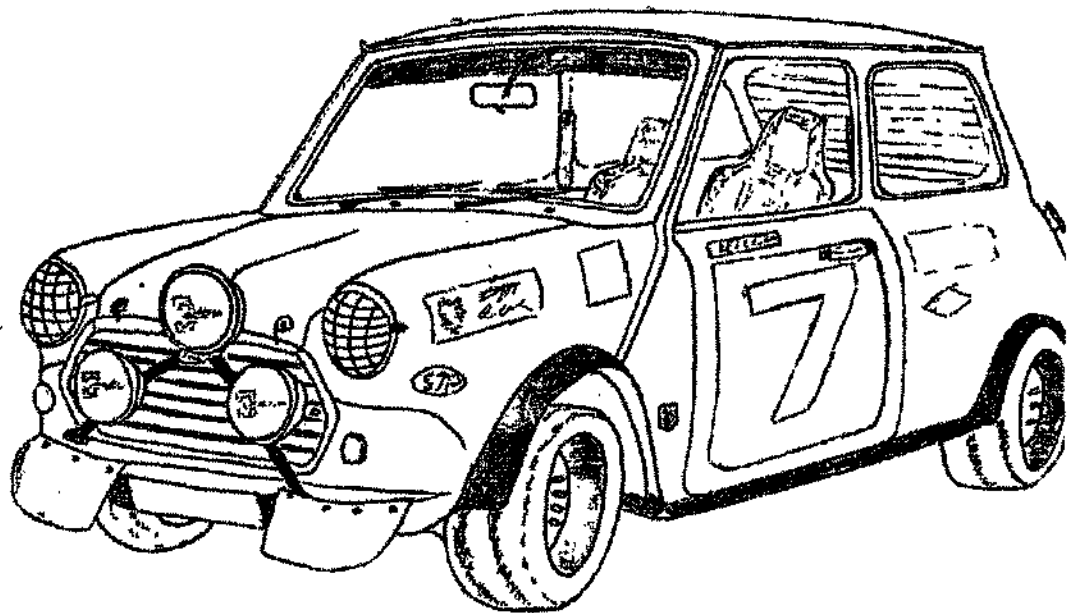


# TRACKROD



**THE MAGAZINE OF TRACKROD MOTOR CLUB**

**R.A.C. REGISTERED No.1230**

TRACKRÖD MOTOR CLUB

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John Wilson - 11, Priestthorpe Court, Farsley.

Richard Wilson - 416, Otley Road, Leeds, 16.

Ray Dickinson - 11, Packard Crescent, Leeds, 17.  
Tel. 681165

Forthcoming Events

This Month

2nd/3rd June - 1st Cup Entry. Starts at the Windmill Cafe, A1 at Rainham, Map Ref. 91/363 745 Northbound. Must start off at 10.30 p.m. Approx 100 miles - non draining roads (you won't need a sump guard). Regs. from and entries to Mrs. R. Ashcroft, 9, Bridge Garth, Clifford, Wetherby. Tel. Eoston Spa 842133.

Marshals to R. Ashcroft as above. Please be at start by 9.30 p.m. Regs and entry forms available at the Sports Noggin, Tuesday, 29th May.

5th June - Noggin with our usual hosts at Shoulder of Mutton, Kirby Overblow.

12th June - Noggin at "The Black Swan", Burnbridge, Map Ref. 96/299513.

17th June - North Humberside Stages Rally - We have been asked to run a stage in this Shell League event, in which we will have several entries. Its a daylight event, and the stage will be in the Pocklington area, on the Hull road out of York. Should be a good do, all the best lads will be in it. If you can help at all, please give your name as soon as possible to Steve Lloyd.

19th June - Noggin reverts once more to Shoulder of Mutton, Kirby Overblow.

24th June - Autotests - John Wilson has been able to acquire Acaster Malbis Airfield, Map Ref. 97/577428, for this event, mainly due to the fact that our's was the only club to leave the airfield as we found it, i.e. no rubbish. Please see separate handout for details.

26th June - Treasure Hunt - organised by Mary Lloyd and Co., 1, Bramble Avenue, Boston Spa. Tel. 956 843574.

Next Month

3rd July - Noggin at Shoulder of Mutton, Kirby Overblow.

8th July - Production Car Trials at Whin Park (provisionally). Commencing 1.30 p.m. for 2.00 p.m. Rick Stevens is in control here, and he can be contacted at 416 Otley Road, Leeds 16, or at any noggin.

10th July - Noggin at The Chequers, Leadsham.

15th July - Economy Run, an afternoon out for the family. Approx. 90 miles long so contact Ian Buchanan at any noggin, or Leeds 624601 (day) for details.

17th July - Noggin at usual venue, Shoulder of Mutton, Kirby Overblow.

24th July - Autostage, what Steve Lloyd has up his sleeve is anybody's guess, but regardless of what form it takes or where it is, we can be assured of an interesting evenings sport.

26th July - Skid Pan Visist. We have been invited to a competition of skill on the skid pan at Tockwith airport (correction airfield) where Marston Moor have their headquarters. Its a limited do, due to the time involved, but David Teylon is the boss to see to get yourself in. Afterwards we shall visit the Chequers Inn at Pilton, for cakes and ale.

Make a note now, so you don't forget. David may be contacted at 11, Buckstone Crescent, Leeds, 17. Tel. 681165. If you wish to practice on the Tockwith Skid Pan it will cost between £1.50 - £2.00 per hour, but is well worth it if we want to challenge the experts. Entry fee on the night 50p.

#### CHAIRMAN'S CHATTER

The past month has been a successful one for the club and one can only hope that the pattern will be maintained.

Our two internal events have been a great success. The evening autotests organised by Keith Marr were a reflection on the high percentage turnout which as I mentioned last month is one of our strong points. These evening autotests were well organised, had a good entry, were supported by a good host of Marshals and provided entertainment for a host of spectators. The only problem with the evening was the way people were driving about the streets. This was disgraceful. Certain people just will not learn, I personally think they should have been booked for dangerous driving. We do not want "Cowboys" in the club thank you very much and if I see anybody letting the club's name down again with that sort of behaviour I will have no alternative but to put it to the committee to ban those members from the club. Please have sense - if you want to become a Jackie Stewart do it on events not on public roads - you have been warned as above - so please take note. The other two splendid things about the evening was firstly the participation by new members who we are always pleased to see, don't be shy we don't bite and secondly the splendid finish at the Lawnswood Arms.

