

Chairman

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

Treasurer

R. Ashcroft,
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LEEDS, 17.

Secretary

S. Lloyd,
1 Bramble Avenue,
BOSTON SPA.

Membership Secretary

K. Marr,
17 Kingswood Crescent,
LEEDS, 8.

Committee: H. White, D. Taylor, J. Wilson, S. Hall, S. Wren,
M. Cantrill, K. Goodall, D. Dickinson, F. Stuart Brown.

Future Events

3rd/4th June - 12 car rally - This is the first rally we have run which will have its own trophy, to be won by the first crew overall and held for one year. The trophy has been donated by Ken Goodall and Richard Ashcroft. The rally itself is on maps 96, 91. Entries to Richard, marshals to Dennis Dickinson.

6th June - Noggin 'n' Natter and Navigators Practice. This will comprise of a series of untimed 'navigational' sections to get those interested in a bit of practice to the venue for the Noggin. It will start from the car park of the Moortown Rugby Club at 7.30 p.m. You will require map 96, a romer and pencils, etc.

For those who just want a drink and a chat the venue is the Queens Head, Kettlesing - map. ref. 96/226½573.

13th June - Committee Meeting - usual venue, Beehive, Thorner at 8.00 p.m.

18th June - Autotests at a new venue, on grass, guaranteed to give all you frustrated autocrossers a good afternoon out with plenty of space to manouver! Venue Kings Road, Bramhope (T.R. opposite Hunts Garage and watch for Trackrod signs!)

27th June - Noggin 'n' Natter, for this one we move to the other end of Leeds having been in the Harrogate direction for the past few. Our hosts this time, The Half Moon at Sherburn in Elmet, those who helped erect and dismantle the Seven Dales Stage will remember it well!

11th July - Economy Run - Can Batman really beat Robin by getting 100 miles to the gallon out of his XJ6 or will Cat Woman confound them all by doing an astonishing 125 m.p.g. in her silver grey Rolls.

There is only one way to find out, folks, come along to this event and try for yourselves. Details and entries to Howard White or David Taylor.

25th July - Noggin 'n' Natter. A return visit to the Bulls Head at Gomersal, residence of the parents of our own 'Flying Butcher' Ken Goodall. Highly recommended for its beer and hospitality, this one, so come and make it a worthwhile evening.

Reflections

This month has been an extremely busy one, and quite successful

for the club, especially in 'external' events.

The main event of the month was, of course, the Annual Dinner held at the Metropole in Leeds. 75 people turned up to enjoy a truly splendid evening with good food, good music and most of all excellent company. Plans are already in hand for next years dinner and we are now just awaiting a confirmation of date for the venue. More details will be available next month, so that you will be able to reserve this date well in advance.

The day after the Dinner was the Shipley Autotest meeting at John O' Gaunts. Unfortunately not many people turned up to wave the club banner with only 6 cars entered under Trackrod, out of a total of 40 entries. However, those who did enter upheld the honour of the club in the best way possible.

Richard Ineson drove his 998 Cooper brilliantly to gain the major award for outright best performance overall, no mean performance against driving test 'stars' such as Bob Moorhouse in his Lotus 'tatty' seven and Alan Forrest in his Mexico. Also on the award list was Keith Marr who walked off with the first class award for Class 4.

9th May saw a lot of budding navigators turn up at the Shoulder of Mutton at Kirby Overblow for the Navigators class. Unfortunately the evening was rather spoilt for the crews who wanted to learn by the excessive noise created by the ones who were not interested. However we are going to run the class again later in the year in a private room where only people who are interested will be present.

21st May brought another in our Production Car Trial series at Whin Park. The entry was very disappointing with only 12 cars turning up. Most of these had been out in some capacity or other on the Bramall Trophy Rally the night before, just showing the enthusiasm of the real club men. One or two notable absences could be excused as they were busy upholding club honour on other fronts.

23rd May brought the Treasure Hunt, unfortunately I can give no further details on this as I was away in Preston and could not get back in time, however, I am sure all who participated had a thoroughly good evening.

So there we are for another month. See you all soon.

Sec's Pot

In my discourse last month on the Castrol gear for sale, I omitted to tell you that you can get free stickers for your mobile just by asking. So if you want some, let me know and we'll put in an order.

No-one used B.P. Viscostatic it seems, so we won't enter their competition. A pity since there were large amounts of folding money to be won for the Club.

