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Future Events

6th May - Dinner Dance, Hotel Metropole, Leeds.

This most important social event of the year is on us at last. A few tickets only are still available, so hurry up and secure yourself a place. The Metropole is now under Trust House management so the food and facilities will be excellent. Tickets from your friendly, local committee member.

7th May - Autotests - John o'Gaunts Car Auctions (MR: 96/345292)

We are co-promoting these tests with Shipley Motor Club. Regs. available from D. Taylor, so roll up and lets outnumber Shipley and show them just how to drive.

9th May - Navigational Class - Shoulder of Mutton, Kirby Overblow. A change of event this to give David Taylor a bit more daylight in which to run his Treasure Hunt. By popular request we are running this course which will consist of a complete run down on how (or how not) to do it (navigate that is!). It consists of a talk on O.S. maps, symbols, plotting, etc. followed by a simple exercise on paper. Timing and equipment will also be covered. Giving the class will be those three well known map twiddlers, Richard Ashcroft, Martin Cantrill and Dennis Dickinson. Bring maps 91, 96 and a romer (Howard does a good line in Garford Romers at about 25p.). About 8.00 p.m.

21st May - P.C.T.

Usually our 'dry' P.C.T. We are hoping to use land at Post Hill, near Leeds, but failing that Whin Park will be used. Regs will shortly be available from either Ray Dickinson (57563) or Steve Wren (681892). So come all ye pussyfooters and lets have a record entry.

23rd May - Treasure Hunt.

Yet another of David Taylor's splendid Treasure Hunts, moved back a couple of weeks to give David and Jenny a bit more daylight so that we can spend longer trying to work out all those mindbending clues which Mr. and Mrs. T. seem to be experts at seeking out. Start in the Jester Car Park, Harrogate Road about 7.00 p.m.

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

After the challenge to find this pub in the last Newsletter no-one (including 50% of the committee, blush, blush) could think where it was so here be a time honoured map ref. to help you, it is situated at 96/194596. Hope we'll see you all there.

3rd/4th June - 12 car rally.

This should be a real humdinger with the 'Flying Butcher and Partner' alias Ken Goodall and Richard Ashcroft in charge - reserve your

entry early. Maps 96 - 90 - 91 - 92. Plenty of marshalls required too, names to Dennis Dickinson.

INTRO-OUTRO

Well here we are folks complete with a new Editor at the helm, gone to greater things is our Fiat worshipper, Steve Lloyd and in his place is me - who's me? - Name Dennis Dickinson - Address- 70 Eden Crescent, Leeds, 4 - Phone - Huddersfield 31804 day, Leeds 57563 night. So now you all know where to send, post or deposit the thousands of articles on autocrosses, hillclimbs, rallies and production car trials that you have done or how about 'How I Built a Group 16 Mini for £100'. The possibilities are endless, the authors are YOU.

As for the competitive side of writing, I cannot personally keep track on the extraneous activities of all our members, so please let me know that you won the Fred Bloggs Memorial Trophy Autocross or that you would have had fastest time of day on the Castle Harehills Hillclimb if the back wheels hadn't fallen off on the last bend. Any material should be in my hands by not later than the 25th of the month to guarantee a place in the following Newsletter.

Remember, I am a very lonely person with a lot of time to spare to read your articles so please send me some and make me happy! I would also like to record my thanks to Steve. I know I'm going to have a hard job to follow him!

Dennis

Hail and Farewell

As explained elsewhere in this issue, due to changes in the committee, this Newsletter comes to you under the guidance of Dennis Dickinson. In a moment of weakness I agreed to take on the Secretary's job, which is as time consuming as the Newsletter, so my Head Hitters Hat had to go!

I enjoyed writing them, and it was a fascinating way of keeping track of the expanding membership of the club. Its still expanding, both numerically, socially and sportingly, although some of the first batch of members have dropped out. More people are using our A.N.C.C. affiliation to enter restricted events, and generally Trackrod's cup floweth over.

In wishing Dennis all the best in the Editor's seat, I would ask for more club support for him. I know he has his own plans for the Newsletter, but believe me, its hard work writing it all every month. Put pen to paper, about anything you like and help entertain your fellow members. You're all so modest about yourselves its not true! Come on, get writing. Its great to see your words in print! And please remember, those people who produce the Newsletter give their own time to it, so when its late out, through no fault of theirs, just be a bit patient. When we're a national club, and produce a glossy mag. with ads (and birds), then you can complain. O.K.

I'd just like to add a public vote of thanks to Jennifer Taylor, without whose help the Newsletter would not have had the same "professionalism". And to all those who contributed, or criticized, or complimented, or just read, thank you. You made it all worthwhile.

