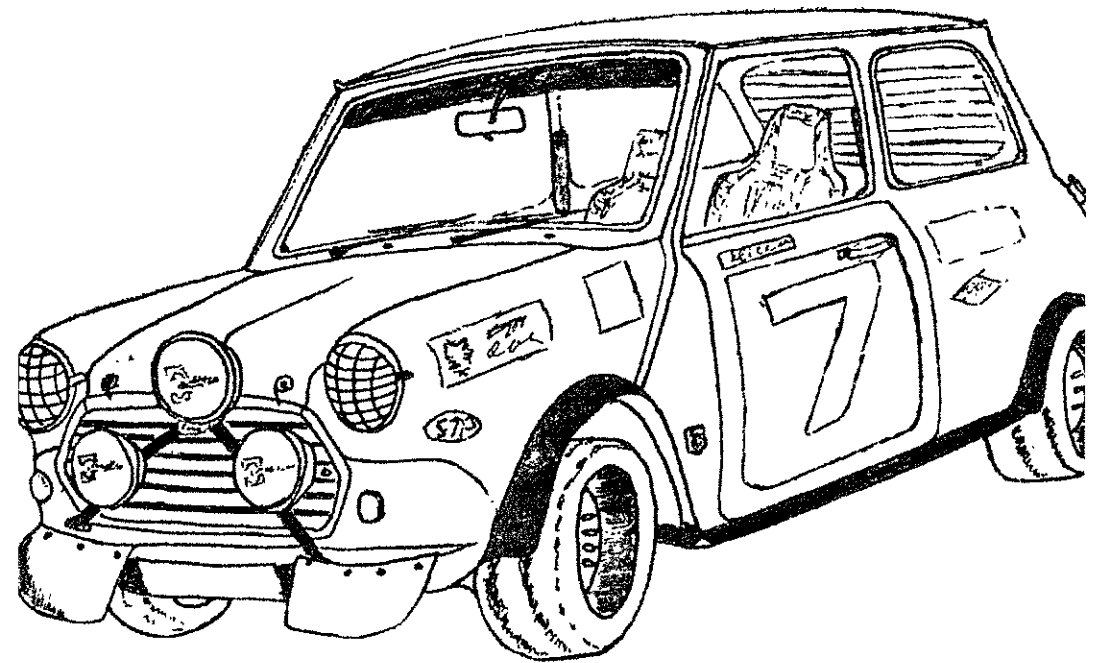


TRACKROD
MOTOR CLUB

FEBRUARY

newsletter



R.A.C. REGISTERED No. 1230



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FORTHCOMING EVENTS

6th February - Noggin at the Shoulder of Mutton, this one is unofficial due to the close proximity of the Annual Dinner, so join the queue for a non competitive pint or two.

11th 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.

13th 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. Films, Slides, urgently wanted.

14th February - MINTEX VISIT - change of meeting place. 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 Great George Street behind C. Jacksons just by the new inner ring road, meet at 6.00 p.m.

18th February - SHELL LEAGUE AUTO TESTS, MORLEY - for regs contact Richard Jackson. 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

20th February - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow. David and Melly once again welcome us with their usual magnificent hospitality.

22nd February - Marston Moor Motor Club have invited us to their KLEBER TYRES film show. The venue is the Turnpike Motor Inn at Wetherby at 8.00 p.m. sharp. They have asked us for definite numbers

so that adequate refreshment arrangements can be forwarded to Messrs. Kleber Tyres. This sounds a great idea for all. Interested parties please contact Mrs. Sims at 27, The Rowlands, York Road, Wetherby, Tel. 3430.

23rd/24th February - Friday/Saturday Mintex Seven Dales Rally Stages. Yes folks STAGES - this year we have been asked to run our stage twice, it 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 9.55 p.m. and closes at 00.55 a.m. Stage 34 opens at 16.05 and closes at 19.45 hours. So we will have a normal nights sleep in between. No more details at present but names now please to any Committee Member.

27th February - Noggin and Natter, The Spite and Reebuck, Otley. 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.

28th February - Navigators night with Leeds University Union Motor Club, the venue at the university - details from Martin Cantrill or Dennis Dickinson.