Not much else this month, just some blurb from Kleber tyres about some films they've made. If anyone knows of a Kleber distributor locally I'd be pleased to hear from them, since the distributors handle the film shows.

And for something completely different, a funny:
Pat and Mike were discussing holidays abroad. Pat: "Remember, if you take your car, they drive on the right over there."
They meet again two months later. Pat: "Did you go abroad in your car?" Mike: "Not likely, they drive on the right over there."
Pat: "I know, I told you." Mike: "Yes, but I tried it myself,

from Bradford to Halifax, and its b..... dangerous!"

Cheers

Steve Lloyd.

Chairman's Corner

The Club Annual Dinner and Dance, the biggest social event in the calendar of any motor club, has come and gone and it would appear that all who were present had a really enjoyable evening. From my point of view, after all the upsets, changes and what have you, it was very nice to sit down at the table, relax, enjoy the meal and heave a sigh of relief that at last the function was well under way. Already our scouts are out with a brief to book the best possible venue on a Saturday evening early in 1973, so start buying those saving stamps now so that you won't feel any pain when we ask you for your ticket money in the New Year.

Our members continue to bring honour to the club, Richard Ineson had fastest time of day at the Shiply Club's Joint Promotion Driving Tests at John o' Gaunts and Keith Marr best in class, Linsi Redacomb had one unfortunate fall which put her out of the running for the Best Lady Award. Up to that point she had been doing very well indeed and looks like opening another page of Trackrod successes. This time for the various "Lady" awards. I should like to see some of our other very proficient lady drivers having a go and helping Linsi to uphold the Trackrod name in their own field. What about it, girls?

It does not seem more than a couple of days ago that I was writing my corner for the May Bulletin and here we are being pressed by the Editor for the June copy. Since my last series of notes, we have had the Ford Rally School - Forum at the Service Garage, Barnsley which was very well supported by Trackrod members. I was sorry I could not make the day time sessions but I really enjoyed the evening Forum and Film Show. Arising from this event, we have an offer from our friends at Service Garage to put their "Rolling Road" equipment at our disposal one evening along with other attractions, full details of which will be given by the Editor, but from what I have heard of the details, it should be another "must" for our keener types, both male and female.

Now that we are getting known in the sporting sphere and our members are popping up in all sorts of competitions all over the place, I think it would be a good idea to produce a "Trackrod" buttonhole brooch or badge, so that wherever we went we should identify ourselves with this very up and coming club. I should like to have members views on this subject.

The question of sending out copies of Regulations for our various sporting activities continues to be a problem. I sent out 20 copies for the Production Car Trial held on 21st May all to people who had competed previously and of these only 8 resulted in positive entries being forthcoming. On the day we had 12 entries, all of whom started, with one retirement due to mechanical bothers. As organisers of the event I should have liked to see more entries, but we were up against the age old problem of other events clashing with our own. With the sporting calendar as crowded as it is today, it is impossible to avoid these clashes, we can go on ad infinitum postponing our own events to avoid clashes but to me this is not the answer. We, as a club, exist to organise sporting events for our members and it is our duty to produce a programme for those people who want to compete. If a certain percentage of our members prefer mere spectating to actual participation, that is their affair, but we must provide for those who want to compete, that is our primary function and will continue so. People

spectating at other clubs events do not bring any kudos to Trackrod but continual competition work does improve all our techniques and enables us to go out to compete in other clubs events and so vastly improve our image. Its a grand feeling to belong to a successful club, to a club that is on the up and up, busy catering to all our competing members, wherever they compete.

RAY

So you want cheap motorsport?

Last month I read with interest N E W's article on the joys of hillclimbing. A few of you will know for two seasons I was one of those hearty, healthy, happy (but wicked) competitors who pushed £1000 worth of Issigonis's pride and joy up a tarred farm road. Not even two and three figured bills for repairs and parts could deter a budding Jackie Stewart. (And they say Class 1 is the cheapest). It was all very romantic but costly.

But how many of you know that you can take part in hillclimbing and circuit racing for no cost at all and GET PAID FOR IT? No, I'm not offering you a contract with Team Lotus. I'm talking about our club.

During rally weekends, the more mechanical work in brilliant sunshine (essential). We can go to see on the most famous race meetings in Britain, get payment, watch the race from close quarters (maybe too close for some at times) and, believe it or not, get treated as a human being by the drivers (a very rare occurrence in any form of motor sport).

