselves.

The first 'Cost Di Plenti' (What a great title) set us on that particular road rally trail, which Martin Kemp did so much to encourage. Due to a few hiccups, the first stage event didn't get off the ground until 1977, when our knowledge of those airfields was put to good use. And now, we're in the forests proper. So surely that must be it. What else is there left to do? Well, I don't know, but if there is something else, Trackrod Motor Club will find it, and do it.

TRACKROD MOTOR CLUB

How It Can Be Told Contd.,

Incidentally, the name Trackrod was chosen at a pre-formation meeting by Diana White. We wanted a general, non-locational, motor associated name, such as Tappet, Valve gear or discbrake, and she chose 'Trackrod'. Well, you can't win them all! Ray Dickinson was the first club chairman, as he had a wealth of experience in motor sport to draw on. It didn't quite work out, though, and Martin Cantrill took over. Unfortunately, Mrs Cantrill took a hand in things and Richard Jackson replaced Martin. By this time, I was Secretary. Every new club has its ups and downs, but I was getting very fed up with receiving letters from irate members, because their particular hang-up hadn't been catered for. They were in the minority, however, and under C.R.J.'s Leadership, we settled down to being almost a mature Motor Club. When Richard stepped down, I took over, to be replaced in my turn by John Richardson, whose solid impeturbility was put doubly to the test, when we shared the Opel course car on the first Crest Stages (I drove!) When we game across the blazing wreck of Richard Inesons Mini on Full Sutton, John was on the point of diving into the inferno to rescue the crew, though the car was burning so fiercely, we couldn't even see if there was anyone in it. Fortunately, R.F.I. appeared through the smoke, unharmed (Except in the pocket) so heroics were not called for. But John would have done it!

Come to think of it, C.R.J. was a great one for 'arson' around too. His turbo charged (yes, all those years ago) MK I Escort, burnt out in Staindale, and when I co-drove the Porsche with him in 1976, it tried to self-destruct at least 3 times. One Rick Stevens rolled his Imp into a ball of fire, too, but he wasn't competing at the time. David Lawton always seemed to be going 'off' at high speed, but as his car was built like a tank, the scenery suffered more than he did! Ken Goodall rolled his R.S. right in front of me on an Autotest, again at Full Sutton, because the scrut. wouldn't let him run on baldies, and his road tyres were just too sticky to slide.

A guy galled Richard Ashcroft used to navigate for ~~Kha~~, and very good he was too. He also supervised the rebuilding of our first club caravan, after it succumbed to galloping elm disease. Made a great job of it, too, used old scaffold tubes and boards to replace the lightweight ash frame! Trouble was, we needed a Peterbilt to tow the bloody thing, after that. Tust ask Steve Holden! So it was a great relief to one and all when the ex Shellsport van arrived. The club ties with Shell have always been strong, so this was a fitting 'Win' for Trackrod

TRACKROD MOTOR CLUB

How It Can Be Told Cont.

Then there was the annual beanfeast, the Dinner/Dance. After early days at the Metropole and the Mansion we settled at the Post House. This too always seemed an occasion fraught with danger. Either the awards didn't arrive, or the seating was wrong or the mike's off or something. Like the time we invited a well known local racing driver (and jailbird) to be our speaker. Trouble was, one invite went to his home, and wife, and the other to his garage, and girlfriend! All three turned up on the night, and the Post House has never been the same since! We also had Eric Jackson, telling us about his long distance drives, and C.C.C. editor, Paul Davies, amongst many, many others. As I was usually involved in the organisation, and therefore very nervous, a few quick scotches in the bar when I arrived, helped the evenings along famously. As a result I have only very hazy recollections of most Dinner/Dances. Perhaps it's better that way.

We had autotests at Acaster, rallies round Ripon, P.C.T.'s at Pateley Bridge, Treasure Hunts near Tockwith, and Booze-Ups at Boston Spa! We only visited pubs that didn't charge us for the room, and what a mixed bag they were. The New Inn, the Fox & Grapes, the Beehive, Royal, Lawnswood, Punch Bowl, Red Lion, White Hart, Black Horse etc. We had film shows and discos, quizzes and bonfires, picnics and gymkhanas. I remember a terrible P.C.T. over the slag heaps at Hunslet (?) where gypsies wrecked the club caravan, on its first appearance, an incredibly cold R.A.C. stage in Stang Forest, where a Blice Range Rover used its roof lights to cover the start control, a superb downhill white, up near Rosedale, on the 75 Costa, and a very mucky autotest at Tockwith in '77 where I collected enough, oh - sorry, manure on the car to keep my roses going for weeks.

I remember so many people and places over the years, but Trackrod has always been a 'young' club, and forward looking, so lets not dwell overlong on all our yesterdays. I was very proud to be made an honorary Club Member, and I certainly hope to continue to keep in touch. Mind you, ten years ago I could never have guessed that in 1980 I'd be lounging on a beach on the Arabian Gulf reading a very good report of the 'Costa', Trackrods round of the M.N. series!

