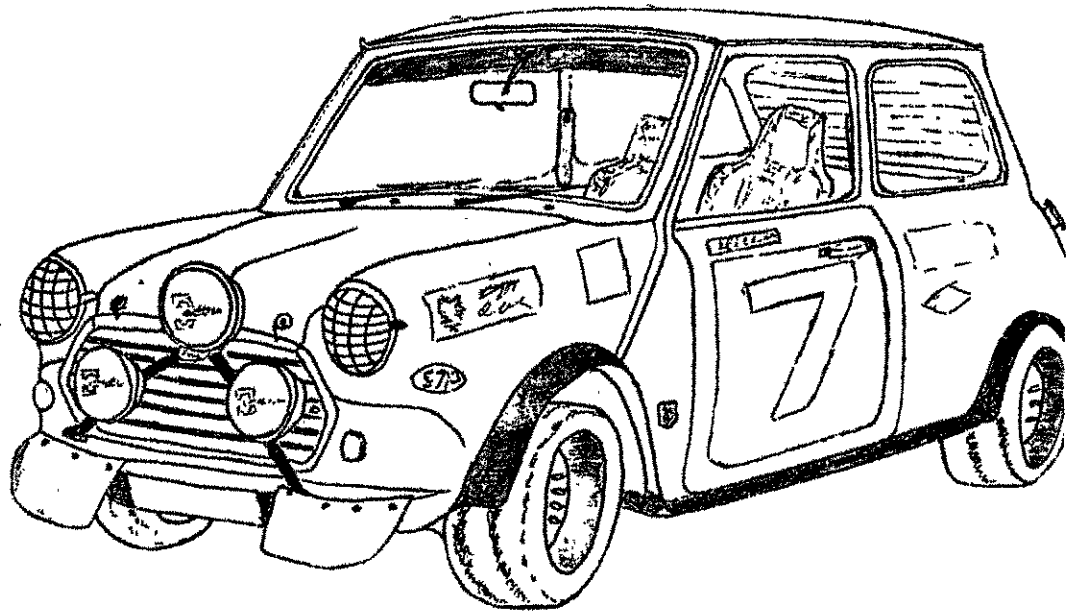


# TRACKROD



**THE MAGAZINE OF TRACKROD MOTOR CLUB**

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

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Tel. 57563

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Tel. 682400

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Sigrid Mills - Flat C, 1 Newton Grove, Leeds, 7.  
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COMMITTEE

John Wilson - 11, Priestthorpe Court, Farsley.

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

John Wilson - 11, Packstone Crescent, Leeds, 17.  
Tel. 681165

Forthcoming Events

This Month

2nd/3rd June - 1st Cup Entry. Start at the Windmill Cafe, A1 at Rainham, Map Ref. 91/363 745 Northbound. Must be 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, Eridge Garth, Clifford, Wetherby. Tel. Eton 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. It's 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 Taylor 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, Bucketstone 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 Newson 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. Osset, 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 as...

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 barked that lost them minutes, stage after stage. This caused further problems when they had their lights broken twice and the windscreen chipped from flying stones of competitors they caught. The car again shored 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 Waddington, 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 Diana 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.

CLOGONOG, 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 Clogonog 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 precious 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 Scottish mind at work again.

After you sorted out which way to go and where the centre bollard should always be, it proved 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

