

Chairman

R.A. Dickinson,  
70 Eden Crescent,  
LEEDS, 4.

Treasurer

Richard Ashcroft,  
Flat 38,  
Blackmoor Court,  
LEEDS, 17.

Secretary

D.W. Taylor,  
11 Buckstone Crescent,  
LEEDS, 17.

Committee: J.C. Wilson, H.E. White, D. Dickinson, M. Cantrill,  
F. Stuart Brown, S. Wren, S. Lloyd (Editor).

Future Events

2nd/3rd October - 12 car rally - maps 90-91-96.

A full entry list plus reserves for this one, and what an entry. An RS1600, a Twin-Cam, Mexico and G.T. Escorts, an ex World Cup 2.5 P.I. Triumph, an ex R.A.C. Cooper S, and some other 'S's, Minis and lesser machinery. So its a good one to watch, preferably from a marshals post, but maybe from just a spectating point. Malcolm Exley is the man to contact at Guiseley 3138 for all information. Starts from Moortown R.U.F.C.

5th October - Noggin 'n' Natter - Royal Oak, Staveley.

Yet another new 'aling' house discovered by your committee, who work with increasing energy to provide new places to visit. Only after a long and arduous session at the bar of each is a pub sanctioned for our use! So show your faith in us, turn up in strength for a good natter and several noggins. And Rally results.

9th/10th October - Dewsbury Fina Rally - maps 95-96.

Now you'll all be right back in practice after our 'do', so lets have a good entry from the club in for this co-promoted event. We have at least four crews in, and I'm sure there's room for a few more. Contact Mr. G.T. Briggs at for entry or marshalling. (97 Cross bank Road, Batley, Tel: Batley 3141 Ext: 33.

17th October - Treasure Hunt - Organized by Martin Cantrill and said to be 'different'. In what way you'll have to compete to discover! I'm sure no-one will be disappointed. Tel. 691431 for all details.

19th October - Noggin 'n' Natter and Mintex Talk - Moortown Rugby Club - 8.00 p.m.

We are lucky to have some technical men from Mintex coming to enlighten us on the finer points of brake and clutch linings. This is something very dear to the hearts of all of us who motor at all quickly, and should be well worth a visit. They'll be able to help with any queries you may have, i.e. "Since I stuffed a 7 litre Chevy into my A30, it tends to burst into flames when a) I let the clutch out, b) I brake from 170!" There may also be one of their test cars on show. Mark your diary Now!

7th November - Autotests at Acaster Malbis - MR 97/576437. 1.30 p.m. Entries please, before the day, to John Wilson, at 11 Stainburn Terrace, Leeds 684172 from mid October. Marshals also wanted for about six tests. Acaster is a great site for tests, because there's so much of it! A wide open airfield with concrete runways surfaced with a sprinkling of gravel, makes things vairy interesting. A non-damaging event for everyone. Lets have a full field for the last such event of the year. See you there.

9th November - Noggin 'n' Natter - Fox and Hounds - Menston. A private room, fine ale, and plenty of good company. Who could ask for more? Another new venue, obtained at great personal expense. Plenty to chat about, like the R.A.C. Rally. So lets be having you!

### 20th-25th November - R.A.C. Rally

As most of you know, the route this year is a figure eight based on Harrogate for start, mid-halt and finish. So we're right where the action is. Full details are unknown at present, but we have been invited to assist the Ilkley Club in marshalling the Bickley Forest Stage. Volunteers please to Ray or Dennis Dickinson at Leeds 57563. More details will be in our next but its sure to be a great week.

23rd November - Noggin 'n' Natter - Beehive, Thorner MR 96/376400. Right in the midst of the above mentioned action, so plenty to natter over, at this very pleasant pub.

28th November - P.C.T. - Whin Park MR 96/270436. Our first P.C.T. of the season, at the very testing Whin Park site. A really good trial of skill for everyone. Strictly non-damaging. More in our next.

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### Reflections

We must begin by reflecting that its exactly one year ago that the Club was founded. Doesn't Tempus Whatsit! Yep, one year old! In the words of A.A. Milne "When we were one, we had just begun." A very apt description of our work and play to date, when compared to the future. We've come a long way in 12 months, we've run a full programme of events, and enjoyed good support both socially and competitively. We've enrolled over 125 members and have gained affiliation to the R.A.C. and the A.N.C.C. We have taken part in other Clubs events, and have welcomed their members to our own. We are now known locally for the standard of our organization and the keenness of our competition. In short, we've arrived! And its all thanks to you, our members, since every event depends on your enthusiasm, to succeed. So give yourselves a thump on the back. Then gird up your loins, because next year will be bigger and better. Here's to our Second Birthday, and to many more besides.

Those of our members who went to the Dewsbury and Districts M.C.s P.C.T. on the 5th September, were surprised to find themselves on some roads in the middle of a housing estate! The houses hadn't been built yet, but even so! It transpired that Autotests were the order of the day, which wasn't quite what they expected. In fact, none of our men competed in the 20 or so tests, no hills being used at all. An unfortunate business, which we hope won't be repeated in future co-promoted events.

