

TRACKROD

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TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

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EDITORIAL

This month's issue contains a 'scoop' which should be of interest to all Rally Fans ... Remember that Rover SD1 that competed on the latest Tour of Mull? Several members expressed interest in this vehicle, which appeared very impressive. John Harrison was closely connected with this vehicle, and has kindly written an article on the preparation, etc. of what is an unusual vehicle. (See also Motoring News 26.1.83, Page 7). Also this month, at great expense, is an in-depth article on the care and maintenance of your car battery, so hopefully some of those doubts that always exist in this field will be answered.

I noted that the 1983 rally season got underway the other night, with Selby & District's 3 Swans Rally. It was good news and bad news (again) for TRACKROD Crews. Ken Goodall/Mike Tempest were really flying in their near-standard RS 2000 to finish 4th o/a (Only 13 secs from 1st place!!), whilst John Renny/Ronnie Moore had a troubled night with fails and a broken valve to boot. Still, the engine had done 80,000 miles!! Saddest tale of woe came from Mick Brown/Ronnie MacKinnon, who were going well until the last control before petrol, when a spin on the icy surface saw them damage the Avenger in a big way, against a telegraph pole. No physical injuries, but ... I don't have the Shell League points to hand as yet, but I fear the worse!

Once again, may I make my annual appeal for your black/white photo's for the cover, and to remind you that the best way of publicising your success or otherwise in your chosen sport is to put pen to paper, it really isn't that difficult.

John Bean.
Editor.

Chairman's Chat.

Not really much to say this month - I'm still recovering from Christmas, I think, or is it the diet? - anyway, here goes :-

By now, you will, hopefully, have all enjoyed the dinner/dance, 97 Discerning Diners this year - it does seem to be one of our better supported functions.

We now have an adapter to enable us to run up to 3 TV screens at once for video's, so if anyone wants to put on a show of any kind of film (Well, almost any kind!) we can use the larger rooms at the Crown, Boston Spa, or the upstairs room at the Horsforth Club. This latter venue seems to be getting more popular so we may visit there more often, especially as we can use downstairs for the bar & a chat, and upstairs for video's, table top rallies and 'formal' meetings.

Ready for the Mintex? Our stage is Dalby 1 & 4, Details later in the magazine, but please, BE THERE ON TIME. Thanks for your help.

Rod Parkin.

Cover Picture This month shows Dave Marshall/Graeme Kellett on the 1977(?) Tour of Mull.

Last month's photo showed Dave Ashford on a recent Single-Venue Stage, photo by Nigel Latimer. (Apologies to both - the mag was printed before the covers were received!!)

FORTHCOMING EVENTSSocial Diary.

- 8.2.83. Indoor Rally, Round 3. At the Horsforth Club, New Road Side, Horsforth, 8.00 - 8.30pm. Organisers Team Champs, Map 94.
- 15.2.83 Noggin, The Wharfedale, Arthington.
- 22.2.83 Noggin & Mintex Rally Marshals meeting, Shoulder of Mutton, Kirby Overblow.
- 1.3.83 Noggin, The Crown, Boston Spa.
- 8.3.83 Indoor Rally, Round 4. Once again, at the Horsforth Club, New Road Side. Details next month.
- 15.3.83 Noggin, The Wharfedale, Arthington.
- 22.3.83 Noggin, The Beehive, Thorner.
- 29.3.83 Noggin, Shoulder of Mutton, Kirby Overblow.
- 5.4.83 Noggin, Crown, Boston Spa.

Competition Calendar.