4th March - Production Car Trials - details in next months newslett but contact any committee member before then.

13th March - Film Night at the Clap Gate Inn. There are four decent length films to be shown.

Duckhams - "Down to Earth" - autocross, etc.

Castrol - "Scene 72 take 7" - mixture of sports - our own H. White on show.

Castrol - "Grand Prix of Austria" - very spectacular and last but not least :

"1971 R.A.C. Rally of Great Britain" - Harrogate start.

The length of these films means an early start so the camera will roll prompt at 8.00 p.m.

27th March - Noggin - details in next months newsletter.

EDITORIAL MATTERINGS

As you know Dennis Dickinson has had to relinquish the post of Editor due to pressure of work. I am sure we would all like to thank him for his sterling work in the past.

The newsletter has altered and 'grown up' under his guidance. I hope to continue this policy in the future editions.

To help me in this matter I would much appreciate all material in by the 23rd of each month. It only needs about 5 minutes to dash off a few lines and how about seeing your name in print, eh! I should be pleased to have any photographs (not blue) you may have for printing, its surprising how good they can be and anyone who hands them over will get them back with thanks - colour or black and white.

It was sad to see so few members at the naggin at the White Swan, Kirkburton. If it was the distance, let's be knowing where your local is and give it a try. Information to any committee member.

The Production Car Trials at Whin Park was held on a slippery, cheerless day but a goodly number of crews were in evidence and the competition fierce. There seemed to be one trouble however, a lack of Marshals, and poor David had to ring round frantically the night before the event. This certainly does not help the organisers.

Well that's all for this month.

Ed.

RESIGNATION

Frank Stuart-Brown has unfortunately resigned from the committee, as due to pressure of work he feels he cannot spend the time he would like to on committee work. Our thanks go to him for his past efforts.

NEW COMMITTEE MEMBER

The Committee has asked Richard Ovenden to join the committee and he has been pleased to accept.

SECS. POT

Well, our protests to Castrol, Motoring News and Mike Wilson stirred up the scene, somewhat. Although nothing really concret came out of it, it did seem that we had support for our feelings, and it may be that changes will be made as a result. Of course, some people thought we were just screaming due to being beaten, while one gentleman accused us of bias against our opponents. Neither is the case, and if one can't make an honest protest with one's birthright being questioned, the sport is in a sorry state. Anyway, we have replied to all accusations and the matter seems closed. It's a pity, though, that a quiz started for the enjoyment of all should be dragged back into the morass of semi-professionals by clubs more interested in winning than taking part.

However, there is perhaps a lesson for us in general here. That is, that if something upsets you, shout about it. You will at least feel better afterwards, even if nothing does get done as a result.

And now, let us face the New Year (in February? Boy what a Party that was!) with confidence and enthusiasm. Last year was good. This year will be great. Our fixture cards are out, and make interesting reading. Especially to other clubs, whose programme is nothing like as comprehensive as ours. In fact, we will be advertising locally from now on, hoping to attract new members from the area in general. We know that certain other clubs are in dire straits because they have such a limited field of activities. So let's spread the good word about Trackred. Tell all your non-member mates about us. Show them a newsletter or a list of events. Tell them my name, or that of any committee man. Get them involved. The bigger the club, the better for us all. Let's have a real recruiting drive from now on. You'll all feel the benefits.

The Shell Motor League is under way. This is the list of events for 1973. One qualification needed for all entrants is a competition license, of at least Restricted grade. Still, you shouldn't worry over that, since one license can be your passport into so many first rate events.

18th February	Autotests	B.A.R.C.
15th April	Sprint (Topcliffe)	M.G.C.C.
6th May	P.C.T.	Ilkley & D.M.C.
16th/17th June	Stages Rally	North Humberside
7th/8th July	Road Rally	l11 Car Club
26th August	Hillclimb	Cadwell Park
23rd September	Sprint	North Midland M. C.
7th October	Autocross	Huddersfield M. C.
4th November	- Production Car Trials - Trackrod!!!!!!	

