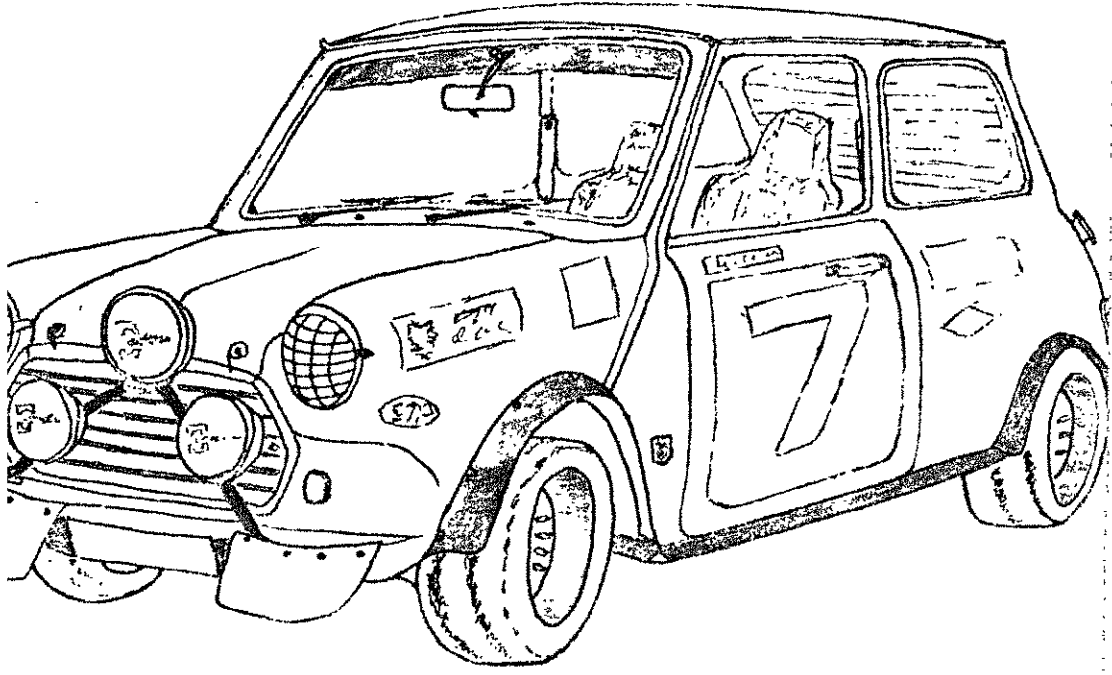


TRACKROD
MOTOR CLUB

newsletter



TRACKROD MOTOR CLUB

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ORTHCOMING EVENTS

6th January - Unofficial Noggin - The Shoulder of Mutton, Kirby
verblow - from 8.00 p.m. Come and join us for a pint or three in
ur excellent local.

3rd January - Noggin and Natter, White Swan, Kirkburton, near
uddersfield, Map Ref. 102/189135. This friendly hostelry may be
pproached either down the M1 coming off at the A636 and following
his into Scissett then left onto the B6116 through Skelmanthorpe and
irkburton to the A629 then turn right towards Huddersfield, the pub
s then 200 yards on the right. Alternatively one may approach
hrough Huddersfield, following the A642 Wakefield road to Waterloo
here you keep to the right fork on Pennistone Road (A629). The pub
s then approx. 1.5 miles on your left.

18th January - Production Car Trial, Whin Park. David Taylor is
rganising this event, so we should be in for a good event, start will
e from 1.30 p.m. Contact David at Leeds 681165 for further details.

10th January - Unofficial Nognat at the Shoulder of Mutton, Kirby
verblow. Join the happy throng for a good evenings fun.

2nd February - Twelve Car Rally - Yes folks FRIDAY evening a short
sortie to wet your appetite for the Dinner Dance the day after. 50
miles of no nonsense action on Maps 96 and 91, Richard "SPY" Jackson
and Dennis Dickinson are in charge so get your names down early.

3rd February - DINNER DANCE at the POST HOUSE, Bramhope. Only 120
laces are available and reservations have been taken for nearly half
of these already, so hurry up and give your names to Steve Lloyd or
any Committee Member.

5th February - Noggin at the Shoulder of Mutton, this one is unoffic-
ial due to the close proximity of the Annual Dinner, so join the
queue for a 'non competitive' pint or two.

1th February - Sunday Autotests. These are being co-promoted with Leeds University Union Motor Club, Martin Cantrill and Dennis Dickinson are the ones to see for regs. etc.

3th February - Clap Gate - Film Show. A repeat of last years successful 'Club film show' where members were invited to bring their motoring slides or films and show them to the rest of the Club. If you have any you wish to show please let Steve know so that we will have an idea how much material will be available.

4th February - MINTEX VISIT - At last our long awaited visit to the Mintex Works has materialised, as we are limited to 30 people it has been decided to make this a 'male's only' evening. A coach has been arranged and will leave from the Victoria (the pub opposite the back of the Town Hall at 6.30 p.m. prompt), congregate in the Vic from 7.00 p.m. those interested in going please give their names to David Taylor.

