

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

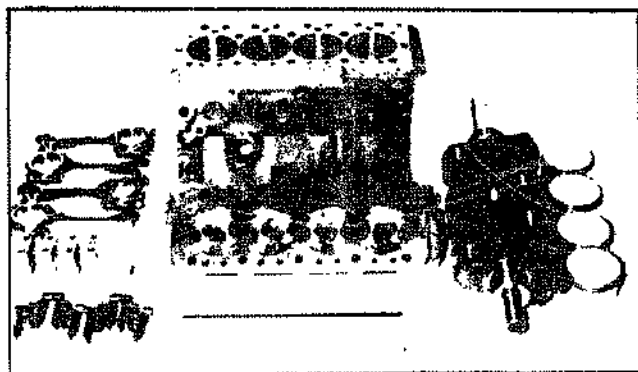


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THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB LTD.

No. 194

March 1987

EDITOR

Welcome to the March edition of our magazine which promises to be a little 'thrown together' due to little problems like my typist sister threatening to give birth at any time!

Competition wise its a little quiet at the moment so competitors reports are a little thin, though the month of March sees an explosion of activity. I hope to do a little "Who's doing what" feature starting this month so if you competitors let me know what events you are out on I can give you a mention and a word of encouragement.

This months magazine features articles 'stolen' from various sources to try keep you informed not just of matters involving Trackrod but also regional, national and even international affairs!

Following last months colour supplement I thought I would be struggling to find a follow up feature but no! an obscene page 3 photograph this month!

What next?

Who knows!

J. MCNICHOL

Editor

DEADLINE FOR ARTICLES FOR THE APRIL MAG IS 31st MARCH.

## SOCIAL CALENDAR

1987

March

3 Crown  
Boston Spa

10 East Leeds Leisure Centre  
Halton

17 Crown  
Boston Spa Open Forum and Video Night  
(including 1987 Swedish).

24               Boehive  
                  Thorner

31 Shoulder of Mutton  
Kirkby Overblow

April

7 Crown  
Boston Spa Scaletriv Evening.

14

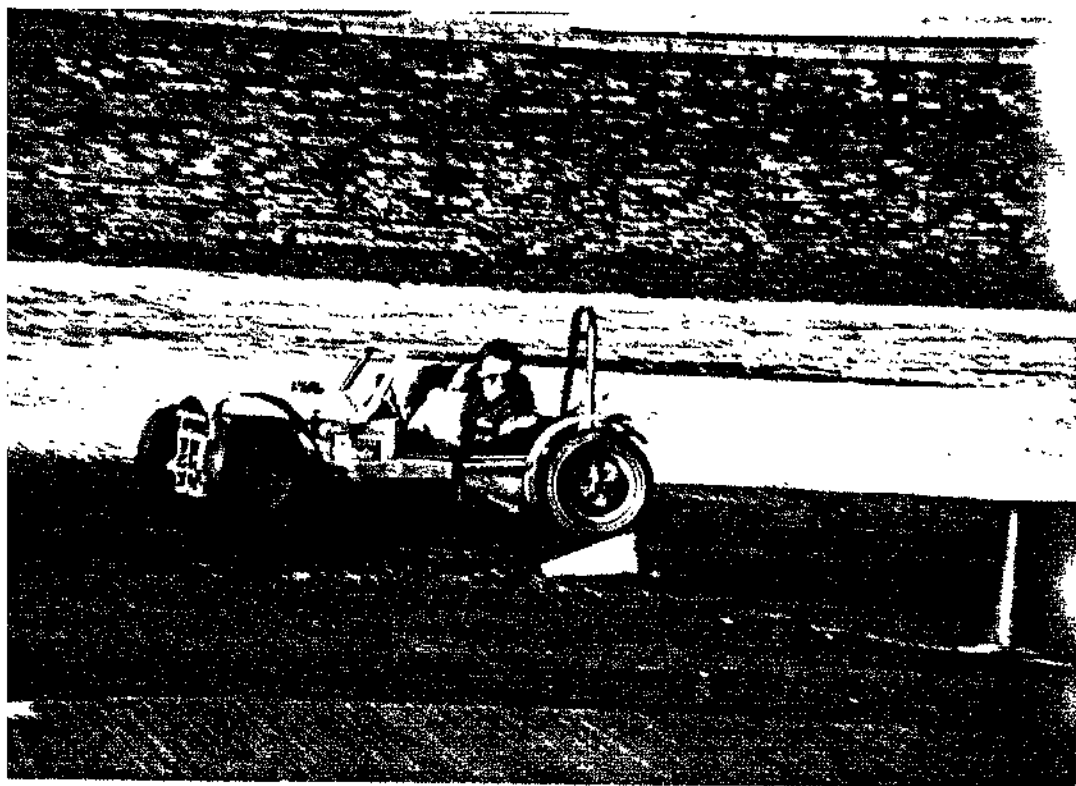
21           Beehive  
              Trapper

