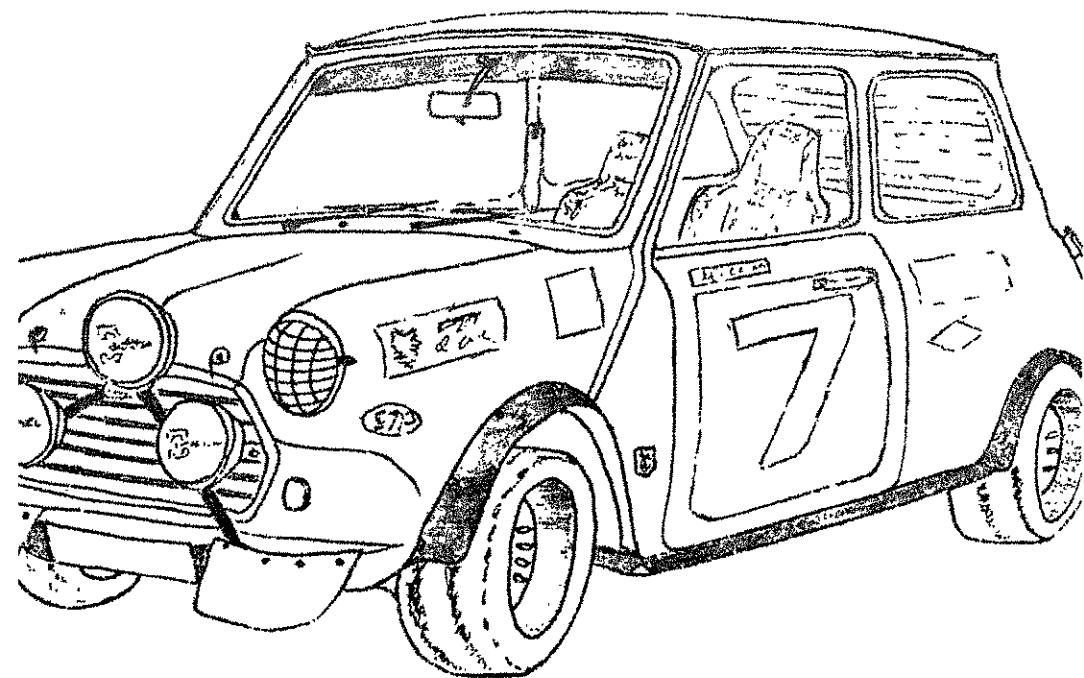


TRACKROD



THE MAGAZINE OF TRACKROD MOTOR CLUB

R.A.C. REGISTERED No.1230

TRACK ROD MOTOR CLUB

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Forthcoming Events

THIS MONTH

6th March - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow.

10th/11th March - Roskirk Trophy Rally - regs for this A.M.C.C. Championship Event are out and we hope to have seven crews entered to uphold the name of TRACKROD!

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 at 8.00p.m. prompt.

20th March - Unofficial Noggin once again at the usual place, the Shoulder of Mutton, Kirby Overblow.

27th March - Official Noggin at the Woolpack, Yeadon, map ref. 96/203 $\frac{1}{2}$ 404 $\frac{1}{2}$. This hostelry is over the other side of the map and shows how far afield we are spreading our tentacles to bring you new hostelries. This is also a happy hunting ground for Shipley and District Motor Club, so come early or the refreshment might be gone!

NEXT MONTH

3rd April - Unofficial Noggin at (guess where) the Shoulder of Mutton, Kirby Overblow.

7th/8th April - 12 Car Rally, see Richard Ovenden for details.

10th April - Official Noggin at the Albion, Clifford. Hurry lads before Richard Ashcroft supps all the beer at his new local.

15th April - Autotest - see Martin Cantrill or Dennis Dickinson for details (front page of TRACKROD for telephone numbers, etc.)

17th April - Unofficial noggin usual place, the Shoulder of Mutton, Kirby Overblow.

22nd April - Easter Day (Egg Rally Day) - you can have a weekend off, for once, put the maps down, roll those eggs, polish the car or whatever you may have in mind!!!

24th April - Official Noggin at the Scots Arms, Sicklinghall, map ref. 96/361484.

EDITORIAL NATTERINGS.....

We now have a brand new title for our 'newsletter'. At the last Committee Meeting it was decided to vote on the results of the 'Name the Newsletter' competition which has been running for the past two months. The entry was sadly very few in number, being only THREE entries. The winning name by a short head was entered by ED (I did in fact put forward my suggestion before I was asked to become ED). So from now onward the newsletter has the title of :- TRACKROD (P.S. I did not receive any money it was put back into funds).

