

Chairman

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S. Lloyd (Editor)

Future Events

4th May - Sportonoggin - New Inn, Eccup (M.R. 96/289432).

A series of tests of skill, judgement and luck, all on grass, not too serious, and designed for everyone to take part in. Start 7.00 to 7.30. And enjoy a jar or two, while watching the fun. Should be a really swinging do this, for entrants and spectators, so lets have plenty of you along. Enter on the night.

18th May - Noggin 'n Natter - At the Summer Cross on the Otley-Pool Road, just inside Otley. A new venue, and a very pleasant one. A nice run out, too, in the (we hope) warmer evenings. From about 8.00 p.m. See you there.

22nd May - 12 Car Rally - Map 91 (with start on 96).

Start 10.00 p.m. at the Moortown Rugby Club. Entries from now on to either Peter Gledhill or Brian Schofield. 145 miles approx. with a half way petrol halt. As devotees of the sport will realize, 91 has some very varied, very tricky country on it, and has provided some grand routes in the past. This one will be no exception! Get your entries in now. And, we want plenty of marshalls, please, so volunteers to the above as soon as possible.

6th June - P.C.T. - Whin Park.

The formula as before, a non-damaging, but testing event, on grass, (and dead leaves) up the slopes of Arthington Bank. Start at 1.30 p.m. Now you've all had a chance to see what goes on, I'm sure you can't wait to enter. Later in the month forms will be available from Steve Lloyd (Tel. 689856) or the Rally and Speed Shop. Marshalls, too, please to the same bloke. At any time. Don't miss it.

8th June - Birds Night Autotests - at the New Inn, Eccup.

A ladies night, so lets have all your actual better halves, intendeds, and dolly birds out for a belt round the field (but don't invite the wife and the girlfriend, I can't stand the sight of blood!) We need a good entry to make this a regular event. So don't let her get out of it. After all, she'll only be competing against birds (what do I mean, only, have you ever watched those womens Roller Derbys?) Entries later to Dave Taylor or Peter Gledhill. Start 7.30.

26th June - Autotests - John Wilson's brainchild this, so you can bet it will be a real test. More details nearer the event, but mark it now. And lets have some marshalls too, please.

22nd June - Noggin at the Royalty, Otley Chevin

A very popular pub in a fine spot. Results of the Autotests will be announced (to bring in a good crowd!). But its well worth a visit even if you don't have autotests on the brain. And its bound to be a fine evening in June (isn't it?).

Chairman's Corner

At long last we are able to announce that our R.A.C. Affiliation application has been granted and our Registration No. is 1230. We can also announce that we are members of the Association of Northern Car Clubs and this fact broadens the scope for individual members as well as for the Club collectively. As A.N.C.C. members

we can accept invitations to the events organized by other clubs in the Association, we can also extend invitations to other clubs to join our events.

David Taylor and myself went along to the A.N.C.C. Meeting, where we were asked to identify ourselves and give a brief report on the number of members in the Club and our programme, etc. Gordon Forster was in the Chair, and after I had said my piece, he warmly welcomed us to the Association and told the meeting that he had worked with me in the sphere of motor club activities for a number of years and that we had a first rate committee supporting me, he concluded by saying that this was one Club from which no trouble was expected.

Speaking of trouble, I feel that a word or two must be uttered on the subject of road manners and good conduct conducive to the good of the Club. I regret that on two recent occasions, complaints have been made of driving "not conducive to good relations". One concerned drivers of two Minis who were en route to our Production Car Trial at Whin Park. These drivers may not have been members of "Trackrod" but merely spectators, but whether members or not, they created a bad impression and in the wrong quarter, as their driving was spotted and commented upon to me by an off duty police officer who has no connection with the Club. The other occasion was the finish of our last 12 car rally, when certain drivers made a lot of unnecessary noise as they departed for home, despite the fact that they passed very close to two isolated houses. Now chaps, things are difficult enough in the motor sporting world, for heavens sake don't make them worse by stupid behaviour. We are trying to create a good name and good will for Trackrod, please, don't make it unnecessarily difficult.

Ray

### Reflections

On the 3rd/4th the 102 Rally was held over map 102. 10 competitors took part and umpteen marshalls, and some of them may be still wandering round Strines for all we know, since they vanished without trace! The route lived up to expectations, with the pressure on from the word go. 102 abounds in good yellows and excellent whites and Jules obviously knows them all. So, now, do those crews who followed the map correctly. Not an easy task, and one which many marshalls found beyond them. It took me  $\frac{3}{4}$  hour to track down my control, mainly by travelling in ever decreasing circles, stopping just short of vanishing forever, and then drawing my own map which bore a closer relationship to the actual junctions than does 102 Ordnance Survey. A swift sprint from Sheffield to Huddersfield followed, in time to greet just four cars at my second point. However, seven were classified finishers, with new members Geoff Northmore/D. Wise, taking it from Paul Siddall/C. Jones, and the Bros. Lee. Details appear elsewhere. Our thanks to Julian and Co. for a real, hairy rally!