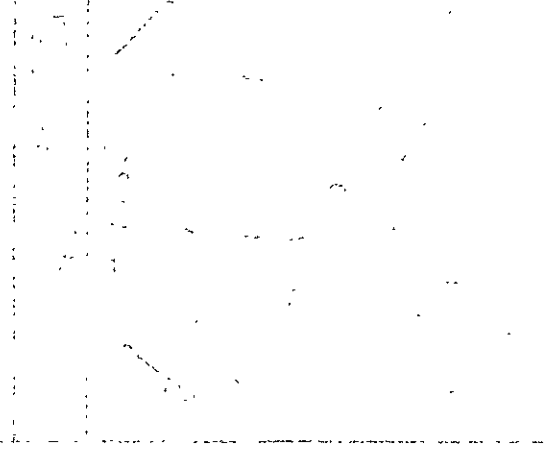
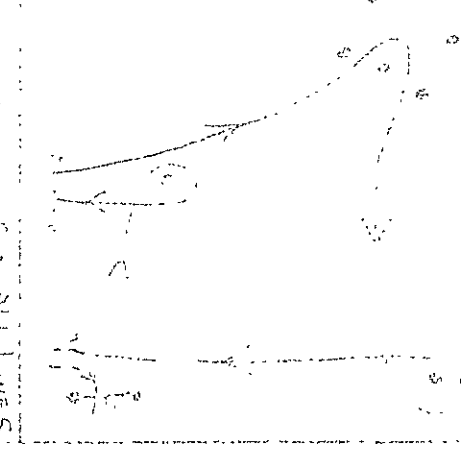
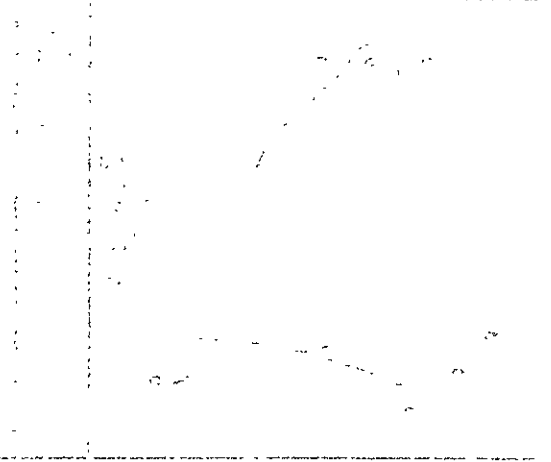
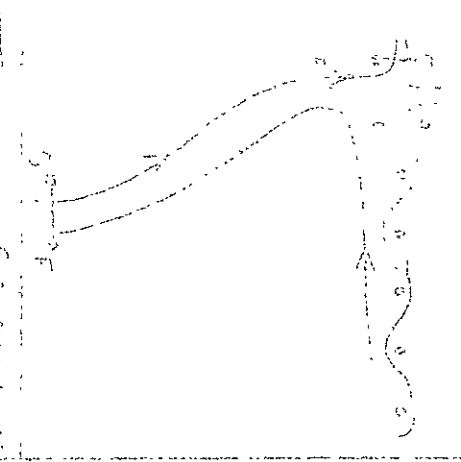
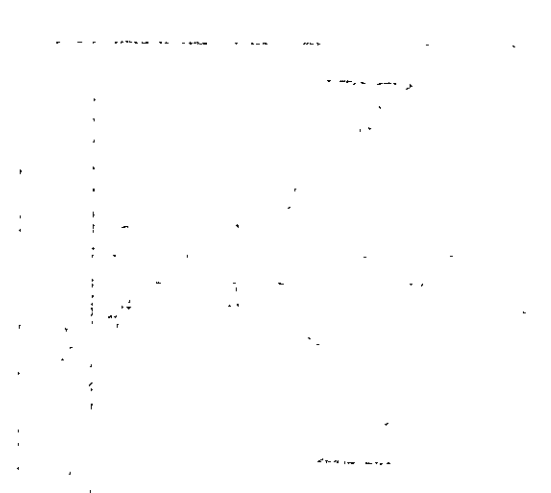
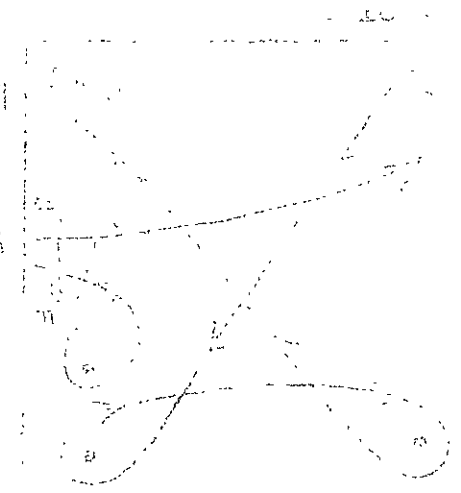
ridiculous thing is that part of the car is patchy,  
because it's got a few inches of the second  
quarter, and the main thing that they use  
suspension for all sorts from minor to big  
Interiors are Marshall's.

Have a go at the next Autotests and find  
out what they are 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  
manage it. In fact, it's technique and the  
driver that counts most.

