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S. Lloyd (Boston Spa 843574).

Future Events

3rd March - Dinner Dance - Moortown Rugby Club.

POSTPONED due to the Power Crisis. No point in holding this very important event in a cold, dark hall, so we have been forced to postpone. The date will be in our next newsletter, but we shall not now be using the Rugby Club. Rest assured that wherever it is held, it will be an event well worthy of your full and unstinting support. We shall be approaching all members during the next month with tickets, so please give this very important social event a chance by putting your name down for tickets. You won't regret it.

5th March - P.C.T. - Whin Park (M.R. 96/270436)

The first chance for points in the P.C.T. Trophy. Again at the excellent Whin Park site, we promise you a non-damaging but very testing route. Entries and marshalls, please. The former to Steve Lloyd at 1, Bramble Avenue, Boston Spa, the latter to Steve Rathbone at 38 Fitzroy Drive, Leeds, 8. Not co-promoted so lets have a really full house of Trackrod enthusiasts.

7th March - Indoor Rally - Maps 91 and 96.

We are fated never to have this event, since once again we have had to change the venue. Now we hope to use the Roundhay Rugby Club at Chandos Avenue, Roundhay. Bring pencils, romer, rubber, map measurer, etc. but especially yourselves.

26th March - Autotests - Sherburn - in - Elmet. (MR 97/510336)

Just by the start of 'our' special stage. The usual good loose surface for maximum enjoyment. Entries and marshalls please, to Steve Wren at 22 Moorland Grove, Leeds, 17. Your chance to try out those skills so well described by Howard White at the Forum. And if you're still in doubt, we will even lay on some 'demonstrations'. See you there from about 1.30 p.m.

28th March - Noggin 'n' Natter - Bulls Head, Gomersal (MR. 96/109252)

Owned by Ken Goodall's father, so comes highly recommended. Plenty of good ale and good companionship. Quite a test of navigation to find your way around the new M-ways in that part of the world. From about 8.00 p.m.

8th/9th April - 12 car Rally -

Maps unknown at present, but contact either Martin Cantrill or Dennis Dickinson from about 20th March for all gen. Entries please and marshalls too for Round Two of the Championship.

11th April - Noggin and Film Show - Roundhay Rugby Club

Real professional type films this time, though they won't be as good as 'our' films, of course.

25th April - Noggin - Scots Arms, Sicklinghall (MR 96/364485)

A very fine and pleasant aling house this, where we know we will be very welcome. Lets have plenty of you along to make it a real 'do' with bags of atmosphere.

2nd May - Noggin and Treasure Hunt

Into the light evenings, so we'll make you work for your booze. A gentle run out to a hostelry of fame and repute which no-one can afford to miss. More in our next.

Reflections

One event held too late for last month's newsletter was the Film and Slide evening at the Clapgate Inn. This seemed to be very popular, the mixture of slides from Ray and Dennis Dickinson and Elvin Garnett, and films from the Brothers Lee and yours truly went down well. We could repeat the exercise if the cameras are kept busy this year. Shots of club events hold most interest, of course, so get those shutters clicking.

Then we had the Competitions Forum at the Beehive. A good attendance listened to the tricks of the trade for P.C.T.s, Autotests and Rallies laid bare. It proved enlightening to all concerned, particularly Richard and Martins 'double-act' on Rallies. Well, you have to be mad to rally, anyway, so what can you expect. (One or two hot tips were in evidence for the Northern Lights, for those with sharp ears.)

The Valentines Rally on the 19th/20th February attracted eleven entries, of whom four completed the 180 miles to the finish. Keith Marr reports on this event elsewhere, but it seems to have been a real cracker, and good practice for the winners Richard Jackson and Steve Hazeldene in the Twink for the Seven Dales. Ray Dickinson/Martin Cantrill were second and Eric Parkes/R. Thompson third in the Hillman Husky. It used the best rally country between the Windmill and the Flask Inn and back again, which is considerable. Many thanks to all who made it such a good event.

The Noggin at the Spite and Roebuck was excellent. A vast turnout, grand ale and plenty of chat. Great. This is what it's all about really, and the more of this great atmosphere we can get, the better we'll all be for it. (Except the morning after!) Rally results were on show, and the Seven Dales figured very prominently. Final details were discussed for 'our' special stage.

