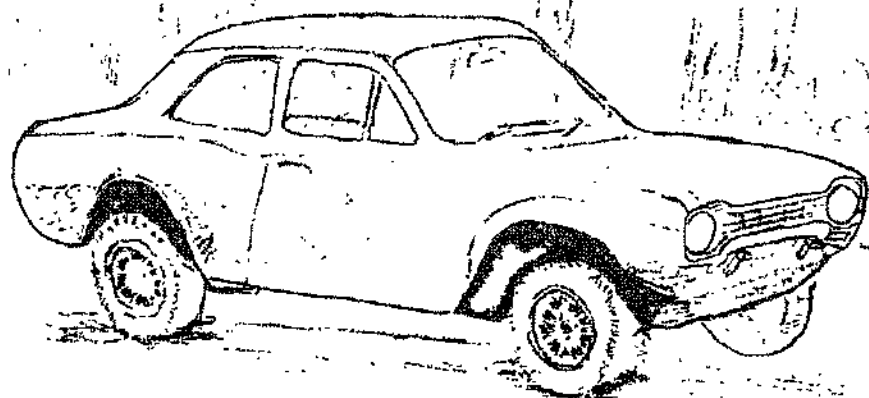
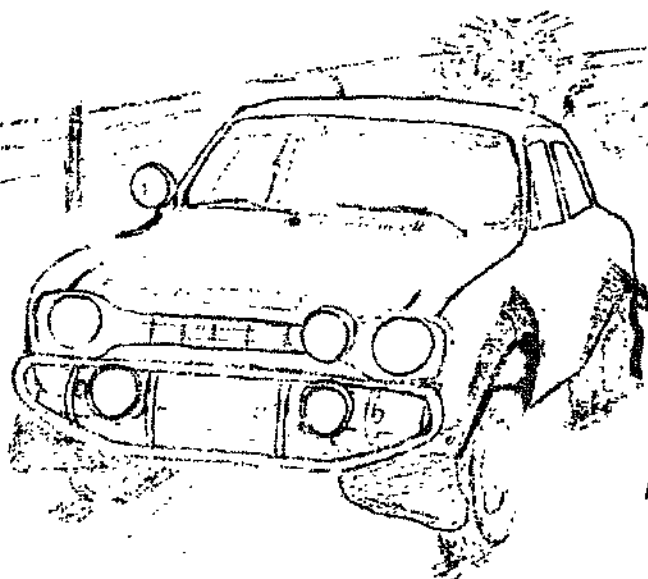


TRACKROD



THE MAGAZINE OF TRACKROD MOTOR CLUB



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

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Tel. 681165

FORTHCOMING EVENTS

THIS MONTH

Tracrux is coming!

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

8th July - Production Car Trials at Whin Park. Map Ref. 96/270437. Start 13.30 for 14.00. Rick Stevens is looking after proceedings here and can be contacted at 416 Otley Road, Leeds 16, or at any noggin. (Just a point here. Will you please close the gate to the entrance to the park after use, thankyou, Ed.)

10th July - Official Noggin at the Chequers, at Ledsham. Map Ref. 97/455297

15th July - 80 m.p.g. in a J6 like yours? Well prove it at the Economy Run. Bring the family along for a 90 mile run through some of the beautiful Yorkshire countryside. The start will be at 14.00 at the Manor Garage, Otley. Map Ref. 96/205451, finishing at approx. opening time, in, I am told, a very friendly hostelry. Contact Ian Buchanan at Leeds 624601 (day) or at any Noggin for further details.

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

24th July - The Autostage planned for this evening has had to be postponed due to legality

problems with the R.A.C. so by swift planning we will now be holding some AUTOTESTS at the car park behind the ABC Cinema on Vicar Lane, but as Steve Lloyd is organising, and because of the postponement of the Autostage, proceedings may prove to be very interesting! Come along and join in. After the event we will be going to the Corn Exchange Cellars for the Noggin. The Bar will be found round the RHS of the building, looking at it from the front! A new venue for the Motor Club this one, so see you there.

26th July - SKID PAN VISIT - In Competition with Marston Moor to see who can skid in the shortest time. Entries are limited so enter as soon as possible, by contacting Jennifer or David Taylor at 11 Buckstone Crescent, Leeds, 17, Tel. 681165 or at any Noggin. Entry fee is only 50p so enter now. Afterwards we shall visit the Chequers Inn at Bilton which boasts some fine ale.