Race marshalling is interesting, rewarding, friendly and requires the minimum of intelligence (even your driver can do it). One or two of you already enjoy the pleasure (one or two of you enjoy marshalling cars, but for those of you who feel you would like to try it (marshalling I mean) I would be only too glad to help you get in touch with the right clubs. There is no better way for a motorsport enthusiast to enjoy his summer Sundays. Contact me at Dewsbury 61911 (day) or Leeds 662576 (evenings).

Paul Gordon

George Crew Trophy

A new trophy has been introduced for the benefit of those of us who spend our Saturday evenings standing in the freezing cold waiting for cars that need repairing.

The Trophy will be awarded annually and will be held for one year.

Every time you come out and service, for Trackrod entries only, you will receive points on a basis of 3 for a Restricted Rally, 5 for a National and 10 for an International, and logically the person scoring the most points at the end of the year collects the trophy.

Our lads need all the help we can muster so if you cannot think of anything to do on a Saturday evening, why not join us - you'll have the time of your life.

Autocross Antics

Association Football is said to be a gentlemen's game played by ruffians, Rugby Football a ruffian's game played by gentlemen; then there is Autocross, most certainly a gentlemen's game played by gentlemen! (I am not going to try to classify Rallycross).

I have been a keen Autocross entrant for about a season and a half, last year being the first full season, and like most people starting off in a new section of motor sport proceeded with caution and with a small capacity engine i.e. an 850 c.c.!

The general requirements for starting on the autocross scene are very similar to those outlined by Howard White in his write up on hillclimbing last month. Car preparation is very nearly the same except the obvious necessity of a sump guard, rerouting brake and fuel lines and strengthening exhaust systems, mud flaps are mandatory, but lights may be removed as well as interior trim, even windows. However, some scrutineers have pet niggles whilst not being too concerned over other points. I have in fact been moved into the specials class on occasions by virtue of the fact of having a lightened bodyshell.

Autocross originally started as a true club sport where 90% of the cars entered were driven to the circuit. It later progressed to 90% of all cars being brought to the circuit on trailers, and the appearance of custom built specials designed for the job. These included such notables as Howard Parkin's "Cannon Ball" which is a 4 wheel drive device powered by a V8 engine and other mini engined machines, such as the Flymo, once the players No. 6 winning car now owned by Pat Hawkyard. These cars are virtually motorised roller skates with a great deal of power, often with full house 1340 'S' units pulling about 5 cwt. Recently however, the road cars are making a welcome re-appearance and indeed a well prepared club rally car is quite suitable for this sport and generally as competitive as most of the trailered cars.

On having obtained the correct comp. licence of "speed" class (a restricted rally licence will do - Ed.) entered and reported for signing on and scrutineering, the cars are led round the circuit on the "slow" convoy run, led by the course car which usually seems to be trying to set F.T.D. as early as possible. Practice runs follow soon after; these are treated in the same way as the main timed runs but of course don't count for awards or class places. It pays on these runs to go as fast as possible to see where the difficult bits are as far as car control is concerned as these places are often the ones where penalty flags, incurring a 5 sec. penalty, are placed.

The cars in this type of event are virtually always started in pairs, this gives the added excitement of a dice without being too much of a hindrance when the main aim of the event is the fastest time around the circuit. Intentional nerfing is not really 'on' but in very close fought races occasioned bumps are unavoidable with both cars going at all angles at speeds up to 80-90 m.p.h. Surprisingly enough very little damage is ever done and even on my last meeting on 14th May at Scarborough when dicing with an Imp on a very fast right hander, the other fellow lost it, I was squeezing through on the inside when he got traction again and rammed me in the wing, the damage done was fairly easily repairable, although the resulting spin which I sent him into made him dizzy for about 10 minutes afterwards!!!

So there it is, a brief outline of "what its all about" - to quote a well worn phrase. A sport where everything happens but more so, where you brave rally boys can do a great deal of sideways motoring (in daylight) without having nasty hard trees and walls to hit. Meetings coming up soon include Swalesmoor Inn at Queensbury

Nr. Bradford, Scarborough, the 62 Car Club, plus many more. Anybody interested can contact me about competing or just spectating - but if you compete don't forget to keep those side windows clean - you need them to see where you are going.

Until later when I shall relate the experiences with my turbocharged engine last season, all the best

Steve Wren.

