

NOV. 72

TRACKRÖD MOTOR CLUB

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Forthcoming Events

5th November - Shell League Production Car Trials. Details from R. Jackson.

6th November - MONDAY, CLUB BONFIRE - Yes Folks, it really does exist, the details which were to have appeared in last month's issue having suffered a mysterious fate between departing from the Ed's house and arriving at the production department. Anyway at long last, and sparing no expense, here they are. The fire will take place at the CLAP GATE at Sicklinghall commencing at 8.00 p.m. Pie and Poes will be available afterwards and we hope that our ladies will be providing us with copious amounts of Parkin (hint, hint) and we shall also hold a ceremonial spud roast. Please supply your own fireworks.

12th November - Shell League Final Auto Tests at Wellesley Barracks, Halifax. At the moment we are in third place in the championship so roll up and cheer on the lads who have put us in this enviable position.

14th November - Film Show, Clap Gate, Sicklinghall. A really good selection of films have been obtained for your entertainment, so come early and make sure of getting a seat. Curtain up at 8.00 p.m.

18/19th November - 12 Car Rally and the last in the series. entries on a first come, first served basis to Martin Kemp or Ron White, both of whom can be contacted at any Noggin, or Ron can be contacted by phone in the evening at Leeds 21911. The route consists of 100 miles on the best of 103, and though not excessively rough a sump guard is advised. Martin and Ron also require a number of marshals.

21st November - Come All Ye, Unofficial Noggin - Beehive - Thorne. So come all ye, and make merry and hear all the excuses "why I didn't win the Rally on Saturday".

26th November - Production Car Trial - Whin Park - 1.00 p.m. This is possibly one of our most important events to date, as we have applied for upgrading to Restricted for next year. This means that we shall have an official observer from the R.A.C. watching our every move, so every detail has got to be PERFECT. Our organising team have already proved how good they can be, but this time they must be even better, to do this they need YOUR help, both as marshals and competitors. All further details from Steve Lloyd or Richard Ashcroft.

28th November - NOGGIN - The George - Garforth. Yet another new Hostelry falls in for our scrutiny, initially passed as O.K. for testing by Richard Ovenden, the well known Japanese beer tester (or should it be Cherry-ade?) battle commences with Blossom Throwing at 8.00 p.m. (if Blossom will let us!).

4th December - R.A.C. Rally Special Stage - Stang East - Map Ref. 84/034090 $\frac{1}{2}$. Our most important stage to date and a real little cracker it is, the stage must be fully operational by 15.20 hours which means Marshals being signed on by NOT LATER THAN 14.30 Hours. Food will be available in the village at one of those cosy little Inns, which always seem to be available on such occasions, but it will have to be ordered before hand and a Deposit paid. All those wishing to Marshal, please give their names to Dennis Dickinson, those requiring food see Steve Lloyd.

5th December - Noggin - Old Star Collingham. A chance to warm up after the previous days exertions, and as Christmas is approaching a chance to get into practice for the festivities ahead.

3rd December - Production Car Trial - Caley Hall Farm - Otley Chevin. Ilkley's events are always well run, and they give us valuable support on our events, so let's have a good entry and see if we can't relieve them of some of their silverware. Details from Ricky Jackson or Steve Lloyd.

12th December - Unofficial Noggin at The Beehive.

19th December - Ye Grande Christmas Party - The Clap Gate - Sicklinghall 8.00 p.m. Bar Extension (need I say more? Oh, all right then) Disco, food, games and the possibility of undreamed of surprises. The more folks we can cram in the happier we shall be, so let's set the Festivities off with a bang.

25th December - Christmas Day - where you will - how you will. Yes Folks we are actually letting you have a day off! Eat, drink and be merry, but be sure to remember the Breathalysers!

26th December - DRIVING TRIALS - WOODHOUSE MOOR. What better way to spend an hour or two on Boxing Day, let the kids get on playing with their toys, and Pa in Law have the Best chair in the house, come and join us for a bit of light hearted fun on the Moor, its nice and handy and it is bound to be a laugh.

26th December - Unofficial Noggin - Beehive - Thornax. For all those with nothing better to do, or those that have been thrown out after the Auto tests, come and join the Merry Throng for a Pint or Two.

NATTERINGS

For most of the Competitive Members, at any rate, October has been a busy month, with Trackrod Members once more flourishing the Club Banner far and wide in all sorts of Motorised Pursuits.

The first event of the Month was our own Production Car Trial at Stubbings Farm, this was organised by Frank Stuart-Brown and Steve Holden on the first of October. Although a little slow at getting started, due to one or two unforeseen circumstances, things soon got going and it developed into an event which was enjoyed by all.