Well come Keith and Lindsey, a very  
good evening at a very good venue, well done  
National Car Fairs.

The J.C.W. Special

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





No	NAME	CLASS	1 2 3 4 5 6						Total	CLASS O/A	THRESHOLD	POST	
			+	+	+	+	+	+					
2	R WAISE	1	60.0	50.8	37.0	54.0	39.5	68.4	314.7	6	11	35.5	4
4	S RATHBONE	1	48.0	58.4	24.0	42.0	36.0	55.8	274.2	4	5	35.0	3
6	R INESAN	1	43.8	57.8	21.0	40.	33.0	39.8	210.1	1	1	34.4	2
10	J BIRCH	1	65.0	46.2	24.0	51.6	46.0	54.0	286.8	5	9	36.2	5
13	D TAYLOR	1	42.6	40.2	26.0	41.4	33.0	45.6	288.8	2	2	36.3	6
20	JC WILSON	1	41.4	44	42.5	5.3	8	36.0	251.1	3	3	—	—
1	P ABELPRN	2	52.2	46.2	24.0	54.6	40.0	62.0	289.0	4	9	48.5	11
8	R OVENDEN	2	60.2	48.0	27.5	48.0	69.0	54.6	327.3	5	13	—	—
9	PCOURTNEY	2	44.4	55.2	29.5	54.6	69.0	88.2	350.9	7	15	—	—
11	P GERMAIN	2	66.0	52.2	54.0	75.0	41.0	88.2	370.4	8	17	33.6	5
12	S HOLTEN	2	55.8	53.4	29.0	42.2	45.5	53.2	331.4	6	14	38.2	9
14	M NEWMAN	2	45.6	48.0	25.0	48.6	40.0	60.6	277.7	2	6	45.4	12
15	I BUCKMAN	2	49.2	49.2	25.0	45.0	53.0	66.0	283.4	3	7	38.7	7
16	R MACHIN	2	50.4	42.0	27.0	48.0	45.0	53.2	270.4	1	4	38.7	7
17	R SICKSON	2	71.2	72.0	34.0	49.2	69.0	88.2	401.1	10	19	57.5	13
21	A FORD	2	79.2	12.0	44.0	55.2	49.5	88.2	395.1	9	18	—	—
3	D PLACE	3	47.4	48.0	18.0	44	12.0	100.0	344.8	3	16	—	—
5	R STEVENS	3	47.4	44.4	26.0	34.4	42.6	60.0	320.1	2	12	43.0	10
19	J GOSWY	3	52.2	48.6	24.5	31.0	42.0	92.8	297.4	1	10	—	—
	S MILLS												

Not INCLUD FOR FINN

RESULTS

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 hind was the gang of kids who kept the gap in the top of the road. Our escape, of course, was through a tunnel, but windows for the first time were not a great success. They were not very good, but the hills by accident, the rain was not a great help. The rain was not a great help.

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 no technical bothers and had to retire after hill 2. This was diabolical, with many cars slipping 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 old. 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. Mr Lawton had the decency to gain 12 on this half, making him easily the winner on 13. The dice between Paul Adelman and Rod McKinna on Escort Sports was resolved in Paul's favour, just, but clear 2.

Keith Bailey won class 1 in his mini clubman, from a whole gang of boys 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 scoreboard. 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 were rough and mucky, but enjoyable.

Steve Lloyd.

Results

John Spencer - Mini	Retired-Suspension penalty points	overall 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 Brighthouse.

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 bluebells at times.

Andrew and I forged through the heat of the competition and came out on a level with Malcolm Lambarchi - brother of the infamous Tony - driving a 1300 cc. 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 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 35 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 "Patent trackrod M.C." under your name in the entry list.



2) All trophies...  
within 15 days...  
15 days...  
you have...  
each car...  
K...  
Each...  
also... they might be...  
were... consequently nothing...  
nobody gets any points which...  
unpleasantness. This... day...  
strictly... with no...  
reason being that you want a...  
in the... and if 10 days...  
cases in which should have...  
ago... after all the...  
have been... & this will...  
mockery of the... lists...  
help me I don't want to have...  
body down but I will do, YOU...  
WARNING, Until the end of June...  
any events from Jan. last after...  
so hurry up.