5th February - SHELL LEAGUE AUTO TESTS, MORLEY - Regs have not yet been received but will be available shortly, after our magnificent effort last year we have to try even harder this year which means fielding a full team for every event, the entry must also be of the highest standard possible, and competitors will be chosen by their previous results in the type of event being run and by the selection teams knowledge of the drivers capabilities.

6th February - Unofficial Noggin at the Shoulder of Mutton, Kirby Thelwell. David and Molly once again welcome us with their usual magnificent hospitality.

7th/24th February - Friday/Saturday Mintex Seven Dales Rally Stages. For all the folks STAGES - this year we have been asked to run our stage twice will once again be at the Sherburn testing grounds and we will be the first and last stage in the event. Stage one opens at approx. 15.55 p.m. and closes at 00.55 a.m. Stage 34 opens at 16.05 and closes 19.45 hours. So we will have a 'normal' nights sleep in between. For details next month as they become available - but names now please any Committee Member.

8th February - Noggin and Natter, The Spite and Roebuck, Otley. Map ref. 96/ . This friendly little pub just on the outskirts of Otley is ideal for a noggin so come and lap up some of the excellent atmosphere.

MEMORANDUMS

The major event of the month as far as the Clubs prestige was concerned was the R.A.C. Rally, to the main extent all went well, but it suffered from a lack of marshals being 'on site' in time to be put on the stage, hence one or two people had to be left on their own in various places. Marshals must realise, however, that whilst they may consider themselves as 'privileged' spectators they do occasionally have to give up some creature comforts in order to obtain the chance of being the spectacle of the top boys at close quarters. In a forest of the nature of Stang it is not always possible to park a vehicle within 100 or 200 yards of the marshalling point, therefore if one has volunteered to marshal you should go prepared with plenty of warm water proof clothing and footwear as well as copious supplies of hot soup, then if the Chief Marshal does have to ask you to stand out in the cold you can do so without argument, as having to sort through several marshals cars to find someone willing to stand out, wastes a lot of valuable time and can cause further complications. Please bear this in mind as at Sherburn on the Seven Dales there are virtually NO points where marshals will be able to sit in the car.

Next on the list was the Christmas Party and what a party it was, our ladies committee had done a right grand job and supplied us with a memorable evenings entertainment which we hope will be repeated in the not too distant future. Thank you ladies.

The Hangover driving tests on the 26th December attracted quite a good entry and most people had a good laugh. The Novices Rally on the 17th January provided a full entry with a course tight enough to make life interesting and a fair cross section of weather to boot. Congratulations to Steve Holden and Martin Kemp who won it and condolences to the poor Viva that had to pull that amount of bulk around! We have a complaint however against the gentlemen (?) who abused the hospitality of our hosts at the Shoulder by topping up with oil and leaving the empty cans in the car park - please don't do it again chaps - its just not on when we are trying to build good relations with the non rallying public.

Due to the new printing format we no longer require the services of Jenny Taylor who has done such sterling work for the past two years. In typing the Newsletter, to Jenny go my own personal thanks and those of all of you, who I'm sure have enjoyed the results of Jenny's work.

ED.

NEW MEMBERS

To whom we extend a hearty welcome :-

Alan E. Powell, Leeds
John Richardson, Selby
Jeff Baldock, Tadcaster
Andrew Roddy, Leeds, 8
Peter Womersley, Leeds, 7

12 CAR RALLIES

From now on 12 car rallies will be in the main for novices, the entry list being filled first from novices then experts at the discretion of the organisers. For these purposes an expert shall be defined as a person who has finished in the first 3 on a club 12 car or finished in the first 20 on a rally of higher status.

NAME NEWSLETTER COMPETITION

All suggestions please in writing to the committee before the 30th of January. Remember the prize is one years free membership to trackrod. The competition will be judged at the committee meeting on 4th February and the results announced in the next newsletter.

Any member wishing to raise a specific point at a committee meeting may do so by notifying the Secretary in writing at least 10 days beforehand, they will then be asked to attend the meeting at a certain time to discuss that point.

HELP

Urgently required owners of :-

Ford Cortina, Vauxhall Viva,
Ford Escort, Volkswagen Beetle,
Hillman Avenger, B.L.M. 1100 or 1300,
Morris Marina, Ford Capri,
Vauxhall Victor, Austin Maxi,
B.L.M. 1800 Mark 3/2200, Wolseley Six
Rover 2000/3500, Ford Consul
Ford Granada, or Hillman Hunter

rst registered in September, October or November of 1972, in
njunction with a national opinion survey now taking place. If you
ve one of these cars I would appreciate your help.

Ursula Ovenden (Tel. Garforth 4058)

CHAIR EYE VIEW

At last, at last, I have found time to get down to writing my
ttle piece in time for Dennis's ever advancing publication date. We
ve finally succeeded in tying down a latest date for submission of
terial for publication. In the unlikely event of anyone wishing to
so beyond the regular list of contributors this final date will be
e 23rd of each month. Please note that this is come Christmas,
ster, American Independence Day or any other public(?) or private
liday.