The other event this last month was the Production Car Trials the only two things spoiling this event was the unfortunate weather and the disturbance from the nearby gypsies. However the credit for the event must go to Richard Ineson who spent hours looking for a venue and eventually produced something quite original. The entry of eleven and the lack of marshals was disappointing for Richard especially after the amount of work he spent organising the event. The weather was partially to blame and as such you are excused but please give us a good turnout at the remaining events of the year, not only from a competitive angle but also from a marshals. It only remains for me to thank you (all the individuals that is) who helped to make this last months events possible.

This last month has again been a great one from the point of view of outside events, we have scored successes in a number of events, my heartiest congratulations to all concerned. I am delighted to see we can win Hill Climbs as well as Rallies.

I would like to welcome Steve Mills to the editorship of the magazine and subsequently to the committee, please give Steve your support. Editing the magazine is a very difficult job and is further burdened by having to chase all you budding journalists up, please let Steve have your articles. It is hoped to have a new format for the magazine in the near future and we are looking for advertisers to sponsor it - if you know any firms who would be interested in advertising in our magazine please contact one of the advertising sub-committee, John Wilson, Steve Mills or Steve Lloyd. Prices for adverts will be £5 for a half page, £8 for a full page for a year plus the price of printing blocks if the advertisers do not already have them.

DRIVE SAFELY AND HAVE AN ENJOYABLE MONTHS  
MOTOR SPORT.

## SECS. POT

Here enough that seemed to me to be a very busy month Easter motor sport was wet as ever, only an umbrella saving us from a watery grave on the Bath M. C's Chieftain Rally. Then the club night autotests on the N.C.P. site in Leeds. Very good this, though the man whose Avenger we used as a bollard wasn't impressed. There's a real possibility of the use of other car parks for Autotests, thanks to Keith's efforts. As mentioned elsewhere, we were in the Welsh this year, which was 'dry', a 'first' for this event. Very good but very tiring. I'm sure I fell asleep on the way home (but don't tell Dennis, he was already out in the passenger seat, or Richard, it was his car!) Our men raved about the Glocaenog forest stages, they really put it all together here, whereas a couple of stages were really rough. Mainly smooth roads, though, making a good beginners international.

Our Production Car Trials on the 20th, at a brand new site, brought a poor response. 11 entries. Where were you? It marked the debut of our Caravan, but some mindless yobboes put three windows in while it was unattended. Incredible. They also tried to wreck the 'hills'. It was quite a rough event, in fact, but enjoyable. All credit to Richard Ineson for finding a new venue. These we need desperately, so please cast about and see what you can find.

We have a new newsletter editor, Steve Mills since Richard Ovenden's job takes him out of the area these days. Thanks to Richard for his efforts, now lets have you all flooding Steve with articles. Remember, closing date each month is the 25th.

Incidentally, Peter Courtney is entered in The Isle of Man T.T. races again this year, on two wheels of course. Tremendous event this, for the bike boys, needing real guts. Have you seen those roads?

Best of luck Peter, Trackrod wish you well.

Cheers,

Steve Lloyd.

#### EDITORIAL MATTERINGS

There seems little I can say that hasn't already been said in this months bumper newsletter, my grateful thanks to club members whose many contributions have made the task of producing this, my first newsletter, a much easier and happier one. Having shown the extent of your literary talents it seems I can be assured of a steady flow of lively and interesting material for future publications!

Now for something completely different.... would all club members in possession of control boards, stakes, arrows (and the indians - we're really low on those) etc., please return to Richard Ashcroft as soon as possible. All items of club equipment will be received with open arms.

Steve Mills

#### CHANGE OF ADDRESS

Steve Mills, (Newsletter Ed), Flat C, 1 Newton Grove, Leeds, 7.

Philip Myers, 68 Primley Park Drive, Leeds, 17.  
Tel. 688634



### NEW MEMBERS

The club wishes to extend a very warm welcome to the following new members :-

Margaret H. Osmet, 19, St. Mary's Close, Leeds 7.

Gerry Bland, 6, Water Lane, LS12 5LX Tel. 29344

Peter Germaine, 12, Elliot Grove, Guiseley, Leeds 20. Tel. 6762.

Anthony Margell, 10, Bentcliffe Lane, Leeds, 17.

Ronald M<sup>C</sup>Kinnor, 39, The Avenue, Leeds, 8. Tel. 63714.

Gerald Moore, 12, Meadow Road, Garforth, Leeds 25.

### RED LINES

This section which hopefully will not get used very often is for both my grouses to you and your grouses to me, so if you have a grouse regarding Trophy Points send it to the editor marked Red Lines and it will go in here or send it to me and I will pass it on to the editor with my article.

I have only one comment in this section this month, but it is quite important and concerns most of you at some time or other.

You are all aware that at official functions a signing on sheet is available and you are all aware which functions are official so will you please ensure that you sign the sheet I will not, as I have done in the past go through my list adding any names if people who attended & did not sign. If you can't find the sheet ask

me, if I'm not there ask any committee member for the whereabouts of the sheet.

+~x~+

Keith B. Marr

### WELSH INTERNATIONAL RALLY

This event saw Richard Jackson and Dennis Dickinson participating in their first International Rally. They were seeded out of the 240 original starters. This seeding proved to be their major problem of the event for it was being boarcked that lost them minutes, stage after stage. This caused further problems when they had their lights broken twice and the windscreens chipped from flying stones of competitors they caught. The car again shered its reliability for the only problem they encountered on the event was the bonnet catch breaking and the bonnet flying up just going into a 90 right.

Their final placing was 62nd overall and 5th in class out of 170 finishers. It was certainly satisfying to finish on ones first international and one can only hope that a better seeding position can be obtained for their rating on the R.A.C. later in the year.