28      Shoulder of Mutton  
Kirkby Overblow

How did you enjoy the dinner dance? Everyone who I asked had another very enjoyable do. Sorry about Ronnie, not bad legs though eh.. Lots of trophies being won. The food, guest speaker and disco were really great, but if you have another opinion let me know on the 17th at the Open Forum and if you would like a couple of tickets to Nationals next year let me know!

R. 517

SPOT THE LOONY!



A PRIZE FOR THE BEST  
CAPTION!

G. "I DON'T REMEMBER  
EATING THAT"

# COMPETITION CALENDAR

## RALLIES

### MARCH

- 7 Dukeries. Dukeries H/V Stages. 120
- 7/ 8 South Shore M/C. Roskirk Trophy R/R. 97/98  
102/103
- 7/ 8 Leeds University. Northern Lights R/R. 99/100  
104
- 14 Morcambe/Kirby Lonsdale. Lakeland Stages.  
85, 86, 89, 90
- 14/15 Clitheroe & DMC. Clitheronian R/R. 97, 98,  
99, 103, 104
- 14/15 Glossop & District. Burgess Bowl R/R. 109/110  
118/119
- 21/22 Lindholme HSC. Dunfab Danum R/R. 106/111  
112/113
- 28 York MC. York National Stages.

### APRIL

- 11/12 111 MC. Nocturnal. 120/121
- 12 Linc/Louth. Tour of Lincs. 112/113 121/122
- 25/26 Spring Hill MC. Ribble Rally. 97/98 103
- AUTOTEST/PCT ETC.

### MARCH

- 8 Trackrod. Autotest.
- 15 Lancs & Cheshire. Autotest ANCC.
- 22 Poddle M/C. Autotest Rest.

BARRY DOVE  
Comp. Sec.

AN OUTSIDERS VIEW OF THE NATIONAL BREAKDOWN RALLY  
(OR, "I WAS A MOTOR-SPORT GROUPE").

The onset of insanity seemed a definite possibility when I first agreed to spend a precious Sunday in the freezing wastes of Dalby Forest, but on hearing the whine of the radio at 5.45 am (even Radio 1 wasn't awake at that time), I knew it was confirmed. Even Captain Scott could not compete with the many layers of clothing, but unfortunately no sherpas were in evidence to carry the several cwt. of sandwiches and flasks of coffee. My confidence in the whole venture was not increased as we drove in convoy, vainly trying to find the signing-on point. Having resigned myself to a cold, boring day, I had a book secreted away in the car, but all thoughts of escaping into the shy-world of le Carre were soon forgotten as we donned luminous Marshalls tabards and tried to look official!

Once no-entries were marked and brush-wooded, we sat back to wait for the course car. It arrived eventually and then things began to take off - in some cases almost literally - as competitors slid and spun round the very icy bend. As word spread that this was a far more exciting section than the hair-pin further on, spectators drifted along to contribute to the jovial banter and spirit of bonhomie (or was it semi-hysteria due to numbing of the brain?).

The lunchtime break was cut short due to the late morning start, so there was little time to thaw out the toes before the course car appeared again. The second run was not quite as spectacular as the first, as the snow had melted, but Louise Aitken Walker still showed the men how to take that corner in style! The afternoon passed very quickly and before we knew it, it was time to clear up and wend our weary way home. Even after all those sandwiches I was ready for my tea! Despite all my earlier reservations, I must admit - I really had enjoyed myself!!!

ANON

Anon

And if I went out with you I'd want to be anonymous too!

ED.

### The Spring Clean.

Friday the 13th saw Chris Sharpe and myself drag the club caravan round to my house ready for the onslaught on Saturday morning. Next morning, bright and early, saw Becky Kemp cleaning up inside while Chris and Steve "Bomber" Lancaster were crawling underneath in the snow sorting out the brakes and the external lights.