One or two of our Regular competitors were missing from this event, the reason being that they were busy keeping the Club Flag flying in foreign climes (Lincolnshire, to be exact) two cars having entered the Lincolnshire Stages Rally, a day light special stage event run in the wilds of Dykeland (and boy are some of them Dykes deep - Bl.) The crews consisted of Sue Waddington/Mike Tempest in Sue's well prepared MGB, and Ricky Jackson/Dennis Dickinson in the ubiquitous Spyobile.

Sue had the misfortune to run her bearings on the way to the Start, but the Crew were rescued by Steve Mills and Co., who were on their way to spectate, the whole gang then carrying on to Service for Richard and Dennis, who were having little better luck having holed a piston early in the first half, but battled on to finish an oily but creditable 16th.

The 3rd saw the usual 50 or so Noggers, Noggin unofficially away up at the Beehive, once again proving just how popular these regular Tuesday night sessions are.

The 6th/9th brought the fourth round of the Shell League Championship, the 111 Club's rally, which was run in thick fog in South Yorks and Derbyshire. We had six crews in this event, being Ricky Jackson/Tony Cashman in the Scimitar, Ken Goodall/Richard Ashcroft 1600 RS, Martin Kemp/Ron White Cooper, Dennis Dickinson/Martin Cantrill Mexico, Ian Wilson/Kathy Collis 998 Imp, and Keith Merr/Jon Kitchell 1071 S. From these we picked our team of five cars, those chosen being Jackson, Goodall, Kemp, Dickinson and Wilson. Final Placings can be found elsewhere in this newsletter, but suffice it to say we did not come home empty handed!

Some of the crews who had been on the rally now headed straight for Castle Foward, where round 5 of the Shell League was due to take place, the Gunther Trophy Hill Climb. We fielded quite a reasonable team for this although a couple of the cars were hopelessly outclassed, by the faster, more or less Full Race machinery in their class, I mean who has ever heard of putting a standard 1071 S up against Nicky Porters 1340? However, despite this we scored a very useful amount of points and moved ourselves into an extremely creditable third place, behind B.A.R.C. and Y.S.C.C. (it must pay to have an abbreviated name, perhaps we should enter under T.M.C.?)

The 10th saw a slightly depleted attendance at the Viking at Methley, Ricky Jackson, Steve Holden, and David Place popping in for a 'quickie' before setting off to London to run SPY in, ready for the Tour of Mull the following weekend. The Tour itself saw a good Trackrod contingent heading for the Ferry at Oban with Marsh Newman/Frank Stuart-Brown, Stevie Rathbone/Jon Kitchell, Sue Waddington/Mike Tempest and Richard Jackson/Pete Mann risking the dangerous sea crossing.

The 17th saw another unofficial noggin at the Beehive with the top six run off being held for the Castrol Quiz. As it turned out it became a top five run off, as one contestant did not turn up, run off was the right word for it too with Dave Taylor leaving everyone in a cloud of dust, second was Richard Ineson and third Richard

Jackson so they now form our team with John Lee and Steve Lloyd forming the reserve and support crew.

The 21st saw three crews line up for the Moss Tyres with Dave Lawton/'Drunkie' Duncan Gill in the Tatty Tina, Ken Goodall/Richard Ashcroft in the Neatwagon and Ricky Jackson/Mike 'the Hair' Tapscott in Spy. This was unfortunately to be Spy's last outing, she was disastrously destroyed by fire in the afternoon, luckily neither of the crew were hurt, but the car was completely gutted, this must be the final stroke of bad luck in what has been a most unlucky season for Richard, we hope to see him back in harness again soon and hope most sincerely that he will then enjoy some of the success he deserves.

The rally itself was a Special Stage event run on the Airfields, farm tracks and some of the forests of Yorkshire and appears to have been a very good event, although no results are available at the time of going to press.

The 24th saw budding navigators trying to pit their wits against the fiendish cunning of that man Cantrill and wife Lyn. The event was won by a joint Trackrod/University team Martin Kemp/Huw Edwards.

The 27th Saw a select troupe of Old stagers down in Clipstone forest, preparing our stage for the Dukeries rally the following day, much fun was had by all, although David Place had a cold, wet journey back to Leeds, when his windscreen shattered.

The actual rally on the 28th attracted some of the top names in British Rallying and a goodly crew of Trackrod bods turned up to speed them on their way, by running a well organised Stage. It must, however, be stressed that NO Marshal should leave his post, except in a case of dire emergency until the OFFICIAL course closing car, driven by either the Stage I/C or the Chief Marshal, has been round to close the stage. Also Red flags should not be waved unless a car has come to rest on the course, and then only if it is causing an immediate danger to following competitors.