No. 1 in the rally, it was at the Sherburn testing ground (where they test Sherburns) of Mintex, the brake and clutch people. A five mile route, consisting of virtually two laps of the circuit, was laid out. Organizers Dennis and Richard, plus several others, had worked hard on the Friday to put the markers etc. up. A hardy band of a dozen or so worked hard in the cold misty conditions to lay out all the drums, hay bales, cones, phone wires, arrows, chevrons, etc. We also organized two double deck buses for start and flying finish controls! In fact, when all laid out, it looked very good indeed, and if it hadn't been for the rough section by the plant yard, could easily have been used for a sprint course. However, rough it was, and hairy, notably at the division between first and second laps, the earth bank, the top gate and the 'chicane'. Fastest time in 'practice' was 7.30. Bogey was 4.45. Fastest on the Rally was 5.40 by one Clark, R. in an R.S.1800. His driving was a joy to watch, beautifully controlled and very quick. Several others were trying very hard, some too hard, resulting in a good few spins. A few suffered mechanically, but I think we only had one permanent retirement, an Escort which had seized solid. John's Range Rover towed the Kirkham/Brown Cooper off, but it got

It seemed that the stage went very well indeed. It was a great tribute to the very hard work of Dennis and Richard beforehand. It was also a very clear indication to the powers that be that we, as a Club, know what we are doing. So, to all of you who marshalled or helped in any way, thanks. I think you'll find it will not be forgotten in the months to come.

The selective we ran was the first in the night sections. From the halt at Barnards Castle they came along the A67 to Bowes, where it started. Then up a long magnificent white and yellow road section over the moors, through a passage control, and more yellows to the finish. Fog was a problem on the top, but it was a bright night elsewhere. Cold but no ice. The sight and sound at the P.C. were even better than on the stages. They were using all the road on a very tricky hill, with stone walls either side. Just didn't lift off at all! Really good to watch, if a little sobering. R. Clark was quickest again, the Escort sounding very healthy. It was very interesting indeed, and well worth the visit. Ray did the start, Howard White and myself the P.C., Steven Rathbone and Frank Stuart-Brown one or two gates, and Dennis and Co. did the finish. Once again a smooth performance.

All in all, a very good weekends work. The De Lacy Club appear to have a well supported event on their hands now, lets hope it just gets bigger and better over the years. After all, there's just one more rung in the status ladder to go!

Natterings

Our best wishes to Steve Mills who has been in hospital for some time suffering from a stomach ailment. Recovering now, we hope to see him back in action very soon.

We also extend our hopes for a speedy recovery to John Wilson's father, Mr. W. Wilson, who was taken ill in mid-February, but is now on the mend. Mr. Wilson was sufficiently interested in our Club to donate an award so I'm sure we all wish him well.

Condolences of a different sort to Frank Stuart-Brown. On the night of the Clapgate Noggin, he rolled his Cortina into a ditch, going home. No personal damage, but its rendered Frank immobile, as it were. He has insurance excess problems, so if you know of a good Mk. I Cortina rolling shell, let Frank know. He'll be very grateful.

David Lawton gave his Mk. I Cortina its rally debut on the Valentines. An interesting car this, with a Formula Ford 1600 cross flow motor. Dave has built it up himself, at his garage. It went well, until a muddy white forced its retirement. Could be a potent motor though, so keep an eye on it.

I'm very pleased to see that another club member has seen the light and bought a Fiat. The man in question is Phil Myers, now retired from the Rally scene, but may be the performance of the Fiat will cause a rethink? Its a 124S (1438 c.c. pushrod for those to whom Fiats type numbers are confusing) performs on a par with 1600 Cortina G.T.s. Well done, Phillip, now I won't feel so lonely while singing the marques praises!

The Sporting Scene

More tales of derring-do by Trackrod Rallymen. Andy Mackay and Mike Tempest are the boy wonders this time, collecting the

Novice award on the Wynns Nocturnal Rally. Run by the Sheffield based 111 Club, this was a restricted venturing into the flat lands of Lincolnshire. Our heroes finished 24th overall, which is also very good. Terrific in fact. More power to your camshafts.

Also entered were John and David Lee, who finished, but don't know yet where (what position I mean, no reflection on John's ability). They all obtained the necessary signatures on their licences, which is a step towards upgrading to National Status. We have quite a few bods in this class now, or nearly there. That's progress for you. 12-cars are fun, but they don't compare with the big rallies for atmosphere.