FINAL

11th November	Autotests	Y.S.C.C.
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A nicely balanced programme and one in which we can do well. Our competition Secretary, Jackson, R. (or El-San as his mechanics call him) will have all entry forms, and will keep you posted of results. I am on the 'Arbitration Board' which we hope won't meet, because its main function is to decide disputes. Good luck to all of you who compete this year.

Also on this subject, the Club has taken the plunge, and acquired an 'entrants licence'. This means we can enter teams in events, or even just one car, and can display our name on it in large letters. Could be useful. More about the 'large letters' in due course.

We have several other interesting projects in mind, revolving around club ties, badges, awards, more car stickers, competitions, raffles etc. In fact, we are absolutely unstinting in our search for new and better ideas for club

members. But do we ask for praise, for thanks? No, all we ask is a friendly pat on the back, a cheery smile, and a quick "Whats yours, then?" at the next noggin.

Cheers

Steve Lloyd

WOMENS SOCIAL COMMITTEE

We somehow missed out last month who was on the Womens Committee. They are, in close comparison with the male committee mainly because we were "volunteered" in ignorance, Rosemary Ashcroft, Pam Smith, Jennifer Tayler, Sue Waddington, Linsi Sutton and Mary Lloyd as Chairwoman.

We already have several events in mind but more of those in the March Newsletter, but we have been allowed to organise the Raffle for the Dinner/Dance just to keep our hand in.

Comment from the January Newsletter concerning the visit to Mintex. The (male) committee decided that this social event would be for men only. I think they are laying themselves open to Womens Lib. The general female opinion seems to be that we are good enough to pay a subscription but a special Social event! So maybe we wouldn't go anyway, but let us choose.

So now all you ladies know who to nobble with your pet grouse, or bright ideas.

'Les Girls'

INTO THE COMMON MARKET

We asked last year but no-one seemed interested, so, here goes again.

Who wants to go to Le Mans? Its a great weekend, and a great race. We have a few definite~~s~~ already but could use more. Names please, to Ricky Jackson, NOW.

PRODUCTION CAR TRIALS

Whin Park - 28th January, 1973

Once again it was decided to use what appears to be the best venue in the area for this type of event, for our Closed to Club Production Car Trials, even though most of the best hills seem to have got very badly rutted recently.

I found myself bright and early on a sunny morning knocking in stakes and trying various sites to get you all bogged down, when I was joined by Howard White who said "try this hill here" which I did and promptly drove the car down a deep pothole, and it took us some time to get it out.

We had 16 entries for the few tests, most of whom seemed to be new faces in the Club. Unfortunately Messrs. Ritches and Edwards retired with a broken clutch in their Simca after the 1st test. It was found however, after the first round, that most of the hills were too easy and there was quite a delay while these were altered.

At the end of the day John Spencer emerged as the winner, having only dropped 14 marks in his mini, whilst Paul Adelman was Class 2 winner in his Escort from Steve Hazeldine in the Datsun. Class 3 had to be merged with Class 1 and Steve Hazeldene and T. C. Taylor were equal 2nd in this class.

Many thanks to all the competitors and Marshals in particular Jennifer and Howard who helped a lot with the organisation.

David Taylor

RALLY ROUND UP - SPY 44 (nee SUPERMOUSE)

WYNN'S NOCTURNAL

The night of 8 inches of snow, blizzards and snowdrifts.

It was like driving on a special stage down the M1 to get to the start at Sheffield.

The Trackrod crews entered were Richard Jackson and Dennis Dickinson no. 19 in the Datsun and Ron White and Mike Abbott no. 73 in a Mini.

The Rally had to be a disaster from the start and so it was. Richard and Dennis lost their clutch after T.C.5. Whilst in the lead. Ron and Mike finished 49th overall and 31st in their class.

The results were worked out up to the half way halt as the Rally was abandoned at this point. The Rally was actually won in a Land Rover (Andy MacKay take note!!!).

LINCOLNSHIRE

Two crews from Trackrod were entered on this event. Richard Jackson with Tony Newsome (of Newsome Marked Maps Ltd.) in the hot seat and Dennis Dickinson with Martin Cantrill in the prayeral throne. This again turned out to be a disasterous evening. Dennis and Martin never started due to a broken front cross-member. Richard and Tony were in with a very good chance of winning this event and with Richard's usual amount of luck he took Tony out on his only off night in three years.