Thanks must go to Steve Lloyd, Sue Paddington, Rod Richardson, Ted Hodgson and Fletcher Motors organised by Ken Young for providing an efficient service crew which helped us get round the event.

Richard Jackson

## HILLCLIMB

Once again the Hill climb and sprint season is upon us, the first event being the Hillclimb at Castle Howard on April the 8th. Howard White was entered in Class 2, Steve Wren with his lightweight 1 litre mini in Class 4 and myself in Class 1. When we arrived at the venue we did so in thick snow and it seemed as though the event would have to be cancelled. As luck would have it, the sun suddenly came out and practice was started, followed immediately by the Class runs.

At the end of the day Howard was 2nd in his class, Steve was 4th and myself 3rd.

The next event was an M.G.C.C. Sprint at Topcliffe which was also round 2 of the Shell League. Unfortunately we were only able to field 3 cars in this event, these being K. Goodall, Mexico, Class 3, Howard White, Class 2 and Richard Jackson in Class 7 with the 240Z.

Howard seemed to be flipping round because at the end of practice he was about 10 secs. in front of the next man. Our spies later told us that Richard seemed to be having a lot of drama at the hairpin, whilst Ken was trying his best in a Class which contained RSL600's in a state of high tunes.

After the 3 official runs Howard emerged as the winner of his class which contained 9 cars. Richards was 2nd out of 8 and Ken 5th out of 7.

April 21st/22nd saw the first of this seasons Hillclimbs at Harewood. This time the entries were Jon Solk, Spitfire, in Class 6, Steve Wren, 1 litre lightweight mini, Class 4, Howard White in Class 2 and myself in Class 1.

Howard led his class all day and once again finished 1st in class beating Keith Hardy. Many cups are appearing in the White household now. Anyway it gives Diane something to do cleaning them all. Jon has now fireproofed his car and is allowed to run with the hood erect, which is perhaps a good thing the weather being what it has been at recent events. He managed to take 5th in class, with a bit of wild driving.

David Taylor

### JOKES

What's on the bottom of an Irish milk Bottle?  
Open other end!!!

I've told you a million times not to exaggerate!!

What's the quickest game in Ireland?  
Pass the parcel.

What's on the top of an Irish ladder?  
STOP.

Have you heard of the Irish Firing Squad?  
There were 20 men in a circle.

GLOGONOG, 8th MAY

Having not been a competitor for some 3 years due to having a firms car, and only recently acquiring a vehicle suitable for club competitions, I was very glad to be able to compete in the Glogonog Autotests on the 8th May, a well organised & an extremely good (if not a little bumpy in places) venue in the centre of the City. An early start being called due to the hours of daylight available; this meant that I was only able to get there about halfway through the first test. I was immediately conned into competing by one of the fairer sex, parting with the appropriate entry fee.

After signing on I quickly jumped the queue to the first test as the majority of competitors were on their second run. After not having been a competitor for some time the first test took a bit of working out (normally I've been a setter of tests, not a competitor, they all look easy on paper), but I soon plotted the correct course and duly had a go, thinking that I'd been very slow. I was pleasantly surprised to find that I was reasonably competitive.

The next run at the first test was somewhat of a letdown, as trying too hard I forgot the route momentarily losing percious seconds amid plenty of spinning wheels.

The second test was slightly easier to work out but not so when you started. An Avenger in the middle of the test did not ease the situation if you took anything too wide (should we have made him a member!) This one was a fair test of do you do it quickly or slowly and which gets a better mark in the end.

Test three compiled by an I.B.M. computer? or was it Keith's flicking mind at work again.

After you sorted out which way to go and where the centre bollard should always be, it seemed reasonable (or did it). This was completed without any mishaps apart from spinning a lot of ash from place to place as I was just getting the hang of controlling the claps and the go no go pedals.

Test four seemed difficult until the owner of a certain Avenger decided to move it to a similarly dangerous spot. This one, although looking fairly easy needed careful negotiating as I soon found out, the bigger cars needing castors on to get the times down.

Then on the last test which required among other things night binoculars & good floodlights as it was starting to get dark. A very tight, typical Keith test negotiated with extreme difficulty for me due to the tightness and inexperience. One or two competitors looked as though they might use the inner Ring Road to get round the last bollard. Then for those who wanted, onto the last 10p blind, being the word as it was now dark. No comments on this as I left to find where the nog part of Cloonog was being held.

A very enjoyable evening, I'm sure it was enjoyed by those who took part & it made an interesting evenings sport. I can only hope that you the members ask for more of this type of event, it made it even more enjoyable by the fact that there were 22 competitors. I hope we have even more people out at the Sunday events.

Autotests on this sort of ground are non-damaging if you take it easily (and you quite often get there quicker in the end). Very

