

TRACKROD

MOTOR CLUB

Newsletter - August, 1972
(No. 23)

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Forthcoming Events

8th August - Sportonoggin - our annual event at the New Inn at Eccup, a mixture of light hearted driving tests and right elbow lifting.

9th August - Committee Meeting - Dave Taylors - 8.00 p.m.

15th August - Noggin at the Beehive, Thorner.
Our usual informal fortnightly get together - come along for a good pint in excellent company.

22nd August - EXTRAORDINARY GENERAL MEETING - BEEHIVE, THORNER - 8.00 P.M. SHARP! This is a very important meeting, please read Steve's spiel inside for details!!

27th August - Treasure Hunt - a new venture from a new team. Howard and Annette Rackham have organised an evening treasure hunt to keep us all busy. Start at Mansion Park Hotel Car Park, Roundhay Park at 6.30 p.m. finish at the Scots at Sicklinghall - entry fee 60p per person and this includes a buffet supper at the end - great! Entries to Howard (Leeds 680774) or Keith Marr.

Chairman's Corner

As many of you will have heard, we have been asked to operate a stage on the R.A.C. Rally. This is STANG East and our major interest is centred on Monday, 4th December. Accurate timings are not yet available, but our stage will open at approximately 3.00 - 3.30 p.m. By the time the competitors arrive, it will be dark so we shall need floodlighting for the start area, the flying finish and the stop line. We should see some real action on this occasion and needless to say, lots of marshalls, so will

you go into the question of funerals of grandmothers and great aunts and try by fair means or foul to get the afternoon off in time to join us for the invasion. Further details will be circulated as they become available but we shall need a working party up there early Monday morning to get everything laid out.

In addition to this, our No. 1 objective, we have been asked to organise two stages on the Seven Dales Rally in the New Year. The Seven Dales will be an all stage rally and no timed road sections will be included. The rally will start late Friday night and finish 6 or 7.00 p.m. Saturday evening. We shall have an 8 hour period of grace between our two stages in which we can transfer our costly telephone and lighting equipment, but we shall need two working teams to carry out the route marking etc. on both stages on the Friday, so once again careful planning and use of our resources will be called for.

Coming back to the immediate future, Steve has already asked for volunteers to man a stage in Clipstone Forest for the Dakeros Rally in October. If you have not volunteered please give your name to Steve Lloyd right away.

Extraordinary General Meeting

We have decided to make a basic change in our Club year to bring it into line with the A.N.C.C. and R.A.C. years. This means having the A.G.M. in August each year, so that we can inform the R.A.C. and A.N.C.C. of the correct names and addresses of the elected officials. At present, if a new Secretary is elected in January, his name does not appear in the Blue Book until the next January, by which time we've probably got another one anyway. The R.A.C. and A.N.C.C. have to have all gen re our years activities by September. Therefore, if we can have our A.G.M. in August, it will end an annoying clash of dates.

So, to do this we have to change the club rules. To do that we have to have an E.G.M. But to kill two birds with one stone, we suggest that we call the E.G.M., put the proposal re the date change for the A.G.M. and if it is carried, we then end the E.G.M. and re-convene it as the first new A.G.M. O.K.? A trifle long winded but its really the only way. So, the E.G.M./A.G.M. will be at the Beehive, Thorner on 22nd August, at 8.00 p.m. Please attend and please, please get nominations for officers, duly signed and seconded, plus any proposals for discussion, to me 7 days beforehand. This is so that an agenda may be drawn up.

Sorry to spring this on you, but it will make life much easier, if accepted as a change of rule.

S. Lloyd, Secretary.

Economy Run - 11th July

Organised by Howard White and David Taylor on an excellent evening, it provided a very picturesque run round Wharfedale, covering some 50 miles and finishing back at the I.C.I. station at Shadwell. After topping up and checking crews 'retired' to the Beehive at Thorner where most proceeded to consume more fluid than their cars had all night.

RESULTS

<u>Driver</u>	<u>Car</u>	<u>Bogey</u> <u>M.P.G.</u>	<u>Actual</u> <u>M.P.G.</u>	<u>% of</u> <u>Bogey</u>	<u>Pen</u>	<u>Pos</u>
K. Marr	Escort 1100	47.6	(45.5) 42.5	89	3	6
R. Dickinson	Escort 1300	44.0	43.5	101	0	2 $\frac{1}{2}$
M. Cantrill	Cortina 1500 G.T.	40.8	38.5	94	0	5
R. Jackson	Escort 2000	35.0	(38.5) 35.5	101	3	2 $\frac{1}{2}$
A. Woofenden	Avenger Tiger	38.5	(23.8) 9.8	25	14	10
D. Dickinson	Escort Mexico	40.0	(43.5) 42.5	106	1	1
S. Hazeldene	Fiat Coupe	40.4	38.5	95	0	4
H. Rackham	Cortina 1600 G.T.	39.2	(31.3) 30.3	77	1	8
M. Newman	Beetle 1200	44.4	(43.5) 26.5	60	17	9
H. Buckley	Escort 1100	47.6	(45.5) 39.5	83	6	7

Sec's Pot

Invites a plenty this month, but how about a bit of club chat of general interest first. No, not Sue Waddington's phone number, down boys, down. More in the nature of future Future events. For instance, we have already made a definite booking for next years Dinner Dance to avoid the palpitations of this years do. It'll be at the Post House on the first Saturday in February. How's that for pre-planning.