Steve Lloyd.

Secs. Pot

Go on, say it quickly. Again. Get it? Oh well, please yourselves. Anyroad up, this is going to be my way of keeping you informed of invitations received to events, to competitions, to free offers, etc. Oh yes, we do get them.

First then, I have a goodly supply of R.A.C. Competition License application forms for all grades, including "Passenger/Navigator" for use in all grades of rally when the passenger does not drive! So just give me a buzz if you want one.

Now the racing season has started, I'll once again badger all you rallymen to have a bash at something else. For my money, sprints are good value, being something like five miles of flat out, smooth motoring. Gives you a chance to explore the handling at the limit (but not over it, we hope). The M.G. Car Club have a series of sprints on at Topcliffe, from now till September. Once again I'll give you all the gen.

Castrol are running all kinds of offers of rally jackets, overalls, decals, etc. for a reasonable price. For just £1.00 your car can become a mobile Castrol ad. Interested. You know what to do.

B.P. have given us a bag to put oil tin tops in. The club that collects most wins the big prize. Viscostatic pint and quart cans now have special opening tabs and its these we want. There are cash prizes for the club which collects most, so all you big oil burners, buy B.P. for your club's sake. (My Cooper must be a prime consumer at 100 m.p.g.). Keep the tabs to give to me at Noggins. Its open till 31st August, so lets have a real go.

S. Lloyd
Secretary

Chairman's Corner

Club life is full of surprises, of ups and downs and of panics of varying degrees of severity. We have just survived one which at one time looked like being a major disaster but which has now been sorted out and all is well again. I refer to the double booking of our Dinner date at the Post House at Bramhope which at one time looked like being postponed for a second time or even cancelled altogether but I am pleased to say that our problems have been solved and we go ahead on our date of Saturday, 6th May, as planned.

Due to this matter the Bulletin was delayed last month so that a firm undertaking could be included as to the arrangements for the dinner. Prior to this, a committee meeting had been hastily summoned at the Woolley Edge Service Station at the conclusion of the Denmar Nightmare Rally.

The affairs of the Club go on from month to month, apparently quite smoothly and naturally but unless you are a committee man, you are usually blissfully unaware of the sweat and worry that is often necessary to achieve that happy state of affairs.

Take our next Production Car Trial. We thought we had secured a site for same but after much discussion with the farmer concerned, we were unable to book his field for 21st May, we did, however, secure it for our event on 1st October. Result, we are still looking for a suitable venue, we have a good one on view and I hope to be able to tell you about it in the Post Script to this Bulletin. Otherwise we shall go back once again to our old venue at Whin Park.

Following the resignation of David Taylor as Secretary to the Club, there has been a major re-shuffle within the committee, Steve Lloyd now becomes General Secretary, Keith Marr takes over a newly created Membership and Trophy Points Secretaryship and Dennis Dickinson becomes the Editor of the Club Bulletin in place of Steve.

I am sure you will wish all three much success and pleasure in their new capacities, I feel sure we have got the right men in the right places. To David Taylor, who will continue to serve as a committee man, very many thanks for your work as Secretary, to Steve Lloyd also many thanks for a job so well done that Dennis is going to be kept on his toes to keep us as well informed and instructed as we have been while Steve has produced the "Bull". Keith's new job has become necessary to plug a gap in our "paperwork" and I know he will do it with the enthusiasm and efficiency with which he organised the "Rescue/Keep 'em running" exercise on the Northern Lights Rally.

Cheerio, see you around.

RAY

New Car Dept.

Two new cars should shortly be making their debut at Club events. The first is one of those delectable beasties a Mark 1 Cortina Lotus in the hands of ex-Stillieto man Jim Rawling (now if he had taken that on Northern Lights! Hmm!). The second is even more interesting in that it is a car we haven't seen around our events before, it is a Datsun 100A which is now in the possession of Richard Ovenden, should bear interesting comparison to the Mini Brigade should this, as it also sports 1000 c.c.'s and front wheel drive. I think Richard will have to supply a road test report for a future issue when we gets it run in!

As far as I know, no other new bolides have appeared on the scene this month, but there is time yet.

Condolences

Our sincere condolences go to David and John Lee and their family who lost their father on Monday, 17th April.

Reflections

What has happened in the club this month. Well on the 8th/9th April we had yet another of the 12 car rally series, organized by Martin Cantrill and Dennis Dickinson on map 102, not as scaring as the last venture on to 102, however, with 11 cars finishing and novices R. Blamey and R. Dinkel in an Escort 1300 taking 1st place ahead of Huw Edwards and Ian Wilson in a B.M.C. 1300. The event started near Wakefield and finished at Woolley Edge Service Area on the M1. Incidentally these services are now open for food as well as petrol and we are extremely welcome if you want a start or finish point for a rally.