Autotests

L.U.U.M.C. Autotests - Woodhouse Moor

20 entries were received for these tests which started at 11.00 a.m. Disappointing was the fact that only two entries turned up from Trackrod. They were Keith Marr and Lindsi Hudspeth both driving Keith's car.

Three tests were run in the morning and three in the afternoon. Some of the tests were open and there was plenty of opportunity for handbrake turns which stirred up a lot of dust.

T.M.C. Results: 10th and Ladies Award - Lindsi Hudspeth
12th and bag of nuts for most bollards -
Keith Marr

Lindsi Hudspeth

Shipley Autotests - John o' Gaunts

This was a co-promotion event organised by Shipley and District. Unfortunately only 6 Trackrod entries turned up (a good job it was not one of our 'clubbies').

The organisation was a bit lacking from the start. On arrival we had to copy down one's own test diagrams from the master pinned to the start caravan.

Once underway, however, the tests were very good with a mixture of blasts round the car park, and tight forwards and reverse.

Ray was found braving the dust on one test, until heavy rain started to fall which killed it.

Unfortunately the official results have not been received yet, so we don't know how we did (not like ours, eh chaps!). We could probably have done better if we had had some support from the club, plus the fact that the more of us who turn up, the better it looks for the club.

Please give us your support, yes you, surely you can spare one Sunday afternoon - bring the wife and kids and enjoy yourselves - it costs nowt!

Keith Marr

Rally Round Up

By SPY 44

From the next issue of the T.M.C. Newsletter Richard Jackson has offered his services to write a comprehensive section on rallying. This will include reports on the clubs own rallies and those outside which have enjoyed the support of T.M.C. members.

To make his task easier if anyone would like to write a report on any rally which they have entered or watched or serviced on, the contribution would not only be greatly appreciated but would be of great value and interest.

Any other criticisms on rallying would also be useful for this section of the Newsletter. For instance there might be an interesting account of the driving technique adopted by Dave Lawton to avoid the bull in the field on his 6th excursion in the first twenty minutes of any particular rally. Another one might be just how many somersaults Steve Hazeldene really managed, you never know he may be our first member to get his name in the Guinness Book of Records!

There was a report in the 25th May issue of Motoring News on the RS1600 used by Mikkola to win the Safari. The report mentioned that the staff of Motoring News were trying to scrape together £5 to put in a bid to buy the car. It is now reported that Richard Jackson is contemplating approaching his Bank Manager for a £6 loan to outbid them!

If anyone is looking for something different to do as a summer holiday in August, Richard Jackson/Dennis Dickinson are looking for a service crew to follow them round the Olympic Games Rally in Germany.

Some future events in which you may be interested are:

9th June - Quinton M.C.'s Novice Rally. 120 mile route. Maps 129, 130 and 118. Regs and entries Ray Thompson, 94 Thimblemill, Smethwick, Birmingham. Tel.: 021-429-5269 (fee £2.25).

17th/18th June - Lincoln M.C. and CC Bernard Trophy Rally - 200 miles road section and 16 special stages 50 miles. Regs and entries Miss S. Dvorak, Water Lane, Bassingham, Lincs. Tel: Lincoln 51595 or Bassingham 297 (fee £4.50).

18th June - Redditch and D.C.C. 110 miles including 10 special stages 25 miles - all on map 131. Regs and entries Chris Handy, Hedgerley, Kings Coughton, Alcester, Warwicks. (Fee £3.50).

1st July - Sheffield and Hallamshire M.C. Jackson Trophy Rally Aimed at semi-expert and novice competitors. 116 mile route on map 103. Regs and entries Ann Cork, 163 Broadway Road, Sheffield S17 4PF. Tel: Sheffield 363196 (fee £2.20).

8th July - Stockton M.C. Uniflo Trophy Novice Rally. Start Scotch Corner 85/214½053. 160 miles including two selectives. Regs and entries Colin Stephenson, 3 Ellerton Close, Branksome

Semperit Rally - 13th/14th May, 1972

All roads led to Whitby or so it seemed. It was bitterly cold, a lot of people and cars making a lot of noise. It tried to rain once or twice. This was it then another rally was about to get underway. The start area was a hive of activity with competitors rushing hither and thither and then returning to their cars to plot the route.

Once the route was plotted it was transferred onto our maps so that we knew where they were going (we hope). Although there had originally been 4 Trackrod entries, due to non-starters we only had 2 to look after and these were Andy Mackay/Mike Tempest who were to retire after arguing with a wall and Steve Rathbone/Jon Kitchell.