- 6.2.83 Bruce Robinson Stages Rally. Lincoln M/C & C.C. Maps 121 & 122.
- 6/7.2.83 Beverley & D.M.C. Beaver Road Rally (R) Maps 101,106/107.
- 12/13.2.83 Lincs/Louth-MC Lincolnshire Rally. TRACKROD are an invited club, with a Club team award. Can we enter a team of 4 crews?
- 12/13.2.83 Riponian Rally, Ripon MC (R) Maps 92,93,94,98,100.
- 19/20.2.83 Illuminations Rally (M/News,ANCC) Morecambe CC.
- 24/27.2.83 Mintex International Rally. De Lacy MC. See later for details of our stage.
- 5.3.83 Dukeries MC Dukeries(Sutherlands) Rally (N)(BTRDA)
- 5/6.3.83 Roskirk Rally, South Shore MC (R)(ANCC)
- 12/13.3.83 Gremlin Rally, Brecon MC (R)(M/News)
- 19.3.83 Lakeland Stages Rally, Kirby Lonsdale, Morecambe & Workington Car Clubs. (N)(BTRDA)
- 19/20.3.83 Agbo Rally, Owen & Streetly MC (R) (M/News)
- 19.3.83 York National Rally (N)(Shell National C'ship) Maps 99,100 & 101.
- 26/27.3.83 LOOKOUT RALLY, TRACKROD'S Novice event. (CJ) Maps 100,105,106. Hopefully, Regs out soon.
- 20.3.83 TRACKROD Autotest (CJ) Limber up for the season!!
- 17.4.83 TRACKROD Autotest (R) Shell League, 2nd Round. FULL ENTRY from Trackrod required.
- 23/24.4.83 Ribble Rally, South Shore MC (R)(ANCC)
- 30.4.83 3 Coleman Tyres Rally, Otley MC (R) (ANCC,M/News)
- 1.5.83
- 24.4.83 Ilkley & Dist MC Production Car Trial. Start considering this event NOW, its the 3rd round of the Shell League.

HOW TO GET THE BEST FROM YOUR BATTERY

Practical hints on a wintry subject

Batteries have been around, in something like their present form, since the earliest days of the automobile. They are essential both to the car's performance and the driver's comfort. Yet they are an accessory in which many motorists - including some of the most experienced - seem to take surprisingly little interest, even after the technological developments of the past few years.

The subject is of course particularly important during the winter months. The following practical points are based on information supplied by Chloride Automotive Batteries, makers of the Exide and Dagenite brands.

Be Warned in Advance

First, for all too many people a new battery is a 'panic' buy, usually on a cold morning with a train to catch or the family to take to school.

This is quite unnecessary. With a little foresight it is easy to gauge when the battery is nearing the end of its working life. It can then be easily tested - and also gives its own advance warnings that it does not intend to function much longer. Replacing it in advance not only removes the strain; it gives time to shop around, make sure that you get the right type for your particular needs, and get the best value for your money.

To check the state of the battery, test each cell with a hydrometer. If and when one or more cells register 0.040 lower than the others, then the battery needs replacement; if a small charging period cannot get all cells up to the fully charged level (over 1.250) then the battery can be considered dead.

Some of the modern 'Sealed for Life' types need to be tested with a very accurate voltmeter rather than a hydrometer - a job probably best done by your local dealer.

Batteries also give their own danger warnings - when it takes a few turns longer to start the engine, or the lights do not seem quite so bright, it is time for a proper test and probably a replacement.

Choosing a battery

Choosing a battery may recently have appeared more complicated to the 'lay' motorist. With the coming of standardisation, batteries housed in the same, standard-sized containers may contain a different number of plates, and therefore have a different performance. Most reputable makes now carry a performance certificate in the form of a label on their top, look for this and check carefully against your requirement.

A new concept in battery choice has been introduced this winter by Chloride. In contrast to the old method of simply buying the type which technically fits your car, it also takes into account your personal motoring pattern.

The system recognises that all motorists, even if they are driving exactly the same model, do not necessarily need identical batteries.

For example, a second car used only for occasional local journeys obviously demands less from its battery than that of a business executive who drives thousands of miles a year, often in adverse conditions and in the dark and with all accessories in use.

Exide and Dagenite have rationalised their previously large range, which could sometimes be confusing to the motorist, into only 34 types, from which can be found something suitable for all popular car models. Within this selection they have also identified 'families' of two or three types for each model, graded according to the degree of performance likely to be required - a popular fitment for the weekend and local family driver; a standard fitment for the normal motorist who makes a substantial but not excessive demand; at the top end of the range a heavy duty fitment, with the muscle for extra starting power and the stamina for high mileage motoring.

A 14-point questionnaire has been prepared covering such functions as mileage, number of electrical accessories, how the car is garaged and maintained, holiday usage and other significant points. The answers provide a check-list from which the motorist can himself identify the category into which he falls; dealers have been supplied with quick-reference 'battery calculators', which immediately pinpoint the three alternative type numbers for every car model.