NEXT MONTH

5th August - Gymkhana/Picnic - Spend a Sunday combined with light hearted motor sport in the Dales. The venue is at Low Fold Farm, Appletreewick. The farm entrance is opposite "The Green Arms" where we shall be meeting from 12 noon. The Gymkhana starts at 2.30 p.m. to give those with families time to come after lunch. Appletreewick is easily found via Otley, Ilkley, Bolton Abbey. Entry fee on the day is only 25p and should provide a good afternoon's entertainment. In the event of adverse weather conditions a Treasure Hunt will be run starting from the same farm.

14th August - Darts Match - Venue to be confirmed. If you are interested in showing your prowess at darts, contact Sue Waddington, before the evening is possible.

19th August - Auto Club & Bull Sutton. This is a very important event in the club's calendar. It is a sponsored event with the Motor, F.O.C., Endersfield L.C., High L.S.C. and Milroy & D.L.C. To be held at Bull Sutton. Arrived Map Ref. 97/704513 and started at 1.00 scrutineering at 2 o'clock first test. 15mm entries will be 15 and there will be 10 races, although one or two may be double and it will ain't bad for £1.00 entry each. All but one of us will be having as our guest an R.C.C. member, as we have applied for regarding our track to be restricted level for future years. For the first out in force whether competing (preferably), marshaling (secondly) or just spectating (generally).

21st August - Noggin at Shoulder ofutton, Kirby Overblow - as if you didn't know.

22nd August - The A.G.L. - Now is your chance to speak officially on behalf of YOURSELVES. Please make an effort to come along - In the club's short but memorable history, we have done quite well, with your help we can set the scene for greater things on this night. Join us - you may even enjoy it. Venue to be announced in next issue of 'Trackrod Magazine'.

23th August - A gentle (or quick) run out to Map Ref. 91/258612 will bring you to New Inn at Burnt Yates for another official Noggin.

Happy Motoring

Trackrod is nearly here!

INVITATIONS

Otley Woolpack M.C. - Production Car Trials at
Chin Park, 19th August. Entry forms from Steve
Lloyd, when he comes back from holiday.

Road Safety Rally - 2nd September - organised by
Otley, Airedale and Huddersfield district councils.
They need marshals and entries, and we might do
ourselves no good, public relations wise, with
the facts, if we provide some. The boys in blue
are very keen on these events, so think on't.
Contact: R. Barton, Otley 4894 for further gen.

RESULT OF DINNER FOR 4 RAFFLE

Mr. Roger Blaney. 26th March

The draw for the "Date from the diary" raffle
took place at The Black Swan, Burn Bridge. It
is with great pleasure that we ask Mr. Roger
Blaney, with the winning date of March 26th, to
ask Mary Lloyd to arrange his dinner date.

WHAT IS ISACKRYK ?

CHAIRMAN'S CHATTER

Another month has gone by and another month
of successes for the club. The events are
getting bigger and better and the turnouts to
say the least are very encouraging. The
enthusiasm over all club activities is splendid.

We have a large number of new members -
welcome to you all and we look forward to seeing
you at our future events.

Lick Asovom put all his effort into the gymkhana, an interesting evening and a good turnout, the evening only being marred by bad weather. Richard and Robin Ashcroft put on another successful 12 car rally, just a pity there weren't 12 cars entered especially when one considers how much is involved in the organisation. John Wilson's Autotests were most interesting and certainly very well organised, a good turnout and a good time had by all. The Shell League Rally was a success, although the results are not to hand we were far from disgracing ourselves.

Let us all up in plenty of effort and help as far as possible after all you only get out of the sport what you put in.

Sincerely,

C. Richard Jackson.

SECS. POT

Seems I've only just finished reading the last newsletter, it was so big. A great start by our new 'head hitter'. But it is up to you to see he gets the go to print. By the 23rd of the month please.

Just a word about the 12 car on the 2nd. Our Treasurer had found the best roads on 91 for your entertainment, and they are pretty hairy strips of tarmac. The entry was all novice, which is just what we want those days. But you must take note of 'neutral' and 'relaxed' sections. They are put in for a purpose, so please observe them, drive SLOWLY, and don't attack trees! Rallying is always on the knife edge between being tolerated and

banned. Don't help the 'anti' brigade by not sticking to the rules.

The Autospeed Rally on the 17th seems to be the way rallying will go, daylight stage events. But the use of airfields showed the difficulty in finding 'proper' stages, forests being severely limited and expensive. 'Our' stage was quite reasonable, just over two miles of narrow tracks, loose surfaces, slow and fast bends, and a couple of chicanes! All went well until the late numbers, when first a Viva, then a Mk. I Cortina rolled, and were nearly joined by a 240 Z (No, not that one). Chaos reigned, but after a delay of 25 minutes, the rest of the runners completed the stage without mishap. It was those piles of wood chips at the side of the track which caused the bother, dragging the cars off line. Still, the stage remained in the results, so our efforts were rewarded. Many thanks to all timekeepers, marshals and helpers.

