

Chairman

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Treasurer

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Secretary

Committee: H.E. White (Shop - 684020), J.C. Wilson (684172),
S. Wren (681892), M. Cantrill (691431), D. Dickinson (57563),
K. Goodall (673491), F. Stuart-Brown, S. Hall, K. Marr,
D.W. Taylor (681165), S. Lloyd (Boston Spa 843574).

Future Events

8th/9th April - 12 Car Rally - Maps 96, 102.

Yes folks, back on that old favourite which has been the downfall of rallyman and marshall alike. Its something to do with the way the yellow lines on the map try to avoid the black roads on the ground! Still, marshalls need have no fear this time, all controls being within 200 yards of a main road! But competitors beware! Still, don't let me put you off. Ring Martin or Dennis now for a piece of the action.

Thursday

13th April - Noggin and Film Show - Clapgate Inn (MR 96/345474)
Genoowine professional motoring on real films with living sound! At the excellent Clapgate venue, for certain this time. So lets have a grand turnout to make it worthwhile. (But watch out for those ditches, eh Frank).

25th April - Noggin - The Scots Arms, Sicklinghall (MR 96/364485)
This is a very pleasant hostelry which is very well worth a visit. Very good ale, fine company, what more could you ask? (Watch out for those ditches again, from both directions!)

6th May - Dinner Dance - ~~The Post House, Bramhope.~~

~~Our revised date and venue for the major social event of the year. The Post House is a fine new building in a well sited location. Its standards of food and service are very high, and I know you won't be disappointed. Tickets are available from all committee members now! Dress informal, no speeches, guest of honour to present the awards, but mainly yourselves!~~

7th May - Autotests - John o' Gaunts Car Auctions (MR 96/345292)
We have been invited to co-promote this event with the Shipley Club. Regs are available from David Taylor. Lets have a grand turnout to show Shipley that we are worth the invitation. Its also a new and interesting venue.

9th May - Treasure Hunt and Noggin.

Making full use of the lighter evenings, this will be a gentle run, with the usual mind bending clues to be solved, finishing at a public house situated in the wilds of Yorkshire. Not to be missed for a full evenings entertainment. Starts from the Jester Car Park, Harrogate Road, about 7.00 p.m.

21st May - P.C.T.

The second in this years series, so come on all you who just watched the last one. Organizers Ray Dickinson and Steve Wren will be issuing more gen nearer the date.

30th May - Noggin 'n' Natter- The Rising Sun, Dacre.

Another run in the country for you but no treasure to find this time. Just getting there will be enough. Its near Harrogate. Think you can find it from that? Good, see you there!

Reflections

A full month this one. We started with the P.C.T. at Whin Park on the 5th, which was very well run by Frank Stuart-Brown, Steve Rathbone and Steve Wren. They set up some good tests which differed from the usual ones, with a little help from their friends: 16 entries turned up, on a very fine, unseasonable day. However, Ken's R.S. developed petrol shortage and the White's Cortina had ampere bothers, so we had three retirements. Two entries came from the M.G. Car Club, leaving us with fourteen Trackrod bodies. These sorted the course out between them and had a lot of fun besides. A lot of spectators enjoyed the entertainment also. When the dust had settled, it was found that Keith Marr won Class 2 from Dennis Dickinson, Richard Jackson took Class 3 from Steve Hazeldene in Steve's mothers Imp (!) (Of which more anon!) and J.K. Armstrong Class 4 from Dave Taylor (only one Mini entered!). A good day, regards to all marshalls and helpers.

The Indoor Rally finally got off the ground at the Beehive, where a goodly gathering assembled to do battle and quaff ale. Martin Cantrill found time between the latter activity to win the rally (he makes a habit of it) which Dennis had at last found a home for! And everyone enjoyed the evening.

The 26th March saw our first Autotest of the season at Sherburn. Unfortunately the Gas Board have commandeered the land for a pipe laying operation, which not only restricted our activities on the day, but rules out the venue for one year. The old place has changed a bit in the month since 'our stage', large stacks of large hard pipes being prominent at the edge of the tests. Steve Wren and Frank had laid out some good runs which took a lot of sorting to find the fastest way round (I'm still looking!). Once again, 17 entries turned up, including some from Ilkley and Leeds Motor Clubs. However, only two classes, since David Place's Imp was the sole rear engined motor, hence joined the Minis. In this class Geoff Northmore raced away from everyone to win easily from Richard Ineson and Derek Wise. That R.S. led the next class home, Ken really pouring the power on over the last test. A Hampshire, Viva from Ilkley was second, from Martin Cantrill, Cortina G.T.