Our first spot was the ford outside Claisdale which Steve and Jon avoided due to a tractor being strategically placed across the opening to the road after half the competitors had gone through.

It was just prior to this that Andy and Mike had their prang although we did not hear about this until much later. We left our first point for a mad dash round to our second spot where Elvin Garnett had already set up camp in Rosedale. The only way we could get from Claisdale was to go over 2 selectives and it was in thesecond of these that the service car caught and passed the car we were servicing. As we only had $\frac{1}{2}$ mile to go we carried on. We consequently arrived in Rosedale some 60 seconds or so before the rally car and received the comment "It would be appreciated if the service car did not overtake the rally car." The problem was that Steve was running out of brakes due to them overheating and he was consequently going slower. He decided to press on after taking on 1 extra gallon of fuel.

We then pressed on to the halfway halt which was in Kirkby Moorside and at 1.00 in the morning it was amazing just how many people were about. We had to fight for a space large enough to get three cars in and we finally got me, Steve and Jon pulled in and we set to work. Off came the wheels and drums which were red hot. We then set up a chain bringing fuel in gallon cans from the pumps to give ourselves more time to let the brakes cool off. The problem appeared to be in the drums themselves so there was nothing we could do but hope that they would hold out, which they did.

Wheels and drums on, Steve and Jon off so we packed up and went on to our last stop which was just to replenish the fuel supply once more. The whole night was very enjoyable and seemed completely worthwhile when Steve and Jon finished what had been a tough rally 8th in Class and 30th overall.

Thanks go to Elvin, Lindsi and Frank, Marsh Newman and Ian who made the halfway halt look more professional than a Ford works crew could have. Lets have some more of you joining our merry band.

Hill Hops

The M.G. Car Club held another of their Sprint meetings at Topcliffe on 14th May which resulted in a win for Howard White in his big 'S'. This was a very good win for Howard as he was up against very stiff opposition, the main threat coming from John Casy who had just beaten him at the previous Harewood, so revenge was sweet. The Mini certainly seems to be very rapid these days.

Three Trackrod members competed at Harewood Hillclimb on 21st May, namely: Howard White, Andrew Jeffrey and Dave Taylor. This again resulted in a good win for Howard, being 5 seconds in front of the next man, with myself 5th in class 2. These placings were decided on the first runs as a sudden downpour slowed everyone down by quite a margin on the second runs.

This was my first attempt at a hillclimb and after conquering the initial bout of nerves, I was quite pleased to be able to reduce my times by over 5 seconds throughout the day. Although it looks as though I shall have to buy some instant power in the near future having been bitten by the hillclimb bug.

Dave Taylor

Advert

M. Boy - Tel.: Skelmanthorpe 2660 -048-486.

2 175 x 12 S.P. 44 Approx. $\frac{1}{3}$ worn. £8 pair.

New members to whom we extent a hearty welcome:

- 74. M. Robinson - Horsforth
- 75. P. Mann - Leeds
- 79. C. H. English - Leeds
- 80. C. English - Leeds
- 81. A. Whitaker - Leeds.

Change of address - P. Adelman, 66 Sandmoor Lane, Leeds, 17.

Trophy Points as at the end of April, 1972

All Rounder

	<u>Pts.</u>
1. K. B. Marr	59
2. R. A. Dickinson	50
3. D. Dickinson	48
4. M. Cantrill	46
5. Mrs. L. V. Hudspeth	44
6. R. Jackson	42

Ladies Trophy

	<u>Pts.</u>
1. Mrs. L.V. Hudspeth	17
2. Mrs. D. White	3

Autotest

1. K. Goodall	10
2. R. Ineson	9
3. M. Cantrill	8
4. K. B. Marr	7
5. I. Gurnett	6

P.C.T.

1. R. Jackson	10
K. B. Marr	10
2. D. Dickinson	9
D. W. Taylor	9
5. R.A. Dickinson	8
D. R. Lawton	8

Rally

Driver

1. R. Jackson	18
2. R. Blamey	13
3. R. A. Dickinson	9
4. E. Parkes	8
D. Lawton	8
S. Rathbone	8

Navigator

1. M. Cantrill	9
2. J. M. Gostin	8
I. Gurnett	8
4. M. Stones	7
5. Mrs. L.V. Hudspeth	6
R. White	6
M. Turner	6