A word of warning. One of the biggest bones of contention at A.N.C.C. meetings for the past three years has concerned damage to a stone wall in the Lake District. The farmer blames a Rally. The Rally organizers don't accept liability. Consequently, a very bitter argument rages between the two, and rallies in that area are affected generally. If you do go off when competing and damage property, you must tell the organizers complete with M.R.. Its only fair, after all. Suppose someone came through your front wall and drove off again, leaving you with a bill for repairs. And the R.A.C. are getting very touchy about road rallies, especially with selectives, so don't help put another nail in Rallies coffin. (Even if you go off when spectating, its only right to offer to make good damage. And it takes the blame off the Rallyboys).

I learn, by a very devious route, that some of our members were marshalling at Croft for the recent Rallycross. Well, don't keep it to yourselves, lads, tell us all about it. Thats what your newsletter is for!

And don't forget, Ian Wilson wants lots of marshalls for the Northern Lights, on the 11th March. We have seven or eight crews in this event, and you don't want them to talk to strange marshalls all night do you. Get signed on then, and give them a word of cheer in the dark of night. Contact Ian at Flat 40, Blackmoor Court, Leeds, 17, Tel.: 691431, by the 7th March.

Valentines Rally - 19th/20th February

After plotting by candlelight at Rainton, the crews, eleven of them, left going South on to the first white within $\frac{1}{2}$ mile. The route then went through Bylands Abbey and on up Wass Bank to T.C.2 at the top. At this stage everyone was going well. T.C.3 was on a white at the back of Rievaulx, followed by the long white leading to Helmsley and T.C.4. All but Ricky and Steve dropped time here, and two crews retired, one due to a wrong slot and a ditch, the other with suspect steering. The next section also proved testing, and resulted in two crews spending the night down a very muddy white (which was not intended as part of the route). Two other crews also retired, out of time hereabouts. At the halfway, Scotts Garage in Welton, Ricky and Steve were still clean, with Eric Parkes/Roger Tattersall on 7 minutes and Ray and Martin on 8.

Only 5 crews restarted, motoring over Pickering Moor and on to Low Dalby. Here the course car was retrieved from the ditch by two competing crews! No. 2 course car, Jon Kitchell, took over. The last of the retirements came due to a shortage of petrol. The rally went on through Hackness, up to Egton and back down to Rosedale Abbey. (Look that little lot up on the map! - Ed.) Farndale was the next village, the route then taking competitors down the second white, and back to Helmsley. Ricky and Steve dropped their 5 here to lose their clean sheet, and the course car lost its complete exhaust system! A swift sprint down White Horse Bank and back to the Finish at Rainton at 4.30 a.m.

It seemed to have been a very wearing night with only four finishers from eleven starters. Results were as follows:

1st - R. Jackson/S. Hazeldene (Escort Twin Cam)	50
2nd - R. Dickinson/M. Cantrill (Escort 1300)	180
3rd - E. Parkes/R. Tattersall (Hillman Husky 875 c.c.)	480
4th - M. Stones/I. Buchan (Cortina G.T. 1498 c.c.)	1190

After a short and well earned rest, 12 bods returned to the white to extricate Steve Rathbone and Martin Kemp from the mire. My thanks to all marshalls who assisted.

K. B. Marr

AND DON'T FORGET - SUBS ARE NOW DUE! PAY UP AND LOOK BIG.

Our Stage on the Seven Dales

Sherburn is the proving ground of Mintex, the rally sponsors, and certainly one of the prestige stages on this years event. The 6.5 mile circuit demanded more than the usual marking and laying out. 60 straw bales, 295 oil drums, 140 traffic cones, 30 arrows. Chevron boards, stakes and numerous bits and pieces were begged, borrowed and occasionally (after much haggling) paid for. Phil Short kindly loaned a Transit Van, Ruston Parva the radio communication link, 2 double-deck buses and Mintex some of the cones. The oil drums came from 'Total' who, somewhat unfairly, had emptied the contents!

Martin Cantrill appeared with 2 miles of cable and two telephone sets - headphones the lot, and Keith Hutchinson with an unlimited capacity J4 Van!

(If this club can't lay claim to having the greatest drivers in its ranks, it can certainly claim to have the greatest cadges.)

