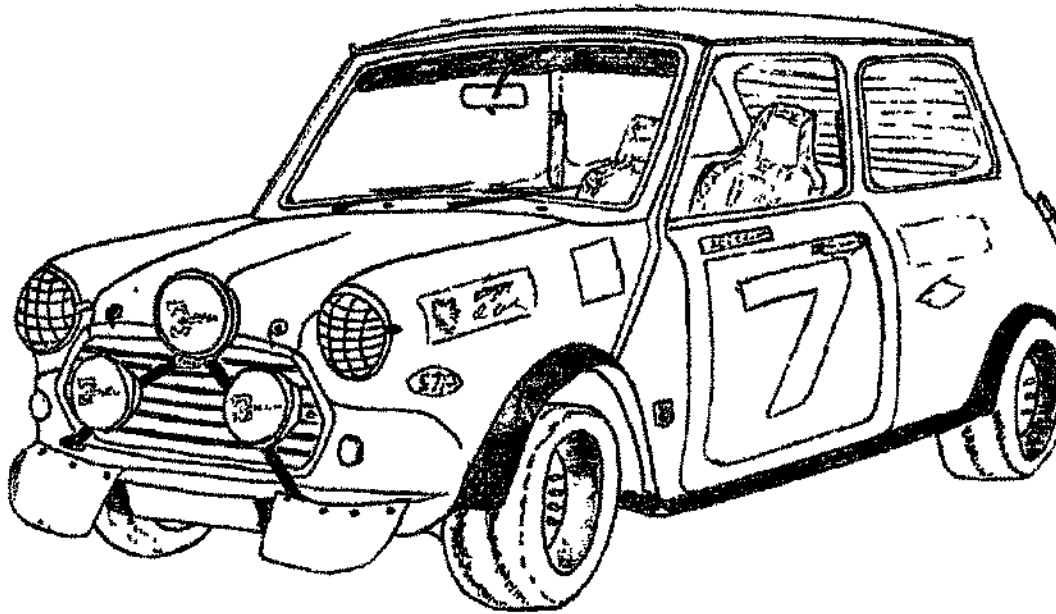


TRACKROD



THE MAGAZINE OF TRACKROD MOTOR CLUB

R.A.C. REGISTERED No.1230

TRACKROD MOTOR CLUB

PRESIDENT

Ray Dickinson - 70, Eden Crescent, Leeds, LS4 2TR
Tel. 57563

DEPUTY CHAIRMAN AND COMP. SECRETARY

Richard Jackson - 135, Alwoodley Lane, Leeds, 17.
Tel. 682400

SECRETARY

Steve Lloyd - 1, Bramble Avenue, Boston Spa.
Tel. 956 843574

TREASURER

Richard Ashcroft - 9, Bridge Garth, Clifford,
Wetherby, LS23 6HF. Tel. Boston
Spa 842133

TROPHY POINTS SECRETARY

Keith Marr - Redhill Farm Cottage, Spofforth, near
Harrogate.

MEMBERSHIP SECRETARY

John Wilson - 11, Stainburn Terrace, Leeds, 17.
Tel. 684172

NEWSLETTER EDITOR

Richard Ovenden - 16, Eastwood Grove, Garforth,
LS25 2AS. Tel. 88 4058

COMMITTEE

Ian Buchanan - 11, Priestthorpe Court, Farsley.

Rick Stevens - 416 Otley Road, Leeds, 16.

David Taylor - 11, Buckstone Crescent, Leeds 17.
Tel. 681165

Trackrod Motor Club

Newsletter - May, 1973

Number 32

Forthcoming Events

THIS MONTH

1st May - You guessed it, unofficial noggin at the Shoulder of Mutton, Kirby Overblow.

8th May - Autotest - organised by Keith Marr Tel. Leeds 601106. The start will be at 7.00 p.m. (daytime telephone number only). See Keith for further details.

15th May - The first of a new series of Social Events organised by the Ladies in the Club (Motor that is not the other one) at the Queen of Tawd Thatch, South Milford. map ref. 97/494315.

20th May - Production Car Trials - Richard Ineson is organising this event, quite a change from autotests, so could be very interesting.

