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Committee: H. White, J. Wilson, B. Schofield, D. Dickinson,
J. Bojungs, M. Cantrill, R. Ashcroft, S. Lloyd (Editor).

Future Events

1st August - Gymkhana - Sorry folks, due to a hectic month prior to it, we are unable to get the Gymkhana off the ground. However, there are some other tests on the New Inn field on that day, so all is not lost.

3rd August - Noggin and Natter at Dick Hudsons (M.R. 96/124421). A popular aleing house in a scenic location. Lets be having you.

15th August - Picnic, Blue John Mines, Castleton, Derbyshire. A real family occasion this, so get geared up for an enjoyable day out. In the hands of Ray Dickinson. Assemble at the Car Park in Westgate at 10.00 a.m. More details in the Chairman's Chat.

17th August - Dates Meeting - Moortown Rugby Club. This is our meeting to decide our calendar for next year. We need everyone to turn up and cast a vote for the event they want to see us run. Its your meeting, so don't beef about not having your type of event if you don't turn up. See you there, from about 8.00 p.m.

7th September - An Economy Run. Start at the Jet Station, Shadwell Lane (M.R. 96/330401) 7.00 to 7.30 p.m. You all know what an economy run is, what you may not know is how it's run. Well, neither do I, so turn up on the night and find out. We'll have a circular route, finishing at the Jet Station, then we'll go to a pub for the results. Entries please to David Taylor and Howard White.

18th/19th September - 12 car Rally - Another of our first class night events, not to be missed by our growing band of rallymen. More details in our next.

21st September - Film Show - Moortown Rugby Club. A good evenings entertainment here for everyone. Several sporting films on show, and good ale on tap. Make the date now.

28th September - The visit to Peter Black's Motor Museum at Keighley. Another interesting day out for the family. Very good exhibits, not all of a motoring type, so the birds won't be bored to death. More details later.

Remember, if there's any further gen you want about any events, just phone any committee member. We'll be only too pleased to provide same.

Reflections

Well, we had our second Ford evening on the 6th July, at the Smiths Arms. Tate of Leeds very kindly brought along two Mexico's for us to drive, and an RS1600, which wasn't for public consumption. However, we were able to confirm our opinions of these very nimble Escorts which must surely have a long and successful competitive life ahead of them. Just as soon as I've got a spare £1200 I'm going to have one, thats for sure. However, I don't think I'll order it just yet! Our thanks to Tates and to Richard Bach for organising the 'do' for us.

On the 10th we held the '250' Rally, ably organised by Dennis Dickinson. Eight crews took part, on a fine, but misty night. The route used the best roads to the North West of Leeds, and kept the crews and marshalls busy. Steve Mills showed some driving test skill when approaching TC1 from the wrong direction. A swift reverse spin, a flat out blind and he just got in in time! Paul Siddal was unlucky this time and had to retire with no oil pressure. A full report appears elsewhere, meanwhile many thanks to Dennis and his team.

On the 18th July fifteen Club members took part in the Hotfoot Autotests at the New Inn. They were presented with as varied a programme as I could manage, which everyone seemed to enjoy. After one or two initial 'hiccups' all went smoothly. The tests varied from sheer manoeuvrability to tests of memory. The first five were traditional and were run off twice before the field was cleared to allow a grand thrash to be had by all. This test really got the crowds back, everyone being very keen to have a go, and put up fastest time. After the first run, the grass was off in places and times dropped considerably. Several people tried too hard here. Cortinas were spinning in all directions, and Mike Tempest's Vitesse also had a go! The Minis went well but it was David Lawton, in a well used ex-Taylor Sprite who ran out fastest, by one tenth, from Nick Blackburn's 1500 Escort. I'm sure we could have gone on all night, but the organizer's hay fever said 'enough', so that was that. The Mini class was taken by Richard Ineson from Steve Mills and Paul Wheatley, while Lawton, D. had a clear margin over Ken Goodall and Richard Ovenden. The last named two gentlemen deserve all praise for their very fine driving of two big cars. Very nice to watch. My thanks to all competitors and marshalls particularly Ruth Wilkinson and Jeff Asquith of the Alwoodley Club, who kindly helped us out.