Yes, the inevitable happened, two W.D's and thus two fails.

Their final placing was 24th overall and 13th in class. They did however, pick up an award as being a member of the best team. This being Richard's third rally award in 1973. The Rally was won by Brian Bell in his expensively immaculate RS 1800.

SHELL LEAGUE

Any members of the club interested in competing in these events please see Richard Jackson as soon as possible with a list of events they want to do.

It must be pointed out that all the events in this years championship will be of Restricted Status and so R.A.C. Competition Licences will be required for all rounds.

MOTOR RACING

Nottingham Sports Car Club have invited us to Marshal on their race meetings this season. See Richard Jackson for further details.

An ideal opportunity to get involved with Motor Racing from the inside with the only cost being in the petrol driving to and from the events.

MINI MIGLIA - 1973

The Mini Miglia is renowned as a thoroughly good thrash on the best tarmac roads that Yorkshire can offer, and as such it is open only to pure Group 1 cars. This year it also formed the second round of the Escort Mexico Championship, and as such had attracted an even better entry than usual. Fancied for an outright win were last years Motoring News champ Harold Marley, or straight from his win on the extremely tough Targa the week before, Russel Brookes - this time with the added handicap of John Brown's ginormous mass in the left hand seat, or 'our own' Bob Bean.

Trackrods interest in the event was centred on two cars - the Opel Manta of Alex Jackson with Martin, the mud, Cantrill in the hot seat, and the Datsun of Richard Jackson with Dennis the drop Dickinson on t'other side. Richard's car was looking extremely smart in its new Fletcher's of Leeds livery - and even sported the names of driver and co-driver on the doors - in Japanese!!!

Scrutineering was fairly basic except for a test on the rolling road to check that the cars were producing within 10% of the manufacturers quoted power at the rear wheels - Alex got an instant clean bill of health and a reading of 76 b.h.p., but Ricky hit snags when the Scrutineer found his car to be peaking at 600 r.p.m. higher than the rest and giving a useful 10 b.h.p. more - however after a lot of chat the scruts were satisfied

that it is standard and just a good example of the breed!

The cars were now locked up in a draughty Parc Ferme along with the drivers and navvies. I don't think I'll ever go to a zoo again, now that I know how the poor animals feel with all those people staring at them through bars!!

A long wait now followed, in the cold, until routes became available (you had to present the car for scrutineering some three hours before the start). An hour before starting the 80 reference long route was handed to you by rather gorgeous dollies, (the only two allowed in the "cage", and now they were there, no time was left for chatting them up! - cries of shame etc.).

With the route plotted cars headed off on the 20 odd mile run in to the first stage, two laps of the Longridge Kart Track - bogy time for this was zero and the course was so short that Martin was heard to remark that he blinked and missed it! - Most cars took about 1 minute 15 for the two laps thus accruing 75 penalty points (as the leaders only dropped 2 road minutes or 20 marks in the first half this seemed a bit ludicrous).

This minute or so of competitive motoring was then followed by a half hour break which no one could really give a reason for, and then the road bit began. Over increasingly slippery roads up to Slaidburn and over Bentham Moors, with Ricky losing 5 minutes by being baulked at the very tight hairpin on the Barley Bank white, the only way to get round this in any car larger than a Mini is to pass the hard to find slot on the yellow and reverse back into it, up through the farm yard and into the narrow gap on the hairpin then drive forward up the very steep hill out of the corner. A fairly straight forward run followed to petrol at Ingleton.

The route now went over well known sections such as Dentdale, Kingsdale and onto sheet 89 and Barbondale and

Bretherdale before coming into Brough for second petrol. Here Morley was leading on 150 followed by Platt then Bean, all in Mexico's.