So here's to the next ten years. May they be filled with sport and progress, and may Trackrods shadow never grow less.

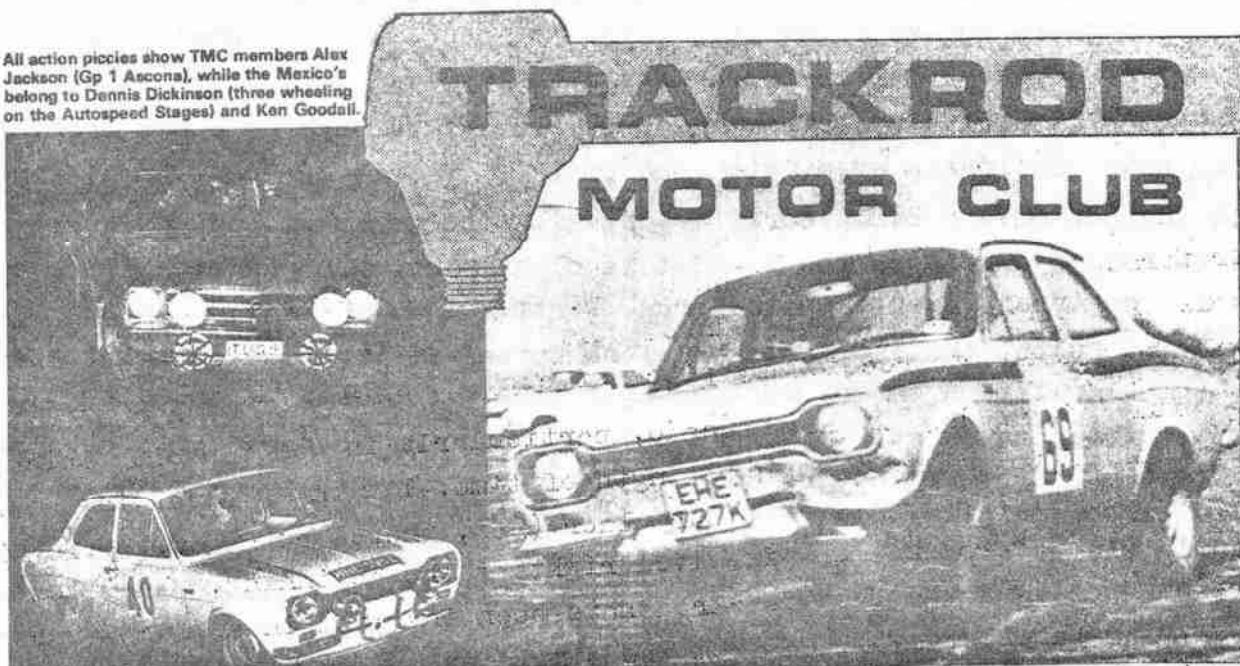
'Mabrouk'

Steve Lloyd

P.S. Mabrouk is Arabic for Congratulations!

An early boost in the Club's strive for fame came with the appearance of the following article within the pages of that world famous Magazine "Cars & Car Conversions" in September 1973.

All action pictures show TMC members Alex Jackson (Gp 1 Ascona), while the Mexico's belong to Dennis Dickinson (three wheeling on the Autospeed Stages) and Ken Goodall.



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AROUND THE CLUBS

Unless you happen to live in the Leeds area it may be that you have never heard of the Trackrod Motor Club. But Trackrod typifies the sort of club to which the vast majority of British enthusiasts probably belong. They aim to please the clubman by encouraging participation in various events throughout the year, rather than spending most of their time organising one or two big events themselves.

A very new club, they were formed in October 1970, when about 80 locals attended a meeting in Arthington and, among other things, chose the name. This was picked so as not to tie down membership to the Leeds area, while the club colours — bright red on a black background — were chosen as the most distinctive and have proved very successful.

First ever event was a twelve car rally and it has been rallying which has proved most popular with the members ever since. Trackrod have a hard core of expert members who regularly enter local restricted events (including ANCC championship qualifiers) and the home nationals and internationals. They claim to have some of the most attractive dolly bird crews in Yorkshire, although they haven't sent us any telephone numbers.

But rallies are not regarded as the be all and end all, and the members are encouraged to be versatile. Thus prod car trials, autotests, sprints, hill climbs and autocross all have their exponents within the club.

In addition to the club's regular social gatherings, they reckon to organise something competitive at least once a month, with gymkhana's, economy runs and treasure hunts thrown in for light relief. Recently, the club reports a substantial

increase in entries for most kinds of event, and especially for off - the - road competition, the tightening up of public road rally rules having taken effect.

Like so many of the clubs in the real North (and we don't mean the Midlands), there is a very high percentage of membership participation in Trackrod MC, sleeping members being something of a rarity. Not that this stops everyone having an excellent time socially, the Tuesday night meetings always being well attended. And on the first and third Tuesday in each and every month, the club lay on special events, incl films, quizzes, indoor rallies, dances, disco's, etc.