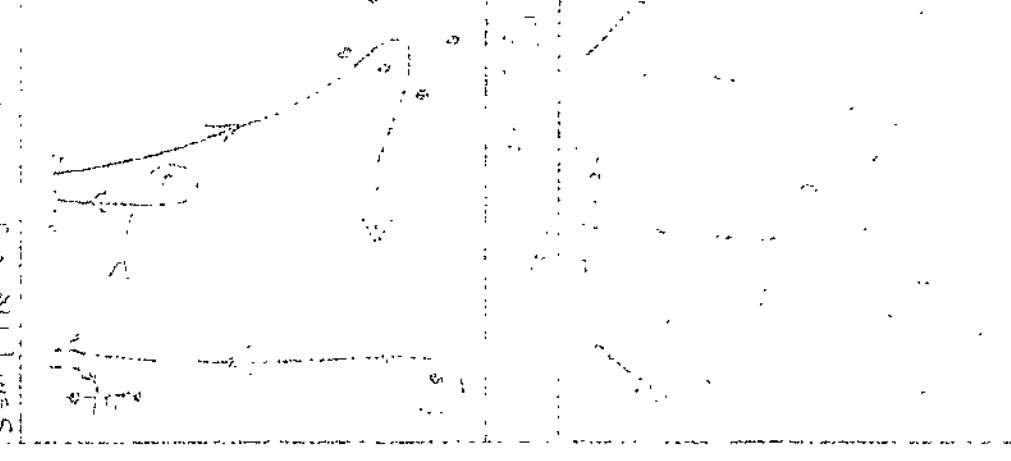
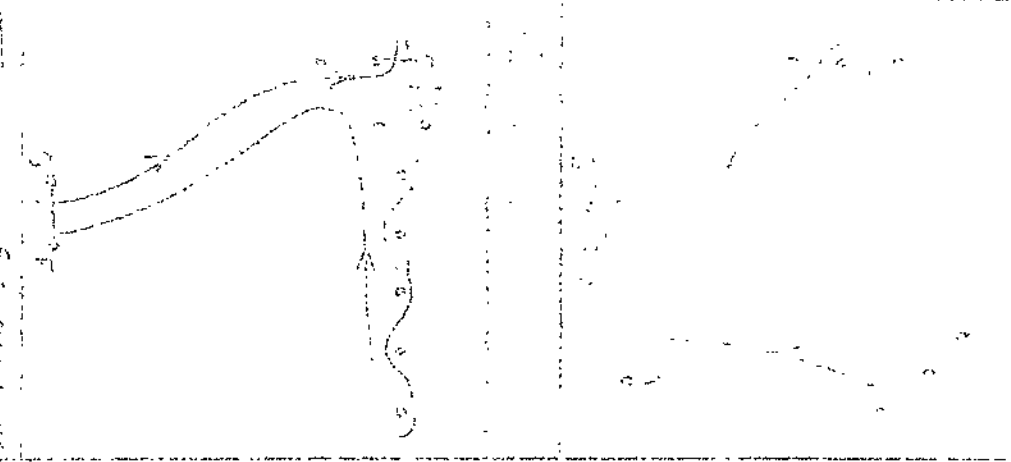
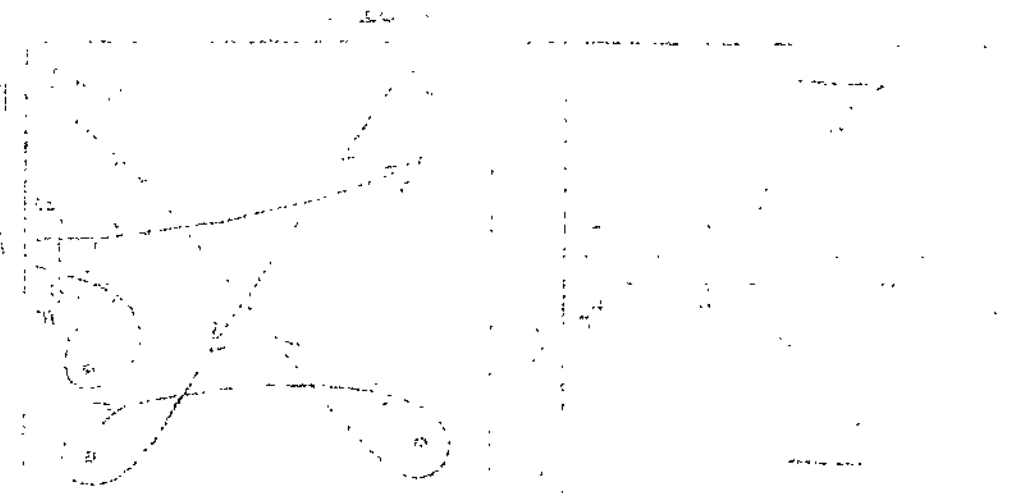
ridiculous thing is that part of the car is missing,  
the car is gone, it's gone, the car is gone,  
the car is gone, and the car is gone, that's the  
situation, it's gone, it's gone, it's gone,  
it's gone, it's gone, it's gone.

Have a go at the next Autotests and find  
out what's all about. People don't mind  
if you make a mistake or forget the route,  
even the escorts do that; plus you don't need  
a special car, any standard road car can  
do the job. In fact, it's technique and the  
driver that counts most.

Well done Faith and Lindsey, a very  
good evening at a very good venue, well done  
National and FARA.

#### The J.C.W. Special

P.S. Don't forget the June event.





[illegible]

PRODUCTION CAR TRIALS. 20th MAY

Middleton Colliery was the venue for this P.C.T. organised by Richard Ineson. The site consisted of a very large flat area of coal dust which served as an assembly area and the tests were held on the surrounding slag heaps. Some of which had a small amount of grass growing.

The Trackrod caravan was there minus windows after the local gypsy population had attacked it. These gypsies nearly caused total chaos for every time Richard Ineson marked out a test they would swoop down from the slag heaps and smash all the stakes and number boards.

Scrutineering was efficiently run by Martin Kemp who drifted in between the waiting cars shouting "who wants to be done next?"

Suitably armed with jack handles and large spanners to protect ourselves from the residents we made our way to test one. First man away was John Spencer, a new member but a seasoned trials driver. Attempting to follow his example of a good score, and failing miserably was yours truly, followed by "that other red escort sport" driven by Ron Mackinnon (henceforth pronounced Makinen).

Test two was slightly more violent & a few people suffered damage to their cars but none serious.

Test three was reached by a white which was severely potholed and claimed two cars. Dave Place retired when his manifold broke away from the Imp and John Spencer's suspension collapsed on the mini so he went home. Ron Mackinnon's Sport attempted to discard both

exhaust pipe and back panel.

Four more interesting tests followed & at halfway "our kid" Dave Lawton was leading with total penalties one followed by the two Escort Sports of myself and Ron Mackinnon. Lawton's Escort G.T. was leaking oil badly & suffering from clutch-slip.

On the second half we ran in reverse order which meant that I ran last. This seemed somewhat of an advantage because on the last 6 tests I cleaned 5. Lawton was not so fortunate but held onto his diminishing lead and at the end of the day was proclaimed overall winner & I a close second.

Thanks to Richard for a very enjoyable day but general opinion was that the tests were a bit rough. I hope he will not be discouraged by complaints, many of which came from myself.