Two new pieces of equipment are now making an appearance on the club scene, these are two TRACKROD - SERVICE boards. These boards are extremely smart and represent a lot of hard work on the part of David Place, one of our keenest 'Servicers'. The sincere thanks of all those who will benefit from the sight of these boards goes to David.

Well thats enough nattering for now, see you all next month,

Dennis Dickinson

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CLUB TROPHIES

All the Club Annual Trophies must be handed back to Keith Marr by NOT LATER THAN 31st December so that we can get them re-engraved ready for presentation at the Annual Dinner.

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TRACKROD IS TWO

Yes, just two years old! Incredible, isn't it. we seem to have been here for ever. In fact, the anniversary is really around the 1st October, but I was so busy telling everyone else about us, I forgot to tell you!

Though only two, we have come such a long way and done so much that we have every right to consider ourselves a well established club. As A. A. Milne put it "When we were two, we were hardly new". Not now, indeed but seasoned enthusiasts with a wealth of experience (and ale) under our belts. Really it is unnecessary to list all our achievements to date. It's also meaningless, because the future will make the past look very small beer (theres that word again).

We are going fantastically well at present. We have a great programme planned for the months ahead. We know that with your usual enthusiasm behind it, this club, your club, will get bigger and better, to occupy an even greater position in the sporting scene.

S. Lloyd (Secretary)

DAIMONDEBLASTEN

In anticipation of the Common Market we print this parody of motoring terms in anglicised German.

INDICATORS :	Die Blinkenlichtenmittickenfurturnen
BONNET :	Der Finerpinscher und Kopfhopper
EXHAUST PIPE :	Das Spitzenpoppenbangentuben
SPEEDOMETER :	Der Egsbooster und Lineschootinbackeruppen
CLUTCH :	Das Kupplinverk mit Schlippen und Schtinken
AIR HORNS :	Der Vhatderhellvosdet Klaxonfanfaren
PUNCTURE :	Des Pilatt mit Daulundblasten
LEARNER DRIVER :	Dunkopff mit Elplatz
G.T. :	Der Ellovogi mit Dunkopfblende
ESTATE CAR :	Der Schnogginwagen mit Bagzerocufurrospinderback
MINI :	Der Buzzboxen mit Traffikvorinfistshakinundfingerraisin
PETROL :	Das Koslijooze fur Gedlinzogeoozeoffenlontrousen
MOTOR CLUB :	Der Meetinghaus fer Wagennatterinelbowraisin und Chaddenupziebirds
<u>MAGISTRATE</u> :	Der Khorfurer mit Schauten "Zweihunnenmarks und Lizenzenkorzen"

PRODUCTION CAR TRIAL -- 26th November - Whin Park

This event will be master minded by that ever popular duo, stars of stage (special that is) screen (see next club film show) and onlooker hall, Lloyd and Ashcroft, with a supporting cast of thousands (we hope). It's another of our Co-Promoted events, with Ilkley, Shipley, Y.S.C.C., Ripon and M.G.C.C. It's also our first attempt to get an event upgraded to restricted status, for next year.

This means we will have an R.A.C. observer present to see we do things by the book. This in turn means that we must have plenty of marshals. We need two at least per test, plus helpers for the start, scrutineering, marking, etc. So please lets have you. The committee will be there, en masse, to run the event, but we need more, many more bods to cover all the angles. We don't want our regular competitors in P.C.T's, cause we expect you to uphold our flag on the hills! We do want all you rallymen and autotesters, to lend a hand, cause when your event comes up, we know the debt will be repaid.

The start is at Map Ref. 96/270437 and we want all marshals there by 1.00 p.m. to start as early as possible. Please give us your support in this. If successful, we could have some really good Restricted events next year.

Richard Ashcroft
Steve Lloyd

R.A.C. RALLY, 1972

Our interest in the above event is centred on Monday, December 4th, and our stage opens at 16.52, this means that we must be fully operational, with ALL Marshals in place by 15.20.

Not only have we to Marshal the stage itself, but also the Private Forestry Commission road leading to the stage. This road could see some pretty hectic motoring as there are some very rough sections on it, one acute, downhill, hairpin (should be fun if it snows - E!) and several more quite exciting bends as well, so those who are on this

section could see more action than those on the stage.

Marshals will be positioned at all the gates on this road and warning signs will be placed at the more dangerous bits. If your car does not sport a sun-guard treat this section with caution, as it is very rutted in places.

Marshals assembly will be at the entrance to the approach road from 13.30 to 14.15 anyone not signed on by this time will NOT get into the stage. The assembly point is at Map Ref. 84/078101.

If possible try and bring the following equipment with you :

1. A red flag
2. A red torch
3. A fire extinguisher
4. A spade and a couple of old sacks (yes it could well snow, and those with memories of digging their way out of Pickering forest, through 3ft drifts, with bare hands will appreciate the sanity of these pieces of equipment).