There is a flourishing Ladies' Committee, who have more or less taken over the social calendar and who take a very active and welcome part in the club (at least, that's what it says in the Trackrod publicity blurb).

A monthly magazine is produced to bring the glad tidings to every member of past and future events, all the inside gen on their more infamous members, plus adverts, road tests, tuning details, general chat, jokes and stories about the exploits of members, whether connected with motor sport or not. Sounds like their mag is trying to put Triple C out of business, but all the members read both, of course (please say you do).

Perhaps not quite so typical is the fact that the club includes a hardy band of keen marshals, whose skill is such that they have already been asked to organise stages on the RAC, the Seven Dales, the Dukeries and several other stage events in the area. The members find these provide great opportunities to watch the top men at close quarters although the speed of those top men leaves no room for inefficiency.

Trackrod are very keen on inter-club competition, especially the Shell League, a championship open to all ANCC clubs and

including points for rallies, production car trials, autotests, autocross, sprints and hill-climbs. They finished fourth overall in the league last year, and are filling the same slot so far this season.

A club caravan was recently acquired, and this comes in handy for publicity purposes as well as providing a mobile HQ for signing-on, light refreshments or a rest room. The club use their entrants' licence to the full, with special awards for drivers competing in outside events and entering from Trackrod. Pot hunters can also chase awards for the best club member (appropriately, this consists of a chrome plated trackrod end mounted in wood), best club rally driver, best ditto navy, best autotest driver, best prod car trialler, best outside events rally driver, best ditto navy, and best ditto off the road man.

Comps secretary and chairman of this expanding organisation is none other than Datsun man Richard Jackson, about whose illustrious 240Z you can read elsewhere in this very issue. Richard can be contacted at 135 Alwoodley Lane, Leeds, LS17 7PG (Tel: Leeds 32455 at work and Leeds 682400 at home), while the secretary is Steven Lloyd, 1 Bramble Avenue, Boston Spa (Tel: even-ings only, Boston Spa 843574).

Trackrod MC have now established themselves locally and are doing their utmost to take over the rest of Yorkshire and its well known suburb, England. Prospects of better sponsorship deals in the offing mean that they are hoping to organise bigger and better events, while still catering for the all round clubman.

They may not be the biggest club in the UK and they certainly ain't the best known (until now, that is) but they seem to be of the ilk that forms the backbone of motorsport as we all know and love it. ■

Our former editor R F I mentioned that we were to produce a tenth birthday issue of the magazine which sounded very good news. He then stated that he would be pleased to receive my piece of copy as soon as it was available.....!

An awful lot can happen in a decade, particularly in a motor club which has only been in existence for that length of time. I wasn't around in the early days so you will have to go to our older (yes, there are a few.....really) and many wiser members who were involved right at the beginning. What does one single out to discuss when Trackrod have been involved in so much over the years. Our rallies developed from the simple event through to a now premier Motoring News qualifying event with the Costa di Plenti. We went into stage rallies and now have a BTRDA forest event with the Crest stages. We don't only look forwards of course as the Lookout is rightly regarded as one of the best novice and beginners events in the area. We are closely involved in the ANCC rally championship, the autotest championship and we organise qualifying rounds in all the Association championships which take place. All of these things could be written about at length and may be adequately covered by other articles but certainly one other feature of a Trackrod year should not I think be left out of a birthday issue.

I refer to the Tour of Mull, the annual autumn Trackrod holiday which sees a migration usually overnight to Oban and then the ferry to the island. Why do we all go, and then keep going back every year. Those few members who have never been, (I suppose there be just one or two of you) may ask the question and the answer can best be summed up in the one word...."atmosphere".

It actually started just before Trackrod did and in many ways the two have grown together. The works motor club at Mullard, Blackburn, the 2300 Club, ran an established road rally in Lancashire but by chance, some members had a holiday on Mull and thought what a superb rally venue this would be if permission could be obtained. Tentative discussions took place with the islanders and were met with a most enthusiastic response, a situation which exists to this day. Plans were formulated and the first actual Mull took place in 1968 and has continued in early October since then. The event now of course has forest stage on the Saturday afternoon and then the night rally on Saturday night using just about every road on the island, sometimes twice or even three times.