Our programme of events is really in full swing now, both social and competitive. We're still open to new ideas, though, so keep sending them in. The A.G.M. looms on the horizon, nomination papers will be in the next newsletter. Please give some thought to your nominations, lets have a real fight for all committee places. And if you have a point for discussion, or a proposal to make, lets be hearing from you. I think we all know what we are doing and where we are going now, so, no false modesty, start thinking about your pet hobby horse, club wise, now.

But before anyone starts having a go at me, just remember, I once went fifteen rounds with Joe Bugner. And never bought a drink! (Boom-Boom).

Cheers

Steve Lloyd

EDITORIAL NATTERINGS

After the mammoth response to the cry for material for last month's Logosine, I admit to having been a little worried, in case the initial enthusiasm, invariably shown to a new editor, should have worn off. However with the exception of one or two promised articles which have failed to materialise (hint, hint) my fears were unfounded.

Once again our crews have been out and about with 2 crews in the 2300 Rally, 7 on the Autostage not to mention isolated forays further afield to Scarborough Weekend, Castleford M.C. and Ilkley D.M.C. etc.

Obviously with crews making appearances all over the North and Midlands (look out Southern Counties - it's your turn next) Trackrod is now getting a reputation to be proud of. I would like to see our magazine attain a standard reflective of that of the motor club itself.

Please keep the copy flowing :

In conclusion : quote from R.A.C. Motor Sport News (Spring Issue)

"Finally if you have taken the trouble to bring the maintenance of your car up to scratch, the R.A.C.'s most useful tip for keeping it running smoothly is to drive gently" (a' la John's Autotest?)

Steve.

P.S. At the risk of sounding like Dixon of Dock Green, please remember to remove your competition numbers at the end of every event. Failure to do so is not only unprofessional but could result in giving the club a bad name

Welcome Tractryx whoever you are. Is there more to come? Hope so.

Ed.

NEW MEMBERS

We wish to extend a very warm welcome to the following new members :

Tom Wheeler, 26, Hallcroft Lane, Copmanthorpe, York. Tel. Home York 67428, Work Leeds 39646
Membership No. 146.

Tony Longstaff, Flat 4, Chapel Allerton Hall, King George Avenue, Leeds, 7. Tel. Home, Leeds 6223 15, Work Leeds 692121 ext. 65. Membership No. 147.

Michael John Parkin, 30, Arundel Walk, Howdenclough Batley. Tel. Work Pudsey 72711. Membership No. 148.

Danny Churchill, 45A Balby Road, Doncaster. Tel. Work Doncaster 64616. Membership No. 149.

Jack Coulthard, 49 Willow Garth Avenue, Whinmoor Leeds, 14. Tel. Work Leeds 692121 ext. 60. Membership No. 150.

Graham Wilson, 18, Moor Grove, Pudsey, LS28 9JQ
Membership No. 151.

Richard D. Hurst, 33, Victoria Mount, Horsforth. Tel. Home, Horsforth 4505, Work Pudsey 62952
Membership No. 152

Laurie Clark, 142 Barwick Road, Leeds, 15. Tel. Home, Leeds 644642, Work Pudsey 62952.
Membership No. 153

A question for all you new members from Tractryx
What's green and goes in two directions?

A Dual Cabbageway!!!

MY COMPUTER

I've got that many figures floating around my head I'm beginning to realise what a computer must feel like. In fact, it has been rumoured that next year I'm being linked into a IBM circuit.

Don't forget that the new Trophy Points System comes into effect fully as of 1st July, so watch those entries in other clubs events & remember that to qualify for points I must have sight of entry list and final results which I shall photocopy and return.

A new addition to the trophies which are donated by members, is to be attached to an Annual Treasure Hunt. It will be a Sunday afternoon jaunt to be run later this year, and Paul Adelman has very kindly offered to donate a bottle of champagne to the winners with the proviso that the winners organise next years Treasure Hunt and I would like to thank Paul very much for this generous offer.

TOP SIX

This section is now to go bi-monthly consequently there is nowt goin in ere this month.

If you're not happy with only having the top six published every 2 months please let me know.

RED LINES

Would all organisers of club events please try and get the final results and signing on sheets to me within 7 days of the event, as this would help the system run considerably smoother.

See you at next nog

+ - x ÷ =
K. B. Marr

COMP. REGISTERS

Last month a tear off slip was inserted in the newsletter and you were all asked to fill it in. To date I have received 2. The compilation of these registers will help you all to get more involved with the aspect of motor sport in which you are most interested. There is a pull out centre leaf in this months newsletter.

Please will you all fill one in and return it to me before the end of July.

Thankyou - after all it's your hobby!