The route will be well arrowed from the main Scotch Corner/Brough road (A66) the actual turning being at Map Ref. 114112.

On arrival at the assembly point report to the Chief Marshal, Dennis Dickinson, and sign on. This is essential for Insurance and also so that you can claim the trophy points due to you. After signing on you will be told which sector you are on and who is your Sector Marshal, you should then report to him, and he will position you in the queue ready to go into the stage.

Meals will be available afterwards, at a homely little pub in the village, but these will have to be ordered and a deposit paid beforehand to ensure that you get one. Steve Lloyd is looking after this side of things and he will have a list of meals available 10 days or so before the event.

Detailed instructions will be given to all Marshals at signing on and it is essential that everybody studies these and abides by them.

We shall have a telephone link from start to finish, and a further one part way round the course, as well as those in use at the Finish to Stop Line.

The Club Officials responsible for running the stage are :

Stage Commander	Ray Dickinson
2nd in Command	Richard Ashcroft
Chief Marshall	Dennis Dickinson
No. 1 Timekeeper	Martin Centrill
No. 2 Timekeeper	Steve Lloyd
Recovery Land Rovers	John Wilson and Andy MacKay
Medical Officer	Dr. Cathy Collis
First Aid Orderly	Trevor Trout

As this stage and its approach roads are on Private roads NO SPECTATORS will be allowed and no Service Crews will be permitted to park in the approach and immediate departure areas. It is essential therefore that anyone wishing to Marshal advises the Chief Marshal, in good time, that they are coming, so that he may furnish them with the necessary pass to obtain access. If there are any other points on which you require information please contact Ray Dickinson.

Looking Forward to an enjoyable, if somewhat hectic day, which we hope will still further enhance our image as a go ahead, efficient Club.

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SECS POT

Well, I seem to have said it all already. Just like to add that I think the support for the Shell Motor League has been fantastic. We are third, behind Y.S.C.C., and B.A.R.C. This is pretty damn good, with no reservations. We haven't even fielded our strongest possible team in any event to date! We've really made everyone sit up and take notice, and that third spot must be ours at the finish. We need a good performance in the P.C.T., which is a bit of a gamble, and in the Final Attest, which we know we can do. Lets have all that keen club support on view again for both events. You've really got something to cheer going for us here!

The P.C.T. of ours on the 26th November is a BIGGY. We need your active on this date in one form or other. Last year Ilkley wiped the floor with us. This year we want to repay the compliment, Mr. Hazeldene, Mr. Lewton, Mr. Parkes, et al. But mainly we want that Restricted grading! Please volunteer for a marshals job, if you possibly can. It means a lot to YOUR club.

Ilkley have invited us to their Restricted P.C.T. on December 3rd at Caley Hall Farm on Otley Chevin, this is an all day event, which attracts the cream of the B.T.R.D.A. circus. Its well worth entering for the experience. Its also well worth spectating at, to watch some real feather footing on the tricky bits.

Regs are available from me, now.

And now, in a lighter vein, how do you start a milk pudding race? Say go. Think about it.

Cheers,

Steve Lloyd

NEW MEMBERS

It is our great pleasure to welcome the following new members to the fold :-

Miss C. Lekenby - Leeds

A. R. Wilson - Leeds

Miss K. Collis - Leeds

M. Webdale - Leeds

Mrs. L. Cantrill - Leeds

S. Holden - Leeds

CHANGE OF ADDRESS

K. B. Marr - Redhill Farm Cottage, Spofforth

CHANGE OF NAME

Mrs. L. V. Hudspeth now Miss L. V. Sutton

HATCHED, NATCHED AND DESPATCHED

Congratulations to our Chairman and his wife, Martin and Lyn on the arrival of a baby daughter, Zoe, who wighed in at 7lb 4oz on Thursday 26th October.

Also Congratulations to Bill and Ann Harper who got married on Saturday 21st October (caught at last Bill!!!).

Will all persons competing in Extra-Club Events, both on and off the road, please let Keith Marr have details of any events in which the competed under the TRACKROD banner by the 7th November, as there are Trophies at stake. Anyone not doing so will not be eligible for points.

Eligibility

Event to be after January 1st, 1972 and before 31st December, 1972 and entered under Trackrod.

Details required

Sight of final results and proof of entering under Trackrod

Class entered, No. of Finishers and Starters, Overall and Class position.

Status of event i.e. Closed Joint, Restricted, National, or International.

Don't forget 7th November, you All know my address.