The new trophy points system set out...  
into effect immediately with the exception of...  
outside events & these will be effected on...  
June 30th.

#### TOP SIX

Trophy Events as at 1st May.

Autotest - Donated by H. E. White

80% of total eligible events to count.

Where 1 driver enters 2 cars he must...  
before start of first car which can...  
for trophy points.

Organisers (2)	-	15 pts.
Chief Marshal	-	10 pts.
Timekeeper	-	10 pts.
Scrutineer	-	7 pts.

Overall	-	5 pts.	
Competitors.	1st class	-	10 pts.
	2nd "	-	9 pts.
	3rd "	-	8 pts.
	4th "	-	7 pts.
	5th "	-	6 pts.
A/O Finishers		-	5 pts.
All non finishers		-	3 pts.

Production Car Trial - Donated by D. G. Dickinson

Minimum total eligible events to count.  
Where a driver enters 2 cars he must nominate before start of first car which car is to count for trophy points.

Organisers (2)	-	15 pts.
Chief Marshal	-	10 pts.
Timekeeper	-	10 pts.
Scrutineer	-	7 pts.
Marshal	-	5 pts.

Competitors.	1st class	-	10 pts.
	2nd "	-	9 pts.
	3rd "	-	8 pts.
	4th "	-	7 pts.
	5th "	-	6 pts.
A/O Finishers		-	5 pts.
All non finishers		-	3 pts.

Relay Race - Donated by J. W. Wilson

Marathon - Donated by E. A. Dickinson

Each team must consist of three relative competitors. The first competitor in the ANCC Comp. and the second in the first 6 competitors. The third in the second 6 competitors. The fourth in the third 6 competitors. The fifth in the fourth 6 competitors. The sixth in the fifth 6 competitors. The seventh in the sixth 6 competitors. The eighth in the seventh 6 competitors. The ninth in the eighth 6 competitors. The tenth in the ninth 6 competitors. The eleventh in the tenth 6 competitors. The twelfth in the eleventh 6 competitors. The thirteenth in the twelfth 6 competitors. The fourteenth in the thirteenth 6 competitors. The fifteenth in the fourteenth 6 competitors. The sixteenth in the fifteenth 6 competitors. The seventeenth in the sixteenth 6 competitors. The eighteenth in the seventeenth 6 competitors. The nineteenth in the eighteenth 6 competitors. The twentieth in the nineteenth 6 competitors. The twenty-first in the twentieth 6 competitors. The twenty-second in the twenty-first 6 competitors. The twenty-third in the twenty-second 6 competitors. The twenty-fourth in the twenty-third 6 competitors. The twenty-fifth in the twenty-fourth 6 competitors. The twenty-sixth in the twenty-fifth 6 competitors. The twenty-seventh in the twenty-sixth 6 competitors. The twenty-eighth in the twenty-seventh 6 competitors. The twenty-ninth in the twenty-eighth 6 competitors. The thirtieth in the twenty-ninth 6 competitors. The thirty-first in the thirtieth 6 competitors. The thirty-second in the thirty-first 6 competitors. The thirty-third in the thirty-second 6 competitors. The thirty-fourth in the thirty-third 6 competitors. The thirty-fifth in the thirty-fourth 6 competitors. The thirty-sixth in the thirty-fifth 6 competitors. The thirty-seventh in the thirty-sixth 6 competitors. The thirty-eighth in the thirty-seventh 6 competitors. The thirty-ninth in the thirty-eighth 6 competitors. The fortieth in the thirty-ninth 6 competitors. The forty-first in the fortieth 6 competitors. The forty-second in the forty-first 6 competitors. The forty-third in the forty-second 6 competitors. The forty-fourth in the forty-third 6 competitors. The forty-fifth in the forty-fourth 6 competitors. The forty-sixth in the forty-fifth 6 competitors. The forty-seventh in the forty-sixth 6 competitors. The forty-eighth in the forty-seventh 6 competitors. The forty-ninth in the forty-eighth 6 competitors. The fiftieth in the forty-ninth 6 competitors. The fifty-first in the fiftieth 6 competitors. The fifty-second in the fifty-first 6 competitors. The fifty-third in the fifty-second 6 competitors. The fifty-fourth in the fifty-third 6 competitors. The fifty-fifth in the fifty-fourth 6 competitors. The fifty-sixth in the fifty-fifth 6 competitors. The fifty-seventh in the fifty-sixth 6 competitors. The fifty-eighth in the fifty-seventh 6 competitors. The fifty-ninth in the fifty-eighth 6 competitors. The sixtieth in the fifty-ninth 6 competitors. The sixty-first in the sixtieth 6 competitors. The sixty-second in the sixty-first 6 competitors. The sixty-third in the sixty-second 6 competitors. The sixty-fourth in the sixty-third 6 competitors. The sixty-fifth in the sixty-fourth 6 competitors. The sixty-sixth in the sixty-fifth 6 competitors. The sixty-seventh in the sixty-sixth 6 competitors. The sixty-eighth in the sixty-seventh 6 competitors. The sixty-ninth in the sixty-eighth 6 competitors. The seventieth in the sixty-ninth 6 competitors. The seventy-first in the seventieth 6 competitors. The seventy-second in the seventy-first 6 competitors. The seventy-third in the seventy-second 6 competitors. The seventy-fourth in the seventy-third 6 competitors. The seventy-fifth in the seventy-fourth 6 competitors. The seventy-sixth in the seventy-fifth 6 competitors. The seventy-seventh in the seventy-sixth 6 competitors. The seventy-eighth in the seventy-seventh 6 competitors. The seventy-ninth in the seventy-eighth 6 competitors. The eightieth in the seventy-ninth 6 competitors. The eighty-first in the eightieth 6 competitors. The eighty-second in the eighty-first 6 competitors. The eighty-third in the eighty-second 6 competitors. The eighty-fourth in the eighty-third 6 competitors. The eighty-fifth in the eighty-fourth 6 competitors. The eighty-sixth in the eighty-fifth 6 competitors. The eighty-seventh in the eighty-sixth 6 competitors. The eighty-eighth in the eighty-seventh 6 competitors. The eighty-ninth in the eighty-eighth 6 competitors. The ninetieth in the eighty-ninth 6 competitors. The ninety-first in the ninetieth 6 competitors. The ninety-second in the ninety-first 6 competitors. The ninety-third in the ninety-second 6 competitors. The ninety-fourth in the ninety-third 6 competitors. The ninety-fifth in the ninety-fourth 6 competitors. The ninety-sixth in the ninety-fifth 6 competitors. The ninety-seventh in the ninety-sixth 6 competitors. The ninety-eighth in the ninety-seventh 6 competitors. The ninety-ninth in the ninety-eighth 6 competitors. The hundredth in the ninety-ninth 6 competitors.