The P.C.T. on the 18th April, attracted 21 entries to the rolling slopes of Whin Park. Many spectators, also, turned up, possibly to see what it was all about, since this was our first. Although dry, the site lived up to expectations. After a cautious first run, most people used more power to good effect second time round, and clean sheets began appearing in all classes. The gully run through about 18" of leaf mould beat them all, Wilf Speaks Fiat being best here (great cars, these Fiats), though Dave Lawton's Imp, took major honours in Class 3. Peter Gledhill slogged his way through to win Class 2 while Jonathon Solk led the F.W.D. lads home. The two ladies, Diana White (Cortina) and Jenny Bevan (Sprite) would have finished equal on 79 had not the Clerk of the Course penalized the Cortina for having  $7\frac{1}{2}$ " tyres! More of that anon. I'd like to thank all who came along to compete or help, and particularly Barry Spinks, who ensured the smooth progress of the runs.

The Treasure Hunt, run by David Taylor and Chris English, on the 20th, proved a success. Limited to twelve entries, we actually got nine, brave crews who set off to complete the course. A report appears elsewhere, suffice to say that all nine finished, with a variety of treasure, the most pleasant being a bottle of champers. This was swiftly despatched by the assembled company. The winners were Martin Cantrill and Ann. Results of the Rally and the P.C.T. were to hand, which gave everyone something to talk about. A very pleasant evening was had by all, some members being a bit the worse for wear at the conclusion.

### 102 Rally

The 3rd/4th April gave the directors of this Club their second chance to show what they can do. The venue for this joy-ride was the beautiful piece of Yorkshire in the S.W. corner of the county. Most people enjoy this part of the world but judging by the comments after the event at least 20 people do not like it any more!

The organizers intent was to provide the navigators with some work for a change but the challenge appeared to be too much for most people who spent a lot of time lost. This unfortunately applied to many marshals and 10 controls had to be cancelled due to lost marshals.

Ten crews started from the 'Jolly Sailor' Wakefield and headed towards TC1 about 200 yds. down the road. Chris English sent Phil Myers right past the site of the control about 15 minutes early and they were never seen again. Mrs. S. Hall went off, just before TC1 trying to turn her sick husband's 'S' through more degrees than the bend allowed. From here the route went down to Sheffield using a few of the good going 'whites' (H.E. got lost as well!) and two unmarked motorway junctions.

After a relaxed section, when petrol was available the competitors (and marshals it seems) tried to find their way towards Holmfirth and Scammonden Dam. A short trip into the Ripponden maze was the final section of the rally but by now the field was getting thin and competitors visiting controls were few and far between.

Most competitors did turn up at the finish (eventually) where they promptly made suggestions as to what the organizer could do with map 102 and his navigational rallies! Still it was a change from the usual thrash round 96 and 91 wasn't it?

### Results

1st	G. Northmore/D. Wise	Cooper 'S'	7 F	13 pts.
2nd	P. Siddall/C. Jones	Cooper 'S'	8 F	9 pts.
3rd	D. Lee/J. Lee	Escort G.T.	9 F	33 pts.
4th	K. Goodall/R. Ashcroft	Cortina 1600 GT	14 F	38 pts.
5th	J. Rawling/P. Frank	Stiletto	14 F	45 pts.
				1st novice
6th	P. Forster/T. Hayes	Imp	15 F	26 pts.
7th	S. Mills/M. Tempest	Mini	16 F	3 pts.

Also	C. Ineson/Miss J. Stansfield	-	Retired (no lights)
	Mrs. S. Hall/F. Stuart-Brown	-	Did not visit enough controls
	P. Myers/C. English	-	Navigator trouble

### Treasure Hunt

Trackrod's first treasure hunt was held on the evening of 20th April and was started at the Rugby Club. Nine crews rolled up to the very early start (6.30 p.m.) and were sent off round the

route which was to take them through Eccup, Weardley, Sicklinghall, Linton, collecting clues, etc. on the way, finally back to the Rugby Club where a few pintas were waiting to welcome them.

Several of the ladies arrived back minus an essential item of clothing to claim a bonus of 7 points. A cork from a champagne bottle was also required - one competitor went to extremes and brought the complete bottle (full)! This was quickly consumed by the watching crowd but unfortunately did not gain the competitor extra points.

The results were worked out on the spot and turned out to be a very close thing with Martin Cantrill and his girlfriend, Ann, being the winners and Howard and Joan Franks just behind them in second place.