K. B. Marr

MEMBERSHIP NUMBERS

Last month I published a full list of membership numbers and most of you seem to be using them. One or two people have not got these right but this is probably due to printing difficulties. I will try and pick up all the errors and publish them in this section every month. Thanks for your co-operation it's made my job a lot easier. Keep up the good work

R. White - 71

K. B. Marr

Another one from Iracleux !

What's Green and comes out of the ground at 100 m.p.h.

A Lettuce Elan

(P.S. An Austin Healey Sprout will suffice)

R.A.C. RALLY 1972

Would anyone who marshaled or Stung Forward East last year and who has not yet received a badge and/or bar please let me have their name and requirements at the next hoggins as I have got a fresh supply from the R.A.C.

E. B. Marr

MARSHALL C.J. RALLY

15th-16th December, 1973

As most of you have probably heard at one time or another we are hoping to get a big rally off the ground this year.

The organising committee of the event is as follows :

Clerk of the Course - Martin Kemp
Secretary of Meeting- Keith Marr
Entries Secretary - Linsi Sutton
Steve Holden
Rick Stevens
Steve Rathbone
Marsh Newman
Clair Leckorby

We originally planned to run this event in May but fell foul of a date change by Delacy so we had to change the date. The next date we applied for was September and once again we had to postpone the event due to route clashes so we asked the R.A.C. for the first clear date. We were told October 27th/28th was clear for the planned route so we opted for this date. When the tracings came up for re-checking by the R.A.C. they threw the route out, due to clashes on Kap 91. We were now faced with the problem of having to postpone yet again until early next year or do a complete re route, we chose the latter and the present situation is that the new route has been

submitted to the R.A.C. and we are waiting to hear whether or not the route is clear for the 27th/28th October (We have just heard new date for this rally is 15th/16th December - Ed) I will try and keep you informed of all that are happening regarding to rally. But keep your fingers and toes crossed.

K. E. More

AUTOSPEED STAGES DAILY - 17th JUNE

Special Stage 1 : Hutton Cranswick

Round of the Shell League Competition

It had never struck me before how reports of rallying could possibly resemble those of fishing, but just as the 2 inch tiddler can become the two foot one - that - got - away, so a car involved in a gentle, leisurely roll can become a rollicking, bouncing heap of scrap metal. Sunday the 17th gave me an excellent opportunity to see the intricacies of the procedure of embellishment in motion.

The first two hours of marshaling were enlivened only by a MITSUBISHI COLT GS leaving the designated, more conventional route at a fair rate and taking a dislike to a small sapling off the track, proceeding to run over the aforementioned object, leaving in its wake a trembling 'stripling' in place of what had once been a relatively healthy young tree.

By the end of the pros. run, I admit to being bored, rallying was never like this in the films. Where were the handsome, virile men, the convivial company, the scintillating conversation (We were all at the Start Line - ED!) and the cars doing exciting feats of daring? The early morning rise and the fresh air were having their effect and I was just settling down to a sleep when suddenly it happened. There, hurtling down the track, was a car - not unusual, you might say, to find a car in a rally, but this one was trying a novel approach.

Down the left hand side of our stretch of track were large, 5 foot, heaps of wood wood shavings from the nearby pulping forest. This car in particular, a Firenza, had taken a liking to one of the piles and had allowed his nearside wheel to pass enticingly close to it, and then, like sailors to the sirens, found himself being inevitably drawn into the heap.

We were first really aware of him when we saw the car do a graceful 180° broadside roll, ending on his roof across the track. Suddenly I realised I was running, along with half a dozen other people, to the scene of the mishap (although just what good I thought a seven stone weakling would be in turning a car over I have no idea). By the time we arrived the fun was over, or so I thought. The two occupants were out, on their feet, and willing, hefty hands, were already righting the car.

But no sooner had it been pushed a mere few inches than a maniac mini came careering down the track with more wiggles and wobbles than Marilyn Munroe and Rachael Welsh put together. The mill crowd scattered to the four winds, and then, wiping the sweat from their brows and watching the load of dust disappearing in the distance, returned to the task at hand, namely removing the injured car from the road.

So concerned were we, however, with the fast diminishing mini, we failed to see the fast approaching Datsun, which, insensitive to the few vital inches difference between his width and that of the mini, seemed intent on trying to get through. But the madding crowd would have none of it. He was slowed down to a reasonable pace and sent back for an ill-fated re-run - but more of that later.

Meanwhile people had been arriving in hordes, Steve Lloyd being one of them. He declared the stage fit and well and off we went again. We dispersed into the corn field a few feet off the road and awaited the resumption of the rally, all satisfied at having been 'in' on the excitement.