22nd May - Usual unofficial noggin place, Shoulder of Mutton, Kirby Overblow, see you there?

29th May - Sports Noggin - Contact David Taylor for details

NEXT MONTH

5th June - Home from home, usual ale place
for our unofficial noggin - Shoulder of Mutton
Kirby Overblew.

12th June - Official Noggin would you believe -
at the Black Swan, Burn Bridge - Ladies Committee

19th June - Here we go again to the usual haunt,
Shoulder of Mutton, Kirby Overblew. How about
helping to paint the caravan (with paint not
ale) while you are there.

26th June - Treasure Hunt - details next month.

CHAIRMAN'S CHUNTER

Dear Member,

Following the resignation of Martin Cantrill and Dennis Dickinson from the committee, yours truly was elected as Deputy Chairman to stand until the next A.G.M. I would therefore like to take this opportunity of publicly thanking Martin and Dennis for the valuable work they have done for the club in their times of office. We hope that they will continue to support the club with the enthusiasm we have become accustomed to and as such carry on injecting their most valuable experience.

In my first Chairmans chatter I would like to comment on my own feelings of the club. I think one of the very encouraging points about the club is the high percentage of active members. The club cannot exist with a small nucleus of people taking an active part and so involvement from a large proportion of the membership can only mean a better club and a more stable atmosphere for all. Secondly it is pleasing to see so many crews competing in outside events, most especially the Rallies where we are getting upto 12 crews entered. The A.M.C.C. Championship which has subsequently become our own championship has had a positive influence in our outside activity. The club rally championship is based on a competitors best six results out of the remaining rounds of the A.M.C.C. Championship from the Roskirk inclusive onwards. The Championship will be

based on Class positions not including capacity classes (i.e. only expert, semi-expert and novice). This will give everyone an even chance and will deviate from the certainty of an expert driver winning the award. Novices take note your in with a good chance of beating "us professionals". It must be pointed out that it is the competitors responsibility in securing his own entry. Yours truly and Martin Kemp usually receive regs for the events on publication of same and if you require these do not hesitate to contact us.

Another encouraging point about the club is our performance in the Shell League championship. Fourth overall last season and our current position of fifth this season out of all the clubs in the A.N.C.C. is a good performance to say the least. Anyone who would be interested in competing in any of the rounds of this championship should contact myself, David Taylor or Dennis Dickinson.

Now your weak spot, more entries, more marshals and more organisers for own club events please. This should be the hard core of our club and we must have many members who cannot afford to compete in outside events and as such we should cater for them as far as field as possible. These events also offer the opportunity for our members to see whats happening in the world outside before being thrown into it.

This is your club, the committee are your elected representatives to run the club. As such we would like to run things in such a way as to please everyone or wherever this isnt possible, to please at least the majority

If you don't like the way the committee is running your club please contact myself or Steve Lloyd. (If you do not bother to do this your point cannot be very important to you - Ed).

Happy Motoring next month - try hard but don't bend it.

Yours sincerely

C. Richard Jackson

NEW MEMBERS

The club would like to extend a warm welcome to the following new members :-

Allen Ford - 13, Elmfield Street, Wortley,
Leeds, 12. Tel. 632217 home
29344 work

Steven Martin Sayer - 16, Masham Street,
Tongue Road, LS12 1PS
Tel. 630917 home, 29344 owrk.

Miss Liz Vint - 145 Redes Dale Gardens,
Lawnwood, Leeds 16. Tel. 41991
work

Miss Sandra Hessey - 2 West Lea Garth, Leeds 17
Tel. 680049 home, 41991 work.

CHANGE OF ADDRESS

L. V. Sutton - 100A Stainburn Crescent, Leeds
17.

EDITORIAL NATTERINGS.....

I shall start off by saying that this months magazine is short, simply because you the club member haven't bothered to put pen to paper to write anything towards it!

My second point is, if you are not receiving Trackrod it is either because you havn't told any committee member your new address, or else you haven't paid your subs for the current year, the solution lies with you.