The 13th April saw about 50 people at the Clap Gate for a film show. The show started with one about Le Mans and the 24 hour race, this was followed by another racing film about Nurburgring, including shots taken on the circuit from a Cooper following Hubert Hahnes 2 litre BMW F2 car. The acceleration of the BMW away from corners

was phenomenal, as was the amount of judder on the steering of the Cooper camera car, no wonder drivers complain of wrist ache after a full length Grand Prix there! The final film was one we have all seen before, but which was well worth watching again, the "Flying Finns" with Timo Makinen demonstrating the left foot braking technique used by the works Mini drivers and Hannu Mikkola the power technique used by the Escorters.

Next on the list was the Noggin on the 25th April at the Scots Arms at Sicklinghall, again a goodly number of people turned up to quaff ale and tell the rest of the 'boys' how we nearly won the so and so, etc.

So we wind up yet another month and look forward to seeing you all again next month.

Rally Time

This heading, along with 'Hill Hops' and 'Autocross Antics' are open to you to contribute brief reports of the events, club or otherwise, over the past month.

This month apart from our own 12 car rally we seem to have concentrated mainly on events well away from Leeds.

The Trent Rally

We had only one crew eventually start this event, which was held on Easter Saturday - they were Richard Jackson and Dennis Dickirson in the Twink: the event turned out to be very much a road race, on the flat straight roads in Nottinghamshire and district. The selective timing was dubious to say the least with 'our' crew running at 13 overtaking No. 11, who had gone off on one selective, as he started two minutes in front of our lads and did not catch them up again, it is little wonder that they were surprised to find that he had beaten them by 57 seconds on that selective!

All in all the event was poorly organised, with no facilities at the start or finish, and even the Police complaining that they had not been informed.

The Holderness Rally

The 'Holderness' is the principle event of the North Humberside Club and has a reputation of being one of the best events in the northern rally scene. Sponsored annually by Crystal of Hull, main Ford distributor, it uses the excellent facilities of their main garage in the city centre.

The event this year was fully subscribed with many reserves, and despite having an entry in four weeks before the date, we were only allocated our No. 19 spot shortly before the event, as reserve competition. This put us in the thick of a very respectable entry, not far from such notables as Heward, Cooper, Bean and Fotherby.

After thorough scrutineering by a Ford crew, who damn near dismantled the R.S. the cars were started by the N.H.M.C. President from a lofty ramp where each crew's history was exposed to the several hundred spectators. We were given a pleasant welcome, as representatives of Trackrod and the chap said he would like to see more of this up and coming club in future events.

We yumped off the start line, somewhat jerkily, nearly demolishing the ramp and start officials and dawdled through the main

streets of Hull on the long run out to the first selective near Fridaythorpe; a mile long "sideways sprint" on a roughish forest track, followed by a nasty route check on a bit of recently altered "not as map" A166 and a mere 12 mile run in on good yellows via RC2. This saw the end of No. 13 who slotted himself very neatly into a roadside ditch (and was very nearly joined by ourselves) following a blind yump. And this was just the warming up lap!

Two time controls gave no problems, and led to SS2 at Whitwell; already on sheet 92! A good one this, and only about 7 miles with the last 2 dead straight. Alas, the splutterings of the engine drew attention to the temperature gauge, and we were forced to crawl into the finish with a very hot motor. Nothing appeared to be wrong so we switched on the heater, opened the windows and sweated for the next six hours in an attempt to cool the thing down, which proved successful.

Nothing special apart from the odd wreck or three until Selective 5, the dreaded ford at Caydale. The usual bloody minded spectators had yet again damned up the outfall so that the water was a couple of feet deep, and the R.S. floated gracefully to a standstill slap in the middle. We rather abruptly told the clowns there, that, since they had blocked the stream, rather than get our feet wet, they could jump in and push - which surprisingly they did. Nice people!

A brief halt at Helmsley for petrol and off to SS6 at the start of the huge loop northwards from Carlton over the moors. Within minutes of starting, we were faced with a stream of competitors returning, the road having been completely blocked by one Mr. Pelling in a now "inverted" Escort, so the stage was abandoned and on to Sel. 7 over Rosedale Moor, to the halfway halt. A quick butty and gulp at the local pub in Rosedale village and Sel. 8 over Egton Moor, another 14 mile epic. The car was still missing at top revs. but by keeping below 5,000, the temperature stayed below danger level and was getting no worse.