F.S.D. Rally Driver & Navigator  
Frank Stuart Brown.

Both score equal points within the various sections. Any rallies organized by clubs other than Trackrod are eligible for inclusion in the count.

C.J. or Rallies R

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

Nat. Rallies

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

Int. Rallies

- 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 P.C.  
Any event other than rallies count towards this trophy. The scoring based on the Shell Race System as outlined in the ANCC Rally Trophies. The eligibility being entered as Trackrod or "Entrant Trackrod M.C."

Service Crew Trophy - Donated by Trackrod P.C.

- Only servicing for crews entered under name of Trackrod or "Entrant Trackrod" qualifies for point
- C.J. 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.

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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 60% 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

2. That the ...  
 3. That the ...  
 4. That the ...  
 5. That the ...  
 6. That the ...  
 7. That the ...  
 8. That the ...  
 9. That the ...  
 10. That the ...

11. That the ... 1975

Witnesses

- 1. (1) D. G. Dickinson
- 2. (15) C. E. ...
- 3. (2) L. ...
- 4. (3) S. ...
- 5. (5) H. T. ...
- 6. (10) E. W. ...
- 7. (4) K. E. ...

Exhibits

- 1. 109 J. M. ...
- 2. 95 C. ...
- 3. 77 S. ...
- 4. 38 A. ...
- 5. 19 L. V. ...

Marshals

- 1. 20 D. ...
- 2. 62 E. ...
- 3. 6 D. G. ...
- 4. 12 J. C. ...
- 5. 31 L. ...
- 6. 52 J. ...