Friday morning saw fifteen or so willing labourers brandishing hammers, spikes and the like, eager to work, and in two busy hours all the perimeter tracks were ready. Then somebody suggested a pint for lunch, which was carried by a very small majority.

The main runway was handed over at 1.30 p.m., and our merry (!) band disappeared in all directions, heaving bales around and trying to get $1\frac{1}{2}$ miles of cones in a straight line. Then, of course, the very necessary business of testing the stage to make sure that all was O.K. for the day. Not wishing to mention any names, of course, a certain Fiat Driver seemed rather unsure of the adequacy of the preparations, and did his best to despatch the Club Sec. and Hon. Treas. in two of his many attempts to convince himself. In all fairness, everyone else was equally unsure, and muttering excuses about 'checking arrows' several people notched up some very respectable times.

Rain overnight added some interesting mud to the surface and refilled the deep puddles. (It should be pointed out that modesty prevents the organizers from claiming responsibility for this timely precipitation).

Last minute panics from the Y.E.B. who altered their power cuts, thus affecting the radio link, and from the Ford Film Unit - a welcome visitation at any time other than five minutes before the first car was due! (Also from a non-competitor trying to get in

on the act without paying his entry fee - ED - delete for P.R. sake).

With the "Ray Dickinson Timing Team" (alas without their sequinned dresses) firmly established in buses and cars, and the many marshalls manning their posts, all was set for some exhilarating driving.

During the course of the stage there were no major incidents despite the treacherous surface and the high speeds attained on much of the circuit. Most competitors seemed well pleased, with only a few of the inevitable complaints.

We would like to think that the work put into the event by this club contributed largely to the success of the stage. The number of club members who turned out to marshall, many on the less interesting sections, was indicative of the enthusiasm that exists in this club. The timing and telephone crews worked with clockwork precision, the ladies playing a large part here. It would be wrong to mention names here, and anyway space forbids, but, particular thanks to those who stayed after the stage, and had the whole lot cleared in 2 hours.

If the success of this club depends on such performances then the future looks good.

DGD/RNA

Chairman's Corner

Well folks, the big day has come and gone and the Trackrod Committee and Trackrod members rose to the occasion and put on a really first rate show for the Sherburn stage of the Mintex Seven Dales Rally. We have received nothing but praise for our stage from the organizers and everything went off according to plan.

As Chairman of the Club, I should like to express my sincere thanks to all who helped in any way, but our especial thanks and gratitude to the three "Arch conspirators" behind the thing, to Dennis, Richard and Martin who planned and organized to such good purpose. They not only planned and organized, but they also 'procured' (a good word that in these circumstances) they also procured all the material needed to mark off, blank off and make usable a really difficult stage. I have not the figures available of everything they used, but we had three 15/17 cwt. vans on the job to transport all the gear needed, plus material brought along in car boots. The 'procuring' of two double decker buses for the timing crews was a master stroke and just made that very important job that little bit easier and more comfortable. We might get a write up from the "Three" giving some details of what was actually used for the Stage, it should make interesting reading.

I cannot pass any opinion as the thrills of the actual circuit or the antics of the competitors as I saw none of it, being glued to my timekeepers desk in the Escort on the finish line, but I do know that my job was so much easier because the telephone dept. under Martin's control worked so well. We had clear and constant contact with the timing team in the flying finish-line bus and the start team some 1000 yards or so away.

Again my personal thanks to all who turned out to assist and my special thanks to all who had a special job to do and who did it so well.

When all the competitors and the spectators had gone and we had

refreshed ourselves by candlelight at the local we started on the job of clearing the stage and it amazed me how quickly and efficiently this job was done.

Later in the evening (actually from 10.30 p.m. onwards) "Trackrod" marshalled a selective up by Tan Hill on the Yorkshire/Durham border. Here we had two teams, one manning the start of the selective and one the finish, plus a Passage Control in the middle which was very vital, as without it the competitors could have cut out the selective distance by nearly 50%. With it, nobody equalled bogey time, Roger Clark came nearest, taking seven minutes some seconds longer than the 42 minutes allowed.

So ended an exciting day, it ended three weeks of intensive planning and co-operation for those responsible for the Stage and I believe it will have marked the beginning of an era for "Trackrod" when we shall be counted among those clubs who have the ability, the access to facilities and the devotion to their Club, of members who have the "know how" and the determination to see a thing well done. I sincerely hope we shall be putting our resources to the test later this year when the R.A.C. Rally again figures in our Club life.