Whilst this was going on I was inside rewiring all the onboard 12 volt power. There have been three 12 volt power outlets fitted so that accessories can be plugged in without disturbing the cabling such as a P.A. and radios. If the battery is connected the wrong way round none of the equipment/lights will work and a red warning light will glow.

It had been decided that we would provide two double mains sockets in the caravan which will be fed through a current sensing box for protection, this gave Ronny Mac a job to do cabling up the mains, which will have to be finished off next time.

The "Boss" (alias Rod) arrived mid afternoon to give the finishing touch, with the red dyno tape, please take note of what it says!!!

On returning the van I found that the brakes were working very well because as I was breaking going down a gentle hill they locked up!

Peter Stanhope.



## ANCC Championships 1986

1. Autotests. Already reported in some detail by Richard Ineson.
2. Road Rallying. Dominated by Steve Retchless and John Richardson.  
Final positions:

Overall Driver	1. S Retchless
	2. L Firth
	3. M Jenkins
Navigator	1. J Richardson
	2. M Wood
	3. M Tuckley
1300s Driver	1. M Shiel
	2. S Cotton
	3. J Slack
	4. M Tierney
Navigator	1. C Swinerton
	2. G Shiel
	3. M Law

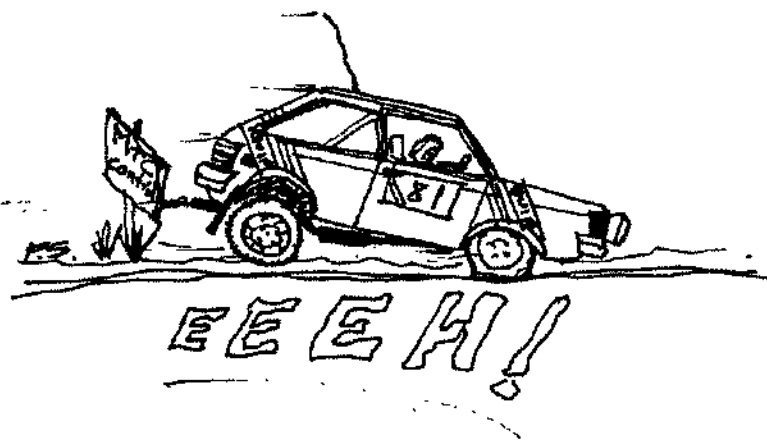
### 3. Stage Rallying.

Overall Driver	1. C Baty
	2. R Wardle
	3. D Slott
Navigator	1. D Lambourne
	2. S Micholls
	3. I Buck
4. PCTs	1. RJ Clark
	2. P Houghton

# ANCC Stage Championship 1987

DATE	EVENT TITLE & VENUE	STATUS	ORGANISING CLUB.
21/ 3/87	Lakeland Stages, Keswick	R/Multi	Kirkby Lons Morecombe, Workington
12/ 4/87	Tour of Lincs, Lincolnshire	R/Multi	Lincs-Louth
25/ 4/87	Tour of Hamsterley, N Yorks	R/Multi	Alwoodley
28/ 6/87	Black Horse Stages, Flockboro'	R/Single	Longton
4/ 7/87	Stormont Stages	R/Single	Knutsford
12/ 7/87	Armstrong-Kassey Stages	R/Single	Beverley
9/ 8/87	Hob Hey Stages, Lincolnshire	R/Single	Glossop
26/ 9/87	North Wales	R/Multi	Stockport
18/10/87	Crystal Stages	R/Multi	N'th Humbsd
25/10/87	Premier Stages	R/Multi	Dukeries
7/11/87	Oulton Park	R/Single	High Moor

One additional event will be advised as soon as confirmation is received.



"Er, there's a control  
here somewhere"

### THREE SWANS CAR 81

Record breaking cold, snowy weather in early January made us think the Three Swans was bound to be either follow-my-leader in the fog, lots of drifts (snow variety) or at least a bit of the old Torville and Deans. Not so, the weather was kind to a first time driver ( and so unfortunately theres no excuse for our times!).