The first I heard of the rally was I think in 1971 when I went to a clubnight at the Duke of Wellington and saw Martin Kemp, Steve Holden and several others with cars loaded as if they were doing a London-Sydney recce! Having only been in Trackrod a few weeks I innocently asked what was going on, fairly sure that it couldn't be a twelve car that night, simply to be told "were going to Mull". That stirred a few memories as I had done some mountaineering in the area, though not actually on the island, a few years before. With the interest aroused I waited for their return to hear all about it and of course the best story that year was of Ron White going for the morning milk in his Mini and returning some hours later in a Twin Cam, although with milk! Having rolled his Mini into a field on the way to the shop! Major surgery took place grafting subframes from the island rubbish tip onto Ron's shell, or was it a shell they fetched from the tip.....! suffice to say that the car was repaired and did the

The following year we went to Mull to have a look and see what it was all about. That year Martin had his Cortina Savage and it was.....savaged by another competitors car at the bridge on the Tobermory Dervaig road two days before the event. More surgery needed but all completed before the start. That was the year we walked past the time control at the Dervaig hairpins and were called back by a voice from the car asking if we were from Trackrod. Wondering if we owed money we did agree that we were but it turned out to be a chap who had recently joined and had recognised us. He had two other guys with him and being the sociable types we invited them all back to our farmhouse for a jar on the Sunday evening. They subsequently arrived and as they had brought a bottle we let them in! They stayed quite a while, in fact they are still here in the shapes of Spurdens, Parkin and Drayton. Its amazing what a chance meeting on a remote island at 3am can lead to!

Many are the stories that could be told about Mull, some perhaps shouldn't go into print, others certainly can. On the evening just mentioned Vince Girardier lost his underpants and they were duly returned to him over the top table at our Dinner Dance the following January. I think it was that night that 'Navycomp' was wandering about very concerned about the whereabouts of his socks, suprising this as all the rest of his clothes were missing as well! Martin had shut Ann in the kitchen to spare his blushes, he was a shy lad in those days. One could fill a book with all the stories which can be recalled, the fishing trips on the Monday afterwards with the biggest hangovers since the previous year. More recently the end of the pier gang, John Cleese and that damned generator, the Friday evening when we take over the Puffer Aground in Salen and last year when many of us had that superb day at Lochbuie. Since we settled on Salen as our base and renamed it Trackrodsville, the Glenforsa has usually become the last resting place of most evenings and a very pleasant way to round off a day it is.

Of the event itself, we have all sorts of memories, Vince again, damaging his steering when in the top ten, another year sliding off very gently only to have a Clan Crusader park on top of him. Steve Rathbone, Ian Gurnett, Alan Powell and last year Mike Watkins all getting on the calendar (that is finishing in the top twelve). Ron Mackinnon taking the back axle off the Firenza when lying about fifth (on his first time there from a start number of 106!) Rick Stevens stuffed the Mini way out on the twenty five miler, Rod Parkin with the Mk 1 Cortina working furiously down at McGilps garage after the stages to get the thing drive-able for the night section, it finished. John Bean doing so well to win the Novice section last year and many others too numerous to mention. Our members help out with the marshalling of the event or even just go to watch. It is a unique event in many ways, pacenotes are advised for the road sections on safety grounds, there are places where if you go off they would have to bring out a fishing boat to perform the rescue! The islanders themselves are marvellous, not only allowing us to rally on the island but coming out enthusiastically support the event in any weather although it usually rains. The horizontal wet type! Last year there were over seventy Trackrodders on the island. There is no other event like it in the UK. It is part of Trackrod's year. John H Richardson.

Also, within the pages of Cars, Car Conversions, September 1974, we had the Tally-ho car comparison which featured one of our own tagged cars of days gone by - the registration number 1, familiar to all our members and its owner needs no introduction.

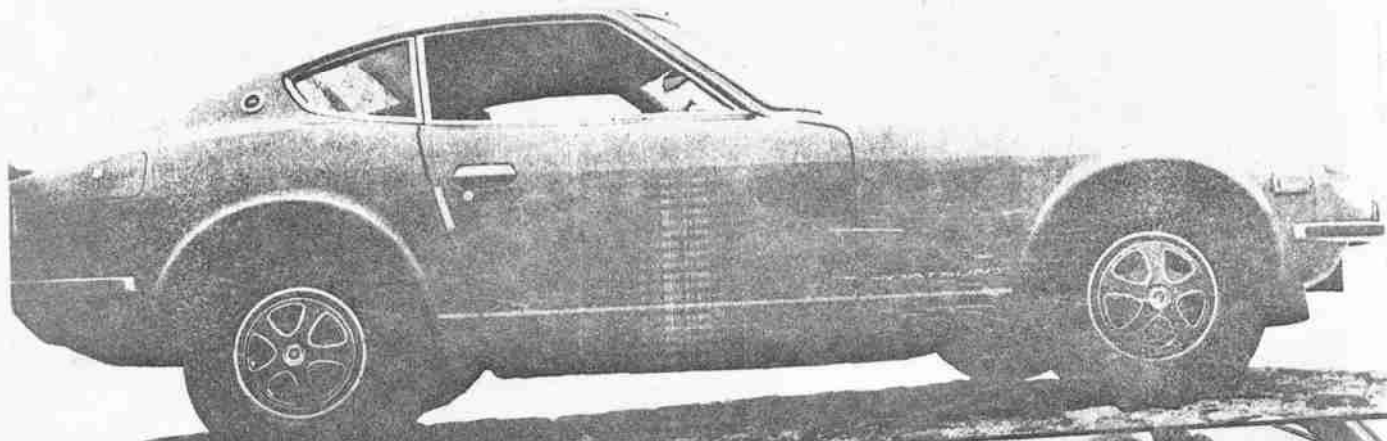
Big brutal rally cars kicking up shale and dust on special stage, sleek kerb-cruisers sliding round town on fat rubber, open-road scorers clipping minutes off A to B averages. Will the real Datsun 240Z please stand up? Terry Grimwood analyses the image of the Z and tests a standard road version. Nick Richard Jackson's verdict on the basic theme. He is suitably impressed by it, but is compelled to ask the question - does a car which is so different from the norm justify a high price tag? Read on overleaf for his conclusion.