The subject of the new format newsletter and problems of material
d publication dates were among the many points discussed at our last
mmittee Meeting. I think the time is now ripe, with a New Year
ring up, to try and show the rest of the club that your Committee are
t the idle, talkative bunch that you may consider us. I have heard
e grumbles of discontent so many times in other clubs that my ears
large as they may be - can't fail to detect murmurings when they arise
th any club one must get an "IN" crowd, who will usually gravitate
committee. This isn't, I have to stress, because they are good at
outing, but more normally because they are willing horses. Are you
willing horse? Well, in that case, there is a place for you in the
crowd.

The Committee are there to discuss the club's business - your
siness - so let them have it in order that they may discuss it.
future, starting now you will even get a preci of what we do discuss
pecially where it has a bearing on the club as a whole.

To start in a light vein we discussed venues for future noggins
d our inveterate drinker - the one who is always denying it - was
ard to mutter something about at least the tunnel will be empty by
at time!' to which the reply from the chair was 'there are two now
n't forget!' Work that one out if you can. Although you may think
should have a lot of practice at drinking at a variety of pubs
ound the area we are very stick in the mud really. Will those of

who can think of any good pubs with plenty of room on Tuesday nights
a convivial atmosphere please give them to any committee member
preferably with map reference and name of landlord.

This will cut down discussion on drinking habits and mean that we
will have more time to discuss club business.

Things like the farce that certain members of the club considered
R.A.C. stage to be. Let me say here and now that until you see
amount of organisation that goes into an effort of this size don't
criticize.

If everybody who volunteered arrived as instructed and did as they
were told everything would run as smooth as clockwork. If members
do not make up their minds as to whether they are coming or not until
last minute and then arrive half an hour before the course car is
what would you do? Let them in, of course, as was done. We can't
stop it if the course cars arrive early and get onto the stage without
being cleared with the finish. Next time we are out for perfection
we'll get it even if you all have to be there for four hours in the
freezing cold and one man per corner!!

Never mind eh - let's get off that hobby horse and ride the one
where we really did blow our own trumpet. Our successful P.C.T. is
mentioned elsewhere in this publication so suffice it here to say "Well
done - folks" We've proved what we have said our club is capable of
organizing. We can run a successful invitation event - let's keep it up.

We discussed our Dinner Dance and its organisation. You think
things grow on trees. We have to save the clubs "ready" and get
lists, menus, prize lists printed, think about trophies and engraving,
raffles, raffle tickets and prizes. All right I won't bore you, but
we are getting the idea.

Our success in the Shell Motor League this year has put us into
the limelight for the coming year. Our Competitions Secretary will
be one of the members of the organizing committee for the forthcoming
year. Some of the anomalies of last years competition have been
worked out - but at least we'll now have a say in what happens this

You will by now have seen the clubs cloth badges. If you're lucky you'll be able to get your wife/girlfriend to sew yours on for you (I had to sew mine on myself). They aren't only good for rally jackets by the way - you can also use them for patching holes in your bobble hat, sewing on jeans pockets (for those of us whose backsides are always uppermost pushing cars out of ditches!!!) or even for patching that cigarette burn in the tablecloth. Seriously folks, the limited supply are selling like hot cakes, so roll up and get yours now before its too late.

Hope that by the time the next committee meeting comes around you will have had time to recover from your hangovers and make some suggestions (not that sort) to the committee.

All the best for the New Year. Many firsts in class to all those of you who enter our events or outside events under our banner.

Martin

B.A.R.C. FILMSHOW

We have just received an invitation from Mike Wilson to attend the midnight film matinee organised by B.A.R.C.

The films will be shown at the Odeon, Merrion Centre at 11.15 p.m. on Saturday the 10th February, 1973.

The main film in the programme is "TRAFFIC" starring Jacques Tati as M. Hulot. This film runs for 96 mins. and is very amusing. It covers the experiences of the redoubtable M. Hulot in delivering a new car from Paris to Brussels Motor Show and ends with the largest and funniest traffic jam of all time.

In support there will be cartoons and specialised motoring films to make up a 3 hour programme.

Anyone interested in attending should see Richard Jackson as soon as possible. A block booking would thus be made for our members. The tickets are priced at 50p each.

Richard Jackson

SECS. POT

Another milestone in our glorious history has been passed. Our first Restricted stakes event is on the books. Its the P.C.T., it will be on 4th November next year, and it will be part of the She Motor League. In fact it will be the penultimate round of that competition, which should guarantee a full entry. The right to have an event in the League next year we won by being in the top ten of the League. The final placings are shown elsewhere, so you can see what distinguished company we are in. The Restricted status we 'won' by putting on a 'professional' event, which everyone seemed to enjoy. Well done, us, on both counts.

We hope to run at least three restricted events per year. The next upgrading we go for will be the Autotests on February 11th next. Then the Markel Rally on 12th May. Its going to mean a lot of hard work by the organizers, but the result will justify all the effort. The big advantage of a Restricted event is that its open to all member clubs of the A.N.C.C. for a start, plus any others we specifically invite. So you see, we can really put ourselves on the map by following this policy.

The Shell Motor League has a provisional calendar for next year. There are ten events, comprising - 2 Autotests, an Autocross, a Hill-climb, 2 P.C.T.'s, 2 Rallies (one Stages Rally), 2 Sprints. It starts in February with some B.A.R.C. Autotests, and finishes in November with Y.S.C.C. Autotests. Lets have you volunteering for the team for 11 events. We'll have a lot of bods after us this year, and we're after that top spot, O.K.?