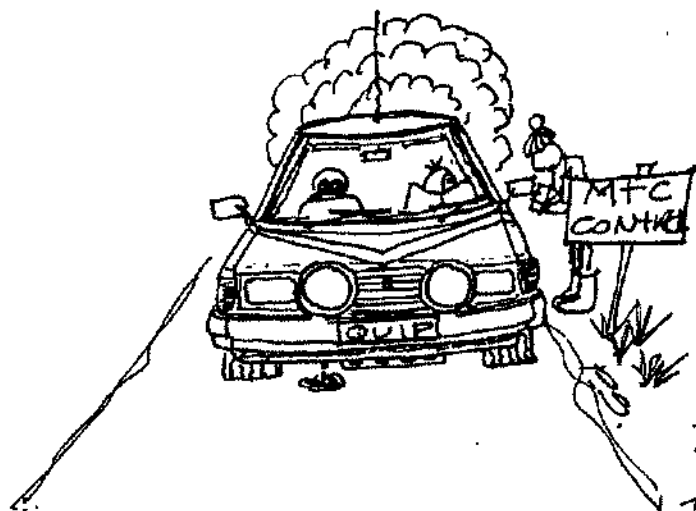
Noise was run by a bunch of comedians and appeared set to go on all night. As a result of over two hours delay there and at scrutineering, plus diverting via an open petrol station, (the one near the start closing before the last dozen of us got there) we signed on with ten minutes to plot black-spots etc. before our route was issued. After some panic plotting, assisted by the start being delayed, we started (no Carolyns knees weren't knocking - it was the back axel rattling, honest!). Sixty-two minutes late and OTL at MTC 1. It took them a week to explain it to the computer! We got off to a good start, passing car 80 on the first selective - he'd stopped to chat to an officer of the law!

The all selective route took us north from York for a long competitive section up to TCS 11, followed by Cockayne and then to the first petrol halt at Kirbymoorside.

The Castle Howard straight started as a selective but after car 2 went off it was cancelled. To keep us awake there was a mystery tour at the end of it, the reference for TCS 26 was amended, then the amendment was amended, it should have been TCS 23! The route then took us down past Kirkham and on to the Wolds for four more selectives where slush and mud on the bottom hairpin at Millington saw Carolyn make a good attempt at climbing a bank, but we survived unscathed. Later in that selective a mysterious misfire relegated us to struggling along at 50 mph on the long B road straight from Toxthorpe roundabout. A quick look under the bonnet seemed to scare the engine back to life but lost us more time taking us OTL at the selective finish and consequently the next two controls, until the second petrol halt at Shiptonthorpe put us back on time.

The three final selectives were ok except for being stuck behind a milk tanker doing 40 mph for four miles! The finish at Rawcliffe near Goole was chaotic, The computer was unable to understand why it was rather unfair to make all of the back runners OTC at MTC !! The organisers relented and declared the computer had won, going to provisional results in seven days. After a second set of provisionals they might just go final eventually! We were 38th (provisionally, of course!) OA from fifty-four finishers and 5th novice. The only other Trackrod crew to finish were John North and Derek Lee at fifty-second OA after some problems. Shell League points? Well 5th in class should have earned some, but being 'unproven' we were the one out of six Trackrod crews starting who were left out by the Shell League captain. Better luck next time Ronnie!

PAUL SYKES



Do You want a  
time ? or a  
date ?

## RALLIES

- 7/ 8 Northern Lights (FSB Championship)  
Neil DuCross/Ron Mackinnon.  
Bernard Fernyhough/John Bean  
Andy Riley/Gordon Sneddon  
Richard Endley/Barry Dove

Good luck to all and to Leeds University organisers.

- 14/15 Burgess Bowl (ANCC Championship)  
Andy Riley/Gordon Sneddon  
Bernard Fernyhough/John Bean

A venture on to strange maps. Watch for the drops!

- 22 Holderness Trophy (Shell League)  
Neil DuCross/Rod Parkin  
Alan Powell/Ron Mackinnon  
Tom Whitaker/Jackie Smyth

A creditable turnout for a club with no stage crews!  
No doubt service crews and hangers on will increase  
the clubs presence.

- 28 York National (BTRDA)  
Phil Lilley/John McMichol  
Stuart Bell/Steve Sanderson (Maybe)

After the National Breakdown real rallying returns  
to the Yorkshire forests.

## AUTOCLESTS

- 22 Lancashire & Cheshire (ANCC BTRDA ETC.)  
John Renny/ Richard Ineson uphold our honour.