K. B. Marr

TROPHY POINTS - As At 25th October, 1972

All Rounder Trophy

1. K.B.Marr.	188
2. L.V.Sutton.	153
3. D.Dickinson.	141
4. R.A.Dickinson.	139
5. S. Hazeldine.	118
6. S.Lloyd.	113

Ladies Trophy

1. L.V.Sutton.	55
2. S.Waddington.	15
- M.Parkes.	15
4. A.Barrett.	14
5. D.White.	9
6. C.J.Taylor.	6

Autotest Trophy

1. R.F.Inesen.	48
2. K.B.Marr.	38
3. P.S.Adelman.	25
- L.V.Sutton.	25
5. D.Lawton.	22
6. S.Lloyd.	20

P.C.T. Trophy

1. R.S.Hazeldine.	29
- K.B.Marr.	29
3. L.V.Sutton.	24
4. D.Lawton.	21
5. R.A.Dickinson.	17
- D.W.Taylor.	17

Rally

Driver

1. C.R.Jackson.	26
2. R.Blandy.	23
3. R.A.Dickinson.	15
- K.B.Marr.	15
5. E.Parkes.	11
6. S.Waddington.	10

Navigator

1. R.S.Hazeldine.	26
2. J.M.Cantrill.	15
3. J.M.Kitchell.	14
4. J.M.Gestin.	13
5. I.M.Tempest.	12
6. R.White.	9

Service Crew

1. M.S.Newman.	33
2. K.B.Marr.	29
3. L.V.Sutton.	23
- D.Flaice.	23
5. M.Swan.	20
6. S.Waddington.	18

OUR FAME IS SPREADING

The Following report appeared in this Months Y.S.C.C. Circular :

"YOU SAID IT

TRACKROD'S TESTS by Carl Davis

Three members followed the arrows from the main road in Brahope to turn right along a very rough track. A large moorland field was laid out with 6 tests, the roughness being not as bad as it first appeared.

At signing on we received a plan of the tests and a time card, each test to be done twice, both times to count. After a demo run the first car started at 2.10 only 10 minutes late.

The 25 cars entered ranged from a full house autocross Mini to a K reg. RSL600 and the more mundane types, but with more rally cars than usual.

Test 1 was a short affair, forward to 360 round 2 pylons into a garage, reverse out to 360 round 2 more pylons to finish in reverse astride the start line. Carl Davis ran first of the YSCC types returning a fair time with Bernard Shaw 8 secs adrift in his 2300 Viv a and Alan Forrest 1.6 secs behind in his Mexico.

Test 2 was a Mini autocross including a handbrake turn in a box. Davis failed to handbrake properly and the nipple pink Min stopped dead on some large tufts of grass. Shaw also failed but without penalty unlike Forrest who collected 2 markers.

Test 4 was a dash round a gorse bush with a pylon on top, which could not hit without first uprooting the bush.

Test 6 being the last was long with 2 garages and a 360 spin thrown in; here the Mexico 4 led came into its own, being fastest overall by 1.5 secs.

All time cards were handed in and entered on a large scoreboard and coffee was taken after rounding up wives and children, one of the former having last been seen climbing a tree bare footed (Me Tarzan You Jane. E!).

The Pause between runs was long being more than ½ hour, this being the only criticism of the event. When the 2nd runs got under way everything went like clockwork the only highlight being Bernards power spin in the box on Test 2.

The event was excellent, the standard of marshalling high with the main features being the no nonsense tests and the posh scoreboard. Even more praise is due as this was Trackrod's first invitation event.

Alan Forrest	2nd in class 7th overall
Bernard Shaw	4th in class 9th overall
Carl Davis	2nd in class 2nd overall "

Our fame is Spreading sure enough, but don't lets get too big headed we can still improve but at least we are getting our name noticed in the right places.

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HILL HOPS

Shell Motor League - Hill Club - Castle Howard

The day dawned bright but misty. It had all the makings of a fine days sporting activity. But as we approached the country seat of the Howards, the sun grew paler, and the mist mistier. On entering the grounds, it became impossible to see more than 25 yards. The podlock was located by instinct more than anything. Being fairly early arrivals, David and I were soon signed on, 'scrooted', and were walking the course. Never having competed here before, this was a bit daunting.

Suffice to say that two lads were sweeping the hairpin, the rubbish deposited at the edge widening the track by about 50%. It's narrow, bumpy, slippery, tricky, and it was foggy too! Alex soon arrived, getting back in the groove after his recent lay off. Then Dennis and Martin weary and travel obtained from their excellent drive on

the 111 clubs rally, Next Howard and family with the Rally and Speed Shop Special. By now it was 11.00 a.m., and no sign of practice starting, due to the fog. However, signposting was about to close officially, so we made a 'Hobsons Choice' of our team, the only five members there being nominated (Paul Addison and Ian Buchanan were there, but as marshals). An announcement was made that the course would be shortened, due to the fog, and practice, one run only, would start at 12.30. At about 12.00 another tired, dirty little car rolled up, this being Keith and Lindsay in the 'S'. They were allowed to start after some scrambling round. Being a shared car, Lindsay joined the head of the queue for practice.