"Nice one Richard - Let's have another"

Paul Adelman

#### PRODUCTION CAR TRIALS, 20th MAY

We actually had a new venue for this event, at Middleton Broom Colliery. Richard Ineson & Rick Stevens organised it, aided by Martin Kemp & Steve Holden. Rain the night before affected the hills, and made the whole site messy. However, the biggest hindrance was the gang of kids who kept going into the road. Our session, which started around 11 AM, was a just wind-up for the day. The first test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The second test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The third test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The fourth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The fifth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The sixth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The seventh test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The eighth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The ninth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton). The tenth test was a 1000 yd. sprint. This was won by the Escort G.T. (Lawton).

the event.

John Spencer led the field of 11 (yes, 11 entries only) to Hill one, where we started scraping our bottoms (you should picture the expression). John, however, had diabolical bothers and had to retire after Hill 2. This was diabolical, with many cars coming right in at the start. Richard Ashcroft giving his Alpine its debut, chose not to attempt this hill, on either run. The next ones weren't too bad, although the link section track caught out David Place, who smashed his exhaust manifold. We trekked up and over the top of the slag heaps to these tests, before motoring down via Alan Fords test, actually on grass back to the start. After the first round D.R. Lawton and J. Gostin Ford Escort G.T. had amassed one penalty. They were thought to be practising for next years Safari (and only a deranged oil filter bowl to show for it).

Proceedings were enlivened by the appearance of the Middleton Steam Railway, which ran alongside the start area. Kept the kids quiet, anyway. The second half seemed easier than the first. Some holes had been filled in, I think, but I kept knocking down markers with the side of the Cortina. Eric Lawton had the decency to gain 12 on this half, making him easily the winner on 13. The dice between Paul Adelman and Rod McKinnon at Boncos Sports was resolved in Paul's favour, 12 to 13.

Keith Bailey won class 1 in his mini clubman, from a whole gang of bods in a Renault 10, which seemed to suffer from a bulldozer complex. Upon production of the only piece of chalk in the south Leeds competition, these results were put on the scorecard. After a suitable wait, they were reckoned to be right.

We then all availed ourselves of Paula

demon air pump, courtesy of the Rally and Speed shop, I did some big hammer work on the tow bar and the meeting closed. As I said it was rough and mucky, but enjoyable.

Steve Lloyd.

### Results

John Spencer - Mini	Retired-Suspension penalty points	overall class pos.	class pos.
Paul Adelman - Escort	27	2	2
R. McKinnon - Escort	54	4	3
K. Martin - Renault R6	68	7	3
J. Gostin - Escort G.T.	76	9	6
R. Ashcroft - Sunbeam Alpine	69	8	5
K. Bailey - mini clubman	38	3	1
Steve Lloyd - Cortina 3 ?	57	5	4
Dave Lawton - Escort	13 + 10%	1	1
Ron White - Cooper	54 + 10%	6	2
M. Newman - Bedford Van	86	10	7
T. Bamforth - Cortina	Non Starter		

### EVENING PRODUCTION CAR TRIAL

#### B.A.R.C. CLUB NIGHT

Held on Tuesday, 1st May, the B.A.R.C. organised an evening P.C.T. in the Brighthouse area.

Laden with enough paving stones to pedestrianise Briggate and accompanied by "Bonny Bouncing Andrea" to "do her thing" in the passenger seat (no double meaning intended) we

set off to the wilds of Brighouse.

The tests were devised by Paul Hargreaves, the well known sadist, who will be remembered by some for concocting the Wellisley Park driving tests in 1972. We started test no. 1 in the woods above Brookfoot after negotiating a track which made the average Rally White look the Runway No. 1 at Heathrow Airport.

To my astonishment, and the astonishment of fellow competitors, we cleaned this test with ease. This resulted in praises all round from those who had not fared so well and boosted our morale.

Accompanied by sounds of sumpguard on Yorkshire stone and the thumping of tree stumps on sills we eased our way further into the wood, on the aforementioned track. So dense was this wood that even Dr. Livingstone himself, intrepid explorer extraordinary, would have stayed at home and eaten his jam butties in front of the T.V. rather than try to get through such a jungle.

Test 3 claimed the first casualty the venerable Harry C. Mason and wife Barbara, stuffed his wife's Cooper S up a tree - severely damaging the tree. "Nasty Harry" made a good come back to finish in 10th place overall.

By the time we came to do test one for the second time, the mud was so bad at one point that it was rumoured that a marshal and two cars had sunk without trace.

Unusual trials cars like the Rover 3500 VE and the Dolomite were finding the tests tough and even Escorts were a bit big for weaving in and out of the blueballs at times.

Andrea and I fought through the heat of the competition and came out on a duel with Malcolm Lambarchi - brother of the infamous Tony - driving a 1300 Galt Escort.

Eventually we slithered down a 1 in 1 white to the pub on the main road to wash away mud and tears with local ale.

Tim Wise told us how his left-hand drive Escort G.T. had demolished a sapling. The tree appeared to have put up a good fight because the Escort was 18 inches shorter than factory specifications.

General opinion was that the tests were good but that points should have been awarded for managing to get along the treacherous pathways in between the tests.

Results showed that my Escort Sport managed to hold off numerous Escorts and Moskvitches, 9th overall, only to find myself 2nd in class behind a 1957 Ford Popular which steamed up hills as easy as a fly climbs a wall.

A very enjoyable evenings sport and good practice for the Shell League P.C.T. and the "Denny" which will have taken place by the time this goes to print.

Paul Adelman

# NEW TROPHY POINTS SYSTEM

My apologies for the delay in getting this information to you this year, but from hereon in it will hopefully be a regular feature, which will keep you informed of event positions, new trophies and changes within the system, so here goes.

There have been a number of additions within the Trophy Points System and total major trophies available is something in the region of 14. This coupled with a restyle of the old system has resulted in a lot more figure work (& I don't mean 34 24 36, though I am working on those as well).

I would strongly advise each of you to keep a record of your own points, throughout the year, for although I double check mine, it would be very easy to get a wrong figure, and at any time check your figures with mine.

A full list of the top six competitors in each trophy will appear every month so make sure your name appears regularly by supporting all functions.