I was pleased to be 'cornered' by several members at the recent oggin, although they had some criticisms of club procedure. I was pleased because it shows the interest which you have in the running of our club. The points made were very sensible too. One concerned the organization of events. This is a closed and forbidding book, to many people. However, its not so bad, once you get into it. Don't put off, we guarantee a committee member will assist in all stages of preparation for an event, if you feel you would like to have a go. What about the P.C.T. on 4th March? Any offers?

The other points raised, which might as well be made public, concerned the R.A.C. stage, service crews, and the new venue for club

ghts. Dealt with in order, they felt that the siting of marshals
the forest was poor, some people being on their own on bends.

As for service crews, we have discussed this at much length in
committee. We feel that service must be a private arrangement
between the entrant and the service crews. If an entrant wants
service he should make a contribution to their expenses. But he must
be able to choose, not just be presented with a blanket service cover,
and be expected to pay for it.

And the venue for club nights. The Beehive was conveniently pl-
aced, but not too friendly. The Shoulder is further away but more
suitable. BUT if its not to your taste, find somewhere that is and
suggest it to us. I think we should be able to find somewhere in
the woods where we could have a private room. But I don't know where.
Think about it.

Cheers, Steve Lloyd

WINTER DANCE - POST HOUSE, BRAMHOPE, SATURDAY 3rd FEBRUARY, 1973

The social event of our Calendar is nearly upon us again.
Definitely at the Post House, Bramhope, a very fine venue indeed.
Dress will be informal, dancing will be to a top grade Disco, awards
will be presented by a well known motoring personality, and a goodly
cash' will be provided. Oh yes, and a tombola, or raffle. All this
for £2.00 a head. Absolutely unbeatable value. All tickets will be
numbered and could win you a prize. Available now from any committee
member. Book early to avoid disappointment, as there is bound to be a
great demand for tickets.

See you there,
The Committee

COMPETITION LICENSES

The Hon. Sec. has a stock of forms for licence applications for
1973. If you want one, just give me a buzz.

Steve Lloyd

WINTER ROUND UP - SPY 44

Berwick Trophy
5th/26th November, 1972

A popular event with Trackrod M.C. members. A full report will appear in the next newsletter. The only comment to hand at the moment was the fact that the fastest on selective two were Marsh Newman and Mike Tempest who were eleven seconds quicker than the eventual winners Paul and Christine Ashford. Congratulations to you both.

Holland Cup Rally
5th/26th November, 1972

The only Trackrod members involved in this event were Richard Jackson and Dennis Dickinson taking SPY Mk. II on its first restricted outing. Their seeding was at 2 and with Car No. 1 non starting they had to set the pace. Unlike most other rallies in Lincolnshire virtually no straight roads were used, the format being tight yellows and extremely muddy whites. The whites were certainly exciting slipping about on mud with dykes on either side of the road - that's our idea of fun on a Saturday night. Spy lost a lot of time in the first half mainly due to the difficulty in obtaining traction on the mud - Anyone got an LSD for a 240Z?

The second half used fewer whites and SPY was able to stay ahead of the rest of the field.

The loss of time in the first half left Richard and Dennis with a final overall position of 8th. The winner of the event was Brian Bell in an RS 1800, second was Steve Webster in the Hodgsons of Retford Lotus Cortina. This Cortina is in fact for sale at a very reasonable price, anyone interested see Richard.

Stop Press - Steve Rathbone has saved the Day -
The following article has just arrived through
SPY'S letterbox"

Berwick Trophy Rally
5th/26th November, 1972
(ini Bonan za)

Trackrod had 5 crews competing in Bradford University's first major rally, the Berwick Trophy in which 90 crews started:

Steve Rathbone/Duncan Gill	- 21	Mini
Marsh Newman/Mike Tempest	- 31	Mini
Martin Kemp/Ron White	- 47	Mini
Ian Gurnett/Jim Gostin	- 58	Mini

and new member	Chris Ineson/J. Crawshaw	- 126	Mini
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Pete Mann was originally entered with John Westmorland but a lack of car meant a non start.

Start and scrutineering facilities were at Berwicks of Bradford. Ian Gurnett was already having problems with a flooding carb but he eventually sorted it out. Scrutineering was a mere formality, being just a check of lights.

Martin Kemp was the first to get into the "swing" of things after the start. He spun the car and put it neatly up a grass bank, luckily with no damage. (A performance he was to repeat twice during the night). Not to be outdone I did the same thing. The second selective produced an extremely startling result when it was found that according to the results) Marsh and Mike had been fastest by 11 seconds from star man Paul Ashford. Well they did get a mention in Motoring News but there was just the possibility of a watch error perhaps? Rumour has it that Marsh will be giving lectures on how he does it).

The route went via Fountains Earth to the halfway at Rainton where reserve crews - Steve Holden, Dave Plaice, Mike Swan, and Ian's girlfriend Pauline, were waiting. After routine attention everyone was back in the event for the second half.