The next car was a Cortina Mark I. I chose the word 'was' deliberately, I doubt whether it will run again since it is now only half a mark. He fell into much the same trap as the Firenza, only lacked its grace and poise. In style it was rather like a comparison between the gentle sensitivity of Olga Korbut and the brash brazening of Billy Bremner. The nearside wheel buried itself deep into the pile and the car literally bounced onto its offside wheel, onto its side, onto its roof, onto its wheels again, and all with amazing agility for no part of the car seemed to come in contact with the ground. Then for an encore it completed a further half bounce ending on its roof completely broadside.

This time there was no lack of volunteers, it was quickly righted and not so quickly pushed clear as one of the wheels was jammed. The crowds came, the gossip continued, and half of us were scrabbling in the dirt looking for a pair of glasses which disappeared from the navigators nose in flight. Steve Lloyd did a re-run, we retreated a couple of YARDS into the corn and one careless member was foolishly enough to withdraw behind the wood pile.

Then came the Datsun. Poor man. No, not the Datsun, but the man behind the wood pile who, on looking up, saw the underbody of the car, piloted by Kamikaze D. Cook Esq., looming inches above his head. Yes, you've guessed it - nearside wheel into shavings and Datsun beautifully manouvered by an overhead route to the already congested cornfield. He proceeded after a lengthy delay due to clearing out of shavings from

had only a comparatively small number of
years from the now well known, but certainly, I think
cannot have seen so much activity since Linda's &
Cyril's last visit.

Well, what a day! Injured by all except
2 drivers, 2 navigators and no late start crew.

On the camp - I leave that to the experts,
as described inside the tent. I am sure that
it will be no. I am sure the fishes fit in?
Well, by the time we were, about an hour later,
the Corvita had rolled four miles at least, and
there were eye-witness accounts from people whose
bodies were certainly not present on the scene.

An Embellishment - an art in itself!!!

J. L.

CLOSING AUTOTESTS - 8th JAN

It was refreshing to see that someone took
the initiative and thought of running some auto-
tests on an evening now that some more daylight
is becoming available. Keith Marr did an
excellent job in securing an ideal venue at such
short notice for the event which filled the gap
left by the disappearance from the calendar of the
'event that never was' on April, 15th.

The competitive spirit of the club members
showed, as 20 entrants took the trouble to contact
Keith and turn up on the night. Space on the car
park limited the number of tests to two at a time
but alas, we all had two runs at test 1 whilst the
one at the top of the park wasn't being utilised.
However, 6 tests were eventually run, those laid
out at the top of the car park having the
additional hazard of a new style pylon, namely a

Millman Avenger, which came very close to being modified on more than one occasion. The car did come and move it though, perhaps he had some spectating from afar and thought that enough was enough!

Notable performances came from John Wilson, who gave his mini-pick-up-cum-cup a S.F.C. oil packet an airing and turned in some very creditable times to say he hasn't done any since the "five years" (how many he wouldn't say).

Marsh Newman drove the Bedford (Viva) van with considerable nerve to take second in class and this without opening the back doors to see the pylons when reversing!! Richard Jackson seemed to find his Datsun 260C a trifle large (or should it be a large trifle) for negotiating tight tests (and boy some of them were tight - even for roller skates) & collected 4 washouts and a plus 10.

The 6th test was run as a 10p hash - 50% of the kitty to fastest man, 25% to 2nd, etc. It must have been the money that lured the Editor behind the wheel as he didn't enter the other 5 tests but proved his battery obedient (or whatever) to be a distinct advantage in the failing daylight and promptly scooped the loot!! - the cheek of the fellow!!! (no comment - ED)

All survived the trip to the Lawnswood Arms for the results and a swift half and resisting the temptation to wiggle woggle through the bollards in Headingley Lane and a sharp handbrake turn by St. Michael's Church. A very good evenings sport.

Richard Ineson

TRACKROD IN THE T.T.

As some of you may know, I was talked into riding in the Isle of Man T.T. races again this year - now your Hon. Editor has twisted my arm

for an article on it. This is a little embarrassing for me, as I have had to stop printing 'Trackrod' as I have resigned from the position in my firm that let me do it. My apologies to all of you.

For those of you that know nothing about it the T.T. is like one great long stage of 37½ miles per lap, on public roads (closed for the occasion) varying from smooth highway to very bumpy yellows, climbing to around 900 feet above sea level. A lap includes roughly 190 bends, plus curves and straights linking these, from hairpins to 150 m.p.h. sweeps, and several 'jumps', including one I only found this year for the first time, on a 250 Yamaha. This bike is a two cylinder two stroke producing 58 b.h.p., and on my first practice lap frightened myself somewhat when I went over a rise in the road at around 140 m.p.h., to find the front wheel up about four feet from the ground, & as I crested the rise the back wheel skipped into the air as well! I watched at this spot later during practice and found that the fast bikes kept the front wheel off the ground for about 300 yards but as they all landed alright, decided to keep the throttle open.