And if anyone is still short of an award for last year, please nobbly Richard Ashcroft about them, cause Rosie is threatening to throw them out.

Nearer to hand, we intend to co-promote the Autotest on the 17th September, and have invited notable local clubs. After our successes in the Shipley ones it was the least we could do. With the usual club enthusiasm we can put on a really good event for this do.

On a personal note, its a strange coincidence that the three 'officers' of your club, no doubt struck by remorse at burning up the highways and byways are now all busily engaged in building new ones. Ray is employed on the Inner Ring Road Project at Westgate, while Richard and I devote our talents to the extension of the M62 between the M1 and A1. Richard is the old hand at this type of work, Ray and myself being very much the new boys. Interesting though, and in a very good cause.

Now those invites. Still looking ahead we have filled in the forms to enter the Castrol Quiz later this year. This is a real test of general motoring knowledge and you have to be quick on the buzzer. We'll be having a dummy run before the big night to select the team.

Shell have started their Motor Club League, for all R.A.C. clubs in Yorkshire. There's a series of five events to count, as follows:

August 27th	Huddersfield M.C.	Autotests
September 3rd	M.G.C.C. (H.E.)	Sprint
September 9th/10th	Sheffield and Hallamshire	Rally
September 24th	B.A.R.C. (Yorks)	Hillclimb
November 5th	North Midlands M.C.	P.C.T.

We can enter a team of 5 drivers in each event, not necessarily the same five in each, and will score points equal to the number of people in the class they beat. All this means is that you have to try to beat everybody, and we have to get a good entry in each event to push the number in each class up, and score more points when we win it! We can enter each event via A.N.C.C. but we will have to nominate our team beforehand. We could stand a good chance in this comp. since we have plenty of bods good enough for points in every event. The prizes are equipment for the club to the value of £50.00, £15.00 and £5.00, plus a lot of status. We've entered, and we'll be selecting a team for the first event very soon.

Shipley and District are running their Uniflo Rally on Maps 90, 95 and 102 on 16th/17th September. We have asked for regs. so you know where to get them if you're interested. Don't tire yourselves out and miss our autotests, though.

On 26th/27th August, Castleford M.C. have their Semperit Bury 100 Rally. Apart from any entries we may have, there's also a chance that we will be marshalling a selective for them. Again, we'll keep you informed if we do.

Cheers

Steve Lloyd

Hill Hops

The Longton and District Motor Club recently held a sprint at their Longridge venue. Howard and Barry were once again entered in their Cooper 'S' on what was quite a fast circuit. Howard was leading the class all day against quite a formidable entry. Unfortunately whilst travelling at a great rate of knots approaching the last bend, his foot, encased in a smart new racing shoe, slipped from the brake to the accelerator pedal, which powered him off the circuit into contact with a fence resulting in damage to the wheel arches. His smart new shoes have since been given "the boot", so to speak. However, he still succeeded in taking a 2nd class award, whilst Barry finished close behind in 4th position.

On Sunday, 23rd July, the B.A.R.C. held their annual Vintage and Novices Hill Climb at Harewood. Howard and Barry decided that it was time for me to learn what a real racing Mini goes like. Sunday morning found me sitting on the start line behind the wheel of this fearsome sounding car. The green light flashed on and suddenly all hell let loose as I rocketed up to the first bend and was completely surprised at the actions of the L.S.D. and big racing tyres. This first run was completed more sedately in a time considerably slower than I can manage in my own car! I was then given many instructions by my two friends and promptly sent back down the hill to have another go which was a bit quicker, but it was obvious that I would have to go a lot better in the afternoon if I was to have any chance of winning. On the final run of the day I tore off the line round the first two bends up to the hairpin, then flat in 2nd through the farmyard at what seemed like breakneck speed over the bumps, then up the straight to the finish line

where I learned that my time was 55.94. However, the other two in the class had also improved considerably. The first man had 55.59, second man 55.84. Just 0.35 of a second separating us.

Many thanks to Howard and Barry for lending me their car. It is certainly appreciated.