More selectives followed and then to Caydale Mill which luckily was only about one foot deep and everyone got through without any trouble. From here to the finish, being the last quarter of the rally the roads had a layer of sheet ice and this made progress very hairy. The only let off being the loose whites which were a lot better as far as traction was concerned. It was on one of these whites that Chris Ineson got his mini stuck (it must have been a wrong slot) and eventually he went C.T.L.

The rally finished at the Crown Hotel in Harrogate and after about 24 hours provisional results were posted. Marsh and Mike were disappointed to find they had picked up 2 fails along the route (a case of mistaking entity as far as code boards are concerned).

Results

	overall	class
Steve Rathbone/Duncan Gill	16th	11th expert
Martin Kemp/Ron White	32nd	9th s/expert
Ian Gurnett/Jim Gostin	34th	6th novice
Marsh Newman/Mike Tempest	38th	13th s/expert

Steve Rathbone

arga - UGH!!
h/7th January, 1973

The Motoring News Championship is back in full force. Instead of being at the back end of the year, Oxford University got their Targa Osticiana in first this year. Having persuaded Dennis that it was about time I had a finish on this event we disappeared over the Pennines on a murky Friday night to break our long journey to the land of song (if you like hymns or Tom Jones, that is).

Unlike the mucky Yorkshire weather Saturdays dear daytime run to Lampeter through Snowdonia promised well for the night ahead. However, as usual with Mid-Wales events, the start was held in a place that dies at 00.01 on Monday and doesn't come to life again until 23.59 on Sunday. Don't spend your holidays in Lampeter if you are a normal human being and like eating/drinking and making merry!!!

The event itself is always a real test of the car, its preparation, how well the pilot can fly (literally) and how brown the trousers are of the man (woman) in the hot seat. This year was no exception as we had a hard time on getting the route. An hour to plot with 80 references for controls alone. The devious John Brown had given you a very incomplete list of non-goers in his usual fashion and no information on what would go on. So we had a "lets try this one" session for an hour before setting off into the cold clear Welsh night.

Dennis having learnt that Mexicos go better with some tread on the tyres, we were having a great mud plugging session on the first quarter of the route. Most yellows on Sheet 140 are covered in mud at this time of year, so you can imagine what the whites were like. Even with the power off it was sideways all the way at 60 plus. Just before

bend which will remain imprinted on my mind for a long time, I noticed the speed reading about 80 in third and we were sideways in a field at the time! The bends on the white though ----- don't look so bad on the map, but after nearly taking off a couple of marshals on the first 90 left, the green thing took it into its wheels that wanted to fly - and it damned near did. When I attempted to get out with the car balanced over a 60 foot drop on a line from front N/S to rear C/S Dennis nearly had a fit, so I just opened the door and feebly roaked HELP.

The area might be dead but theres definitely some very friendly locals who get us back on with a loss of six minutes, from here to the first fuel halt was plain sailing and a look at results afterwards shows us keeping up with the leaders barring our little excursion.

The start of the second half gave us some very ambiguous whites which after consultation we had decided to try, and try one we did. The only problem being that it turned into a bog. After a prolonged inspection with mud up to our knees we looked at each other, muttered a few oaths, reclined the seats and went to sleep to await sunrise and the rising of the nearest friendly farmer.

By the time we arrived back in Lampeter at 10.00 a.m. after nearly dragging a tractor down, all the action was over. I was somewhat mollified by hearing of Don Barrow getting Eric Jackson stuck down a non-goer and of all the top crews at least trying slots which didn't rot!! The results of an event of this type speak for themselves as to the difficulty. Only the top three crews got away without fails and the mixed crew award went to a crew with 40 (yes forty) fails!!!

All told, we came back in very high spirits, apart from Lyn, as he was the only one who had no sleep, having navigated for a Sector marshal. We'll more than likely be there again next year, martyrs that we are. How about seeing some more friendly faces. I'm sure sackrod could liven up Lampeter enormously!!!!!!

J.M.C.

Your 1973 Diaries

Internationals

January, 19th/27th Monte Carlo Rally

March, 13th/18th T.A.P. Rally
April, 19th/22nd East African Safari
May, 11th/13th Welsh Rally
June, 2nd/6th Scottish Rally
September, 7th/9th Marx Trophy Rally
October, 10th/14th T.A.P. Rally
November, 16th/21st R.A.C. Rally

Nationals

February, 24th/25th Seven Dales Rally
September, 15th Moss Tyres Rally

Motoring News Events

Alba Rusticana	January, 6th	Oxford University M.C.
Red Dragon Rally	January, 27th	Port Talbot M.C.
Rally Bristone	February, 17th	Tavern M.C.
Wytax Rally	March, 24th	Highmoor M.C.
Wervais Rally	March, 31st	Roding C.C. & Chestnut M.C.
Worder 200 Rally	April, 27th	Welsh Border C.C.
Wak Revs Rally	August, 11th	Ludlow Castle C.C.
Wremlin Rally	August, 18th	Brecon M.C.
Wtocktonian Rally	September, 1st	Stockton & D.M.C.
Wilwendeg Rally	September, 15th	Teifivalley M.C.
Wally of the Vales	September, 29th	Swansea M.C.
Wlluminations Rally	October, 6th	Morecombe C.C.
Wour of Mull	October, 13th	2300 Club
Wlains Rally	October, 20th	Knutsford & D.M.C.
Worbay Rally	October, 27th	Taunton M.C.
Wshfield Rally	November, 3rd	South Derbyshire M.C.