My racing started on a works 250 Kawasaki in the Production T.T., which is a mass start in capacity classes by Le Mans start. These are basically standard road bikes as per Group 1, with the same fiddles being pulled. It was a lovely ride and I just wish it was less thirsty as I was lying a close second until I had to pit stop for fuel, dropping me to fifth at the finish. Still £25 prize money helps to ease the disappointment, and the pain of the bail stones that fell for one lap.

Wednesday morning was the 250, on the above mentioned Yamaha, loaned by Padgett's of Batley (who have sold Chris Meek all seven of his bikes

(62,300 T.O.M.V.). In the end I was
lapped by Lapin at 95-100 mph, but finished
on the 10th lap, the winner being at 100 mph.
I was over 100 mph for the race. I finished
the 10th lap team of which I was a member was the
manufacturers team award, with 3rd, 10th and 17th
17th - another 225 for me.

In the afternoon I rode a standard production
500, rather slow, but it finished 35th to
get me a finishers award and 100 for me.

My own 125 Padgett-Manx started well on
heavy running, in fact too well, because five
miles from the start a local pop ended my race,
putting a hole in one piston. I just managed to
scramble another mile on one cylinder to retire at
my favourite pub. They have a lovely tradition
of supplying a free pint and a nap to anyone retiring
there, and after this and a few more bought for me
by the local copper and spectators, a very drunken
rider was carted off to his digs!!!

If any of you want a holiday with a difference
I can recommend a visit to the Isle of Man, either
for T.T. week, the Manx Grand Prix in September,
or the Manx Rally. We rec'd a few whites in
my Cortina, and there are a lot of 'goers' and many
more more goers, which meant a lot of shoving to
recover the car. The locals are very friendly,
and just in case you fancy a pint for a change
(normally being sober, upright citizens.....)
the opening hours are 11 a.m. to 11 p.m. straight
through, with the Casino open from 8 p.m. to 5 a.m.
with an admission of \$1. The cabaret is superb
especially the night one of the Can-Can girls
forgot an item of her underwear. My mechanic
visited a doctor, suffering from eye-strain the
next day, although he swears that it was the sun!!!

Peter Courtney

TRIUMPH DOLOMITE SPRINT

A car to compete with the continental manufacturers of the fast medium saloon cars.

For the first time an engine with 4 valves per cylinder is being installed in a high quality production saloon. The design of the cylinder head incorporates expertise drawn from rallying and motor racing (Brian Culcheth drove a prototype in last years Scottish and to A.P. Rallies). The result is a high speed performer that is very manoeuvrable and at the same time can be driven as a family car with low fuel consumption at a steady 70 m.p.h. fuel consumption is about 32mpg .

High and low speed flexibility is the keynote of the Sprint's development. The Dolomite has been given an entirely new cylinder head incorporating 4 valves per cylinder, operated off a single camshaft. This is an increase of 40 per cent in capacity to two litres, means the sprint has an output of 127 bhp nett. A top speed of about 116 m.p.h. and acceleration from standstill to 60 m.p.h. in around 9 seconds.

In the Sprint cylinder head the camshaft with only eight cams, operates directly onto the inlet valves. A rocker shaft is positioned between the line of the inlet and exhaust and eight rockers bear on the same eight inlet cams to operate the exhaust valves.

The effect of the 16 valve engine is to give maximum performance throughout the full range. The valves are smaller and lighter than conventional ones and consequently the operating gear is less stressed. The spark plugs have been centrally positioned for the most efficient combustion. Breathing is through twin $1\frac{1}{4}$ su carbs., a viscous coupling is used for the cooling fan reducing noise and power loss.

The suspension has been uprated and low profile, radial tyres are fitted on 5½ inch alloy wheels other external differences are a spoiler under the front end, a vinyl roof and a stripe down the side of the body.

Should be an interesting engine!

J. G. Wilson

All through Gears

0-30	3.6 sec	
0-40	5.2 sec	
0-50	7.0 sec	
0-60	9.2 sec	
0-70	12.4 sec	Standing ¼ mile
0-80	16.4 sec	16.9
0-90	21.4 sec	
0-100	28.5 sec	

Acceleration Top Gear

20-40 m.p.h.	9.0 sec
30-50 m.p.h.	8.7 sec
40-60 m.p.h.	9.0 sec
50-70 m.p.h.	9.5 sec
60-80 m.p.h.	10.0 sec

SCARBOROUGH WEEKEND

On the 2nd/3rd June the B.A.R.C. organised their annual Scarborough Weekend Autotest. Although only a Closed-Joint event it attracted an entry of over 80 cars. Many well-known drivers and cars enter this two-day event. Past names read like a who's who of Motor Sport. Bph Bean, Bob Moorhouse, Jack Tordoff, Phil Cooper, Norman Baguley and "Crasher" Fall are just a few of the long list of celebrities who have competed in this event.