We had four Minis and one Escort in the team. Three Minis in class one, one 'S' in class two, and the Mexico in class 3. Practice proved just as exciting as the course walk had promised, especially while the track was damp. We all recorded reasonable times, and reckoned to be faster later (but so did everyone else).

My first run was just a bit too exciting, however. The first two corners were fine and fine, much faster than practice. But halfway up the straight to the last right hander, the rev counter shot up to eight, and the screaming mini bin made itself heard even through the bone dome! Jumped out of gear I thought. Pulled lever back into second. No drive! "Diffs gone" I thought. Shoved it into third, and off we chugged, to a very slow time. Second had gone, with an ominous rattle. But the other cogs seemed ok. My time was lost in class one, though, and obviously wouldn't get better without second. Alex was second in the class, becoming a high first gear, and David fifth. Howard was doubting a very fast time by Nicky Porter, which left him second in class by two seconds! Dennis was finding that his classmates were using their superior power to advantage in the now sunny conditions. Still we were all able to score in the League, except me, who wasn't beating anyone in the class.

David came to the rescue by generously agreeing to let me drive his car for the second run. We felt that this would enable me to beat sixth place man for some points at least. In fact I repaid David by just pipping him for fifth place. Still, we scored the same number of points as anticipated. I would like to say that David's mini was a revelation to me! It has superb roadholding, and a very willing engine. A great motor. Made mine feel very 'old nailish'. Alex retained second spot, as did Howard in class 2. Dennis finished 14 out of 16. Between us we scored 201.9 points, which ain't at all bad.

Keith and Lindsay were finding the other 'S's a bit of a handful in their class, being in 5th and 8th places, but both drove very well, and seemed to enjoy themselves. It was great to see so many Trackrod boys there supporting the team. It's a good atmosphere at these hillclimbs, methinks we shall have more regular competitors next season. (I drove my mini home o.k. and later discovered that the second laygear had stripped, chipping the actual second gear cog! Still, it was a good days sport, and my mini needed a rebuild anyway.)

Steve Lloyd

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RALLY ROUND UP BY SPY 44

The Bentley Diamond Jubilee Rally 7th/8th October, 111 M.C.

Trackrod Crews

- 29 Richard Jackson / Tony Coshen Schmiter GTE
- 41 Ken Goodall / Richard Ashcroft RS 1600
- 100 Martin Kemp / Ron White Cooper
- 110 Dennis Dickinson / Martin Centrill Mexico
- 121 Ian Wilson / Kathy Collis Lup
- 151 Keith Marr / Jon Kitchell Cooper S

This event, which started from Van Dykes Nurseries, was another round of the Shell Motor League Championship. Trackrod were out in full force and were fielding a full team of five cars, Keith Marr being, unfortunately, the odd crew out.

Scrutineering posed no problems to anyone, except Ricky who had a non competing car run into him, whilst he was stood in the scrutineering line

The 200 mile route was handed out only an hour before the start, with crews having some 66 controls etc., to plot. The rally began by winding it's way westward to Carlton in Lindrick via 4 Time Controls, which most crews cleaned. It was on this section that one of the early crews had an excursion into a field full of cattle, unfortunately killing three and stampeding the rest, leading to a much sensationalised report in the paper the following day.

This section was followed by a tight run to T.C.5 which saw most crews lose their clean sheets, of our crews Jackson dropped 1 & did Goodall with Kemp 2 down, Dickinson clean, and Marr 3 down. On now to Scopton Airfield, this thrash was well arrowed but was still tight enough for most crews to loose 2 or 3. Ricky was in trouble here with a minor fire on the steering column, this was extinguished by Tony who poured his bottle of orange juice over it! Thereafter Tony was heard complaining bitterly that he had nothing to drink. A short trip up the A1 followed, before a right turn onto the well known Barnby Moor white and on to T.C.8 near Ranskill. Ken Goodall was in trouble here with a broken rear shocker mounting, which was to leave him with terrible handling for the rest of the night.