Special Stage Events

(These events are included in the B.T.R.D.A. Gold Star Championship)

othmans Observer (Dukeries M.C.) March, 10th
sso Uniflo S.W. (Exeter & Taunton M.C.) April, 1st
rident (Croydon D.C.C.) April, 22nd
hieftan (Bath/BAMA) April/May
elsh (Int.) (S.W.A.C.) May, 11th/13th
ass Charington Tour of Lincs. (Lincs. A.C.) May, 20th
idsummer Stages (Norfolk & Chelmsford C.C.) June, 3rd
ally of the Tests (432 Solihull & Shenstone C.C.) June, 17th
eltenham Festival (Cheltenham M.C.) July, 8th
oss Tyres (York M.C.) September, 15th
arcock Simpson (Soar Valley) September, 29th
astrol Timpson (Wolverhampton & South Staffs. C.C.) early October
arwent News & Star (Workington D.M.C.) November

1973 will be the first year the Association of Northern Car Clubs has
in its own rally championship. Points will be scored both for
drivers and navigators. Scoring will be based on final placings in
general classification.

The above championship has been organised by prominent motor sport
organisers and competitors in the North of England. The committee is
chaired by Norman Pyke (Seven Dales organiser) and Dennis Dickinson is
a member of the committee. A provisional list of events is listed below:

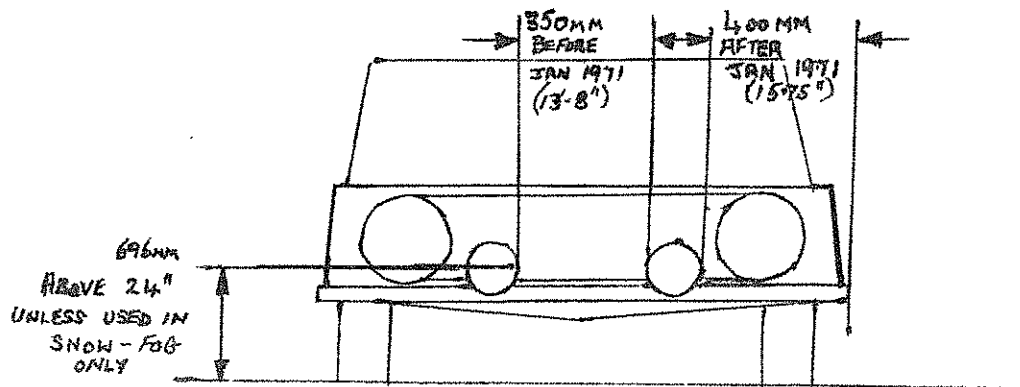
January	Mini Miglia Rally	Knowltdale C.C.
February	Wynns Noctune Rally	One Eleven M.C.
March	Hall Trophy Rally	Clitheroe & D.M.C.
April	Holderness Rally	N. Humberside C.C.
May	Semperit Rally	Whitby & D.M.C.
September	Shunpiker Rally	Lightning M.S.C.
November	Bullough Trophy Rally	Kirby Lonsdale M.C.
December	Christies Canier Rally	Highmoor M.C.

You will appreciate that this list is only provisional. We will keep you up to date as information comes to hand.

legs. are available for the Mini Miglia Rally on January 13th/14th but it must be pointed out that this event is for Group one cars only. Contact Richard Jackson if you wish to enter this event.

SEVEN DALES RALLY - February, 23rd/24th

Service packs for this event have to be applied for Before February 1st. See Richard Jackson as soon as possible if you are interested in servicing on this event.



KEEP THEM LEGAL

It is compulsory to use either head lights or a matched pair of fog or spot lights above 2 feet from the ground when travelling at night along a road that is unlit.

Any lamp fitted below 24" is a fog light, above this height it can be a fog or auxiliary lamp.

There are two regulations regarding the spacing of lamps :-

- 1) Not less than 13.8" apart measured between the nearest illuminated edges, for vehicles BEFORE 1st January, 1971.

For a vehicle used on or after 1st January, 1971 in addition to complying with the minimum above, the lamp must be within 15.75" of the extreme edge of the vehicle measured to the nearest illuminated edge.

Lamps mounted below 24" must only be used in conditions of fog or falling snow. Both lamps must be kept lit but the main headlamps need not be illuminated. If lamps are mounted above 24" and the lateral positioning dimensions are observed then the lamps may be used instead of the main headlamps, both lamps must be lit. A single lamp may be used only if the main headlights are on. They must be mounted in pairs symmetrically about the centre of the car being the same shape and glass on both sides, it does not matter if one is a spot and one a fog, and they need not be wired to come on together.

The anti-dazzle requirements for headlamps must be observed, any main beams must be extinguished by a switch which brings on or leaves operation a dipped beam.

Two white reversing lights may be fitted, the maximum rated wattage not to exceed 24 watts. It must be switched automatically on selection of reverse gear or by a switch which also causes an illumination indicating light to be lit. The lamp must also comply with the anti-dazzle specification.