**Rally Car
or Street Machine?**





Since it first appeared back whenever it was the 240Z has acquired a rather enviable reputation, attracting the sort of oohs, aahs, and 'wouldn't half like one of them' usually reserved for Porsches, Lotus and Vivien Neves. Why? Well that's the four-million yen question. In the States the Datz is a really huge seller, snaring a wide mouthful of the import pudding by virtue of a price tag similar to the MGB — and if you had the choice between a Z and a B, which would you go for? (That was a rhetorical question). So a certain amount of Stateside repute has filtered across the water, and sales have bumped up accordingly.

But that's by no means the whole story, which is my cue to introduce 'charisma'. Charisma is what John F. Kennedy had, but Enoch Powell will never have. Or, if you like, what Tudor cottages have over Centre Point, ie. charm and public appeal. Take a look at the standard Z. Step back a pace or two, tilt the head, narrow the eyes and observe the Datz in perspective. Without doubt it's a good looking, and sexy, with its long phallic bonnet and big butch wheels. The seats are practically over the axle, providing lean and hungry lines of which Yon Cassius would have been proud. These sort of characteristics make the birds go for a car, and if the birds go for a car then the blokes go for that same car, because most blokes are into the pulling game and a long sexy bonnet makes up for a fair bit of acne.

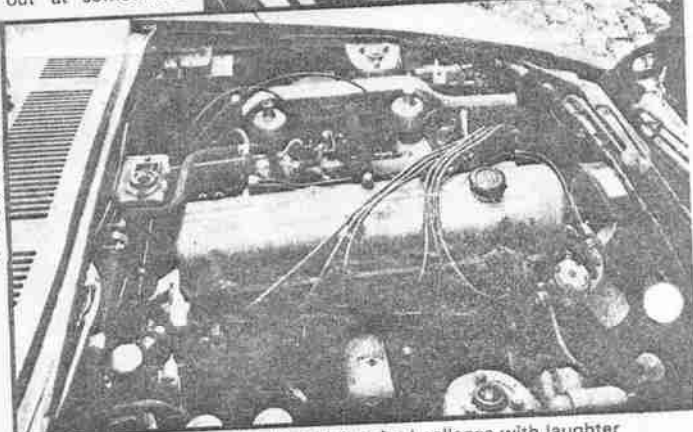
Now that little lot's all rather superficial and I'm sure the most real motoring fans aren't likely to be conned by the ego-extension syndrome, which brings me nicely to the sporting image. Unlike a certain British motor manufacturer whose name shall go unmentioned, the guys at Nissan Co of Japan are fully aware of the value of competition involvement related to showroom sales, hence the presence of the Zed in racing, rallying and, in the case of our old friend Shakey Matey, rolling. All great for the image of a hairy, snorting road-scorchers with red corpuscles in its 3-star and a daily diet of lesser forms of transport.

But is that the real story? Is the image fact or myth? I would be the last person to claim that the full-house works tanks are anything but the white-hot rally tools they're made out to be, and likewise I reckon the standard road car is a decently wild piece of machinery. The point is, is it worth a tag of £2535 or are you paying out a lot of loot for that sexy/rally/American image? The only

way to decide is to look at what you get for the two-and-a-half grand. We did this by borrowing a standard 240Z from Datsun main dealers Ancaster Garage, 61 Croydon Road, London S.E.20, and chugging around in it for a week, and likewise with a rally prepared version.

The engine of the standard car is a six-in-line water cooled chunk with an aluminium alloy head and a capacity of 2393cc. There are seven main bearings, bore/stroke is 83mm/73.7mm, the camshaft is single overhead and the compression ratio 9:1. Breathing is by a pair of SU carburettors, and maximum power 151 bhp (gross) at 5600rpm; this works out at somewhere

Sleek lines and rear spoiler make the 240Z a hungry looking beast. The nasty wood-effect plastic wheel spoils an otherwise excellent interior, with comfy seating and superb pedal layout. Six fat pots-worth of OHC engine fills the compartment, with alloy head and a pair of SU carbs.



around 95-100 bhp at the wheels.