Lamps - In the January edition apparently confusion has been caused by the article on lighting regulations for cars in competitions so I am printing the following extract from the Blue Book :-

D.D. - Rallies, Trials and Autotest Meetings

'In addition to those items specified in Section A.A. above or paragraph below, any vehicle taking part in a Rally, Trial, Autotest or similar competition which may use the public highway, which does not come within the definition of a Race or Speed Event must :

(n) Have any EXTERNAL AUXILIARY LIGHTS, other than auxiliary lights mounted at a height less than 24 inches (60.96 cm) from the ground and indicator, reversing or side lights, so wired that they are extinguished when the headlamps are dipped. Auxiliary lights mounted at less than 24 inches (60.96 cm) from the ground shall be used only in conformity with the requirements of the Statutory Instrument 1647 of the 1969 Road Vehicles Headlamp Regulations, i.e. "in conditions of fog, mist and falling snow."

I hope this clarifies matters.

I now must apologise for, in the January issue a few copies had blank pages in them. I will endeavour to make sure this does not happen again. While on this matter, any suggestions for improving TRACKROD will be gratefully received. I do have a host of ideas but more are always welcome.

Now for another appeal, (not again did I hear). Will anyone who organises, participates or marshals in any event, please put pen to paper and jot down a screed or even notes, on

their feelings, etc. Comments are always welcome even if they hurt, it shows you care. Also I would like photographs to enliven the pages a little, these will not be damaged and the owner will receive them back with thanks.

The Committee in line with the R.A.C. and A.N.C.C. rulings on the 12 car rallies have decided that in future (as from now) the TRACK-ROD 12 Car Rally Championship will be awarded using the A.N.C.C. Rally Championship together with our own 12 car rallies. The exact formula will be in the next TRACKROD.

Well my candle is spluttering now, so see you next month.

ED

P.S. Will anybody that knows of the whereabouts of Messr. T. R. LIGHTOWER please let me have his address? Thankyou.

The Committee extends a warm welcome to the following new member :-

J. R. Spencer : 7, Woodhill Grove, Leeds, LS16 7BY
Tel. 677234

LETTERS TO THE EDITOR.....

Sir,

I was one of those marshals involved on the Mintex stage last Friday night and I thoroughly enjoyed it. However, there was one

organisational point I was unhappy about. I arrived at the stage at the time stated and found that I was a member of the finish crew. I remained at the finish until the stage closed but I was not given an opportunity to "sign on" until I turned up again the following day.

Whilst at the finish I noted several opportunities when the sheet could have been made available there. Although it did not in fact matter, surely the organisers could have made suitable arrangements.

I realise that they had many other tasks and responsibilities, but I would appreciate any comments they care to make.

A Marshal

Heard on a recent rally :-

Navigator (theoretically an "EXPERT") to Marshal

"Why is my start and finish time the same?"

It was explained to him that TARGA time was being operated.....

An acquaintance of a member asked "What is that?" (Referring to the trackrod on the club badge).

"Is it a wrench?" He was told what it was.

But have you had any comments passed about yours? If so lets hear about them.....

"TUG 5" hopes to be chasing "SPY 44" shortly in the form of a SCONE - "ASCONA".....

SEC'S POT.....

Well, about this time of year we start thinking about the seasons motoring ahead, and with it, thoughts of engine rebuilds, new shockers, new tyres etc. Sometimes even a new car. But such is the scope of this club's activities that there hasn't, to my mind, been a noticeable slack period this winter! It's just been all go, and pretty good go too.

The Dinner/Dance really said it all. We had a great time, really enjoyed by everyone I spoke to. 100 people attended, the meal was excellent, the speeches short but to the point, Gordon Forster praised us mightily, and a stack of awards were presented. The disco rounded off the evening perfectly. We hope to hold our annual 'do' at the Post House again next year. Unless anyone has any better ideas? Let's be having them, if so. (And to those what still owe me for this years tickets, pay up and look big - please - its one hell of a lot of money to be outstanding!)

The distribution of the awards was indicative of the people who enter most events. But maybe this year, with the restriction on 12 Car Rallies, the ardent white bashers in our clan may try their hand at Autotests and Production Car Trials. It's all good t raining. How many of you can really handbrake round those hairpins, or coax it up those very muddy whites?

We're still after some large rallyplate size Trackrod Team stickers, and we also want some posters made up. If you have any contacts in the printing industry, please let us know.