Of course, it was a really cold, gale force day, after a magnificent week, but a certain timekeeper had it beat, even watching television while sheltering from the icy blasts! Again, very enjoyable indeed and our thanks to all concerned in the running of the event.

On the 28th a missionary band of enthusiasts ventured into darkest Gomersal (and thats really dark!) to spread the good word at the Bulls Head. However, it seemed that the locals already had the message, so much time was spent in testing and discussing the quality of the brew. Obviously Mr. Goodall, Senior, knows all about keeping good ale! Martin Cantrill was having his Bachelor night, as it were, but was still upright when I left! Best wishes, anyway, Martin et femme.

The Sporting Scene

Guess what hogs the headlines this month. Anyone who can't must be either a pureblind racing fanatic or have just come out of hibernation! We refer, of course, to the Northern Lights, Leeds University Motor Club's Annual Restricted, which took place on the 11th/12th March. A vast number of bods from Trackrod were involved, Ray being Steward, Ian Wilson being Organizer, several people marshalling (including Rosemary Ashcroft, who got the best marshall award), several people servicing, and some people even entering. Detailed reports appear elsewhere, but suffice it to say that we made our presence felt! Many congratulations to those who won

awards, it was great at the prize giving to be able to cheer so often! And thanks to the service crews, who worked so efficiently, from all competitors. It was a great event, all credit to the organizing team, we now look forward to next years event with even greater interest.

Before the above event we had several crews enter the Alwoodley Club's Pete's Pot 12-car. Exact details are not to hand but Trackrod crews took the first six places, with Steve Hazeldene winning (in that Imp again, of which yet more anon!). Very good, lads, keep it up, it can't be long before a major event succumbs to sheer weight of numbers, and an outright win is recorded.

Team Hewspin ventured forth to Castle Howard (not H.E.'s country seat) on the 26th. The big 'S' was immaculate after its winter rebuild which covered just about everything. Perhaps most noticeable difference results from the adoption of 'dry' suspension in place of 'hydrowhatsit', to cure the leaps and bounds of power on/off motoring. No major problems beset them (perhaps the gremlins of last year have found another home!), although they have to get used to the new handling. Barry finished third and Howard fourth in class, which is a good start. Next event will be Harewood on the 23rd April, so lets have some club support for them. We don't only do rallies, you know!

And looking ahead somewhat, Steve Wren will be giving his Autocross Mini a run at the Swalesmoor Course (between Queensbury and Halifax, would you believe?) on the 9th April. Not a great circuit, but has the unequalled advantage of being just behind a pub, which makes spectating a real pleasure. Also makes the runs quicker as closing time approaches! Worth a visit, and the team could use some support.

Don't forget, keep those Trackrod badges clean!

Natterings

I didn't realize my words had such an effect! I only have to mention stone walls and two members immediately attack them just to prove the point! Elvin Garnett (Mexico) and Harry Buckley (Cooper S) are the unlucky lads, both collecting errant pieces of masonry on the Northern Lights. The Mexico wasn't too bad, but the 'S' suffered a bent subframe, smashed light and body damage. Both retired, and told the organizers where the carnage occurred. What shall I sermonize about next? What to do in case of a spin, a roll, total engine failure, gearbox explosion, and navigator collapse? No perhaps not. We don't want to tempt fate again.

Harry has been unlucky in the extreme since his return to rallying. His first event was the Breadwinners, after which he was knobbled by the Boys in Blue for having an obscured number plate. Mud had obscured it, and since one's first reaction after a nights rallying is not to polish ones digits, front and rear, this was a bit hard. However, worse was to follow, because after the aforementioned prang, he got done for only having one headlight! 'Unmatched' I think is the legal term. It seems that only Ronald Biggs is more wanted than our Harry at the nonce, and he is treading very carefully as a result!