It was here that the fog first started to make itself really felt, and coupled with the rough whites most crews dropped a further 3. A 3 mile section on whites now, to bypass Ranskill before an easy run through Bowtry to T.C.10 by which time the fog was quite thick causing several crews to almost miss the control altogether. For some time now the alternator on Martin Kemps car had been playing up and it was here that it packed its bag and went "Ohm" for the night, but they decided to carry on (in true Club spirit - Ed) until the battery gave up. From here the route found its way onto Map 104 and Gainsborough and the first service point. From Service the rally moved onto the bumpy whites and flying yellows through Laughton Forest and then on to Half way at Caenby. Here Coburn was in the lead with only 2 down followed by Beardmore, Shipp and Webster all on 3. Our crews were Ricky/Tony on 19, Ken/Richard on 15, Martin/Ron on 21, Dennis/Martin on 9, Keith/Jon on 40 unfortunately we had lost Ian/Kath when they bogged down on the Laughton Forest whites while trying to pass another car which was stuck blocking the road.

From Half way the rally found its way round the west half of 104 and onto some of the best whites in Lincolnshire. The fog was very thick now and was taking its toll on quite a few cars. It was also nearly the end of both Martin Kemp and Dennis Dickinson, who both nearly hit the side of a farmhouse on a not as map bend. Unfortunately Martin stalled the Cooper's engine in an effort to stop, and it took some time to restart on the failing battery. The route then traversed 104 finding its way back to Gainsborough and the second Service Point where Martin Kemp managed to scrounge himself a new battery. Next came the only Selective on the rally, over the Sturton whites. It was here that Trackrod struck again, Keith Marr taking advantage of the fast improving light as daylight dawned, had an excellent run to take fastest time. Now onto 112 and the infamous Spitfire Bottoms ford which claimed Ken Goodall for 8 minutes, even though a tractor had been layed on to pull drowned cars out. This was followed by an excellent thrash through Clumber Park and Creswell mines and on to the finish back at Van Dykes Hotel, a really first class event, marred only by the fog.

RESULTS

Richard Jackson/Tony Cushman	31st Overall	23rd Expert	445.0 lost
Ken Goodall/Richard Ashcroft	26th Overall	5th Semi Expert	380.4 lost
Martin Kemp/Ron White	52nd Overall	19th Semi Expert	513.2 lost
Dennis Dickinson/Martin Cantrill	9th Overall	1st Semi Expert	209.0 lost
Keith Marr/Jon Kitchell	39th Overall	5th Novice	653.6 lost
Ian Wilson/Kathy Collis	Retired		

Martin Kemp/Ron White

DEFINITION OF A RALLY DRIVER

One half of a Rally Crew who thinks he can drive better than his navigator, and also navigate better than his navigator!!!

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SHELL SCOTTISH RALLY CHAMPIONSHIP

CASIROL/MOTORING NEWS RALLY CHAMPIONSHIP ROUND 10

2300 CLUB

TOUR OF MULL 14/15 OCTOBER

Trackrod & Co. v.s. Interrod

No. 59 Richard Jackson/Pete Mann "SPY"
No. 78 Marshall Newman/Frank Stuart-Brown "MINI COOPER"
No. 79 Steven Rathbone/Jon Kitchell "MINI COOPER"
No. 86 Sue Waddington/Mike Tempest "VAGGT"

This rally was unique in many respects being held on a comparatively small island and being a qualifying round for the Motoring News and Shell Scottish Rally championships. Other leading crews besides the above were :-

Herold Morley/Peter Bryant 2 litre Escort
Bob Jeffs/Neil Wilson RS 1700

These two fighting it out for the Motoring News Championship. Jimmy Ree/Mike Milcom in an Escort RS main contenders for the points in the Scottish Championship. Rosemary Smith/Pauling Gullick in the Withers RS 1700 showing that there are still places left for the lady crews. These names did not worry us of course.

Richard had managed to get up to the island before the event to do some invaluable pacenoting. SPY had had some sort of heart operation before the event and Richard had the unenviable job of running the car in. He went up to Mull on Wednesday so getting a few extra days noting the island.

Steven, Frank and myself set off on the Friday morning. I was feeling very dubious about the car as I had only finished it the night before, after 4 months very hard work which I wouldn't wish on my worst enemy. The idea was to run the car in on the way up to Mull but Steve had other ideas, I later found out. His excuse for making me put over 4,000 revs through my rebuilt engine was, he thought we were going to be late for the ferry. We arrived at Oban to see Sue's car at the front of the queue but that did not stop her worrying if she'd get on or not after seeing the size of the ferry. All for nothing, as it took the cars easily. Surprising really as it looked so small from the outside. Sue had also come up the same day, finding a shorter route than Steven and myself.