The Trackrod '250' Rally, 10th/11th July

This event was yet another in the series of 12 car rallies being run by the Club, and the organizers had promised a straightforward event with no clean sheets. Comprehensive road books were available 2 hours before the starting time, although a complete list of blackspots were circulated to navigators the night before the event, enabling competitors to plot at ease and speculate on just what the organizers were up to.

The event itself attracted 11 entries although this was later reduced to 8 by the non appearance of Gledhill/Watkinson, Frank/Rawling and Lawton/Blakey mainly due to mechanical problems. Peter Gledhill and Charley Watkinson turned up in Charley's Rover, however, and set off to enjoy a stint of marshalling instead.

At 10.30, with the 21 controls plotted, Paul Siddal/Charles Jones in their 'S' disappeared into the night followed one minute later by Ken Goodall/Richard Ashcroft and then John-David Lee. The first few miles to MC1 were a nice gentle run in, to allow the navigators to fasten their belts and find out which way up the map was. MC1 was situated at Almscliffe Crag and now rallying proper started with a good quick run down through Farnley and Dob Park to TC1 at Jack Hill. Next followed a longish run up to the top of Greenhow Hill and the first 'No Tolerance' section down the notorious hairpins of Dewerly camp white and back up Yorkes folly. Four minutes were allowed for this 2 mile section and this saw the end of all the clean sheets. Now the route wound its way through Summerbridge, up past Brinham Rocks, round the whites above Wath and down to Ramsgill, several people losing another minute or so on the very steep run up out of Ramsgill.

Competitors now motored on through Jervaulx Park and on to the start of the second 'No Tolerance' section at Honse house. This section saw the demise of Paul Siddal when their Cooper broke its crank. Sixteen minutes were allowed for the 8 miles of Park Rash and the leading crews all cleaned it. A neutral section now took cars through Kettlewell to 'No Tolerance' section 4 near Arncliffe. This gave crews time for a quick leg stretching session and time also to plot an extra blackspot and reroute handed in to them at the control. This section took crews over the very tight Malham Tarn road, all the gates were marshalled to minimise delays, and to keep the local farmers happy. No one cleaned this section, most dropping at least one minute, although one notable exception to this was Steve Mills and Mike Tempest in the Mini who were now having to take things very steady as a rear wheel bearing had started to break up and was sounding very nasty indeed.

From here the route again relaxed, through Malham Village, Kirby Malham and Settle, then on to MC3 near Stainforth. The final 'No Tolerance' section started at 90/790 $\frac{1}{2}$ 647 and ran through the very narrow and twisty Wham (what a name for a rally to run through) area, by now competitors were beginning to be troubled by drifting fog which no doubt slowed some more than others. The rally now ran in to the finish via Tesside to Gisburn.

Results were announced at the Rugby Club on Sunday evening and showed David-John Lee in the Escort GT as winners with Ken Goodall/Richard Ashcroft a mere minute behind them and yet another minute down Graham Frary/Martin Cantrill.

I would like to take this opportunity of thanking all the marshalls on this Rally in particular those who did the extremely important, although rather uninteresting job of manning gates, without you the event could not have been run.

Dennis Dickinson

Chairman's Chat

Richard Ashcroft and Martin Cantrill have made a very sporting offer to the Committee which we have taken up with enthusiasm. The offer? To organize a full scale Rally, open by invitation to members of selected Clubs, to be staged approximately March, 1972. This event could really put Trackrod in the motoring news and the Committee are giving every possible backing to this very welcome offer. We hope when the time for stout men and true -

in other words, volunteers (marshalls and competitors) arrives, we shall have all the assistance we need to put on a real cracker. We have the ability from the organization point of view but we shall need lots of help on the night.