### On the Track

As mentioned last month, the Hillclimb circus is now under way, three events having been run. 'Our' team has had mixed fortunes. Alex Jackson won his class at Castle Howard, with Jacky well placed too. Howard and Barry were second and third in Class 3.

A long trek to Loton Park, near Shrewsbury, for Easter Monday was not so successful. Alex and Jacky finished further down the field. They fared better than Team Hewspin, though, who only managed one convoy run before the motor suffered a 'nasty'. In retrospect, it seems that the diff. seized up while running at some revs., the resultant locking up of the flywheel causing the crank to bend. Loud noises from the motor were enough to cause our heroes to load up and return home, to set about rebuilding. This they did in time for Harewood on the 25th, although they only had a 3.9 diff. to replace the bust 4.1. After a last minute 'midnight oil' session, the motor performed well on the day.

Harewood is a tricky course, and although no strangers to it, Team Hewspin found the large amount of power needed some getting used to. Howard's first run was enlivened by a series of slides and a spin at Quarry! They settled down to relearning the hill, and finished 7th and 8th in class. Alex and Jacky went well, but were down on power to the Escorts. They were 4th and a bit lower in Class I. Richard Jackson wheeled out the Rallye Imp in Class 3, but was left by the power of the big 'S's.

So far 'our' team has shown that it is certainly competitive, and with more experience will be pushing for more class wins. Future events include Loton Park, Gurston Down in Hampshire, and Harewood on the 23rd May. Now the club is an A.N.C.C. member, they can use the Club name on their entries for most events. And at least locally I'm sure they'll have plenty of support.

### Fame at last Dept.

It is with great pride and pleasure that we announce that we have a genuowine works Rally Driver in our midst! He drove for a works team on a big National Rally on the 17th/18th April. Technically, I suppose he was on two wheels, or should it be six? Anyway, it was a works drive. Intriguing, isn't it. Harry Mellor is the lucky man, that veteran of so many midnight thrashes around the wilder parts of our island. The team? Bessacar. What do you mean 'who'? Bessacar, the caravan makers (two wheels, O.K.) The event, the National Caravan Rally, a real rally over the right sort of country, starting and finishing at Mallory Park, including autotests, and circuits of the race track. The pull was provided by Stan Clark's tow car, a 2 litre Zephyr (very tired). A certain

big Lancashire tuning firm were to provide their barge, but the mechanics forgot to fill it with lubricating fluid, and it protested in the usual way! Harry and crew formed part of the Bessacar team, with John Heppenstall, and Anne Hall. Harry was placed second at half way, after the night run! However, the old Zephyr (82,000 on the clock) blew a head gasket, and consumed 10 gallons of water in the second half. It was also well down on power, and dropped them to 30th or thereabouts at the finish. It was a grand thrash, though, with 230 entries, and Harry really enjoyed it. He will be going again next year, but meanwhile, if anyone wants a two berth van, good condition, one careful owner, only one rally, competition suspension, we may just be able to help!

#### First for Thrift? (Yes, indeed)

On the night of the 20th April, at the Noggin, we had a presentation of the winners cheques in last year's Michelin Competition. This was run for club members who used Michelin Tyres. All club events counted, points being scored in each for overall win, class win, etc. (This was under the Alwoodley M.C. auspices). Each competing club had its own winners. Those now in our Club were, 3rd (£10.00) Dennis Dickinson, 2nd (£15.00) Harry Mellor and 1st (£25.00) Steve Lloyd (the fact that I ran the competition and am a buddy of the Michelin rep. is purely coincidental, Your Honour). Seriously though, I was surprized to win, though very grateful to Michelin, whose tyres I use anyway 'cause they're good. We did fill in some forms for the regional contest, which we obviously lost, since we have heard nowt since.

Once again, all our thanks to Michelin from three winners. If they run another this year, I hope they ask us, as Trackrod, to enter again.

#### P.C.T. Chat

Many people don't know much about these events, so this is a brief resume of the main rules and regs. to watch for. Tyres can be deflated to a minimum of 12 p.s.i. (and must be tubed). They may be checked later in the event and if found to be lower than 12 p.s.i. a 50 point penalty can be imposed. Tyres should be standard as on a new car (but since nearly everyone has fat wheels and tyres, this is very much a matter for each Clerk of the Course or Scrutineer). Town and Countries are out! Ballast may be carried provided it is firmly fixed. It can't be altered after the start. A passenger must be carried and he must be over 16. The seat beside the driver must be occupied. Passengers must remain normally seated (but bouncing on the seat is O.K.) Your run ends when forward progress is stopped. The score is taken at the position of the front wheels. If a marker is struck you score that mark, even if you then reach the top!

Don't let these rules put you off. Its all easy really, and you soon get used to things. P.C.T.s are good fun, and very satisfying to do well. Non-damaging, and quite spectacular, they are an event for all to enjoy. Come to our next, you won't be disappointed.