The Economy Run on the 7th attracted 14 entrants, in vehicles ranging from a Staf to a Ginetta G15. All were filled with Jet and despatched on the route. They had to check in at various points on the way round, to prove they'd been there. On their return they were filled up again, and then the calculations began. We've attached a copy of the results to this newsletter, since they are somewhat interesting. Remember, though, that anything went as far as free wheeling, etc. so it doesn't compare with the Mobil, where observers are carried in each car. Frank Millar had the strongest nerves, so was able to travel further, on less power, than John Wilson in the Staf(!) and V. Johnson in the 2.5 P.I. Must have something, these Triumphs! Mr. Woofendens Elan plus two proved remarkably economical! If Colin Chapman heard about this, he could change his advertising to really hurt those Reliant vans! The Beehive proved an excellent venue for the results. Our thanks to Howard and David for an entertaining and ingenious event, which must become a permanent fixture in our calendar.

The film show on the 21st was very good and included the Wills film "Rally to Win". This is a magnificent piece of propaganda for rallying. It includes some of the best film I've seen of Roger Clark's Escort on the Eppynt stages, and Ford's Bagshot proving ground. It was great, and made everyone feel keen to rush

out and thrash around some whites! It made my arms ache just to watch Clark on the loose surface. Also the World Cup Film by BBC's Wheelbase team, and two 'behind the scenes' shorts of the James Bond films. Thanks very much John.

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### Chairman's Corner

Ray is on holiday at present, and we hope he is enjoying the fine weather that we are. I'm sure he'll return fresh and re-vigorated for the cold months ahead.

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While on the subject, my thanks to Dennis for donning the "Head Hitler's Hat" while I was away. I had a grand time, but it started off badly! I was due to catch the 9.30 flight from London to Milan where Mary's father would meet me. We would then drive to Spotorno, just over 100 miles away. Fine, except that Alitalia were 2½ hours late leaving Heathrow. Why? Because the plane was 2½ hours late leaving Milan to Heathrow. Why? Because the plane left Heathrow to Milan 2½ hours late. Why? Because ..... Yes, o.k., I get the picture. But this meant arriving at Milan at about 2.45a.m. I slept on the plane, but Father in law was rather tired when I got there, so he suggested that I drive, at least on the Autostrada. He has a Fiat 124S like min, but with a bigger engine, but it was still rather strange changing gear right-handed. The Autostrada was fairly empty, so I was soon belting along at about 140 (sounds great that, doesn't it), while father in law slept in the right hand seat. Suddenly, at the end of a 140 k.p.h. straight we were into a 40 k.p.h. bend! The resultant sideways motion and tyre squeal evoked a "Oh yes now we're in the mountains" from my 'navigator'. The autostrada in the mountains twists and turns, through tunnels and over vast bridges only two lanes per side, no hard shoulder, and a lot of fresh air just over the armco! It was dark so I couldn't see it, but I knew it was there, all right. A much slower pace results, but even so we still caught up with some traffic. I had just passed a string of lorries, big ones, cars and a coach which appeared to be Fiats equivalent of the Transit Supervan, on a particularly tricky section, involving late braking which would have made Peter Gethin wince! I felt pretty good about it, and was just wondering what the phone number of the Fiat competitions dept. was, when it happened. A fast right hander proved my downfall. Halfway round I was surprised to find Pa-in-law almost in my lap, and a sort of scraping noise coming from the nearside. Well, I can assure Jackie Stewart that Armco really works. I had forgot that there was a lot of car on my right, and bounced it off the barrier!

He was very good about it, really. It was only about 30 miles to Spotorno, and it was a pleasant walk once it got light! No, but seriously, there wasn't much of a scratch, it coincided, fortunately for me, with the result of an argument with a dustcart a few weeks before. So it was due to be done! It woke me up pretty sharpley though, and wasn't the best of starts to a very enjoyable holiday.

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### Committee Changes

As shown on the front page, we have a new Treasurer and two new committee men. They are Richard Ashcroft, Frank Stuart Brown and Steven Wren, whom we are very pleased to welcome to their posts. This has been caused by the general shortage of time available to Peter Gledhill and Brian Schofield. They felt that the only way to be fair to the Club was to ask to be relieved of their duties. Reluctantly, the Committee agreed. They will still act in an advisory capacity, but will not have to attend meetings. Our thanks to them for the work they have done.

We extend a warm welcome to the following new members:

A.T.B. Jeffrey	- Roundhay
P. Adelman	- Leeds
H. Rackman	- Horsforth
M.S. Kemp	- Spofforth
M. Hunt	- Bramhope.

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### The Sporting Scene

In August, 3 crews entered the Stocktonian Rally, which was held in the monsoon season! Jon Solk/Frank Stuart Brown completed the course (and will be receiving their Ships Masters Tickets soon!), Steve Mills/Mike Tempest hit a wall and retired while Phil Myers/Steve Lloyd chickened out after floating through floods on the way to the start. Mr. Solk finished 33rd out of 75 entries, which is pretty good.