The crossing took just over half an hour, and was quite pleasant except for seagulls using Frank for target practice, one rather large one scoring a direct hit. Richard and Pete were there to meet us as we came off the boat. After some arrangements we set off for our lodgings. Richard and his party were in chalets, which after seeing them, are the order of the day next year. Steve, Frank and myself were in the Rock Hotel, not the Ritz, but very nice. We were expecting John up on Saturday morning, but when we arrived at the hotel Friday night, there was a message waiting that was to upset things. A headgasket had blown on Jon's car on the way up and it would be touch and go whether he could get there. These Fords why couldn't he stick to reliable Mini's? After a few more misfortunes he couldn't make it at all and we were then short of a navigator. Steve's luck was in as we mentioned it to the Secretary of the Meeting and found that there was a navigator looking for a ride, so we signed him up. We later learnt that he came 14th last year on the event so he was going to be a force to be reckoned with in my point of view. His name was Arthur Howorth (he was the Clerk of the Courses brother-in-law - SPY).

All that was needed now was a few tweaks on our individual cars and we were set. Luckily Jim Sauter and family had come to see how Richard and Sue fared and his keen eyes saw a loose rocker shaft nut which could have been nasty during the event. There was also quite a bit said about my bulkhead fire proofing e.g. non-existent. Richard had a few ideas which were quickly put into practice after which I breathed a little better, but still had butterflies when scrutineering came.

It was a bright sunny day and was quite a picture with all that hairy machinery itching to get away from the seafront. Signing on was in the Gros Hall along with the Shell goodies which would be acquired after signing some sponsorship forms.

The scrutineers were quite something to watch. I think they must have been a couple of volunteers. They checked lights, horn, washers, wipers, reversing lamps, warning lights, tyres 4 and you had to start your engine up so they could listen for excess noise. It was the drivers dream scrutineering which was totally unexpected. (They were dressed in overalls one side yellow and the other red which made them look as well as act like Court Jesters - SPY).

The first stage Glengorm (6 min.) was a very long one to drive on, very fast, with some very nasty bends but all came through unscathed, with creditable times. Second stage Dervaigh (4 miles) was very rough indeed and after an exhausting first stage, many crews found it hard work keeping the cars on the road, Sorry, mountain pass. The next three were also fast and tricky. On the third, Steve had a front wheel loose and nearly lost it, but stopped in time to tighten it before it came off. The wheel is now going very cheap if anybody is interested. In between stage 3 and 4 came my embarrassing excursion. I was motoring along quite slowly when suddenly I heard this "Step on it" from the office manager. So I stepped on it and we came to this S Bend and I yumped into it. Well, the tail wasn't satisfied with the back and tried to get ahead and I got well and truly crossed up and over the bank we went straight into the fence. I don't know what Frank was thinking but I think the song goes "Here-we-go-again". Luckily, damage wasn't too bad and thanks to a couple of competing cars and Steve, and not forgetting the wire cutters, I was free to return to the road. Anyway we got the end with no other damage. Three of us had finished which left our star crews to come in. There came the bad news while I was merrily tripping, Sue and Mike had holed the petrol tank but ingeniously fitted a one gallon can and pipe in the back and were able to finish the stages slowly but surely.

There was plenty of work to be done to the cars for the night section and luckily a garage owner had more or less opened his garage to the competitors. We had the use of everything and he had quite a stock of spares, of which I made use of a new headlamp and Sue a mini van petrol tank. This was a very nice gesture and I hope advantage was not taken of him, as his garage would be nice to rely on for next years event. I soon had mine bashed out and lined up with a new lamp but was an oscar short. This place was filled by one of Steve's lucas's. Sue had the mini tank placed in the back of her car but due to leakage of petrol and fumes they non-started the night section. The rest of us battled on. There were three 10 minute petrol halts and apart from my tail trying to get ahead resulting in a couple of broadsides and Ricky's thirst for oil, all went well. By the way, thanks to Steve and Arthur for pulling us out of a ditch after a broadside. The last 3 selectives 18 and 16 mins., long began to get a bit boring near the end but all in all everybody was quite pleased with their results after doing a well organized and exciting event.

Positions overall were :-

Ricky/Pete	38th
Steve/Arthur	44th
Marsh/Frank	45th

We all caught the 11.15 ferry homeward, Sue looking a bit sickly with fumes and Richard well and truly sick as he started up to go on to the ferry when his ring gear came away. After the crossing Richard found a garage. Here Jim and Richard were able to put the fault right. The explanation for it coming away was that the engine must have got so hot it expanded and came off (excuse the pun Richard). Other than this, no other worries occurred.

In the Shell Scottish and the Motoring News Rally Championships this must certainly be one of the most friendly events both socially and competitively. One could go a step further and say that as a weekends motorsport it must certainly rate as one of the best in the U.K. Callander. See you all there next year SPY!!!

I would like to thank Marsh for scribbling the above article and indeed for all the other Rallying contributions. As you can appreciate SPY hasn't felt much like writing about Rally Cars over the last few days

TRACKROD.....ENDS