Also at this meeting was Richard Jackson with his Escort in Class 5. He also seemed to be going faster with each run finally finishing in 4th position with a time of 53.09.

Racing Raveups

John Player Grand Prix

by Richard Jackson
Alias RJX 33

On a wonderful clear Saturday morning we left London for Brands Hatch. Before lunch was the Group Two saloon car race. From the start Brian Muir in the Wiggins Teape Cologne built Capri R.S. led Frank Gardner in the S.C.A. 5.7 engined Camaro. In third and fourth places after the first lap were Brodie and Matthews in Escorts. These positions carried on for lap after lap until Brian Muir spun after having set many lap records. Final positions were Frank Gardner, David Brodie, David Matthews and Mike Crabtree.

After a splendid lunch courtesy of Shell, Sue and I returned to our seats to await our first live view of a Grand Prix. Grid positions set upon practice times were Ickx (Ferrari), Fittipaldi (John Player Special), Revson (McLaren) and Stewart (Tyrell), then came the slower members!!

What a splendid day for Emerson Fittipaldi winning the John Player Special British Grand Prix in the John Player Special car, it almost seemed that he had to win.

The race was between Ickx, Fittipaldi and Stewart from the start, these three were by far the leading crews. It was a very exciting race with these three keeping the crowd in continuous excitement and permanently on their toes. Ickx drove a superb race, he was driving his Ferrari at 10½ tenths holding at bay the best of the worlds drivers, unfortunately half way through the race saw his retirement.

The race was then between Stewart and Fittipaldi. Stewart was in his last years car having bent his Number One car in practice, he was thus slower than he might have been. Although down on power he took the lead after Fittipaldi's spin. This was not for long and the slightly quicker car of Emerson saw him past the chequered flag first to be the hero of the day.

It was certainly an exciting race and for somebody who has any interest in motor sport, a day at a Grand Prix can certainly be stimulating. My only advice is not to drive home trying to average 112.06 m.p.h. which was the average speed of the victor!

Rally Round Up

SPY 44

Future Events

12th August - Lancaster Peek Revs. A Motoring News
Championship event.

19th August - Rally Cyned - a special stage event on Anglesey.
26th August - Semperit Bury 100 Rally - Castleford M.C.
2nd September - Stocktonian Rally - a Motoring News Event.
9th September - Sheffield and Hallamshire Rally of the Dams.
7th October - Lindisfarne Rally - R.A.C. Championship event.
7th/8th October - Morecambe Illuminations.
14th/15th October - Tour of Mull.
21st October - Rally of the Plains.
11th/12th November - Bullough Trophy Rally.
2nd/5th December - R.A.C. International Rally of Great Britain.

There has been a lot of criticism of Rally Round Up which, in Spy's humble opinion, is totally unfounded. Undoubtedly we must support other forms of motorsport but when the majority of club members are interested in rallying, why should we restrict their enjoyment?

I think the above explains the case. Although the majority are interested in rallying a small pressure group are being just a little awkward.

If anybody is upset about this position and the possible elimination of Rally Round Up would they please give Spy 44, the editor or any committee member a note in writing to that effect.

Yours with tears in my eyes and a bent wing

SPY 44

Stockton Motor Club Uniflo Trophy Rally - 8th/9th July

Competitors:

Number	9	Andy Mackay/Mike Tempest
	16	G. Northmore/D. Wise
	17	Steve Rathbone/John Kitchell
	29	M. Kemp/R. White
	30	M. Stones/I. Buchanan

Stockton and D.M.C. organised their first Uniflo trophy rally, this being a 60 car event on maps 85 and 91. An entry list of 8 experts and the remainder being novices. The start was in a lay-by on the A66, 200 yards from the A1 service station and signing on was carried out here. Scrutineering of sorts was at the rear of the garage where a cross-eyed if not blind male was attempting to check all vehicles. The car in front of us being a rather old Mk. 1 Cortina whose indicator also illuminated both rear brakes lights was quite surprisingly passed. Our reaction to this was that this was now a mere formality, but no. This male, to be polite to him, said headlights don't dip when spot lights are turned off. Well what do you do now? Swear at him, of course, and get him so frustrated he stamps the scrutineers card and doesn't check anything else. Stocktonian competitors you have been warned, especially if they have the same scrutineer.