Talking of help on the night, we could have made very good use of another two or three marshalling crews on our last Rally. Had they been available we could have really tightened up on the road sections. If you are not competing, please don't think that there will be plenty of "the other fellows volunteering" we need YOU - so don't leave it to the other bloke - come forward and let the organizer know you are willing to assist. This applies to driving tests, production car trials as much as it does to rallies.

Another suggestion which will bear fruit in the near future is that we organize an evening rally type events for lady navigators only. This will give the girls who marshall a chance to transfer their map reading ability to a competing car. It will not be a 'blind' but an enjoyable 50 mile Tuesday evening run with time for a drink at the finish. Now girls, let me know how many of you would "have a go", don't worry about the blokes and the cars, they will be only too pleased to have a few trophy points given to them as a result of your efforts, particularly if you treat them to a pint at the finish.

As August is predominantly a holiday month, our programme swings from the competitive to the social. On the 15th, we have a Club Picnic at Castleton in Derbyshire. The format - assemble on the spare ground opposite Dunlop Rubber Co. in Westgate, collect a main road type route card (you know the type - SO at T - L at X rds. etc.). On arrival at Castleton, we feed on whatever we have in the picnic basket and then visit one of the marvellous cave formations, of which we have a choice, the Blue John Mine, the Speedwell Cave or the Peak Cavern. If you have never been here it is a fascinating experience and the route is very interesting too. See you at 10.00 a.m. on the 15th.

The following Tuesday is the Dates Meeting, surely a MUST for all of us.

Finally - a warm welcome to our new members, may you get as much fun and real enjoyment out of your Motor Club activities as I do - if you do you will have no grumbles.

RAY

While on the subject, we have been asked to assist with the York M.C.'s 1900 Rally, a full National Event, on 18th/19th September. Forests are included in the route, with other stages, so you may find yourself somewhere 'Vairy interesting'. Names please, now to David Taylor.

The Sporting Scene

Richard Jackson wants to know how it is that every big local rally is followed the next day by a meeting at Harewood!? Any ideas? I think its so that the tired rallymen give the crowd some excitement at Harewood. There are often five or six rally cars entered. Only one from our Club though, which seems a waste of some nice machinery to me. Its a great game, this hillclimbing

you know. You won't realize how long a hundredth of a second is till you have a go. but I digress. The Ripon M.C.'s St. Wilfrid's Rally included three Trackrod crews in the 80 entrants. Richard Jackson/Steve Hazeldine had the very early number 11, Phil Myers/Julian Bojungs were at 56 and Nick Blackburn/Peter Watson, at 72. They started from the Minerva Cafe on the A1, and a goodly crowd of buds cheered them on their way. Steve Mills was marshalling for a change, so most of our spectators went with him. They raised a cheer for the lads as they came through, though Myers heavy foot had burst the Mini's brakes this time. I didn't think he used them! So they were out. The others finished, but no results are to hand yet. They again thought the Rally to be very well run, thus we know the standard that cars will have to reach!

The next day was the occasion of the Novices Hill Climb at Harewood, the event for those who haven't won an award in any other hillclimb. Our crews had a very successful day, with Jacky Jackson winning the Ladies award and Barry Spinks the Class 3 award. Yes, the Hewspin Cooper not only stayed in one piece, but won its class as well. Our heroes are at present recovering from shock. The addition of a limited slip diff. and close ratio straight cut gears really did the trick, not only curing the fragility but also improving the roadholding by providing large amounts of grip at vital places. It takes some getting used to, it tends to jump about the road at the slightest bump, and the hydroastics can't quite cope with it. Dry suspension is next mod. on the list, for the winter months. Three rousing whatsits, meanwhile, for their triumph over adversity and the worst B.M.C. could throw at them.

Richard Jackson kept awake long enough to finish fourth in the class, so ten out of ten for endurance.

Invitations

5th September - P.C.T. - with Dewsbury M.C. Our first co-promoted event, so lets have a good entry of competitors and marshalls to show Dewsbury we are worth inviting. Further details from Mr. G.T. Briggs at Batley 3141, Ext. 33.