MARSHALING DUTIES - MARCH '87 CONT...

March

- 28 Direct Windows York National Forest Rally.  
We have no allocation this year if you want  
to go out and marshal ring J Heppell 09C4-413C06.

DIRECT WINDOWS.

YORK NATIONAL FOREST STAGES.

The club has not been allocated a stage on this years event. However I will be helping my old club Border on the Cropton Stage, if anyone would like to come out and marshal on this stage please let me know. As always the more the merrier.

RS SIMPSON

Chief Marshal

NATIONAL BREAKDOWN RALLY

May I give a big thank-you to everyone who came out and marshaled on Dalby 2 & 4 last weekend. The stage was well manned, efficiently run and the literally thousands of spectators kept under control. Again thanks to your efforts Trackrod had another well run stage which will no doubt ensure that we are allocated another one on next years event.

Cheers.

RS SIMPSON

Chief Marshal

## MARSHALS REQUIRED

Wakefield M/C. Single Venue Stage Rally  
Leconfield Airfield - Beverley.

We have been asked to provide a Marshal team and Radio Operations on the above event on the 12th April, 1987. The event is held on private land and entry is by Marshal Pass only therefore there will be strictly no spectators.

Lets have a good turnout on this one please, everybody interested ring me on 0532-527031 or see me at the club meetings and put your name down and then I can get all the passes etc. and get in early for the best spots. Thanks for your support.

RS SIMPSON  
Chief Marshal

## MARSHALING DUTIES - MARCH '87

March

- 7/ 8 Northern Lights Road Rally - Start Upper Poppleton  
York. (105-559<sup>2</sup>/<sub>2</sub>-533<sup>1</sup>/<sub>2</sub>)  
Chief Marshal Phil Davies 0532-751195.  
FSB Championship.
- 7/ 8 Roskirk Trophy Road Rally - Blackpool South  
Shore M/C.  
Chief Marshals K Trecker 0253-727548 or B Schofield  
0253-711101.
- 14/15 Burgess Bowl Road Rally - Glossop M/C.  
Start Chapel-On-Le-Frith Maps 110-119. ANCC Champion-  
ship. Chief Marshal J Hall Glossop 63688
- 21 Lakeland Stages - Start Workington.  
Chief Marshals S Dunning Orton 418 & C Stables  
Milnotherpe 3215.
- 22 Holderness Trophy Rally - Shell Oils League  
Multi Venue Stage Rally with forest allocation  
maps 106.107. Chief Marshal Gavin Heseltine  
8 Chapel Hill  
Welton Brough.

This month not only am I angry I'm downright bored! I've just got back from watching the National Breakdown Rally and it was boring! What a drag, I've seen more excitement on the epilogue. OK the Mantas were OK but the Group N & A cars are not, rallying, they're just trying to survive! If this is international rallying I'm going to start watching PCT's and Autotests. Whose stupid idea was it to change to using standard(ish) cars and why? To make it softer? you should have seen McCrae's car - I've never seen Mr. McCrae with so little control over a car. To make it cheaper? not a chance; preparing a standard car to enter an international rally is not cheap and then you have to keep replacing all the unsuitable suspension with more unsuitable suspension as it inevitably falls apart as it is not designed to do the job. To make competitors enjoy competing? No, the thrill of rallying has to be speed! Put hold on who was the quickest and most spectacular I saw - a certain Mr. Bannisher in an Escort - not allowed to do the main event but embarrassing everyone from the National Rally! So there is hope yet - lets go watch the York National and see Bannisher, Yuk Hodgson, Phil Lilley and the rest of the Escorts having a go at the Manta Brigade - now that sounds exciting! Group A & I forget it.

#### ANNUAL DINNER DANCE 1988

Because of the planning which goes in to this function our social secretary needs to know of any potential venues within the next month or two. So if you have any ideas please have a word with Becky as soon as possible.



## RAC MSA RALLIES COMMITTEE CONSIDER A FUTURE FOR ROAD RALLIES

On Thursday 29th January, under the chairmanship of Mr Denis Cardell, the 1987 RAC MSA Rallies Committee, over half of which declared an involvement in road events, discussed the existing situation with road events in differing parts of the country. Where in the words of some at the meeting there were 'fundamental conflicts of interest between rallies and the police.'