The next weekend both Howard White and Steve Mills entered the hill climb at Baitings Dam. A tortuous climb this, but our heroes did well, Howard winning his class and taking 3rd F.T.D., while Steve, in his first hill climb, finished second in his class. An enjoyable event, and its good to see another rallyman taking a look at these events.

At the Harewood Meeting on the 12th September, the Hewspin'S' excelled itself with some times of under 50 seconds. (The Hepworth 4-W.D. Special, which has won the Championship, usually gets down to 40 secs.). Quick enough in a competitive class to worry the established leaders. The car is running very sweetly now, lets hope it continues to over the last weeks of the season.

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### Natterings

Seems to be the new car season in Rallying Circles. Ken Goodall has his beautiful new RS1600, Richard Jackson has his rorty, smart Twin Cam, and rumour has it that Phil Myers is also joining the Ford Brigade. New member has a Mexico, Harry Mellor has sold his 'S' (again) but no news of a replacement just yet. Some very powerful motors hereabouts, obviously, so the coming season should be better than ever. Add Martin Hunt's ex works 2.5 PI, mix well with the existing motors and I reckon we'll have to issue Spectators routes for our 12 cars!

However, just to restore the balance, it is with great sorrow that we record the passing of 8085 DT (or 'Dotty', for short). With a variety of engines, gearboxes, tuning bits and suspension mods, she served me well for 2½ years, and competed in rallies, autocross, sprints, hillclimbs, P.C.T.s, Autotests and treasure hunts. She was the most successful car I've ever had, and when it is remembered that the total cost at the height of her power, was under £200 (most of which was re-couped by selling the special bits) her fun/cost ratio was very good indeed. Plus the fact that Mary used her everyday for transport, and was never once let down. It provides a remarkable tribute to a car which was 9 years old when I got it. Hail to thee, Old Anglebox, may you live forever in the Hot Rod's Heaven, where big blue meanies are unknown, it is forever summer, and five star juice is provided free.

### Wanted

Spot lamp lense for Lucas 700 in exchange for fog lense - Howard Frank, 66 Otley Old Road.

Breaking Anglia - most standard parts available - starter motor,  
battery, engine, gearbox - all very good. Steve Lloyd 689856.

TRACKROD ..... ENDS

# TRACKROD ECONOMY RUN

## MOTOR CLUB

RAC REGISTERED  
No 1230

Please reply to.

### TRACKROD ECONOMY RUN 3th September 1971

Driver	Car	Bogey M.P.G.	Actual M.P.G.	% of Bogey	Posn.
R. Pratt	Ginetta GL5	60.0	50.0	83	12
M. Kemp	Cortina G.T.	40.8	44.5	104.5	6
J. Wilson	Triumph Stag	29.0	37.6	130	2
K. Marr	Escort 1100	47.6	50.0	105	4x
V. Johnson	Triumph 2.5PI	34.5	42.7	124	3
R. Dickinson	Escort 1300	44.0	38.8	88	8
P. H. Frank	Viva HB	46.5	52.2	86	10x
F. Millar	B.L. 1300 GT	45.2	60.0	133	1
T. Hayes	Mini 1100cc	49.2	42.7	87	9
M. Cantrill	Cortina G.T.	40.8	42.7	105	4x
H. Rackham	Viva HA	46.5	40.0	86	10x
Larkin	Cooper S 1071	47.8	42.7	89	7
K. Goodall	Escort RS 1600	42.5	30.0	71	13
Woofenden	Lotus Elan+ 2	40.6	0.3 pint+ one air lock	3,750	?

# T R O P H Y   P O I N T S

## AUTOTEST

S. Mills	26
J. Rawlings	25
K. Goodall	23
P. Gledhill	22
R. Ineson	20
D. Taylor	19
D. Dickinson	18
R. Ovenden	16
R. Jackson	15

## P.C.T.

D. Lawton	20	
H. White	19	
P. Gledhill	18	
J. Solk	}	16
J. Rawlings		
W. Speak		
S. Mills	}	15
D Taylor		
K. Goodall		14
Mrs D. White		13

## R A L L Y

### DRIVERS

K. Goodall	32	
D. Lee	27	
S. Mills	22	
D. Lawton	}	19
P. Siddal		
T. Foster	17	
J. Rawlings	11	
S. Charters	}	8
P. Myers		
C. Ineson		
R.A. Dickinson		
R. Jackson		
G. Frary		

### LADIES

Mrs C.J. Taylor	18
Mrs D. White	13
Mrs J. Jackson	7
Miss A. Barrett	6
Mrs S. Hall	3

### NAVIGATORS

R. Ashcroft	32
J. Lee	27
M. Tempest	22
T. Hayes	17
M. Cantrill	16
C. Jones	12
S. Hazeldene	} 11
F. Stuart Brown	
H. Frank	
K. Parker	
	7

### ALL ROUNDERS

K. Goodall	86
S. Lloyd	78
P. Gledhill	75
H.E. White	71
S. Mills	70
D. Taylor	67
R. Ashcroft	66
R.A. Dickinson	64
M. Tempest	61
D. Lawton	58