The best part of the rally was still to come. Three beautiful selectives through Dalby, Broxa and Wykeham Forests produced good times despite some wicked wrong slotting by a sweltering navigator, and we were saved from wrong direction at one Route Check by the gesticulations of spectators who waved us back into the trees from which we had just emerged, onto another loop. Stan Hall and Frank Stuart-Brown were less fortunate here, the spectators having gone home by the time they arrived, and they collected a fail.

Dave Lawton picked up 2nd fastest through Wykeham and "persuaded" a Cortina to move over into a convenient ditch having been baulked for a long way (not deliberate, of course).

One more rough selective and then a smoother run in to finish at Brandisburton, hot, tired and very thirsty!

Harry and Martin had cruel luck to break a caliper near the finish, and this put an end to an otherwise trouble-free run; Stan and Frank plodded on, despite their fail to finish, and we had two out of three home. Dave Lawton was going like a train, the rigged tank he calls a "Cortina" proving its excellent preparation, and he notched up some very quick times, borne out by his eventual position of eighth overall - and when you look at the competition thats pretty good. Despite the time lost through overheating and a lot of wrong slotting we eventually finished 11th and Stan/Frank 45th o/a, 10th in class.

The only damage sustained by the Escort was caused by a 'kamikaze' pheasant which tried to board us at 100 m.p.h. but alas went off to the happy hunting grounds in a shower of glass and a blaze of light called a "Hella".

R.N.A./K.J.G.

9/10th April - "Denmar" Rally

For the first time this year we ventured into the mazes of the Huddersfield map for the Denmar Rally. Trackrod's last venture in to this area saw not only the competitors losing their way but marshals as well. Denmar shows how much we have grown up since then. The "full" entry didn't need much help to plot the route defined solely by map references and black spots.

Our aim in the organization was to run an event to try the navigators for a change with the consequences that we ran the first "short" event of the new calendar. This session the club will be running events of different lengths to give people chance to get a nights sleep occasionally at the weekend!

A few whites were used during the night but competitors were given details of surface and most people enjoyed them. Navigation as expected, was the trying part for most people, especially in the area around Holmfirth - a good idea to spend a nice summers day wandering around here please note!

The two leaders had their troubles: Ricky Jackson having to spend his spare minutes feeding the horse more oats (or maybe bran, as it was lubricant it was short on) and Hugh Edwards lost a few more minutes passing the time of night with Ricky in one control - until Ian asked him what the h... he was playing at. This is their excuse for the second place they got.

Messrs. Blamey/Drinall did very well to come from No. 12 to finish first - proving that the time schedule was perfectly on if you could keep going along the pencil lines on the map.

Results:	1. Blamey/Drinkall	6 minutes
	2. Edwards/Wilson	7 minutes
	3. Jackson/Hazeldine	11 minutes
	4. Charters/Firth	19 minutes

Devils Own Rally

Two crews ventured north to do this event, which is renowned as a real tough 'un. The intrepid upholders of club fame being Richard Jackson/Steve Hazeldine and Andy Mackay/Mike Tempest. Richard and Steve retired due to lack of oil pressure whilst Andy and Mike went on to win a well deserved 2nd semi-expert.

Alwoodley 12 car

Again a good 'Trackrod' turnout with Steve Mills/Mike Tempest, Stephan Charters/Dennis Dickinson, Keith Marr/Lindsay Hudspeth, Marshall Newman/Frank Stuart-Brown and Sue Waddington/Richard Jackson.

The route was a fairly straight forward affair on 96 and 95 with one or two tricky 'navigation' sections in the form of herringbones and route tracings.

Marshall Newman and Frank Stuart-Brown had the misfortune to clobber a wall fairly solidly, Frank unfortunately suffering cuts to his face and a lot of bruises. Steve Mills retired just before halfway with no lights leaving Stephan Charters and Dennis Dickinson

a clear winner with Harry Mellor second, Eric Parkes third and Sue Waddington fourth. Keith and Lindsay stopped to help Marshall and Frank and retired at this point, a very sporting and much appreciated gesture.

Hill Hops

For the first time in 15 months I am starting to gain confidence in the reliability of our hillclimb Mini, after all it has now done 3 meetings without major mishap!

It has had an engine rebuild over the winter and I have converted it to rubber suspension from hydrolastic. The latter modification should have really been done last year, as the improvement in handling has made it into a different car. Another modification this year has been some adjustment to the limited slip diff. which means the car now travels approximately in the direction it is pointed.