It was not intended that this meeting should be seen as a 'panic' meeting with immediate changes of regulations imposed, neither were there any formal proposals requiring immediate decision, proposed either by the secretariat or members of the committee or indeed arising from the meeting of rally liaison officers, which was called by the authorisation department last December.

The meeting attended by a number of visitors, drawn from RLC's, organisers and competitors from various areas, noted various papers and reports and considered whether indeed there was a problem needing action. Judging by the reports and the correspondence it had received, the committee indeed recognised a need for a fuller review and perhaps some changes of regulations. However, any such changes are not to be immediate. It is the view of the committee that the situation can immediately improve if RLC's, regional associations and organising clubs enforce more determinedly the existing regulations, and exercise more effective control of events in their own areas through more appointments of driving standards observers and new local regulations adapted to deal with the problems in their own areas.

The committee resolved that a working group meet on March 12th to consider in much more detail many of the ideas that were raised at the meeting. This working group will consist of some members of the rallies and regional committees and again a representative group of competitors, organisers and RLC's. It is perhaps significant to note the rallying is one of only a few sports who have legislation on the statute book which actually permit its continued use.

RAC MSA RALLIES COMMITTEE CONSIDER A FUTURE FOR  
ROAD RALLIES CONT...

However, it is within the bounds of possibility that given misuse of control by organisers and competitors or the RAC MSA or RAD Offices that such legislation could be amended to the detriment of the sport. A full report of the discussions will be given to the regional committee at its meeting planned for February 19th who will be asked to discuss the problems in their own area.

FORTHCOMING ATTRACTIONS

In next months magazine;

Neil DuCros reports on his day at rally school(failed).

Reports on Northern Lights Rally  
Burgess Bowl Rally  
Holderness Trophy Rally  
York National Rally  
Lanc & Cheshire Autotest

SPECIAL ANNOUNCEMENT

Ken and Christine Goodall are proud to announce that they are now proud grand-parents of a beautiful baby girl Carley Louise. Christine doesn't look old enough to be a grandmother does that implicate that Ken does?

## | Throttle Return Springs.

On all events involving a speed element the RAC MSA have imposed a requirement that the throttle spindle of each carb. unit must have a return spring fitted to it and a spare which works in tandem with it. Both must be visible, both must work, and above all, must work directly on the spindle itself. This requirement to some extent nullifies the design of the cable and linkage systems of some such manufacturers as 'Magard' because the return spring on these systems -superb though they are - do not operate directly on the spindles themselves. To satisfy the requirement there must be two further springs fitted directly to the spindle shafts. Sad, but true!!

Most Weber carbs. have a light return spring within the carb. itself but because the Scrutineer can't see it he is unlikely to accept its existence and will insist on two springs which are visible.

Weber themselves market a coil type spring which fits onto the spindles of most sidedrought carb. units and is cheap and easy to fit. Next season I am going to ask the various travelling shops which visit circuits to stock these items.

It is considered poor quality engineering to make a bracket to carry the lose end of the return spring out of such thin metal that it bends under load and does not permit the spring to stretch. It must be sufficiently strong and well mounted that the spring operates over its full length.

For those vehicles fitted with Fuel Injection the rules vary a little. If the system is electronic/computer controlled then no springs are needed or even possible as the systems are completely self-regulating, but if it has a mechanical fuel injection system then the return springs must be on the main spindle of the metering unit on the accelerator pump control arm.

The logic behind these various spring requirements is quite simple....if you go for a 'posh' one and you are unconscious following an accident, and/or the accelerator linkage becomes broken, then the engine will return to virtually nill revs. on its own. If left to rev. freely it could do untold damage to itself or to spectators.

Some carbs.,(Dellorto, Carter, Holley, Nikki.) also have an external spring fitted as standard. They are a bit on the weak side and not really "in the spirit of the regulations", but they work and do fulfill the requirement of the RAC regulations.

After arriving Saturday lunch to help set up the stage, which was 6 inch deep in snow, all went well until we arrived at Mikkola's bend the bad way. Having taped the corner we attempted the exit out, John (Renny) first with M & S on the front, the second try was successful. Mark (Varley) next and after a struggle he got out then we tried. 225x13 Yokohama's A001 do not like snow! Three attempts and no chance. Thanks for the tow Pete (Stanhope). As dusk was falling we erected the shelter at the start and left in darkness till the following morning.