An hours break now brought competitors to five selective sections, all well known to the Yorkshire fraternity, being Tan Hill, Stonesdale, Dxnep Scarr, Fleet Moss and Malham. To add to the fun heavy snow was now falling and upto 6 inches was covering most of the route. Selective 1 was marred by the non arrival of the course car with the finish clock, whilst no marshals were at either start or finish of 2. Three, however was fully manned and competitors ROARED or pussyfooted (depending on sanity and bravado of right hand man) their way over a very tricky and slippery Oxnop. Then came the real fun with a 2000 plus feet climb over Fleet Moss ahead, a lot of crews chickened out and elected to take 2 falls and go straight to the finish.

Not so our stalwarts, Ricky obviously with thoughts of revenge in his mind after riding over the same territory under similar conditions in the boot of Dennis's Mex, continued on - all was going well until on one steep uphill bit a Capri followed by a Mexico came down in the opposite direction causing our lads to have to stop. The Mex crew informing them that the road was blocked. However, undaunted Ricky returned to the bottom to have another try - by now Alex and Martin were also on the hill - Dennis moved onto the back parcel shelf of the Datsun (well there ain't a boot in a 240Z, is there) and off they went again passing Alex (with Martin now sitting in the boot of the Opel) on the way up. Richard pressed on to conquer the heights, although a spin on the way down the otherside did cause Dennis to revert to the front rather rapidly - and head first (well he was going off backwards wasn't he) however the car remained on the road which was more than could be said for two cars which had slid gracefully over the edge and into the valley below.

Alex and Martin were not so lucky in their mountaineering attempts, however and decided to cut to the finish. The last selective over Malham was scrubbed due to the early departure of the finish Marshal, having been told by one competitor that the

stage would have to be scrubbed anyway, an object lesson to all marshals to only take heed of instructions from the ORGANISERS.

Results were delayed by protests instigated by some of the Mexico challenge people, who had been overtaken on Fleet Moss due to the fact that they had opted to drive on racing tyres instead of Knowblyies. In fact one of them was seen changing a £20 note into 4 £5 notes and handing one to each of the competitors who were shouting the loudest so that they could protest. I'm glad to say he lost the lot!!!!!!

Eventually a set of final results appeared showing Bob Bean and Alan Greenwood popular winners, Ricky finished 26th overall and second in class, and Alex was 29th overall. The team award went to team Yorkshire comprising Bob Bean, John Midgely and Richard Jackson.

Dennis Dickinson

MARSHALLS WANTED for the Audion White Rose Rally on the 10th February. Gordon Briggs has appealed for us for help on the above rally. Maps 92, 98, 86. Targa timing with watches supplied. Ring Gordon Briggs - Leeds 635411 (evenings).

NEW MEMBERS

The Committee extend a warm welcome to the following new members:

J. C. Birch, "Hestland", Church Street, Boston Spa, Tel. 843013

G. P. Dickinson, 28¹/₂ Sunset Hill Top, Leeds, LS6 4LP

N. Liddell, C401, Henry Poice Building, Clarendon Road, Leeds, 2.

PRIVATE ADVERTISEMENTS

For Sale

1 pair 6 x 12 Mag Alloy wheels to suit Imp, Viva, Spridget, etc.

1 pair 5 x 12 as above, also various engine pieces

Apply Leeds 691431 - Ian Wilson

For Sale

Full rally prepared Mexico (June, 1972) 1760 cc crossflow, tufttrided crank, fully balanced, new 2000E box, 4.4 diff (spare 3.9) Belsteins all round, turreted rear, sump guard, Boreham exhaust, relayed Cibies, Contour seats, map light, etc., 4 G800s on 5½ Js, 5 Rally Specials on 5½ Js.

£1,150 or nearest offer

Contact A. J. Foster, Lofthouse Gate 3009 (Evenings)

HILL CLIMB OFFER

My 1 litre full race light weight mini used for autocross last season, will be used for hill climbing next season - now being rebuilt and further modified including a new s/c box and full race cam. Anybody interested in investing £130 for a part share should ring Steve Wren at Leeds 681892 at weekends when he will be pleased to arrange viewing to interested parties.

CARAVAN

Will anyone who sees a caravan advertised for sale at about £50 please contact any committee member.

This will be very useful for stages, P.C.T's, autotests, etc., so please keep your eyes peeled.

TRACKROD.....ENDS