THE CASTROL RALLY MANUAL

After the enormous success of the first Castrol Rally Manual - published in September last year, Castrol have come out with a second Castrol Rally Manual 2". No it's not a rehash of the first but a new manual including contributions from 10 different experts, topics cover include, the east African Safari, the work of the R.A.C. Rally with Organisation Division, the new Ford Escort Rally Championship, Rally tips, advice for the novice driver, navigator and organiser, Scandinavian Rally Drivers, Testing a works car for rallying, Rally servicing, The Castrol/Motoring News Championship, the cost of rallying. In addition, there is a valuable reference section, which has been revised, updated and expanded, containing photographs and specifications of 21 leading rally cars, plus photographs and biographies of 56 of the world's top rally drivers and co-drivers. Also listed are the results of all principal international rallies and championships since 1960 published by Patrick Stephens Limited, 9, Ely Place, London EC1 N6SQ. It's very well worth £1.50.

Telephonist answers phone call at local garage, asks Boss

"Geysler wants to know if we do ARC welding"

Boss "What's his name?"

Telephonist "NOAH!"

PRODUCTION CAR TRIALS, WHIN PARK, 26th November, 1972

What a day! What an entry! What a set up! What an attendance at a smooth event! (What's he on about?)

Well, how about some facts. 41 entries were received by the closing date, 38 turned up on the day. We had some more new signs. I borrowed a caravan for the control unit. The sun shone all day. The hills beat everyone sufficiently to get a result. And best of all the R.A.C. observer has recommended the event for upgrading to restricted status.

We were determined to enter the 'Restricted' arena as soon as we felt strong enough as a club. This seemed to be a good event to start with, because it had a large entry last year. So we put everything we had into the organisation. The whole committee agreed to assist in the running of it, and we were very well supported by the rest of the club. Right on, as they say.

As last year, the bulk of the entries came from Ilkley and District Motor Club, with 24 entries, then Trackrod with 12, M.G. and Y.S.C.C. with one apiece. (Actually we had three more entrants but they were non-starters).

Some of the best local drivers were there, some had come from quite a distance to compete. We set out a variety of hills in the usual locations, which sorted out the entry quite neatly. The hills were difficult, but not impossible (apart from No. 2 on which everyone scored 9 in the first round). The grip was there to be found; as some unlikely cars discovered. We owe a tremendous debt to David Gilbert-Atton for bringing his caravan along for use as a control/first aid/spitating unit. It was just the job, and provided the finishing touch to our arrangements. The scrutineering boys were much praised,

because they made the cars go to the scoots, not vice-versa. Our particular thanks to David Taylor, Howard White and David Lawton who put the event under way by acting as scoots. Once running, there were few hold ups. We reversed the order within classes after one run and changed some hills. Even so, everyone finished in daylight, and cleared away in good time. The scoreboard worked well again, easily the best innovation this year for its popularity. It makes a big difference to competitors being able to read a provisional score both halfway and "full time".

The competition was fierce. The first two cars away returned identical scores for the first half, which gave us a very nervous time. However, this was rectified in the second half, and no one else managed it. We did get some ties but these too were resolved. Some of the hills were easier than we thought, notably the gully, cleaned by the first four cars. As the surface came off, and spinning tyres came up, cleans became rarer. Class 2 was still desperately close, with 10 points covering the first three! R. J. Clark (H.R.G.) led R. G. Under (Austin Seven) and John Busfield (M.G.B., G.T.) in a real vintage sports car benefit.

In class 1 J. R. Spencer (Mini) headed Frances Tindall (Mini Cooper) and Bobby Fryers (Renault 4), these three being well spaced. In class 3 Norman Milligan (Imp) put up best performance, and best overall. C. Naylor was second, from our very own Steve Hazeldene, again very close, just three points covering them. Class 4 was for the wheels and tyres, which Dave Lawton won from Marsh Newman.

So ended a very satisfying event. Apart from mechanical failure affecting one mini, and the Secretary of the Meeting continuing his work with British Leyland products, by wedging a Land Rover in a gully, everything went well. Thanks once again to everyone who helped, now to next year, and the BIG ONE.

R.N.A. and S.L.

WOMEN'S SOCIAL COMMITTEE

At last the women of the club are officially uniting under the banner of the Social Committee, and along with it a place in the newsletter. Our plans don't include a Problem Page or "How to live

ith a Car-mad husband" as yet but DO INCLUDE SEVERAL SOCIAL EVENTS.

Our first event was the Christmas Disco/Party at the Clap Gate. We hope a good time was had by all, I know we all enjoyed organising it and we should like to thank the men for their invaluable help - they have louder voices than us.

We hope to organise a similar event after Easter or a Barbecue in the Summer, when the rain isn't quite so cold. We are open to any suggestions, not that kind, about new and different social events so if you have any ideas let us know.

.A.C. RALLY, 4th DECEMBER, 1972

Much as I should like to, I cannot possibly see every individual member who was present at Stang Special Stage on the above day, to thank them for their help in whatsoever capacity it was rendered, but I can, through the medium of the Newsletter, express my sincere thanks to them for making possible the successful running of our first R.A.C. Rally Stage. Some people had more responsible jobs than others, some had jobs which would have been vital if things had gone wrong or an accident had occurred, some were there to wait, watch and deal with trouble as it arose.