5.45 alarm, loaded up and set off. Richard Endley unable to make it was well substituted by Mark Tierney joining Mark Briers in the flying finish car. On the finish line were Rebecca Kemp, Niel Du Cros, Jean Dove, Jackie Field and me, with Steve Lancaster on the radio.

CC1 arrived then a very quick Saab as CC2. Calm was very evident until Mr Brookes complained of a log about 100 yards prior to flying finish. A quick run up the stage but nothing was visible, a few cars passed then an immaculate Colsworth Sierra at 17 came down the long left hander (there are times when you know a car is not going to make it; engine note? exhaust noise?). After about five minutes pushing it finally left and regained the route.

Plenty of exciting attempts at the flying finish concluded the first run.

After every female had been to the woods for some strange reason (never wear a white anorak Jackie) we prepared for the second run.

Car 5 John Bosch Audi Quattro came to the flying finish at a fast pace only to go off and park on top of a pile of logs. Seven minutes later a few cracked wings, a nice coat of mud and we push him back off/on.

After a word with Pentil about the conditions he quietly remarked he had it "under control" and thumbs up with a wry smile - indicating he knew he had it won.

CONT....

Then a Talbot Lotus got through the flying finish only to plant itself on another pile of logs on the other side, with all wheels off the floor and no spectators about. The only way was a log under the sump guard and tip it off, the navigator was as much use as a concrete parachute. (Aren't they all - ED.)

Finally the closing car, and time to clear up. Eventually Pete arrived cursing some junction that hadn't been cleared at all. Tut, tut come on lad we all want to go home as well.

Back to Leeds, unload the caravan and steam clean the cars; then home for a meal and kip.

Many thanks to everyone who turned out for what was a good, well run stage in daylight and mild weather. Thanks again from John, Richard and myself.

BARRY DOVE

#### EDITORS MISTAKES

Last months magazine contained three (deliberate) mistakes.

1. In the championship rules the FSB Championship should state that the best six results out of ten events count.
2. Open Forum was put as 3rd of March in the Social Calendar then later given as 17th March. Due to this confusion the Open Forum will definately be on the 17th March though the chairman has intimated that we could have an Open Forum on the 3rd if people so wish.
3. I omitted to ask for volunteers for the caravan spring clean on the 14th February. By all accounts word of mouth found enough willing volunteers and we now possess a caravan prepared to full group B specifications. Sorry Chris.

## OPEN LETTER TO THE EDITOR

I would like to take the opportunity to comment on the proposed alterations in the club championships, or lack of it, depending upon your view.

My feeling is that a reappraisal of the championships was due, but the committee appear to have left it too late to do anything this year - hence the fudged effort of the FSB championships. The Committee has correctly tried to encourage new competitors by creating a championship which included four novice events amongst the ten nominated rounds.

Where the Committee has erred in my opinion is in the choice of the FSB championship to tinker with. The FSB has traditionally been open to either road or stage rally crews, but the alterations have left crews with only purely stage or road championships to contest. A competitor who enters both types of events could finish well in a number of rallies yet be unable to win either stage or road championship yet have been in a position to win a combined championship. Five rounds of the new format FSB are ANCC events. Why wasn't the ANCC championship chosen instead? If the novice competitors fail to materialise then an ANCC regular who won the TMC ANCC championship would almost certainly win the FSB championships since there would be no stage crews to contest against. Furthermore, surely anybody entering all the ANCC rounds on the FSB would be entered for the Regional Assoc. ANCC championship as a serious competitor, then why have a TMC ANCC championship as well.

If I may put forward proposals for consideration:-

- 1) that the FSB return to its old format.
- 2) that the ANCC championship adopt the format of this years FSB.
- 3) that the single venue stage rally championship (Crest Motel Trophy) be scrapped.
- 4) The LLOYDs multi stage drivers championship be altered to include all stage events.
- 5) Scrap the SPY 44 trophy (sorry Richard!!!) and Off Road Event Trophy
- 6) Alter the Trackrod Trophy to cover events organized by other motor clubs, not just TMC.
- 7) Scrap the Hunters Trophy.

If these proposals were adopted it would unfortunately mean the FSB altering twice, but I'm afraid that is the price that has to be paid if the first effort is wrong!!!!!!