We are also on the lookout for venues for Production Car Trials again. A nice steep series

of banks, or hillocks, in easy reach of Leeds, with a friendly landowner, that's what we want. Any offers? (We can't use Whin Park every time!)

Please think hard about this. Other clubs have the contacts to use old mill buildings, yards, etc., but we don't, as yet. It makes life just that bit more difficult.

Please help if you can.

Cheers,

Steve Lloyd

Noggins.....

Due to the considerable success of our Ladies Social Committee, and in order to ease the workload on your main committee, organization of most official noggins will be in their hands from the beginning of May. They have plenty of good ideas, and should bring a breath of fresh air to our Tuesday nights. Yes, they do have open air noggins in mind.

However, they are always open to suggestions from you all regarding new hostelrys, new events, etc. You must all have a 'local' tucked away somewhere, which would welcome a 'Noggin' gathering. Let's be hearing from you.

Horsfall Trophy Autotests - 1st April

We received regs for this event from Y.S.C.C. and its significant that we are an invited club. It looks like being a great event, I'm sure all the top drivers will be there, so it will be good to watch as well. It starts in the morning, in Bradford. Regs, now from Comps. Sec.

It's YOUR Club, remember

There's been a lot of chuntering (recently) admittedly all from one direction, about the Committee not providing the sort of club you want. I judge the club by the response to events, and with one recent exception, response is excellent. However, I've said it before and I'LL say it again and again while there's any sign of dissent in our ranks. If you ever feel that this club is being run for 'THEM', whoever 'they' maybe, and not for YOU, then for pity's sake tell me! Or any other committee member. We want your opinions and ideas and complaints. We aren't really interested if you don't like the colour of someone's eyes, but if it relates to the club business, we are vitally concerned.

I reckon we are going well at the moment, with the right spirit in evidence at all events. What do you think?

Steve Lloyd

Return of Fordpower

My employers, doubtless grateful for the few minutes hard graft I put in each day between club business, have seen fit to give me some wheels. They are attached to a yellow Mk. III Cortina (1300 cc). So Fordpower returns to the Lloyd stable. It's big, smooth, quiet and slow. But when wound up it's a great motorway cruiser. So now my 'B' is for sale. Newly straightened, courtesy of Alwoodley Motors (plug, plug) it really looks good again. Any offers?

Steve Lloyd

WOMEN'S SOCIAL COMMITTEE

How about it Ladies!

We now have a Women's Social Committee who are trying to widen the social activities of the club. How about your support? For only (?)75p, as a social member (i.e. non-competing) you can help widen these activities. But we need your support if our ideas are to be accepted.

How to have your cake and eat it

Have you ever been in the position when rallies are tempting and your wife/girlfriend has a birthday/anniversary and the money doesn't run to both. This could be the answer and also benefit the club.

All you have to do is to buy for only 25p a date in the calendar and if this matches the date drawn from the hat you win a Dinner for four.

In charge of the diary is Rosemary Ashcroft Richard's wife, and you can buy a date from her at any official noggin. This is for a limited period only so hurry and get your date first, as obviously there can't be any duplication.

And since we received some odd comments on our signature to last months piece, this time we'll alter it a bit.

Lez Girls

SHELL LEAGUE

Shell League Autotests - 18th February

This was the first round of this years League, organized by E.A.R.C. on a series of Mill Yards in and around Morley. It was obvious that there will be much tougher competition this year, with all the likely clubs entering full teams.

Our entries were Richard Ineson and Alex Jackson in class 2, David Taylor and myself in class 1, all in minis, Paul Adelman, Escort Sport, class 5, and Jon Solk, Spitfire, class 7. My mini's clutch was slipping badly on the way to the start, so I dropped out of team selection, leaving just the five.

The tests were tight, with solid walls, trailers and lorries to avoid, and ice, snow, mud, concrete and tarmac as the surfaces. Competition was fierce, no mugs these lads! Gordon Chippendale streaked away from the field in his Clubman G.T. At the end of the first half, eight tests, he was 20 seconds clear of our best man, David, who was going well, in fifth place (I was eleventh out of fourteen in the same class after a penalty). Richard was having troubles with penalties too, while Alex had had a disastrous morning to trail class 2. Paul was driving very smoothly to be fourth out of eight, but Jon also had directional bothers resulting in a washout.

The second half, eight again, saw everyone gird up their loins for that extra effort to gain a place or two. Unfortunately, due to a slight error on one test, and the cancellation of three tests we'd already done, David slipped a bit to ninth place, but Paul finished third. Both these penalty free drives would have taken the class with ease on a lesser event. Richard, Alex and Jon all finished well down their classes (I don't know where I finished, since the results aren't out yet). We as a team were seventh out of eleven with 182 points as opposed to the 550 of Y.S.C.C. the winners.