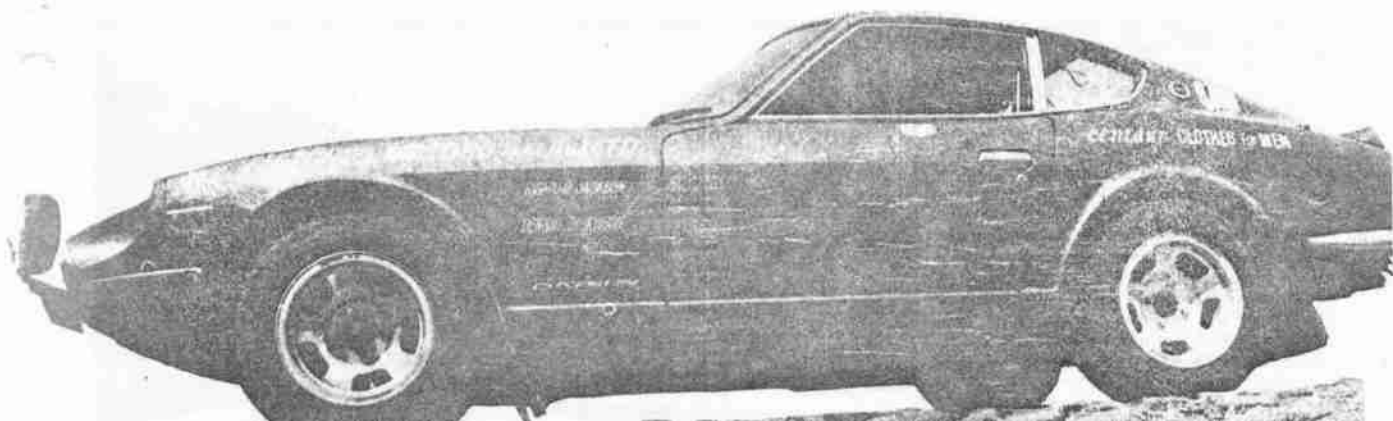
The gearbox is 5-speed all-synchro with a 4th gear ratio of 1:1 and fifth of 0.852:1 making it effectively an overdrive gear. The clutch has a single dry plate and is 8.87in in diameter, and the final drive ratio is 3.9:1.

Suspension is independent all round by virtue of MacPherson struts and coil springs, steering is rack-and-pinion and brakes are tandem system, servo assisted discs and drums. The front discs are 10.67in diameter and the rear drums 9in diameter. The standard spec wheels are 4½J x 14 steels, shod, in the case of our car, with those evil foreign Bridgestones.

The interior features a pair of vinyl reclining seats with in-built head restraints, behind which is a flat deck providing a large space for luggage or whatever, with access via a hinged tailgate. As this luggage area is not separated from the passenger compartment Datsun provide a pair of webbing straps for securing anything that might get thrown around under heavy braking or corn-

ering (at which point I collapse with laughter at the thought of poor old Fido strapped down like a heretic during the Inquisition).

Instruments are excellent, and mounted snugly in a black vinyl-covered energy absorbing dash panel. The speedo and rev-counter are instantly visible through the top arc of the steering wheel, this latter item being the only bum-steer in the layout, with its rim of horrendous wood-effect plastic. At the centre of the dash we find three dials, one a clock and the other two dual gauges monitoring fuel/amps and water temp/oil pressure. The centre console houses the heater controls and vent, radio, cigar lighter, ashtray, rear screen heater switch and choke control. The driver is particularly well catered for, with eyeball ventilator (also provided for the passenger), foot-well ventilator, and a sturdy rest for the clutch foot. Pedal layout in general is ideal with the brake pedal set near enough to the accelerator to enable easy heel-toeing with no danger of the foot finding the wrong pedal at the



a certain degree of driver-judder. Visibility ain't too hot, rear-three quarter vision being particularly poor, and the sharply sloping nose can have the same effect on clean parking as that on the E-type, ie. if you aren't careful you can end up with a sharply dented nose.

The steering is rather heavy at low speed, but I find that eminently preferable to woolly power steering. Anyhow, it all lightens up when pressing on, and the car feels very stable at speed — in fact I felt more happy with it when galloping than when cruising. On bends everything is nicely predictable, with slight understeer fading nicely into progressive and controllable oversteer as the

Woolfence wheels really set off the looks of Richard Jackson's rally 240Z. Furry seat covers eliminate the soggy back problem of the standard car, while Britax full harness belts and beefy roll cage protect the occupants. Twin SU's pale into insignificance when compared to triple 40DCOE's.

Jackson, marketing director of his family's clothing company in Leeds. Richard, a Triple C Championship contender, has been rallying for about two years, starting off with a 998cc Imp which developed the rather irritating habit of breaking down. This was chopped in for a secondhand Escort Twin Cam, the engine of which also proved unreliable. In an attempt to achieve some sort of finishing record Richard disposed of the TC lump and invested in a 2-litre SOHC chunk of machinery (thinks: could this have been the first RS2000?) and gave it a new lease of life by introducing it to a Piper turbo-charger. Great. It went like the very clappers until the Jackson Gremlin struck once more and the car was consumed by fire on the Moss Tyres Rally.