First car away was at 12.00, the route leading up the A1 to

the outskirts of Darlington, where an Officer of the Law was lurking in the bushes, then through Croft to a white leading on to map 91 where the first time control was to be found. Arriving with 8 minutes to spare on my watch we thought we had plenty of time to spare but car No. 8 was just leaving, must be a faulty watch, a quick word with the marshall to find out what time it was, but to no avail, must have had an argument with the first 8 cars, and I wasn't surprised. Five minutes lost by an obviously wrong watch, which should have been scrubbed, as it affected the results considerably. The route then went east in between the maps to TC2 at Haggitt Hill. The route then went west to the first selective at Streetham. Soon after the start was a humped back bridge where spectators lined the route as if waiting for Mikkola himself. The selective in a series of bends to an offset cross road followed by a not as map 90 left ending in what used to be a hedge but is now rather flat. After we made the first hole, 3 other cars followed. The selective finished on the white near Catterick. Three more time controls then followed to the half way but by TCS our rally was over when a wheel bearing detached itself from the half shaft.

The second half was cleanable except for the selectives which ran across the tank testing grounds at Downholme, which provided good spectator value. Unfortunately we cannot comment on the second half as we were in Croft village from 2.00 a.m. but the Trackrod members, as far as we know, had a good night together with their service crews.

Results:

	G. Northmore/D. Wise	10
	S. Rathbone/J. Kitchell	11
9	M. Kemp/R. White	17
	M. Stones/I. Buchanan	19
	A. Mackay/M. Tempest	One cone-catcher finder please return.

Andy Mackay/Mike Tempest

"Spyings"

There I was, my brother and I with the Flying Butcher and his Navi and all at the Splash called Caydale. Watching and waiting for a Spy No. 44 to come along. Along it came with a roar, a splash and a splutter and died in the Splash of Caydale. Cries of help came out from the occupants of the Spy "Help, help" so my brother and I along with the Flying Butcher and Navi had to push, push the Spy up and down the hill, then all of a sudden it burst into life and disappeared into the fog away from the Splash of Caydale.

Anon alias David Lee

Road Test

Soutar and Rhodes S and R 2000 TC

As most people in the club will now know SPY 44, the Richard Jackson Twin Cam Escort, has recently undergone major heart surgery at the hands of the Bradford tuning specialists, Jim Soutar and Paul Rhodes. The basic of the conversion, which can be carried out on any Escort, providing sourtarble (sorry - Ed) suspension and braking mods are also performed, consists of removing the standard lump and inserting a 2000 Ford Pinto lump as used in the Cortina 2000 GT.

In basic mechanicals the engine remains standard but a specially modified sump with side panniers and a full system of baffles is fitted, along with a modified oil pick up. Special engine mounts with heavy duty rubbers locate it in the shell, and a larger radiator and a Wood Jeffreys electric fan take care of cooling.

In this form, using the standard 28/36 Weber 0-90 appears in 8.4 secs. and 0-90 in 25.6 sec., compare these to a standard R.S.1600 with 0-60 in 9.3 and 0-90 in 24.7 and the picture of just how quick the car is will begin to form. In this form the conversion will part you from £340 less an allowance for the displaced lump depending on its condition. If the conversion is carried out on a new Escort Sport it would cost you £1300 less approximately £100 allowance on the new £300 removed, or on a new Mexico approximately £1552 again less allowance on the 1600 - compare these prices with £1553 for an R.S., plus the greater reliability and refinement of the 2 litre unit and you begin to wonder how Fords manage to sell R.S.'s!

The next jump up the ladder is the unit as tested by your scribe, this consists of the above mods plus the fitting of some efficient breathing apparatus in the form of two 45DHLO Dellorto carbs on a polished inlet manifold. These extra 'goodies' up the price to £375 (about the best value for £35 available anywhere!) and up the power considerably, comparative BHP figures are as follows:

	2000 TC	RS 1600
3000 rpm	58	41
4000	78	58
5000	88	70
6000	90	79

These figures were taken on the same rolling road and the RS was a quite healthy one!

On the road

With all this power one might well expect a real rorty beattie with the usual difficulties of keeping it 'on cam'. This is not the case, however, as the BHP figures show, the power is delivered evenly throughout the range and the car will pull, without fuss or judder, from an amazing 1200 rpm in TOP gear, no matter what gear you are in plenty of power is available. As geared, the car was capable of 115 mph at 6000 rpm in top gear and provides a very restful cruise at our 'legal' limit.

In this form the acceleration is quite fantastic 0-60 up in 7.1 sec. and 0-80 in 11.9, this in a full caged and guarded rally car, carrying 20+ gallons of fuel (as tested it weighed in, with driver and passenger, at 24 cwt - compared to 16.6 for a standard R.S. or Mexico).

The new mill weighs slightly more than the displaced Twin Cam, but once again Soutar and Rhodes have done their homework right, and careful positioning of the engine has resulted in a handling balance, which, if anything, is slightly better than the unconverted product.

All in all then an excellent conversion well executed. In a standard G.T. or Sport with harder brake linings it would make an ideal long legged tourer with the ability to do the occasional competition in comfort, whereas for the true competitive man the AVO shell variant with its better brakes and suspension would be recommended.