105.35			
30.71			
21.67			
21.45			
20.50			
10.00			

Ref.:

10	17	P. W. Adams	10
10	20	M. S. Spencer	10
10	10	H. S. Kinsley	9
10	10	D. S. Eaton	8
10	10	C. S. Ford	7
10	10	C. S. Jackson	7
10	10	C. S. Pickinson	7

Ref.:

10	10	D. S. Dickinson	77
10	10	D. S. Jackson	76
10	10	A. S. Johnson	65
10	10	C. S. Ford	60
10	10	D. S. Stone	58
10	10	D. S. Taylor	56
10	10	C. S. Adams	56

Ref.:

10	10	Hemp	24
10	10	C. S. Jackson	17
10	10	Hayden	14
10	10	Law	1
10	10	Wright	11
10	10	Roberts	11
10	10	Wright	33

24			
17			
14			
1			
11			
11			
33			

LINE UP

1.	45	O. R. Jackson	-	170.7
2.	92	A. Jackson	-	161.3
3.	47	P. S. Kemp	-	126.6
4.	55	D. Croxson	-	122.0
5.	71	R. White	-	51.75
6.	60	S. A. Robinson	-	45.00

AFCO Champ. Navigation

1.	6	D. G. Dickson	-	170.7
2.	31	J. Robinson	-	155.0
3.	111	E. Courtney	-	120.0
4.	5	J. K. Centrell	-	110.0
5.	101	M. G. Abbott	-	100.0
6.	9	F. Stuart-Brown	-	100.0

Seaside 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

Sholl League (March 31)

1.	27	P. S. Adelman	-	35.0
2.	10	D. W. Taylor	-	35.0
3.	45	R. F. Ineson	-	20.0
4.	92	A. Jackson	-	10.00

Membership Numbers

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

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

K. B. Marr

151	W. Abbott	96	J. Firth
126	W. Anderson	134	A. G. Ford
12	W. Adelman	127	A. J. Foster
10	W. Binley	35	P. Foster
105	W. Arnold	34	H. Frank
10	W. Ashcroft		
102	W. Ashcroft	87	G. Galec
100	W. Atkin	89	J. Galec
		39	E. S. Garnett
104	W. Balcock	38	D. Gilbert-Sutton
103	W. Barrett	85	D. Gill
100	W. Bennett	36	P. Gledhill
100	W. Birch	16	C. Goodall
100	W. Blaney	8	K. G. Goodall
100	W. Brandebelt	40	J. M. Gostin
100	W. K. Brooke	37	I. H. Gurnatt
100	W. Brown		
100	W. Brown	18	S. Hall
100	W. Brown	7	S. M. Hall
100	W. Brown	42	W. Harper
100	W. Brown	41	T. J. Hayes
100	W. Brown	76	R. S. Hazeldine
100	W. Brown	43	C. G. Heath
100	W. Brown	35	S. J. Hessey
100	W. Brown	97	S. Holden
100	W. Brown	44	K. Hutchinson
100	W. Brown		
100	W. Brown	106	C. Ineson
100	W. Brown	45	R. F. Ineson
100	W. Brown		
100	W. Brown	92	A. Jackson
100	W. Brown	46	C. P. Jackson
100	W. Brown	93	J. Jackson
100	W. Brown		
100	W. Brown	139	A. Kelly
100	W. Brown	47	H. S. Kemp
100	W. Brown	100	S. King
100	W. Brown	49	G. S. Mitchell
100	W. Brown	48	W. J. Nield



98	S. Ladle	66	R. W. Salt
50	D. R. Lambton	135	S. L. Sayer
95	C. Lockenby	117	D. Shaw
57	D. Lee	23	F. Smith
52	J. Lee	64	J. Sells
138	R. C. Leeson	120	J. Spencer
119	H. Liddell	61	W. H. Stead
102	T. Lightowler	22	C. Stead
20	E. M. Lloyd	62	R. A. Stevens
3	S. Lloyd	63	M. T. Sutton
		9	F. Sturges-Evans
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. Tappin
125	A. J. Mitchell	109	J. M. Thirkell
132	C. J. M	108	P. S. Thirkell
91	P. Myers	68	S. Tombs
		70	T. G. Trout
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. Westmorland
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. Wilson
		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		