Fitting your Battery

When you buy a replacement battery, make sure it is properly installed in the first place - wires leads securely connected to the terminals, terminals coated with a little petroleum jelly to avoid corrosion, and the battery held-down tight enough to prevent corrosion but not so tight as to risk causing damage to the case.

Now that "Low Maintenance" and "Sealed for Life" types are becoming almost universal, the battery can too easily become a case of 'out of sight, out of mind'. Do remember to top up Low Maintenance types at the recommended intervals; your garage will not necessarily do so as part of your regular service unless you specifically instruct them to do so. It is worth making a note of the date and keeping it somewhere in the car.

Whatever battery you have, even 'Sealed for Life', cast an eye over it occasionally to make sure that no corrosion is creeping in, that it is not working loose and that no physical damage has taken place.

Using your Lights

There are some very common fallacies about battery usage in general - the most common being that you can somehow prolong a battery's life by 'saving' it.

In practice the opposite is true. A battery is an active electro-chemical system that requires regular usage. In any case, if the car's electrics are in good condition, once the engine is running most or all of the load is supplied directly by the generator. Do not be afraid to use your electrical equipment - especially the lights. One of the greatest menaces of the road is the driver who hangs on till the last possible moment in fading daylight, wrongly believing that he is doing his battery a good turn.



HOW TO TELL WHAT KIND OF BATTERY YOU NEED.

		Yes	No			Yes	No
1	Is the car vital to your job?			8	Is your car first used very early each working day?		
2	Is your annual mileage over 25,000?			9	Is your car irregularly maintained?		
3	Is your car kept out of doors every night?			10	Is your car used on holidays abroad?		
4	Is your car an automatic?			11	Is your car the first car in your household?		
5	Have a number of electrical accessories been fitted since your car was new?			12	Is your car frequently so full that your demisters are regularly on?		
6	Is a lot of time spent in slow moving traffic?			13	Are you a caravanner or camper?		
7	Is your car subjected to a lot of stop/start motoring?			14	Is your car used a great deal after dark?		

Less than 6 'yes' answers - the popular fitment will be adequate.
6 to 10 'yes' answers - the standard fitment is called for.
Over 10 'yes' answers - you need a high performance fitment.

DRAWING BY **CHLORIDE**

The Growing Load on Your Battery

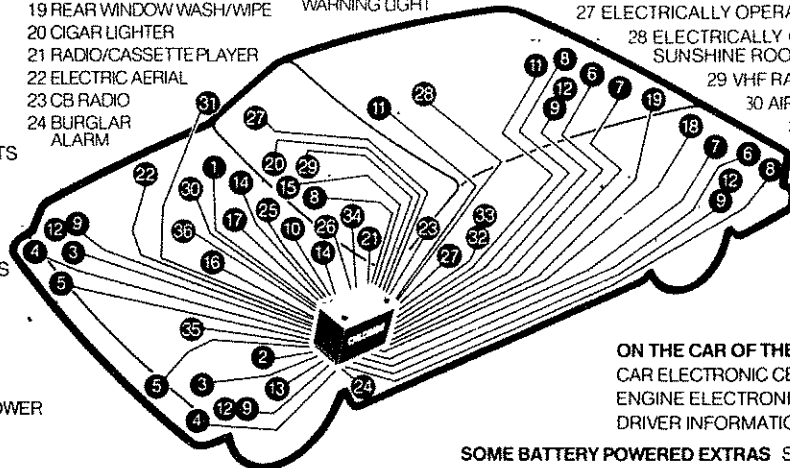
ON YOUR EXISTING CAR

- 1 IGNITION
- 2 STARTER MOTOR
- 3 HEAD LIGHTS
- 4 SIDE LIGHTS
- 5 FOG LIGHTS
- 6 REAR LIGHTS
- 7 REVERSING LIGHTS
- 8 BRAKE WARNING LIGHTS
- 9 HAZARD LIGHTS
- 10 DASHBOARD LIGHTS AND SIGNALS
- 11 INTERIOR LIGHTS
- 12 DIRECTION INDICATORS
- 13 HORN
- 14 WIPERS
- 15 SCREEN WASHER AND WASH/WIPE
- 16 FUEL PUMP
- 17 HEATER/DEMISTER BLOWER