K. B. Marr

## NEW TROPHY POINTS SYSTEM

The two major points to bear in mind is the new system are :-

- 1) All external events must be entered with Trackrod shown in the entry list as the entrants Motor club. Where this is not possible i.e. outside A.M.C.C. area or Trackrod Uninvited Club you must use the club's entrants licence and have "Fitzrent Trackrod M.C." under your name in the entry list.





[illegible]

F.S.D. Rally Driver & Navigator - Donated by  
Frank Stuart Brown.

Both score equal points within the 1st & 2nd sections. Any rallies organized by clubs other than Trackrod are eligible. All points count.

C.F. or Rallyes R

1st class - 15 pts.  
down to 10th class - 6 pts.  
A/O finishers - 5 pts.  
all non finishers - 2 pts.

Nat. Rallyes

1st. class - 20 pts.  
down to 10th class - 11 pts.  
A/O finishers - 10 pts.  
All non finishers - 5 pts.

Int. Rallyes

1st class - 30 pts.  
down to 15th class - 16 pts.  
A/O finishers - 15 pts.  
all non finishers - 10 pts.

The above rally trophies are eligible to any persons entering under the name of Trackrod or where this is not possible, i.e. outside ANCC or uninvited club, entered as "Entrant Trackrod M.C." using the entrants licence held by the club.

Off Road Events Trophy - Donated by Trackrod R.C.  
Any event other than rallies count towards this trophy. The scoring based on the Shell-Racing System as outlined in the ANCC Rally Trophies. The eligibility being entered as Trackrod or "Entrant Trackrod M.C."

Service Crew Trophy - Donated by E. J. L. R.

Only servicing for crews entered under Trackrod or "Entrant Trackrod" qualifies for points.  
C.F. or R. - 5 pts. Nat. - 10 pts.  
Int. - 15 pts.

Marshal Trophy - Donated by J.M. & L. Cantrill  
5 points are scored for marshalling on any  
Trackrod organised events & also any official  
special stages being organised by Trackrod.

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All Round Trophy - Donated by J.C. Wilson  
80% of total eligible events to count. Points  
are scored as per Autotest & P.C.T. Trophies  
for these 2 events & also Rallies (12 car only)  
on O/A basis. Where a passenger is mandatory  
i.e. P.C.T. he/she scored the same number of  
points. Points are also scored for attending  
or organising any other official function.

1) Treasure Hunts	Organisers(2)	15 pts.
	Attend	3 pts.
2) Sportonog	Organisers(2)	15 pts.
	Attend	3 pts.
3) Indoor Rally	Organisers(2)	10 pts.
	Attend	3 pts.
4) Films, Talks	Organiser (1)	10 pts.
	Attend	3 pts.
5) Special Stages	Organisers(2)	15 pts.
	Chief Marshal(1)	10 pts.
	Timekeeper(1)	10 pts.
	Attend	5 pts.
6) Noggins	Attend	3 pts.

\* Also counts in Marshal Trophy 5 pts. for all

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Lady Trophy - Donated by C.J. and D.W. Taylor  
80% of total eligible events to count.  
Presented to the lady scoring the highest total  
of points on Autotest, P.C.T. and 12 car Rallies  
as outlined before.  
N.B. Ladies - to be eligible you must hold full  
membership not social only.

---

Novice Trophy - Donated by P. Myers.  
This award is presented to the person finishing  
highest in the All Round Trophy who has competed  
in at least 80% of all eligible events and has  
not won any other award in the year.

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To qualify for points for any external club  
events a copy of the start list and final

It is not a very long time since  
 that we have been able to  
 obtain the following results:

1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2

DATE: 11-26-68 BY: BJS

$\frac{d}{dt} \left( \frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

2.	(5)	D. G. McIlhenny	11
3.	(16)	C. E. Johnson	17
4.	(2)	L. Johnson	10
5.	(3)	H. Jones	11
6.	(6)	L. H. Jones	11
7.	(10)	E. W. Lyons	11
8.	(4)	K. B. Lipp	11

**Figure 1**

1.	109	J. M. Tharion	-	1.
2.	95	C. Lockaby	-	1
3=	77	B. Wade Tyson	-	1
	88	A. Edwards	-	1
5.	19	L. V. Sutton	-	1

**Dorschner**

2=	20	D. M. Trolan	-	20
	62	E. J. Armstrong	-	62
3=	8	D. G. Dickerson	-	8
	17	J. C. Wilson	-	17
	31	L. Buchanan	-	31
	52	J. Lee	-	52

1.	10	W. H. Adams	105.55
2.	11	W. H. Adams	90.71
3.	12	W. H. Adams	21.67
4.	13	W. H. Adams	21.45
5.	14	W. H. Adams	20.50
6.	15	W. H. Adams	10.00

#### Section

1.	17	W. H. Adams	10
2.	18	W. H. Adams	10
3.	19	W. H. Adams	9
4.	20	W. H. Adams	8
5.	21	W. H. Adams	7
6.	22	W. H. Adams	7
7.	23	W. H. Adams	7

#### Section

1.	24	W. H. Adams	77
2.	25	W. H. Adams	76
3.	26	W. H. Adams	65
4.	27	W. H. Adams	60
5.	28	W. H. Adams	58
6.	29	W. H. Adams	56
7.	30	W. H. Adams	56

#### Section

1.	31	W. H. Adams	24
2.	32	W. H. Adams	17
3.	33	W. H. Adams	14
4.	34	W. H. Adams	1
5.	35	W. H. Adams	16
6.	36	W. H. Adams	16
7.	37	W. H. Adams	16

1.	38	W. H. Adams	24
2.	39	W. H. Adams	17
3.	40	W. H. Adams	14
4.	41	W. H. Adams	1
5.	42	W. H. Adams	16
6.	43	W. H. Adams	16
7.	44	W. H. Adams	16

# LINEUP 1911-12

1.	46	C. H. Johnson	-	170.71
2.	92	A. Jackson	-	161.31
3.	47	P. S. Kemp	-	126.65
4.	55	D. Gorden	-	122.10
5.	71	R. White	-	51.75
6.	60	S. A. Robinson	-	45.00