On a more serious note (sorry, Harry) that Hazeldene Imp made its final appearance on the Hall Trophy Rally on the 25th. Run by Clitheroe M.C. this was a fairly tough one. Steve Had Richard Jackson to read the maps, for something completely different, but unfortunately a very big nasty eliminated them. They left the road and rolled many times down the hillside, being very fortunate to escape with cuts and bruises! The Imp has breathed its last, though, which won't please Steve's Mum! As I said, it all happened

in March!

Did you see the film of 'our' stage on the Seven Dales? It was shown by Tyne Tees Television, which a lot of people in Leeds can get with a bit of tuning, then repeated on Saturday afternoon in 'World of Sport'. Very good it was too, made by the Ford Film Unit at various points on the stage. It finished with a shot of Trackrod member Martin Hunt, in his 2.5 PI, in a forest wheeling it round with abandon. We hope to be able to borrow the film to show at one of our 'do's' for those who missed it.

I've finally taken the plunge into Mini motoring. After years of decrying the little beasties I've been and gone and bought one! Its a Mini Cooper 997 c.c. bored out to plus .060, with 731 cam, racing pistons, balanced and lightened motor, and various body and suspension tweaks. Its got a 4.1 final drive, and will pull 7500 in the gears, and an easy 7000 in top! In short, it goes, stops and handles. Allright you 'S' men, I know you've all had this for years, but to me its a revelation. Quite a famous car, really, property of Bernard Barton, now Chairman of the Ilkley club, who has had it for 6 years. Its done about every event there is in any calendar, including this years Seven Dales, when it finished 29th! Takes some getting used to though, especially going backwards quickly! Still, I expect I'll get the hang of it. I'm sure going to have a lot of fun trying! (Of course, its for Mary really.)

I learn that the Brothers Lee finished sixth in the semi-expert class on the Hall Trophy Rally. This was their first run in the higher class after their Novice Award on the Lights.

We didn't get any response to the idea of running a trip to see a race, so how about going to see a rally? A very good one to watch is the Welsh, held this year on 12th-14th May. The place to be is North Wales from around Lake Bala, to the Glocenog Forest area. They may be sticky about spectators again, but Glocenog is always 'on'. This usually comprises at least 3 stages and if you know where to go you can almost watch two at once. If anyone is interested the action takes place on the Saturday afternoon, and I will be happy to show anyone the way there. Its very easy with the M62 now open, so just give me a ring if you want in! (Boston Spa 843574).

The reason we have no name under Secretary at the top of the front page is that at present we haven't got one! David has been kept so busy with enquiries for Gas heating, which he has to deal with in the evenings, that he feels he can't continue the job. We appreciate his position, and thank him sincerely for all the good work he's done for the club. Now we'll have to find someone else to take on this vital job. Any offers?

Chairman's Corner

There is much to write about this month and I do not want to trespass on territory which other members are occupying with articles on events and happenings but I cannot allow the opportunity to pass unnoted in this Corner without mentioning our prestige and pride booster occasioned by the Leeds University Rally of the Northern Lights. Not only did we have a worthwhile entry from 'Trackrod' but we also figured very well in the prize list, winning the team award (Jim Rawling/Dennis Dickinson - Ken Goodall/Richard Ashcroft and Andy Mackay/Mike Tempest). Jim and Dennis also won the

Cox Trophy and replicas for the best Chrysler (Rootes to you) car, John and David (or is it David and John) Lee won the Noice Award. Andy Mackay/Mike Tempest were fastest on Selective 8 and Stan Hall won a free entry for next years event as the last finisher to qualify. We also won the award for the best marshalls (Rosemary Ashcroft and Sylvia Hall) and to complete the round up the two Stewards were, of course, from Trackrod. The Rally organisers omitted this information from the Regs. but that is of little consequence. I am not certain of the number of crews we had out marshalling, somewhere between 10 and 14 I believe, enough to make the difference between success and failure of the event. An innovation was the 'Trackrod' mobile Repair/Rescue/Keep them running team organized by Keith Marr and staffed by many merry men. I did not see them in action but I assume they had first rate moral and glamour support from the 'Trackrod' girls - such is their calibre. The team certainly did yeoman service and their efforts were much appreciated by our drivers. As Chairman of the Club, I should like to say "Well done" to all who were in any way involved. Keep up the good work, it is splendid backing to our Seven Dales success.

Our name is spreading, of that there is no doubt. My latest assignation is to act as time keeper on the "Trent Rally" organized by the Retford Club.