Scrutineering and signing on was just outside

York at mid-day on the Saturday (Autotests is one of the few divisions of the British that starts & finishes at 11.00 AM). There were 1000 competitors only two British cars were competing. Myself driving the Ford's Sport and Tim Bennett in his ex Lady Hopkin's de-sealed Cooper '81. Although Throckmold was not invited we have many ms. in our ranks who are members of at least two of the 6 invited clubs. It seems a pity that we do not field a team and show our love for the sport.

First tests were at Ball Sutton - hard firm tarmac with a sprinkling of gravel. It was here that an open Hodge rolled and the driver was taken to hospital with head injuries.

At Colton the surface changed to dust and grit and gearboxes and drive shafts were giving trouble on many cars.

The Ferrari Dino (this is not a typing error was a non-starter but still followed round from site to site as we worked our way towards Scarborough for the overnight halt. For those of you who think that all Autotests are like Woodhouse Moor let me explain that the Scarborough compares with Woodhouse Moor like the World Cup Rally compares with the C.D. Bramhall. Standards are much higher and tests are much longer. In my Sport I was topping 70 m.p.h. on some tests and the top boys were in excess of 100 m.p.h. However the points system is such that anybody can win - last year Pip Dale in an 850 mini won outright.

At Scarborough we all stayed at the Prince o Wales at special reduced rates for competitors & marshals. In the evening there was a Dinner & Disco which went on into the early hours. At that point Tim Bennett was lying 3rd overall and I was 9th in class.

After lunch the remaining tests were all in the Scarborough area. Tim got a washout early

on which blew his chances of an award. Many had dropped out with mechanical failure, the most common being clutch and gearbox.

The tests concluded and results were soon calculated. P. Swift in a V.W.1500 was 1st overall with Pip Dale and Gordon Chippendale 2nd and 3rd respectively. Phil Cooper collected one of the first awards ever to be won by an Austin Allegro. Tim Bennett finished 27th overall and 4th in class, but he had one F.T.D. under his belt. I moved up a bit on Sunday to finish 6th in class and 31st overall. 69 cars finished.

Generally an excellent weekends autosport & I can recommend it to anybody who enjoys autotests.

Paul Adelman

CASTLEFORD M.C. AUTOTESTS, FULL SUTTON
27th May

Once again those two red Escort Sports met to do battle. The occasion was Castleford M.C.'s Autotests at Full Sutton Airfield. Trackrod was invited and were represented by David Taylor, Mini 998, Ron Mackinnon, Escort Sport, and Paul Adelman, Escort Sport. Also present in an advisory capacity were Ken Goodall and family, Jennifer Taylor, the Admirable Perkins (Ron's "navigator") and Bonny Bouncing Andrea.

The opposition consisted of Cortina "Twinks", Sundry Mexicos (common as muck) and an occasional R.S. and three beautiful Cartune V.W's driven, it was rumoured, by B.T.R.D.A. Championship lads - the Formula one of Autotests.

Scrutineering was brightened by the sight of Andi and myself going red in face changing my 165 x 13 tyres over to 155 x 12 baldies (Demon Tweek - ED). The 12 inch wheels came courtesy

of Keith Marr who now has a new slant on life as they were used to prop up one side of his bed. Must be the only bed in history with wide rims.

The sites were marked out by petrol cans, tins of GTX, oil drums and very occasionally police type rubber pylons. Reversing was hazardous because boxes were made from coke tins on bricks.

The first sections were difficult but interesting and were made even more colourful when it became obvious that both David Taylor and Ron Mackinnon were without operational handbrakes. Tests were very dusty as those in open cars will bear witness and at times visibility was so bad that a navigator and Halda would have been an advantage.

At lunch David was very well placed but those sewing machines with wheels were giving him a hard time. In the second half David flew to finish ahead of the Cartane V.W's and take 1st overall. I took second in class which meant that the more silver ware will find its way into Trackrod households.

As yet no results have been published (get your finger out Castleford M.C.) but a nice event. Lets hope we can do battle with them again on our home ground.

Lets have more T.E.C. lads doing invited Autotests and maybe we can win a team prize as well. LADIES ALSO CAN ENTER!!!! HIRE

Paul Adeline

DATE FOR YOUR DIARY

Ford Sport are running a national competition for motor clubs, with knockout competition in:

various areas (as in Castrol Quiz). The competition for our area will take place at Croft on October 7th, for which TRACMOD are entered.