Just to change the subject , **why is the 1986 AGM still unclosed after 6 months - shouldn't we be doing better.....**

## **SCOOP**

The above letter arrived too late to be able to formulate a reply from the committee but I'm sure it gives some food for thought for discussion at the Open Forum.

ED.

# THE NEW RULES

Rallying was thrown into confusion just before Christmas as FISA – the international governing body of motor sport – introduced new and radical changes to the rules supposedly agreed only months before, in the aftermath of accidents that led to the banning of special 'tuned' versions of Group B cars.

FISA had outlawed the more powerful limited production cars such as the Ford RS200, the MG 6R4 (in full trim) and the Lancia Delta S4. The only Group B cars still allowed – and then only in national rallies other than the European Championship – were those introduced before the beginning of 1984. Which in practical terms meant cars as the Manta 400, the Lancia 240RS and the Lancia Rallye

spanner in the works came on December 19 when the men in Paris decided that all Group B cars were outlawed from European Championship events. They could compete in rallies, but could only score 85 per cent of the route, and could not be classified and could not score Euro points.

Where the problem was acute was in the Shell Open series – the Circuit of Ireland, Scottish and Manx – are European qualifiers. Vauxhall, Nissan, Skoda and a host of others were suddenly at a big disadvantage. Discussions went on over the New and the RAC MSA – Britain's sport organisers who are not a member of FISA – issued revised rules for the 1987 Open series. The result was a compromise that would

allow Group B private entrants to score points but at the same time still, as FISA intended, gave the Group A, modified mass production cars the edge.

The basic changes are:

- Only five out of six rounds to count for both Drivers and Manufacturers awards.
- Points issued for General classification on each event.
- Points also awarded for position in Group A, B and N on each event.
- On non-European Championship rallies (National Breakdown, Welsh and Ulster) Drivers of all Groups add points for both General and Group classification together.
- On European events Group A and N drivers still add points for General and Group classification, but Group B drivers can only score points for their classification in Group. The organisers of the event have to issue a special results list for

**THE GROUPS: what they mean**  
**GROUP N** – 'showroom' cars. 5,000 built in one year. No power modifications.

**GROUP A** – 'modified production'. 5,000 built in one year. Considerable alterations allowed to basic specification.

**GROUP B** – 'sports cars'. 200 production in one year. Modifications similar to those allowed in Group A. Special 'evolution' models limited to those recognised before 1.1.84.

The intention is that no car will have more than 300 bhp. No positive means of checking this has yet been announced.

this category, despite the fact they will not figure in the official results for the rally.

■ Manufacturers points are also gained from adding General and Group classification together. Again on Euro rallies Group B makes cannot get General points.

■ The manufacturer with the highest number of points (whichever Group) is Champion.

The new Open rules will be better for the majority of competitors, especially the non-factory entries who took the decision half way through last year to invest in pre-1984 homologated Group B cars. For Vauxhall-Opel, however, it has resulted in GM Dealer Sport opting to run Opel Mantas on the non-Euro rounds and Group A Astra GTEs on the remaining events.

So now you  
 know!



## CHAIRMAN'S CHAT

As you will have been grateful to notice our chairman has not been able to write his esteemed article this month. He claims this is due to pressure of work which is of course a total lie. (He has been back to school to learn to spell).

## ENTRANCE LICENCE

Trackrods entrance licence number is 04161. Hope you are using this on your entries, I know I am.

## TRACKROD NOVICE RALLY

The re-vamped Lookout Rally is to run on July 25/26th. I know Derek Lee would be pleased to hear from anyone wishing to get involved with the organisation of this excellent event so please either have a word with him or ask me to point you in his direction.

## MISSING PERSONS

Would the Dixon brothers and the Miller brothers please phone John Westmorland so they can collect their awards for last year.

## NATIONAL BROADCASTER RALLY

Trackrods only interest in the rally competitor who was Clive Baty who was unfortunate enough to blow his engine on Saturday morning. Tough luck Clive got that Nova built.

## ILLUMINATIONS RALLY

Trackrod again only had one representative on this event that being John Cope who had a hard time without his regular navigator, backing a bridge early on then destroying just about everything; exposed under the car ie. gear box casing, prop shaft and exhaust and consequently retiring facing another big rebuild bill.

All good Yorkshire men will be delighted to see Beeky is in fine form this year dominating the event. Also nice to see Graham Hawkrigge/Alan Hill finishing an excellent fourth.

# COMMITTEE

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