A bit disapointing, we'll obviously have to really get organized this year. Even to practising beforehand. Still it was a very good event, which I enjoyed. You learn a lot

just watching the technique of these quick boys. Its all just practice really. Based on a good motor and driver, of course. Ah well, better luck in the Sprint.

Steve Lloyd

Driving Trials, 11th February

A better title for these trials would be the Autotests that weren't! Where were all you 'sporting' members. Several excuses have been bandied around, such as I did not know about them, or I hadn't any regs etc. So the tests were advertised in the newsletter and the organisers names given - phone numbers and addresses are in the front of the Newsletter, is it therefore too much trouble to ring and ask for regs?

This excuse is invalid for several members anyway as 29 copies of regs were given out to previous known Autotesters at the Noggin at the Shoulder. From these we received 3 entries 2 of which were new members! They were Peter Courtney, Geoff Dickinson and David Taylor. Added to these about 3 other people did take the effort to ring either Martin or myself to reserve entries before the closing date.

If the club is to continue to run competitive events it must receive support from its members. Few people realise the time and money which is expended by club officials and organisers in an effort to satisfy YOU. The R.A.C. stipulate that entries must close at first post 3 days before the event, if enough

entries are not received to meet minimum requirements by this time, the organisers have no alternative but to cancel - not only from the point of view of remaining within the R.A.C. structure, which we must do, in particular whilst we are endeavouring to get events upgraded, but from a financial point of view as well. At the moment the club receive a mere 35p out of every £1 of entry with which to buy trophies and run the event so a reasonable size entry is an absolute necessity. So unless you want YOUR club to turn into the TRACKROD, BOOZING, BINGO and SOCIAL CLUB - get your finer or better still your cars out and PLEASE let us have some entries!!!

Dennis Dickinson
Martin Cantrill

A Note From Hon. Treasurer.

Entrants at the last Production Car Trials will have noticed that the entry fee was increased to £1, from the usual 75p. The reasons for this increase - which will apply to all closed to club events from now on - are numerous, but in general reflect the increase in R.A.C. permit and insurance fees and the overall increase in prices over the last twelve months.

The R.A.C. permit charge, now, for competitors in either P.C.T's or Autotests, closed to club, is 12p per entry, and insurance 15p and 20p respectively. This means that the club must pay 27p and 32p respectively for every entrant in a P.C. T. or Auto test, and the cost of hiring venues is more often than not in the region of £7.

Ignoring any organisation expenses, this means that for a P.C.T., with an entry fee of 75p, as has been the case, at least 15 entries are required to cover costs, and for an Auto-test, at least 17 are needed. Since the number of entries rarely reaches these figures the committee has decided to increase fees to £1, to ensure that events, in general, are self financing. 12 car rallies are an exception, not being subject to an insurance charge, but it must be borne in mind that organising a rally can be expensive, in that the organisers might well cover upwards of 500 miles in planning the route, and paperwork too, is considerable - and expensive.

Co-promoted and restricted events, which carry much higher permit and insurance cover charges, will carry entry fees dependent on their relative merits, but in general will be compatible with those for similar events organised by other clubs, and often considerably less.

The financial situation of the club remains healthy, and most events are showing a profit, in particular the social variety - for which even the R.A.C. cannot LEVY a charge! However, as the club grows, so does the expenditure, and with an anticipated programme of bigger and better events, together with a lot of publicity ideas, we need a good bank balance to finance it all - the rewards, hopefully, to come later.

R. M. Ashcroft
Club Treasurer

STOP PRESS

Results of the Dales Rally featured three of

our crews all of who finished.

Many congratulations to all for a splendid showing.

C. R. Jackson/S. Hazeldene

3rd in Class
32nd Overall
Datsun 240Z

K. Goodall/R. M. Ashcroft

7th in class
42nd overall
Mexico

S. Rathbone/J. Kitchell

80th overall
Mini

"TEAM TRACKROD" - consisting of the 3 above mentioned crews were placed THIRD TEAM a really GRAND EFFORT.

ALSO some bloke called CLARK won it (who ever he is!!)

PRIVATE ADVERTS.

Andy MacKay Recoveries - Vehicle recovery any time, any place with trailer or tow, 24 hour service.

Charges to suit - up to 50 miles return trip at 15p/mile then at 10p/mile for both car and passengers.

These charges for guidance only.

Please state car type, etc. and also map ref. if possible.