# AUTO Champ. Novice

1.	6	D. G. Dickinson	-	170.71
2.	31	J. Robinson	-	155.00
3.	111	E. Courtney	-	140.00
4.	5	J. H. Centrill	-	130.00
5.	101	M. G. Abbott	-	120.00
6.	9	F. Stuart-Brown	-	110.00

# Service Club

1.	56	D. Place	-	35
2=	88	A. Barrett	-	25
	97	S. Holden	-	25
4=	47	M. S. Kemp	-	20
	77	S. Waddington	-	20
6=	62	R. A. Stevens	-	15
	69	M. Turner	-	15

# Shall League (March 31)

1.	27	P. S. Adelman	-	35.00
2.	10	D. W. Taylor	-	35.00
3.	45	R. F. Ineson	-	20.00
4.	92	A. Jackson	-	10.00

# Membership Numbers

As most of you are probably new, all members are issued with a number when joining the club. From the signing on sheet it would appear that not many of you know your number is. Below is a full list of membership numbers in alphabetical order. When you please note your number on your card membership-

and also use it when signing on at all club functions.

# K. B. Marx

131	W. A. Abbott	96	J. Firth
126	W. A. Adams	134	A. G. Ford
12	W. A. Adelman	127	A. J. Foster
125	W. A. Ainsley	35	P. Foster
123	W. A. Arnold	34	M. Frank
120	W. A. Ashcroft		
118	W. A. Ashcroft	87	G. Galea
110	W. A. Atkin	89	J. Galea
		39	E. S. Garnett
114	W. A. Ballock	38	D. Gilbert-Sutton
113	W. A. Barrett	84	D. Gill
110	W. A. Bennett	36	P. Gledhill
109	W. A. Birch	16	C. Goodall
108	W. A. Blaney	8	K. G. Goodall
107	W. A. Bonfield	40	J. H. Gostin
106	W. A. Brooke	37	I. H. Gurnett
105	W. A. Brown		
104	W. A. Brown	18	S. Hall
103	W. A. Brown	7	S. M. Hall
102	W. A. Brown	42	W. Harper
101	W. A. Brown	41	T. J. Hayes
100	W. A. Centrill	76	R. S. Hazeldine
99	W. A. Coxall	33	C. G. Heath
98	W. A. Collins	35	S. J. Hessey
97	W. A. Cuthbert	97	S. Holden
96	W. A. Cuthbert	44	K. Hutchinson
95	W. A. Cuthbert		
94	W. A. Cuthbert	106	C. Ineson
93	W. A. Cuthbert	45	R. F. Ineson
92	W. A. Cuthbert		
91	W. A. Cuthbert	92	A. Jackson
90	W. A. Cuthbert	46	C. P. Jackson
89	W. A. Cuthbert	93	J. Jackson
88	W. A. Cuthbert		
87	W. A. Cuthbert	139	A. Kelly
86	W. A. Cuthbert	47	H. S. Kemp
85	W. A. Cuthbert	130	S. King
84	W. A. Cuthbert	89	C. S. Mitchell
83	W. A. Cuthbert	88	C. S. Mitchell



98	S. Ladle	86	L. W. Salt
50	D. R. Lambson	135	S. A. Sargent
95	C. Leckemby	117	L. Shaw
57	D. Lee	23	E. Smith
52	J. Lee	64	J. Smith
138	R. C. Leeson	120	J. Spence
119	M. Liddell	61	W. H. S. S. S. S.
102	T. Lightowler	22	C. Stoddart
20	E. M. Lloyd	62	R. A. Stoddart
3	S. Lloyd	63	M. T. Stoddart
		9	F. Stoddart
78	A. Mackay	19	L. V. Sutton
75	P. Mann	65	M. Swan
83	E. Marlow		
4	K. B. Marr	66	R. Tatham
137	R. Mason	24	C. J. Taylor
128	D. J. Meech	10	D. W. Taylor
53	S. M. Mills	67	I. M. Thompson
125	A. J. Mitchell	109	J. M. Thirsk
132	C. J. M	108	P. S. Thirsk
91	P. Myers	68	S. Tonic
		70	T. G. Trow
54	M. S. Newman	69	M. Turner
55	R. Ovenden	17	E. Vint
21	U. Ovenden		
		77	S. Waddington
57	E. Parkes	103	M. Wehdale
73	M. I. Parkes	72	J. Westmoreland
85	A. Pearce	25	D. White
58	C. Penman	11	H. E. White
56	D. Place	91	R. White
112	A. E. Powell	81	A. Whitaker
90	R. Pratt	105	A. R. Walsh
		12	J. C. Wilson
59	H. Rackham	126	C. Withers
60	S. A. Rathbone	107	A. Woodenden
82	J. W. Rawling	116	P. Womersley
113	J. H. Richardson	13	S. Wren
130	P. C. Riches		
74	M. Robinson		
115	A. P. Roddy		



With A. Pearce/F. Stuart-Brown  
With R. White/J. Birch  
With I. Gurnett/J. Gostin

Conditions were almost ideal for this event,  
very, very dry, in fact so dry that it is the  
first time that I have finished a rally with a  
clean car - Ed.

I. Buchanan  
M. Kemp

#### LENN ALLEGRO

A new car from British Leyland, they say  
it is the first completely designed car to come  
since the big merger. Although it retains  
existing engines. These being tried and  
tested units of long standing. All models are  
front wheel drive with transverse engines and  
two or four door bodies.

There is a large range of 12 models to  
choose from, the cheapest from under £1,000  
these range from 1100cc to 1750 cc with 6  
levels of trim.

The power units are the well tried B.M.C.  
1100cc and 1300cc range and the Maxi overhead  
cam 1500cc and 1750cc units, this also means  
that the top two models have the maxi 5 speed  
gearbox. A big advantage being that at last  
they have thought about the people who work on  
the engines etc., and left plenty of space round  
the engine units. A thermostatically controlled  
fan is fitted on all models even though they  
have a large front mounted radiator.

The suspension is a completely new type  
called Hydrogas, this being basically the same  
as the 1100 system with the addition of  
nitrogen filled gas hemispheres, that help

to cushion the ride. Brakes are disc (front) and drum rear with a scrub on the larger models.