The 240Z was purchased late last year, fitted with a sumpguard and rollcage, and rallied as a Group 3 car — which, in case you didn't know, is the sporty car equivalent of Group 1. In this form it gained a 2nd in class on the Mintex Dales, the Mini Miglia and, for a bit of variety, in one of the first Prod-Sport races. In fact, one of Richard's policies is to use the car for as great a variety of motor sport as possible — like sprints, production car trials, etc.

The Z's last event in Gp3 trim was the International Welsh, with a 62nd overall and four points in the CCC tables. And this despite starting at No. 206 and then getting baulked by a brace of back markers.

When viewed alongside the standard car, the Jackson Z looks even meaner, even more angry. The Cibi's protruding from the lamp bar on the nose give a peering, searching effect, and the low-profile Avons on Woolfence wheels create a squat, predatory effect. A real evil carnivore this one; the sort of thing that frightens nervy old ladies at dead of night.

Actually, speaking in purely relative terms, the tweaks are fairly conservative, being limited to general rally prep plus engine and suspension modifications of a conventional manner. No injection, rear wheel disc brakes or wild goodies like that. Most of the bits were developed by Jan Odor's Janspeed establishment and are now available for public consumption from Fletcher Motors, the car's sponsors, or, of course, Jan himself.

Let's look first at the power plant. Opening the bonnet the first thing that wallops the eye is the carburation: not one Weber, not two Webers, but three 40DCOE's perched on cast alloy manifold. The cylinder head has been thoroughly cleaned up and made to work like all good heads should. Jan reck-

wrong time.

The washer/wiper controls and the light controls are twist knobs on the end of the left hand column stalk — easily operated but prone to confusion; I often found that I had turned the lights on at the same time as the wipers. Or instead of the wipers. The stick on the other side operates indicators, dipped lights and flasher.

I drove the car during that amazing spell of hot weather in early July, and immediately discovered why so many manufacturers are making their seats with brushed nylon inserts. Unfortunately the Nissan Co isn't one of these manufacturers, and soggy shirt backs are mighty uncomfortable on a long run. However, the seats held one in well despite being rather uncomfortable around the lumbar regions after an hour or so's driving.

The ride is rather curious, in that the indy suspension manages to iron out largish bumps rather effectively but isn't as effective on smaller lumps and potholes, causing

power is applied. However, on occasion the Z would give a little sideways hop if a bump was discovered on a bend — surprising in an all-independent setup.

As would be expected with six pots the power is smooth and useable, with a turbine-like effect in the middle rev ranges, most of the power raising its head at around 3500rpm.

Bridgestone seem to have been playing around with their compounds, for the tyres on the Z were far superior to those fitted to the Mazda RX3 tested a few months back. Mind you, that isn't to say they're particularly good — just that they're less bad. Perhaps happily, I didn't have the chance to try them in the wet.

But, in the final analysis, a most enjoyable car to drive, whether you prefer a good looker, a Kings Road-cruiser or a high-speed flyer; for the two-seat fan it is a veritable 'car for all reasons'.

And so to our variation on the theme.

The Rally Z tested is owned by Richard

ons that although the Zed-head is pretty good as standard there's a helluva lot can be done with it, and lots of removeable metal laying around. The compression ratio has been upped to 10:1, the chambers gas-flowed and polished, the ports opened up a bit and the valve seats worked on for greater efficiency. Let's face it, with all that extra fuel going through the Webers there's no point letting it linger aimlessly in unmodifed chambers. The valves have been left standard size, the camshaft is original, but a specially designed exhaust manifold is fitted, together with a plated two-silencer exhaust system of the straight through type. And that's about it. Nothing ultimately hairy but enough to produce a cool, useable 120-122 bhp at the wheels. Before moving on to the suspension I'll give you some prices for the engine mods. Work on the head comes out at about £80 — a high figure at first sight but one that has to be related to the amount of work required — for instance, Jan reckons that he can do at least three 1275GT heads in the time it takes to complete just one 240Z head. In kit form the carbs and inlet manifold can be bought ready jetted, etc., at £128.00; this includes everything but the manifold gasket which comes as part of the £10 gasket set. Air cleaners can be bought for £5.25. The exhaust manifold costs £30, and the plated system a further £18.

Moving on to the suspension we find that modifications are limited to straight spring and shock absorber swaps. The rather choppy standard setup has been firmed by the fitting of Bilstein struts all round, and works specification coil springs at the front. Oh, and the rear wishbones have been strengthened by welded-on plates. And that's the sole extent of the suspension tweaking, costs working out at £16 for the springs and £66 for the full set of four shockers.