Tel. No. LEEDS 677054 or 672125

Minimum charge £2

These charges are very reasonable, some operators charge £1 per mile.

For Sale

1966 Ford Cortina 1500 Super with 4 x 5½ J wheels, radial tyres, 50,000 miles, unrallied, unraced, unused for motor sport, 12 months M.O.T., Taxed April.
£230 o.n.n.

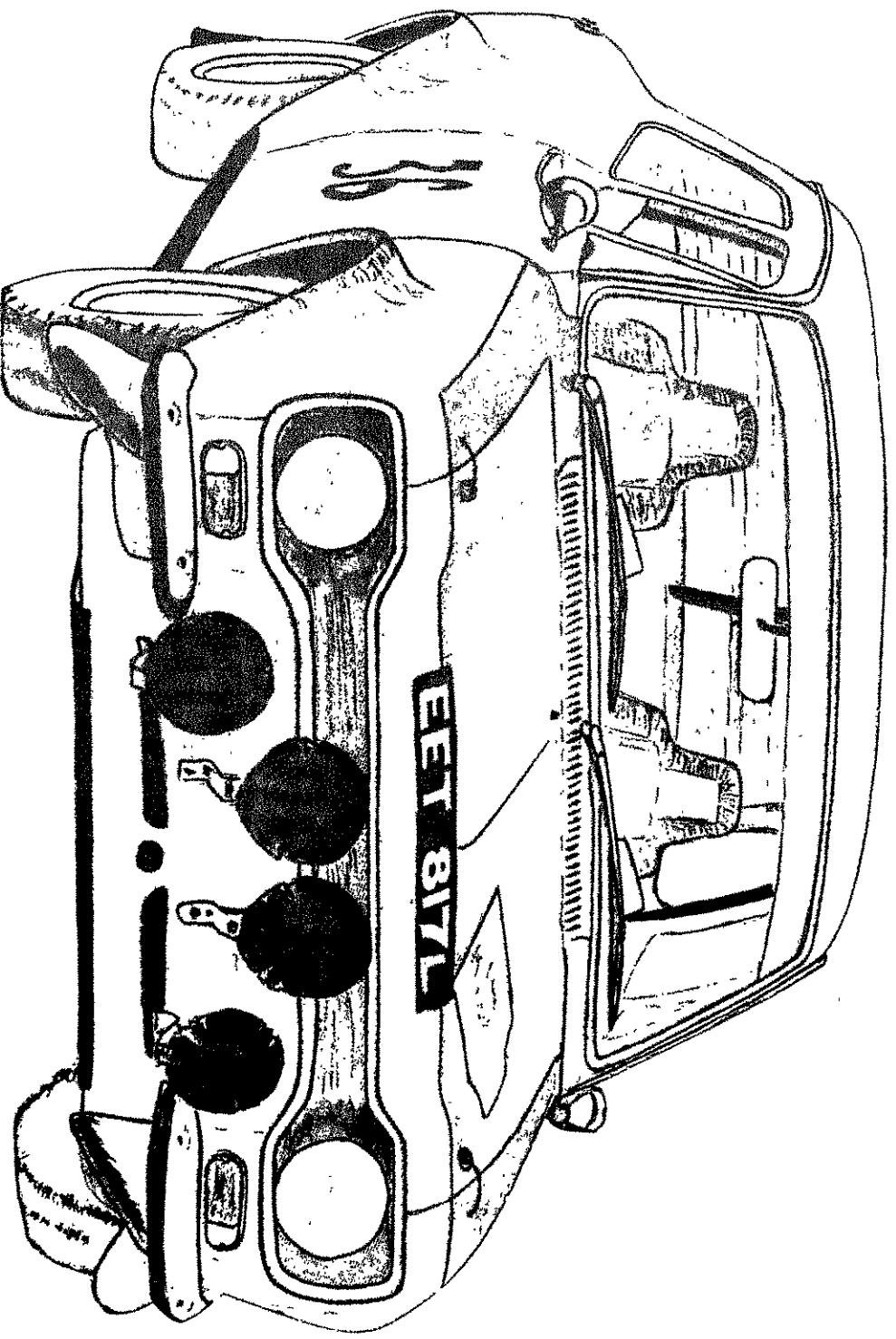
Apply Bill Harper at LEEDS 55534

Caravan

Will anyone who sees a caravan for sale at about £50 please contact Richard Ashcroft at Boston Spa 842133 or any committee member.

We are still very interested in this purchase and have had no luck so far - so keep your eyes open.

TRACKROD.....ENDS



Rock