- 18 REAR WINDOW HEATER
- 19 REAR WINDOW WASH/WIPE
- 20 CIGAR LIGHTER
- 21 RADIO/CASSETTE PLAYER
- 22 ELECTRIC AERIAL
- 23 CB RADIO
- 24 BURGLAR ALARM
- 25 SEAT BELT WARNING LIGHT

ON SOME MODERN CARS

- 26 CENTRAL LOCKING SYSTEM
- 27 ELECTRICALLY OPERATED WINDOWS
- 28 ELECTRICALLY OPERATED SUNSHINE ROOF
- 29 VHF RADIO TELEPHONE
- 30 AIR CONDITIONING
- 31 ELECTRIC MIRRORS
- 32 ELECTRIC SEAT ADJUSTMENT
- 33 ELECTRIC SEAT HEATER
- 34 AIR DAMPER COMPRESSOR UNIT
- 35 WATER INJECTION SYSTEM
- 36 ELECTRONIC FUEL INJECTION



ON THE CAR OF THE FUTURE

- CAR ELECTRONIC CENTRE AND ACTUATORS
- ENGINE ELECTRONIC CENTRE AND ACTUATORS
- DRIVER INFORMATION CENTRE

SOME BATTERY POWERED EXTRAS SHAVERS, WATER HEATER, INSPECTION LAMP, VACUUM CLEANER, TV SET

Using the Charger

In these days many car owners have a home charger; many too believe in putting the battery on charge all night and every night. Like so many other things, charging is an excellent idea if you don't overdo it. Over-charging can be as damaging as under-charging, the need for a freshening charge should at most be only occasional.

For instance, if your car has been parked for a period with the lights on, if it has been in heavy traffic where it has often been standing with dipped heads and in other similar situations the alternator will normally put that right on the next run in daylight.

If however you do not run much in daylight and prefer to use the charger, it is again wise to check up with the hydrometer. If all the cells read 1.250 or above, the car's own system should soon bring them up to an acceptable 1.270 or 1.280 without outside aid.

If any readings are below 1.250 then an overnight charge could be useful. First read the instructions issued by the makers both of the car and the battery. Then disconnect the battery from the earth (the metallic strip which connects it to the chassis). Remove the battery completely from the car and stand on a flat surface. Connect 'like to like' - the positive lead from the charger to the positive terminal of the battery. Do not switch on the charger or plug into the mains until this has been firmly done. Never use naked lights or smoke near the battery area. Whilst modern batteries are intrinsically safe, they can give off gas - particularly when charging - which is potentially explosive.

If you are not likely to use the car after the overnight charge, remember to switch the charger off in the morning.

Remember too that when your car is laid up for the winter, even standing in the garage, the electrics will make a small but steady drain on the battery. As little as three weeks can discharge the battery by half. A session on the charger, or one daylight charging run, is therefore desirable at regular intervals.

Advisory service

For all questions of normal battery service, your local battery dealer or service station will give you all the advice and help you need. But if any member of this Club has a particular technical query or needs specialist information, Chloride's experts will do their best to answer it. Send your enquiries in writing please, and with a stamped self-addressed envelope, to Brian Naylor, Chloride Automotive Batteries Ltd., Chequers Lane, Dagenham, Essex RM9 6PX. Please note that this does not apply to routine service enquiries which MUST be referred to your local dealer.

To Rally a Rover 3.5 SDI?

The car was built during 1982. The idea of using a Rover originated late in 1981. Nigel Taiton, who drives the car, had previously driven a rapid but temperamental Delomite Sprint to some creditable results

and this car had been disposed of at the end of 1980. R.M. Wright of Grantham, an Austin-Rover dealer had run the Dolomite and in 1981 were looking for a replacement which would reflect the current BL range. With the impending demise of the TR8 programme, TR's seemed a dead end. However, much TR technology could apply to a Rover, and so the idea was born. Nigel Talton and his long-time mechanic, Will Wiltshire (they are both RAF workshop technicians) serviced for the RAF team entry on the Tour of Mull 1981, by which time the Rover idea had been formulated. The challenge of hurling a Rover around Mull appealed to Nigel and team organiser, Pete Gillan (who now navigates the Rover) and so Mull 82 was added to the unborn car's programme.