A sodding-great roll cage fills the interior, and laying around are all the usual bells and whistles required for rallying. Like a brace of fire extinguishers, one on each inner wheel bulge, a fat leather rimmed steering wheel. Halda, extra oil pressure gauge mounted next to the Halda, and furry sheepskin seat covers. Switches for the Cibies are fitted, and a pair of full-harness belts. The driver has his clutch footrest of course, so to stop the co-driver (Dennis Dickinson) getting sulky a sturdy tubular footrest has been put in on the passenger-side floor.

The underside of the rally car is protected by a solid looking sumpshield made up from Dural by Richard and available from him at around £50, and a petrol tank guard in thin-gauge steel with a rubber shock-absorbing layer. Fuel and brake lines run inside the car of course.

Richard is lucky enough to have acquired a low ratio limited slip diff, essential on any good rally machine, and has enough good taste to have opted for a set of delicious 6½ x 14 Woolfence wheels. When I drove the car the wheels were coated in Avon radials, but for stages Richard fits the very popular Kleber M plus S tyres on steel wheels. All the bits that have gone into this car, plus a full rally preparation service, are available from Fletcher Motors (Leeds) Ltd, who are joint entrants of the car with the Trackrod Motor Club — see elsewhere in this issue — in which Richard is something of a big wheel. Fletchers are at Meadow Road, Leeds 11 (0532 29344) and the man to speak to is Alan Ford, the Sales Director.

All round visibility in the standard Z isn't



Std 240Z		Rally 240Z	
Secs	mph	secs	
3.5	0-30	2.4	
5.0	0-40	4.0	
7.5	0-50	5.8	
9.5	0-60	8.3	
13.1	0-70	10.8	
16.6	0-80	14.1	
21.4	0-90	17.5	
In the gears:			
3rd Gear			
5.7	40-60	5.2	
5.9	50-70	5.5	
4th Gear			
7.5	40-60	6.2	
8.3	50-70	5.5	
8.5	60-80	7.4	
MPH per 1000 rpm in 4th			
Std, 17.5; Rally, 14.0			
MPH per 1000 rpm in 5th			
Std, 19.5; Rally, 16.5			

the best, and what viewing area there is further limited by the roll cage which runs along the top of the windscreen and down the centre of either rear side window. However, the feeling of security is adequate compensation, and the conspicuous spotlights perched up front make parking much easier.

On driving the rally car two things become immediately apparent — one, that the throttle pedal is incredibly heavy; the other that the steering is as well, the fat wheels adding to the already rather stiff steering-wheel action. But on loose surfaces neither of these factors is too much of a headache as much of the steering is done by stabbing the throttle, which one tends to have either fully open or fully closed. So responsive is the car that on stages fine degrees of throttle control become unnecessary. It's all a matter of turning that long nose into a bend — and then booting it. At which point the tail swings right out, the corrective lock goes on, and one negotiates the corner in a super power slide which is simply reduced by lifting off the hot pedal. Should one require to reduce it that is — it all depends what one finds on the exit from the corner. On a series of bends it's really easy to just lift on and off

the power and whisk round all the twiddly bits in fine swooping style.

Mind you, the car's pretty heavy and a few laps of our handling course in blazing sunshine became bloody knackered.

Now, if you squint at the comparative figures on this page you'd be excused for thinking that the rally Z isn't quite as hot as one might expect. However, statistics can be misleading and the ordinary nought-to-umpty-ump figgies don't tell much of a story. But look at the in-gear mid-range times and you'll see where all the work has paid dividends. Like 1.3 secs off the 40-60 in 4th time, and nearly three secs off the 50-70 time. At the top range the rally car whittled practically 4 secs off the zero-ninety thrash. Which all goes to make this Datsun a responsive, pleasant and useable competition machine.

So where does that leave us on the Z price and value stakes. Well, as a standard sports car a 0 to 60 time of 9.5 secs isn't going to set the world afire; then again, it's by no means slow. Driveability is a real plus point, as is cockpit layout, and looks have already been praised extensively enough. In the same price range you could have a Lotus Europa or Elan Sprint, Lancia Fulvia 1.6 HF, BMW 2002, — shall I go on? OK — TVR 3000M, Alfa Romeo 2000GT Veloce, Scimitar GTE, Audi 100 Coupe or 1½ Capri 3000 GT's; and for much less you could have a Jensen-Healey, a Morgan Plus 8, or a Ginetta G21 1800.

And that all adds up to a lot of competition, without even considering various specs of Escort, with change left over for modification. On a strictly personal basis I would go for the Alfa if I wanted a Grand Tourer, the Lancia for rallying, or Morgan Plus 8 for sheer guts-and-thunder sports driving. Could it be the 240Z is the ideal compromise?

It certainly has a lot of charm and many plus points, and Jan Odor reckons he's sold more performance kits for the Z in the last six months than he has for the Marina since it was released... which must prove something. ■

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