This is probably my last Editorial so I hope that the next Editor will get more help from club members with articles. The closing date is supposed to be the 23rd of each month, to allow decent time for typing and printing. This is very rarely the case as as such you get very little on time or a lot very late. Lets have more articles of events you take part in (never mind if anybody else has already written one about the same event, the more received the better, so that we can cover more than one point of view, and so get a better background picture overall), better short than nothing.

Having got that off my chest congrats to those members who have been showing the Trackrod flag once again in events, it is great to see the name of the Club going far and wide in competition and other more established clubs are beginning to envy our spirit and eagerness in events.

Thats all for this month.

Ed

LETTERS TO THE EDITOR.....

There has been some talk, including, I believe a discussion by the Committee, about whether the club is broken up into "cliques" or sets. As a relatively new member I find this is the case, and the idea is strengthened by some of the articles in the mag. If I may quote a couple of examples not aimed at the authors in any attitude other than constructive, a recent rally report referred to "a certain car No. 12", which tells me, and about 40 per cent of the club, NOTHING.

Similarly, if you do not know that Ken Goodall is a butcher by trade, the comment about him "carving his way through the field - sorry for the pun" means NOTHING.

By all means keep these personal touches in, but please explain them somewhere in the article. These are small points but they do set up a barrier between the long standing members and the newer lot, instead of building a bridge.

The best way in my opinion, to break up the cliques is for everyone to ask themselves what they joined a motor club for - if it was to sup ale with the same few every Tuesday, then may I suggest you are better off in a drinking club. If, however, it was to drive or be involved in motor sport other than as a spectator, why not enter yourself in the next autotest, or P.C.T., or rally, or go out and marshal on an event. From a membership of 160 - at least that is how many newsletters I print - I have only seen about thirty names in the mag mentioned as doing anything.

If you are not amongst them - WHY AREN'T YOU?

Peter Courtney

Sir,

I feel its time someone pointed out to certain club members that there is only one way to make this club go, and thats to get behind it and 'PUSH'. Standing in front and complaining will just result in the club staying where it is.

I certainly don't want that. This club has the potential to achieve great things. But only with good and positive help from all its members. So far we are doing well. But now, with our first venture into the restricted arena on the books in November, and the attempt to gain this status for at least two other events, we take our first steps into the big time. This is not the time for carping and criticizing. Its the time for actions to help run these and other events. But most of all its the time to enjoy your sport either by competing or organizing.

The more you put in, the more you get out of any sport. So to those 'weeping willies', shape up or ship out. As I see it its that simple.

Steve Lloyd

A club Member

SEC'S POT.....

Here we are again, with another magazine, not so long after the last one unfortunately, but we are very sorry about that. Pressure of work on the men who produce it caused the delay. In fact, this has meant a temporary setback to our plans for printing a real glossay 'mag'. But we are still trying. Its a question of cost again, so if you have a friend who is a printer, please let us know.

We welcomed two new members to committee, Rick Stevens and Ian Buchanan, both need no further introduction to most people, except to say that Rick is the quiet one with the joke book and an Imp Sports, and Ian is a bit noisier, and runs a Cortina G.T.

They were co-opted to fill the gaps recently left, and we are sure they will be really useful additions to committee.

I have recently been asked if the club can be kept better informed about committee meetings and various other 'happenings' of note. This is fair comment, since this is your club.

I'm sure you don't want the minutes of the meetings printed in full, but only those items of general interest. This can and will be done. Just to clarify two points which do seem to be worrying some people.

a) we are not at daggers drawn with the EARC Yorkshire Centne. After the Castrol Quiz debacle we complained about the running of the quiz thats all. Its coincidence that E.A.R.C. were so heavily involved in our round. Last year in the Shell League

there was some 'fiddling' of entrants, again B.A.R.C. were involved, but we only suggested that the rules be tightened up, and they have been. There is no inter club feud of any sort. I hope there never will be, with any club.

- b) Martin and Dennis resigned because their views were at variance to those of the rest of committee. They both felt that the committee needed 'new blood' in it, and their rather drastic action had indeed achieved this. I don't propose to go into the whys and wherefores of this decision and I would suggest that anyone who wants to know more should ask the persons most directly concerned.