Still on the subject of rallies (my own favourite brand of the sport) we have decided to vary the mileage of our own 12 car events so that everybody is accommodated. One rally will be approximately 75/95 miles in length for those who do not want a long rally, the next will be 125/150 miles for those who like their punishment in large doses, this will be followed by a short-un then another long-un and so on - ad infinitum - or something. Members will be able to plan in advance which type they want to support.

Still on rallies, a word of warning, watch those mucky number plates (no this is not ante porno) but refers to the accumulation you accumulate what blocks off the numbers so the poor copper can't read them and can't pinch yer - joking apart, one of our members has been 'done' by the police for dirty number plates - so watch it. It would be nice if we could have a glamour girl at every control, complete with sponge and water to ensure we were not breaking the law. Another service that is very welcome if you have any spare bods or boddesses in your marshalling team is to give a quick wipe over with a sponge to head lamps and spot lamps on competing cars.

The final note on rallies for this month, will you please return all Trackrod control boards either to me or if more convenient to Howard at the Rally and Speed Shop, we need them all for our next event on the 8th April.

A change of Secretary has occurred. David Taylor has relinquished his sance with the Minute Book, we shall be able to advise you in our next issue who has been appointed in his place. To David we say "Very many thanks for your work in this capacity, we hope you will continue to serve the Club as a committee man to the best of your ability." To Jennifer, also, a very warm "thank you" for your invaluable work at the typewriter - some people are lucky, in my secretarial days I had to do all my own typing, though I did get some assistance with envelope addressing and stamp licking!!

On Saturday, 6th May, we hold what I hope will be our most important and most enjoyable social function - our Annual Dinner and Dance and presentation of awards. We have been very fortunate in getting our function at the Post House at Bramhope. Reception will be 7.30 to 8.00 - dinner served at 8.00 p.m. Tickets £1.65 each

limited to 100 members and friends. Dress informal, Tombola (fund raiser) to keep down the cost of tickets. Will you please hand your tombola prizes to Steve Lloyd or myself as soon as possible, lets have a show of 75/100 prizes on the night - it all adds to the fun, checking your tickets to see what you have won. All committee men have a supply of tickets. Get yours NOW before they are all sold - I feel sure we shall have a really first class meal and a very enjoyable evening. As members you have shown what you can do in the sporting field, support your committee with this social event and make it a resounding success.

For the present, cheerio and all the best.

RAY

NORTHERN LIGHTS RALLY 1972

Northern Lights - or should it be 'Trackrod Lights' - for this rally must surely be one of the highlights of the clubs rally outings so far.

Organized by the Leeds University Union Motor Club, the 230 mile route attracted a first class entry from the cream of Yorkshire's rallying fraternity. Amongst the 120 starters were no less than seven crews entered under the Trackrod banner, plus another five crews of at least fifty per cent Trackrod stock. Add to this the fact that the Clerk of the Course, both Stewards and a large proportion of the marshalling force were from Trackrod - and that the start looked very much like any Trackrod noggin, and you will see what a marvellous night it was for the club. From this magnificent turn out, it was to be expected that we should end up with at least some of the spoils and as it turned out we finished with no less than 9 awards plus the best marshalls award.

The entry - well apart from one or two who may be worthy of mention (i.e. Peter Clarke/Tony Mason at 1, Eric Jackson/Ken Deacon at 2, Phil Cooper/Tony Viles at 3, etc., etc.) the main interest in the entry started at 43 with Hazeldine/Jackson, 46 Frary/Cantrill, 58 Goodall/Ashcroft, 104 Buckley/Stuart-Brown, 109 Mackay/Tempest, 115 Lawton/Gill, 118 Rawling/Dickinson, 123 Kemp/White, 134 Lee/Lee, 141 Garnett/Yates, 145 Rathbone/Gurnett and 153 Hall/Fox.

Start formalities were carried out at Tate of Leeds, and here we 'lost' our first crew when Richard Jackson/Steve Hazeldene broke a camshaft in the Twink and so were unable to start.