We were fortunate that no untoward incident occurred and the running of the stage was a model of perfection. I have had a most encouraging letter from the Area Co-ordinator and I can assure our members that our efforts have been noted and approved and a very warm "thank you" for our work is the result.

So to all who supported their club on that day, many, many thanks and as Henry Hall used to say in his signature tune "Here's to the next time".

Ray Dickinson
Stage Commander
Club President

STROL CLUBS QUIZ

As you know, we were drawn against E.A.R.C. in round one of this competition. The quiz was held on Thursday, December 21st at the Lacy clubhouse. This was our first venture into the

competition, but we thought we knew what to expect. We were wrong! We were beaten by 1,225 points to 295 points, which will probably be some kind of record. However, the team we played were very well prepared. They have been in the competition for four years at least. They have also visited other rounds of the quiz, tape recorded the questions and then studied the tapes at their leisure. There are only so many questions which can be asked, before they become ridiculous. Therefore, when questions they had heard before came up, they could interrupt almost immediately, and successfully. We had no answer to his technique whatsoever.

We were very disappointed to be beaten by so many. But even more upset at the tactics used. We had not expected such a professional approach, nor do we consider it to be in the best interests of the quiz. We shall think very carefully before subjecting a team to this kind of humiliation again.

I have written letters of protest to Castrol, to Mike Wilson as area chairman for the quiz, and to Notoring News, which was published on 14th January. I shall keep you informed of the result.

S. Lloyd
Secretary

LETTER TO CASTROL QUIZ

I received a reply from Mike Wilson to my letter which said, among other things, that this practice was widespread among the more successful clubs. Well, maybe, but that doesn't make it right.

In Notoring News, we received some considerable support to our letter from clubs all over the country. Very interesting and encouraging too. Now we await a reply from Castrol, who can hardly ignore the issue at this stage.

If nothing else, we've at least warned other clubs what to expect, and exposed a sharp practice to the enthusiast public.

S. Lloyd

lex Jackson received the following invitation to a rally

UNION MECANISEE SPA A.S.B.L.,
4 Place du Monument,
880 SPA BELGIUM
87/71028

Sportsmen Friends

For the second follow vively year, the UNION MECANISEE SPA BELGIUM, has the pleasure of present to you the International Rally: THE BOUCLES OF SPA MONOPOLE 1973

Already one year ago much english competitors have shown a great interest for our competition. Sir Roy Fiddler came here and gained the third place of General Classification. This has consequently incited the Union Mecanisee of Spa to invite you again in 1973.

The Boucles of Spa Monopole 1973 will run the 10th of February, 1973. The itinerary will be known before an length about 600 km, it will be composed of 6 identical buckles to drive with a average speed of 60 km/h. 3 special races will be included to each buckle. These 30% of the itinerary will be on no-macadamed road in full crests. These arrangements were very appreciated by our British visitors in 1972.

This type of itinerary request recognitions at mini 100 km in only one day. This reduce much the expenses of the stay. The prizes will be for a total of 400.000 FB which will be setting for the best times in each category. In every special race, without account with the final classification of the competitor. Prizes will be give to the prize-winners of the general classification, of group and categories. Every prizes will be cumulated up. These will give to every competitors engaged to get prize in the event of forsaking during the competition. The Rally will be open to the cars of groups 1-2-3-4-5.

The enlisting to our competition will be 6000 FB. At the arrival of the competitor in Spa in february, the

ost will be reimbursed and a twin room in a hotel will
to their disposal for 3 days.

THE UNION MECANISEE OF SPA BELGIUM hope very much
that these prescriptions of the BOUCLES OF SPA MONOPOLE
1973 will be very pleasant for you and will incite much
British competitors to come again to this fantastic
week-end with much pleasures that the competitors
of 1972 have not yet forget.

THE UNION MECANISEE OF SPA BELGIUM

VICES RALLY, 7th JANUARY, 1973

On a rather cold damp and misty morning, 12 crews
assembled at the Shoulder of Mutton, Kirby Overblow,
only to find the organisers had dropped off! (The pub
was shut). At 9.00 oclock the route was handed out
and with only 22 T.C.'s and 6 P.C.'s to plot, most crews
had time to spare before the start.

The route began by winding its way through Weardley
to Pool via three time controls, which everyone cleaned.
This was followed by a short loop round the Weeton white
where some crews lost their first minute. On now
through Huby to Stainley and Norwood Edge. By this
time some crews were experiencing troubles, Marsh
Lawman was having windscreen wiper problems and Ian
Burnett had pulled his exhaust off after a heavy landing
allowing a yump. Next on the agenda was a short run
down and up Norwood Edge to T.C.8 where a mop of hair
(alias Ron White) appeared out of the gloom, to tell us
that P.C.3 had been cancelled. Mama mea!!! thinks
REVENGE, having been warned by Ron that he was out to
get us, off we went, along with Sue Waddington and
Kevin Garnett, collecting half a dozen motor cyclists
and a lot of bad language only to find that Ron was