Two speed wipers are standard on all models along with a swipe wipe, hazard warning lights, an overtaking mirror, radial ply tyres and underbody sealing are also standard. The larger cars also have heated rear screen, reverse lights, reclining seats, clock and a vinyl roof, the two sports models also have head restraints, interior wise they are very well equipped, they all have, wait for it, the worlds first quartic steering wheel (or a square round one for those who don't know what quartic means).

There is a large 15 cu.ft. usable luggage boot which is a fairly square design with the spare wheel stowed up giving a very large boot for the size of the car.

Body styles are 1100/1300 De Luxe, 1300 Super DeLuxe, 1500 Super DeLuxe, 1750 Sport, 1500 Special and the 1750 Sports Special all altering slightly in trim and specification.

It looks a very smart car with a somewhat continental front, it should be a good seller for British Leyland.

There is another new model coming out in June from British Leyland top speed 160 m.p.h. and this one will really interest the enthusiast, but more about it when it is officially released.

J. C. Wilson

11.11.74

It happens to different people at different times. It happens to us all at some time. It was about 2.00 a.m. on Sunday 13th November, wheeling the 'ship' down the A483 (the police poking of course) which is a narrow lane between Cross Gates. (Radnorshire) and the 'Horns' with three crew sleeping, and the familiar sight of our fellow motorist set up by the roadside. Look back at its on 128, running from 21/11 1974. When it happened, I saw bridges, new concrete motorway bridges. Some see burning cars, others see bridges, me, its bridges. Not very original, of course, they were at a distance, we never went under one. The service point came into view afterwards, and I gratefully took my seat for the next stint.

The reason for all this weariness was SPY in the 1973 Welsh Rally. With John and Dennis piloting it, the 240Z was in its first international rally. It had arrived from Barry on Friday night, some 24 hours 26 minutes after R. Clark i.e. at 10.26 p.m. It consisted of the Z, Richards 2600, Bob, mechanic, and Ted navigator and a service known as the 'Ossatruck' or barge, with three mechanics from Fletcher Motors. This is in fact the transit 30 cwt van which transports the Fletcher's team of Ossa Trials bikes & is well equipped for servicing. The C was named 'The ship' after its handling qualities.

After equipping ourselves with food & drink, petrol, various free oils, and 8 knobbles from Kibor, plus various trade stickers, we were away. It was a long haul to the first stage, Breckfa, and we saw one crew before they

attempted it. We observed that the night lights, which had caused several low flying aircraft. As several areas were very well defined in the roadbook, and as the C is big, too big to risk in badly trafficked Welsh whites, we set off for M.C.2. at Llangatwg. Here while we waited, we sampled the local scene, commented on the boy racers dominating one of the town, and watched a pulled scooter being patched up. Our men were still very fit, so off again, to halfway near Llandorery. We actually saw the Z after the Hpynt stages, just after dawn, on top of a mountain and followed them down to Fyrmee services. The first night, and 7 stages were over. Some passable coffee was taken, plus something for the various headaches. The Z was well, so it was left alone. A short run now to breakfast at Llandrindod Wells and service area by the lake. We joined up with the barge and Sue, fresh from a nights sleep. This was an hours halt, and the Z got a real going over. New pads were the only replacement, but everything was checked just to be safe. This was as clear as we got to the top crews, seeing Rosemary Smith in the service area. Richard and Dennis got some sleep in the Metropole, before departing to tackle the Hafren stage. It was here that we managed to watch our first stage of the event. We only saw the later numbers, which included our men. Richard was going well now, & caught the preceding Escort easily on this 5 minute stage. This resulted in a smashed spot & head light, with a severely chipped screen. They just wouldn't move over, & it was a problem which cost our men a sizeable chunk of time in various stages.

Another long haul now, around the north side the rally was crossing, through Aberystwyth up to the service lay bys south of Llanfyllbach. This spot was replaced and we discussed ways on 11.05

the daylight, not easy to replace on a Z. We followed them to the town. We refreshed ourselves at the Lynskey Arms, bought food, & replaced our allegro, badges taped up, in the rear of the car. Another boat with its barge, which now had a man to assist their navigation, accompanied us, to service in the shadow of Gader Falls. There we got some sleep while the Z tackled Bantparthog. When they pulled in, we rigged clear Fablon over the smashed light, at least the bulbs were now protected. However the speedo cable had been smashed off the gear-box & there was no chance to obtain another.

[illegible]

...we will discuss the ...





Would you please give the following information so that we may keep you fully informed of the aspect of motor sport in which you wish to be involved.

1. I \*do/dc not hold an R.A.C. Comp. Licence      2. Car Make \_\_\_\_\_  
Details of Licence(s) held      Model \_\_\_\_\_  
\* Rally Driver/Pass R/N/INT No. \_\_\_\_\_      cc?? \_\_\_\_\_  
\* Speed      R/N/INT No. \_\_\_\_\_      Reg. No. \_\_\_\_\_  
\* Race      R/N/INT No. \_\_\_\_\_
3. I would like to be placed on the following competition lists & receive  
regs for \* \*Autotests/Hill Climbs/Production Car Trials/Rally Driver/  
Navigator/Sprint at \* Club Level/And or above.
4. I may at some future date be interested in \* \*Autotest/Hill Climbs/  
Production Car Trials/Rally Driver/Navigator/Sprint.
5. I will be available for marshaling \* Sp. Stage/Timing Control/Passing  
Control/Autotest/P.C.T./Day/and/or/Night and have experience of  
\* SS/TC/PC/Autotest/PCT/Mcne.
6. Are you willing to service crew on rallies \*      YES/NO

\* Please delete if inappropriate

PC 1111

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Good Cond'n 3.7 T.S. 1111.

5c 'H' reg. S.P. 2's & 6800

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Tel. 628530

or apply in person 7, Ruggart Hill Road,  
Leeds, 14.

For 1112

1969 M.G.B. G.T. Tartan Red, Black Leather  
reclining seats, radials, oil cooler, racing  
mirrors, aerial, undersealed, towing bracket.

H reg. 38,000 miles 5915 o.n.o.

S. Lloyd Tel. Boston Spa 843574

TRACKED.....