The first Time Control was just outside Farnley, and the first selective ran round Farnley Park and through Lindley Green to Norwood Edge. Jim Rawling/Dennis Dickinson lost four minutes on this selective when their fuel pump failed only 100 yards from the start. However, a few clouts with a hammer or something and all was well. Elvin Garnett/Ron Yates also met their demise on here when Elvin's Mexico decided to take a closer look at one of the extremely sturdy stone walls that abide round here, right in front of the official photographer too, tut-tut!

The route now meandered over towards Bolton Abbey then back to Beamsley and Middleton, in a series of fast selectives. Through Ilkley now to the first service point at Addingham Moorside - here Keith Marr had got his merry band organised and lights were cleaned, coffee served and any minor faults rectified ready for the next selective over to Silsden. A series of time controls followed now to take crews over Foulridge, where the white through the ford claimed at least 14 victims off the road, in one way or another. Unfortunately we lost another crew on the way here, when Harry

Buckley/Frank Stuart-Brown did it all wrong on a 180 left just beyond TC6, bending the suspension on the 'S' rather badly. Through Gisburn now and on to Settle for half way. Martin Kemp/Ron White retired here with Ron having a slight "off colour" session. The restart from Langcliffe took competitors over Malham Tarn to Kirby Malham then down to Greenhow and selectives over York's Folly and Brimham, then through Fountains Earth selective to Masham. Fountain's Earth saw the end of Graham Frary/Martin Cantrill when they broke the fuel pump on the Cooper - Martin finishing the rally sitting in the back of the car, force feeding it through a polythene petrol can. The run in to Harrogate was quite straight forward and the results were announced at the Crown Hotel at about 10.00 a.m. after competitors had partaken of a hearty breakfast, and a couple of pints of the excellent Newcastle Exhibition served there. The final positions were as follows:

Dave Lawton/Duncan Gill	Cortina GT	9th
Andy Mackay/Mike Tempest	Cortina Twin Cam	12th
Dave Lee/John Lee	Escort GT	17th
Jim Rawling/Dennis Dickinson	Stillette	22nd
Ken Goodall/Richard Ashcroft	RS 1600	27th
Steve Rathbone/Ian Gurnett		59th
Stan Hall/Fox		61st

Add to this the team award (Goodall/Ashcroft, Mackay/Tempest, Rawling/Dickinson), two selective fastest times (Mackay/Tempest, Lawton/Gill) and the last finisher award (Hall/Fox) (this was really a tribute to Stan's tenacity, as he had been feeling far from well all night, but he soldiered on to finish a far from easy rally) and you will see that Trackrod has now really become a name to be reckoned with!!

STOP PRESS

Annual Dinner and Dance - Saturday, 6th May, 1972

Due to the Post House, Bramhope making a double booking for the above date we shall be unable to hold our function there as arranged. We have, however, been fortunate enough to secure a booking for the same date at the Hotel Metropole, King Street, Leeds. Apart from the change of venue all the other details are unchanged. The tickets are still £1-65 from any committee man, reception is 7.30 - 8.00, dinner being served at 8.00 p.m., bar until 11.30, dancing until 12.00 or perhaps 1.00 a.m., dress informal and tombola prizes are required as soon as possible.

There is only limited car parking adjacent to the Hotel, there is plenty of street parking close by in Park Place, York Place, Quebec Street and St. Paul's Street.

Make sure you get your tickets right away, they look like being in short supply.

Note to committee men: Will you alter the venue on the tickets you have and make sure the purchasers of any tickets you have sold are notified of the change.

Copy of letter from Service Garage (Barnsley) Ltd., Dodworth Road, Barnsley.

Dear Mr. Dickinson,

Further to your telephone call today, I am very happy to invite your members to our RallySchool/Autosport Forum.

We have heard from the Ford Competition Department that lectures at the Rally School to be held at Service Garage (Barnsley) Limited on 4th May, 1972, will be given by: Timo Makinen, Henry Liddon, Ford Motor Company personnel and a representative of Dunlop Limited.

For the Autosport Forum the panel will include: Timo Makinen, Henry Liddon, Eric Jackson and Tony Mason chaired by Stuart Turner, Director of Motor Sports for Ford of Europe.

The School starts at 09.30, the Forum at 19.30; admission is free and no tickets are required. I look forward to seeing as many of your members as possible.

Yours sincerely,

signed

T. C. Watkins

Will people who are interested please give their names to Ray Dickinson as quickly as possible.

TRACKROD ENDS