14th/15th August - Stocktonian Rally. An A.N.C.C. event. Has a reputation for being a great thrash, this year on maps 85, 86, 91, 92, starting from Darlington. Should be a good run out for our men, a big restricted and not far from home. Regs. from Howard White, but hurry!

For the Birds!

A suggestion has been made that we hold a mini-rally for the fair sex to navigate on. Strictly a gentle event, no pressure, this would give them a chance to get lost without incurring too much wrath or embarrassment. It will be just an exercise, to show you all that its not so difficult to read the maps. Just takes practice is all! Anyway its on, for some future date, so could we have some reactions please, like yes, no or get knotted! We can take anything but apathy.

(You know what apathy is don't you? Its a Red Indian with a lisp.)

For They Know Who

We had occasion some months back to warn members that cowboy driving tactics on the public highway going to and from events will inevitably bring the Club into disrepute. Since then we have had repeat performances, notably at the New Inn. The car park entrance is blind both in and out, yet several people screamed in and out as if they were still being timed. Cut it out! You don't prove a thing by stupid driving, except how immature you are. Save it for the real competition, against others over the same route. If you don't the Committee will want to know why and if necessary, the order of the boot from the Trackrod Motor Club will be applied. You know who you are. WATCH IT!

For Everyone

The subject of entry fees from non-starters has been discussed. It has been decided that after the Thursday prior to the event, no fees will be returned to non-starters. If the organizer is informed prior to this, he may return them. This is to prevent frivolous entries, particularly in rallies.

Another point of concern is late entries. In future, the entry fee of 75p. will only apply to entries received before the closing date. After this date the entry fee will be £1.00 with no exceptions. Believe me, there's nothing worse than having two entries on the night before, while 15 turn up on the day. If we've only two definite entries, we should cancel. You don't want that, do you? Fingers out, then, chaps. Spare a thought for the poor organizer!

Trackrod to run Closed Joint Rally

The R.A.C., R.A.D., M.O.T., Police (and God) willing the Club will be running its first big event around Easter of next year.

This will be a 75 car Rally open to five clubs other than ourselves. So far we have no name for the event nor have we any sponsors or awards. Somewhere in a Club of our size we must have somebody who not only tells everyone they have connections but can back it up. If you are one of these or have ideas or names or any other useful hints please contact any member of the Committee or ring Martin or Richard on Leeds 691431.

MC/RA

We extend a warm welcome to the following new members:

Miss Alison Barrett	Harrogate
C.J. Craven	Scholes
M.P. Howson	Rawdon
K.B. Marr	Roundhay
P.A. Watson	Leeds
N. Blackburn	Leeds
E.S. Garnett	Leeds
J. Halton	Leeds
S. Adamson	Collingham
D. Gilbert Sutton	Leeds
R. Pratt	"
R. Turpin	Garforth
A.J. Whittaker	Leeds

Boots Dept.

For those of us lesser mortals without a National Licence, David Lee has offered us the following discounts on tyres at Albany Tyre Services, Headingley Lane:

Avon, Firestone, Goodyear	-	25%
Vredestein (Dutch)	-	35%
Dunlop, India	-	22.1%
Micnelin, Pirelli	-	20%

Also free track and balance check.
Phone Dave Lee at Albany (59619) for prices for your car.

Due to leaving the country rapidly I am forced to sell the following:- one tatty Mini-shell (almost rolling), a just rebuilt 997c.c. engine (carbs and manifold) which just needs cam followers, gearbox and extension, many spares including B49 cam, oil cooler, servo twin-leading-shoe brakes, etc. £120 the lot. I am very loathe to split but will haggle. Also 11" steering wheel, helphos, lowering blocks for Anglia/Cortina. Offers? Contact Julian Bojunga at 40 Blackmoor Court, King Lane, Leeds. Tel.: Leeds 691431.

TRACKROD ENDS