RAY

ADS

Tony Fall Mini Sumpshield, full length - £8.00
R. Tattersall - Tel.: 687522.

Lumbar Autotests - Woodhouse Moor - 30th January

10.00 a.m. on a Sunday morning and SNOW. Not the best time to be standing on Woodhouse Moor but, undeterred 26 competitors turned out for what was to be a good thrash. Of the 26 no less than 11 were from Trackrod and during the course of the day we certainly made our presence felt.

There were nine tests in all, four in the morning and five in the afternoon. The emphasis throughout the day seemed to be on reversing although there were two blinds round the moor with no reversing involved. At 9.00 p.m. the results were announced and of 13 awards, Trackrod walked off with 9. The main ones were 1st overall - R. Ineson, 1st lady - Lyn Hudspeth, 1st LUUMC student - Steve Rathbone, plus 3 firsts in class, 2 seconds and a third! A very commendable result to a good days motor sport.

K. B. Marr

TRACKROD ENDS

EVERY ALL ROUNDER.

TROPHY POINTS TO BE SCORED FOR COMPLETING, ORGANISING OR ASSISTING IN THE FOLLOWING FUNCTIONS

1. RALLIES
2. AUTOTESTS
3. PRODUCTION CAR TRIALS
4. AUTOCROSS
5. GYMKHANA
6. INDOOR RALLIES
7. FILM SHOWS and TALKS etc.
8. A.C.M. E.C.M.
9. SPECIAL STAGES.

POINTS TO BE ALLOCATED AS FOLLOWS

1. RALLIES. DRIVER AND NAVIGATOR SCORE EQUAL POINTS.

PSN.	Pts.
1	10
2	9
3	8
Next best 10% of finishers	7
Next best 10% of finishers	6
All other finishers	5
Non Finishers	3
Class finner finishing below 5th place	1 bonus point.
Organiser (Max 2 people)	10
Marshal	5.

AUTOTESTS, P.C.T. , AUTOCROSS.

SCORING ON A CLASS BASIS. WHERE A PASSENGER IS MANDATORY (i.e. p.c.t.) PASSENGER WILL BE ENTITLED TO SAME POINTS AS DRIVER. (FOR ALL ROUNDERS TROPHY ONLY)

Class	Psn.	Pts.
	1	10
	2	9
	3	8
Next best 10% finishers		7
Next best 10% finishers		6
All other finishers		5
Non Finishers		3
ORGANISER (Max 2 People)		10
Marshal		5

In the above events a competitors best scores in 80% of the eligible events will count. If an Organiser should organise more than 2 events, for the third and fourth event he will drop to 8 points, and any events he organises thereafter will score 5.

GYMKHANA, INDOOR RALLIES, FILM SHOWS and TALKS.

	Competitor	Organiser
Gymkhana	3	5 (2 people only)
Indoor Rallies	3	5 (2 people only)
Film Shows and Talks	3 (all attending)	5 (1 person only)

A.G.R. , E.G.R. , Special Stages.

All Attending score 3 points. If organising points will be scored.

In all events the onus of proof of attending rests with the competitor. (i.e. by signing on, in the official sheet.)

RALLY TROPHY

Score as for Rally section of All Rounders Trophy.

NAVIGATORS TROPHY

Score as for Rally section of All Rounders Trophy

Should a rally be run specifically for Novices it shall NOT count towards the Rally or Navigators Trophy, but WILL count towards the All Rounders Trophy.

AUTOTEST TROPHY

Scored on a class basis as for the Autotest section of the All Rounders Trophy. A Competitors best 80% of total eligible events to count. In the event of a competitor not entering 80% of the events eligible his overall total will count.

In the event of a tie, the competitor having scored the least number of faults (i.e. line or bollard) throughout his counted events will be declared the winner.

PRODUCTION CAR TRIALS

Scored on a class basis as for the P.C.T. section of the All Rounders Trophy.

In the event of a tie a competitors first counting score will be expressed as a percentage of his total counting score the lower percentage to win.

NOVICES TROPHY

To be awarded to the person finishing highest in the All Rounders Trophy, and not having won any other award during the year, but having competed in at least 60% of the eligible competitive events.

LADIES TROPHY

Presented to the Lady scoring the highest points in Autotests, Rallies and Production Car Trial. The best scores of 80% of the total eligible competitions to count.