Briefly the specification of the engine is normal racing Cooper 'S' including 461DA Weber carb, full race Janspeed head and a BMC super sprint cam which is so wild that the valves hardly ever seem to close! All the moving parts are balanced and they drive through a competition diaphragm clutch (the normal one used to slip at over 5000 RPM), a straight cut close ratio gearbox and a limited slip diff. Contact with the road is achieved by Koni Dampers and Dunlop racing tyres on 6" wide Mamba wheels.

Hillclimbing is certainly different to rallying and I think both give equal enjoyment and require as much skill. Assuming you have acquired a suitable car, what else is required? Well the first thing is an R.A.C. Speed Competitions Licence, a crash helmet and membership of a motor club!

Although one is probably driving nearer the limit than on a rally, I think hillclimbing is safer. Scrutineering is stricter, help is close at hand in case of emergency, and most cars are well prepared. Fireproof bulkheads, double throttle return springs and crash helmets are compulsory, as is a painted battery earth lead and a bolted down drivers seat. I can't think of many people who don't use a roll over bar and a full harness either, and more people are using fireproof overalls.

Having got this far, one usually arrives at the meeting at about 10.00 a.m., signs on, and goes through scrutineering. You are then given two practice tickets for use in the morning. A very important part of hillclimbing is to be able to put in 100% effort during a timed run. The course usually takes less than one minute, but the slightest error during that time will give a bad result, as there is no opportunity to make up lost time!

The start of the timed runs in the afternoon can be quite nerve-racking. You are sent down to the start line in class order, and then await your turn to start. You put on your helmet and strap yourself in. The engine has to be 'blipped' constantly to avoid oiling the plugs up, and you feel quite isolated from the outside world, even though you know that 10,000 spectators are out there just waiting to see you make a mess of things! One moves up a place at a time until there you are, on the start line. You are positioned exactly by a system of traffic lights connected to electric eyes on the ground.

When the green light comes on you may start in your own time. From now on its up to you.

There are a few people in Trackrod hillclimbing already and a few more seem to be interested. This is witnessed by the fact that Steve Mills did a very creditable 51.58 secs. at Harewood on 23rd April in a very hairy M.G.B. which he shares with a friend. Unfortunately he is in the same class as the lightweight E type Jags and consequently faces some stiff opposition.

There can surely be no tougher class this year than Class 3 which includes the incredibly quick RS1600 of Richard White which went up Harewood in 46.1 secs. I mention this because our very own Ricky Jackson competes in this class with 'yer actual Rally Twin-Cam' complete with sumpguard, spots, knobblies, etc.! Richard usually arrives in a semi-daze having just competed in rally the night before, and in spite of all this still turned in a 56.16 at Harewood!

Rumour is rife, however, that Richard is borrowing a full race Escort with 260 b.h.p., this should be interesting! Finally your scribe managed a 50.50 and resolved to keep between the green bits next time!

See you all at Harewood on 21st May.

H.E.W.

NAVIGATORS - Budding or otherwise.

Please note: At last the club's foremost (?!!) team of "navigateurs" are going to reveal all. Dennis, Richard and Martin have taken it on themselves to bore you all to death at the Shoulder of Mutton on 9th May. We hope to explain all about maps, techniques of plotting routes, timing, what to tell the driver and what to keep to yourself, etc., etc.

If you want a laugh we'll try and give you one of those too with our unending list of rally anecdotes. Please come along and make the evening a success - maybe even the drivers can learn something. We all know they've got a lot to learn! Slides, projector and blackboard provided by the organisers - but bring a map 96 with you - even if you don't know which way up to hold it.

Fairy Stories to the Fore

Some of you may remember an article, written by one S. Lloyd, which appeared in our newsletter a few moons ago, called "How the Trolls learned to Fly". Well by some devious course this article found its way into the hands of Verglas, Rally Editor of Motoring News, and was published in that illustrious paper on 27th April, along with the following comments:

"That delightful little fairy story was first published in the Newsletter of Trackrod M.C. of Leeds. It was written by Mr. S. Lloyd of Leeds to whom we suggest that he applies his talents to producing a complete pantomime!" (Perhaps a suitable title would be "The R.A.C. on Ice"! - Ed.) Congratulations Steve.

Parking after Dark

As from 30th April the following rules apply to unlit parking anywhere in Great Britain. Cars, motorcycles and goods vehicles under 30 cwt. will be able to park without lights on any road provided that:

1. The road is subject to a speed limit of 30 m.p.h. or less.
2. No part of the vehicle is within 15 yards of a road junction.
3. The vehicle is parked close to the kerb and parallel to it and, except in one way streets, with its nearside to the kerb.

TRACKROD ENDS