#### Natterings

The end of an era has arrived. Without a banging of drums admittedly, but an end, for all that. A certain Black Beetle has passed from Chez Gledhill to Equipe English. Ford power has replaced Krautpower. Chris English has purchased the demon machine, and Peter has bought an Anglia 1200. So we have one new competitor and one new rally wagon. Best of luck to you both. We will watch

with interest. (It can't be coincidence that Chris wants a Skid Lid, to R.A.C. standard, size 6 $\frac{7}{8}$ , offers to same at our gatherings, or 26 Henconner Crescent.)

Brian Schofield has a Hot Rod! Yer actual Mini Cooper, no less! Immaculate, low mileage example, no comps. (yet) and very smart indeed. Could this be the start of our Sec's competitive career? Well, perhaps. Anyway, congrats. you new mini-man, you.

Phil Myers and Jules Bojungs were going to do the Nighthawk Rally, but lack of entries and shortage of special stages caused its cancellation. Nothing daunted, Jules has dragged the Sydney Green Machine and pilot to darkest Wales, for the Mermaid Rally, on 3rd May. A real baptism of fire this, for the crew. Fantastic country in Wales, and they actually cheer you on in the middle of nowhere, instead of waving shotguns and the like. We'll let you know how they fared in our next.

#### ADVANCE NOTICE

Tuesday, 28th September, 1971 at 7.30 p.m. is the confirmed date and time of our visit to Peter Black's Collection of Cars at Keighley. "Entries" are limited to 40, with a minimum age of 15 years.

Book this date, fuller details later.

TRACKROD ..... ENDS

# TRACKRÖD MOTOR CLUB.

## PRODUCTION CAR TRIAL - WHIN PARK.

18<sup>th</sup> APRIL 1971

NAME	No	TEST												Temp. Class			Class Over	
		1	2	3	4	5	6	7	8	9	10	11	12	Rank	Class	Over		
CLASS 1																		
J. Soler	20	5	10	12*	2	12*	12*	6	11	12*	2	12*	12*	112	1	1	2	
R.N. Ashcroft	3	5	11	12*	7	6	11	6	10	12*	1	12*	12*	103	1	3	7	
E. Marlow	21	5	9	12*	1	11	12*	7	11	12*	1	12*	12*	110	1	2	6	
S.M. Mills	22	7	10	12*	0	12*	2	8	11	12*	1	12*	12*	104	1	4	9	
R.E. Ineson	2	3	6	9	1	5	3	5	10	12*	7	12*	12*	86	1	5	13	
R.S. Hazeldine	19	6	7	12*	2	2	2	7	7	12*	1	12	3	75	1	6	15	
CLASS 2.																		
P. Gledhill	4	5	3	12	1	12*	11	9	10	10	7	11	12*	105	2	1	8	
H. White	9	5	8	12	5	12*	11	6	10	12	7	12*	11	101	2	2	10	
D. Taylor	7	4	3	11	1	10	11	5	10	12	5	12*	11	96	2	3	11	
R. M. Bach	11	5	4	11	0	6	11	6	7	12	1	12*	11	87	2	4	12	
C. J. Bevan	8	4	1	6	0	10	12*	5	8	12	0	12*	12*	79	2	5	14	
R. A. Dickinson	6	4	3	11	1	5	4	6	6	10	1	12*	11	75	2	6	16	
K. J. Goodall	17	4	4	11	1	6	3	6	7	12	0	6	11	71	2	7	17	
E. W. Noss	5	5	1	11	2	5	2	6	10	11	1	11	4	69	2	8	18	
M. D. Phillips	14	4	9	12	0	3	3	5	6	11	0	12	4	69	2	9	19	
J. M. Cantrell	15	5	5	11	1	4	3	5	10	11	1	6	3	65	2	11	21	
D. White	10	5	3	10	2	12*	3	5	6	11	5	12*	3	67	2	10	20	
CLASS 3																		
O. R. Lawton	12	7	8	10	7	12*	12*	11	11	12*	9	12*	12*	128	3	1	1	
D. Foster	18	6	10	12	5	12*	11	9	11	10	1	12*	11	112	3	4	5	
J. Rawlings	1	7	7	11	5	6	12*	12*	10	10	5	12*	12*	113	3	3	4	
W. Speake	16	8	11	12*	1	12*	12*	10	7	12*	10	12*	12*	113	3	2	3	

Ties have been decided as S.S.R. T.31

Competitor 16 has been penalized under S.S.R. T.32(e) (12pts)

Competitors 9 and 10 have been penalized 12pts. each for running with oversize wheels and tyres.

\* Denotes Hill Cleared, i.e. past the 12 marker, and one point added to the score.