And now for something much happier. The caravan is still at my house and it still needs painting. However, we hope to move it very soon to the car park at the Shoulder of Mutton. And then we will paint it. Shouldn't be any shortage of helpers in a pub car park! Volunteers, please, to me or Richard Ashcroft. We think it should be white, with red and black broad coach lines, and detachable Trackrod signs badges, etc. This latter is so that it can be parked anywhere and be unobtrusive when not in use. If anyone has any other thoughts on this, we'd be pleased to hear from them.

Cheers

Steve Lloyd.

HOLDERNESS RALLY

14th/15th April

This event, an A.N.C.C. Championship Round, had seven crews from Trackrod entered.

R. Jackson/D. Dickinson - Datsun 240Z
K. Goodall/R. Ashcroft - Escort
A. Jackson/M. Cantrill - Opel Ascona
D. Lawton/A. N. Other - Cortina

and novices

M. Newman/M. Tempest - Mini
R. Ovenden/P. Courtney - Datsun 1200

with

S. Rathbone/F. Stuart Brown - mini - Reserves

It started from Hull City football ground in a very professional manner, start ramp, dolly birds and all, the competitive stuff beginning with a selective along yellows from Skirlough to Routh, and another past Catfoss airfield. The route then wandered its way via yellows and whites to one of the excessively slow neutrals round Langtoft. Selective five was, at least from my seat, better than Ex-Lax, along the North Cotes Road, some friendly farmer's field, and up to Flixton. Your Hon. Editor, unfortunately forgot now and then that his new 1200 drives at the back, unlike the Cherry he owned up to a week before the event, and you do not drive them the same!!! It was more awkward when he remembered half-way round a bend.....

Servicing was well catered for on a "turn left for service - right for SS9" basis before the two fast selectives, SS9 and 10, up Pickering Moor, Wheeldale Moor and back via Egton High Moor to the fringe of Cropton forest. We then called at a lovely pub at Rosedale Abbey for the half way ale and butties. I found the route through Bilsdale East Moor alright, but did lead Richard on a circular tour to find the white leading to Rievaulx. Ampleforth (another long, long time allowance for this neutral) and Hovingham brought us to the white down to Castle Howard, where because we were running in, the Ovenden Datsun did not perform the same acrobatics as Ricky Jacksons 240Z, which got cross-threaded on the jumps, and luckily spun instead of flipping end over end. Try landing on the nose of your car at 125 mph and see what happens!

We reached the start of a white, just past Howsham to be told that the road was now not blocked..... Marsh Newman was involved in this blockage having had someone pull across in front of him. He was forced to retire and crept in to the finish where everybody clustered round offering help, advise, or the usual insults. His Mini had developed the car equivalent of brewers droop, thanks to a mighty thump on the offside front.

The finish was at the Hazelbush - makes a change to drink tea after the Roskirks beer - or - nothing finish!

At this time I am not sure of the final results, and Keith Marr has the provisionals for Trophy Point calculations (HOW ABOUT PUBLISHING A LIST OF CURRENT SITUATION, KEITH?), but beleive that Ken Goodall was ninth, having

been fourth until he was penalised for being early somewhere. Ricky Jackson was about 20th overall, with Alex about two places behind. We (Ovenden/Courtney) were ninth in class (capacity) and I believe Dave Lawton and Steve failed to finish. Marsh Newman also had to retire as mentioned.

This was quite a good rally in my opinion, but the excessive neutral times marred it - when two cars are seen creeping along at 5 mph for over two miles on a main road, this must do more harm to the name of rallying than being able to keep up a reasonable speed through villages etc. - in other words, behaving like normal motorists.

Peter Courtney

INVITATION

To a Roger Clark Evening, run by Huddersfield
Motor Club, on May the 16th, 7.30 p.m. at
the Saxon Inn, Ainley Top, just at the east
end of the M62.

Cost 15 pence a head.

Could be quite a good evening, we shall be
having one ourselves later in the year.

For Sale

1964 Mini Cooper 1095 cc, racing pistons,
balanced, 731 cam, 36 D.C.D. Weber 'S'
distributor, oil cooler, servo,
Firmarides all round, all lines shielded,
electric washers, tachometer, fog lights, rev. light,
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