The Rover was acquired as a very well-abused high-mileage S reg car, owned by a farmer and finished in an interesting pattern of chocolate brown, rust and cow-dung! The shell was completely stripped of trim and paint and many hours were spent in installing a full cage, strengthening and seam welding. Turrets were added for rear spring/damper units, engine mountings were revised and pick-up points made for the beefy sump-guard. The windows, including the vast rear hatch, were replaced with perspex, and a glass-fibre bonnet obtained.

Front suspension retains the standard layout of MacPherson struts and anti-roll bar with uprated springs and dampers. The rear suspension features the standard axle with the torque-tube reversed and with the aforementioned turrets locating adjustable platform spring/damper units. The axle links are lengthened and rose-jointed.

Standard rear drum brakes are retained while vented discs improve the performance of the non-servoed system at the front. DS11/VG 95 friction materials cope with the extra heat.

Steering features the standard power-assisted rack but without the power-assistance. On racing rubber it takes quite some muscle to wind it around Mull's bends!

Tyre wear is Dunlop M & S on Minilites for the loose and Michelin Intermediates on split-rim Revolutions for Tarmac.

The gearbox is an ex-TR 5-speed close ratio item.

Initially, the engine was very standard with gas-flowed heads, and a four-barrel Holley carburettor on an Offenhauser manifold. For the car's first event a Crane high-lift cam was tried but a broken pushrod and a damaged rocker led to the standard cam being re-installed. A high-lift cam will be re-fitted when the remainder of the valve-train can be uprated to suit. A dry-sump system ensures adequate lubrication for the rumbling V8. The exhaust is silenced by a massive box under the centre of the car which exits through the sill in front of the rear wheel.

It is estimated that power output for Mull was around 160 bhp (little more than standard!)

The car had only done one event (The Crystal Stages) before going to Mull. Problems were few but not insignificant! The front ride height was found to be too low so a new set of springs were summoned from England. They arrived in time for scrutineering but were a little too tall. Then the alternator failed during practice (150 watt KC's may have

been responsible!!) Finally, and most seriously, it was found that power steering pinions are not strong enough for manual use. The legacy of this was two inches of free play at the steering wheel for most of the event. 29th overall was a little disappointing but more encouraging was the basic promise of the car and some good times on the forest stages.

In 1983 R.M. Wright Rover will be tackling the Shell/Autosport series crewed by Nigel Talton/Pete Gillam. Engine and exhaust refinements are expected to produce around 230 bhp while some experimenting with suspension settings should come up with satisfactory loose and tarmac settings.

Look out for Rumbly!

John Harrison

"Willie Wonka" Christmas Special Indoor Rally

What was originally just an idea, with possibly only a few people taking part, turned out to be a highly successful competition. The response was terrific, far more than I expected, and as a result 25 teams took part in this over Christmas-New Year navigational brain teaser.

For the benefit of the uninitiated, and those who didn't take part, this was a navigational exercise as is our indoor rally championship, but much more difficult and time consuming. The route was laid out on sheet O/S 104 and handed to competitors on Tuesday 21st December, they had 3 weeks to complete the rally and hand their routes back in by Tuesday January 11th. Penalties were simple, for every hour after 10.30 p.m. on the 11th, 10 points would be deducted (240 pts per day), and if they were stuck, a phone call would get them going again, plus a 50 pt penalty. In actual fact, I only received 3 phone-calls, which was very good as normally more queries than this occur on a club night. The route proved too tough for a few crews, as out of the original 25 starters, only 14 officially finished. One of the finishers had never done anything like this before, and although he was last, he did far better than 11 others, very commendable indeed.

After very careful checking of the completed route sheets, the winner with a score of 510 pts from a possible 606 pts was Mike Robson, a dead heat for second place with 500 pts each between Andy Munnis and Graham Steggles brought into play the tie decider. After trying for over an hour to split them into 2nd and 3rd, I gave up, especially as they were so near to the winner, I decided to keep them equal in regard for the hard work they had done.

To all who entered, my sincere thanks for your support, to all who finished, very well done indeed, and to the three winners, congratulations on your success on what was designed to be a very tough competition.

Results

Finishers

1st	Mike Robson	510
=2nd	Andy Munnis	500
=2nd	Graham Steggles	500