The various sections of the Ford Sport 'do' are as follows :

Table Top Rally
Motoring Quiz
Pit Stop Competition
Rally Control Point Competition
Autotests

Sounds very interesting. Will anyone who is interested in taking part in one or more sections of the event please contact Steve Lloyd who will shortly be able to give more information.

TYPISTS WANTED

Will anyone who is interested in doing a "little" extra work for the Motor Club i.e. typing out the Newsletter, please contact me as soon as possible at Leeds 38283 ext. 311 day. (Please don't jam up the switchboard girls).

Steve Mills

ANOTHER GEM FROM Iraclyx

Voice from passing car to parked car "Engine trouble?"

"Nope" came the reply

"Tyre down?" asked the voice from passing car.

"Didn't have to!!"

SPORTONOGGIN - 29th May

The event was held at the Royalty at the top of Otley Chevin, the field at the side being used for the sporto and the pub itself the noggin. Unfortunately the latter activity seemed to have more attraction than the former, or at least there seemed to be more Trackrod badges in the car park than there was in the field next door.

This was perhaps due to the rather damp miserable weather. Nevertheless a respectable number of competitors eventually gathered to see what Ricky Stevens had in store for the night's entertainment.

Circumstances beyond even the capable control of Ricky Stevens, however, caused the proceedings to be cut short (i.e. a late start and impending darkness) in fact only three tests were run. The first of these games consisted of the rather unusual activity of passengers leaning out the car window with a hockey stick which was used to propel a 'Gulf' beach ball through a series of goals, a sport that looks easy until the wind blows. Timing and refereeing here was under the control of Mike Swan.

The second test was rather more conventional consisting of a ring of cones which had to be driven backwards and forwards through in a pre determined order. The route was "quite symmetrical" said Ricky Stevens, even so most competitors took a navigator armed with a diagram of the test, even with this some had to have a stop and a think to ensure emerging from the correct gate.

For the third test cones were placed about 90 miles apart (a long way anyhow) the race being to traverse the course (which included a 2000'

solid looking hut as a bollard) via a couple of reverses in and out of gates, and then after a turn through a box, a straight return to the start/finish. This test, however, caused many problems for the non-engine-over-wheels men, the damp grass not affording a vast amount of traction on the not so gentle slopes, but most got round eventually (reverse is a wonderful gear).

At this point proceedings were adjourned to the lounge bar for the purpose of supping ale and result calculation, most people agreeing that the night's sport had been, ^{erm}, different!

Thanks must be extended to Ricky Stevens for a good event which could have been excellent had time, weather, etc., allowed.

R. White.

2300 TROPHY RALLY

Organised by the "2300 Club"

This Rally covered 180 miles on maps 83, 84, 90 and 91 based mainly on selectives on undulating moorland roads. A very good entry was led away by a new D.P.V. Viva of George Hill and Allan Whitehead. Trackrod crews entered were No. 79 L. S. Booth and P. Mann in a mini and B.S. Garnett and J. Gostin also in a mini no. 81.

It was soon in action after the start from Settle with 2 short selectives on the road over from Langcliffe to Arncliffe. It was in this selective that No. 79 had to retire with a blown head gasket. It was not until 6.30 that helpful friends found them!!!

After a neutral through Kettlewell and Buckden, Bardale Head to finish on a white near Lawes, which no self respecting farmer would take

his tractor down. A neutral through Marsden preceded a selective through Buttertubs, another neutral through Thwaite and Keld took crews to selective 5 along the brown west of Packbridge towards Kirby Stephen. A series of time controls followed in the Soulby maze, most crews were having to wait at each time control but the short selective that followed renewed interest. The route led back onto 84 for the petrol halt at Brough.

We started the second half 5 mins late because I complained that someone had put pepper in the sugar and I had to have another cup of coffee to take the taste away.

Just after the re-start off the A66 the short selective no. 7 was cancelled. Next came the long selective over Tan Hill. The route was back on map 90 for the next short selective over Reeth Low Moor which included some very sharp bends and a water splash.

Selective 10 was to include the narrow track near Feetham Holme, but was subsequently cancelled due to a distraught and slightly inebriated farmer. The next selective over Oxnap Common was shorter than seemed necessary, but included several surprising bends before the finish at the end of Oxnap Scar White. It was on this selective that we had our only excursion of the night. A long quiet section along Wensleydale led to a selective over the rough west Witten Moor to where the Escorts obviously had the advantage. The last selective was over Fountains Earth, which we did in broad daylight, and 2 time controls brought us to the finish at Wath.

As breakfast was way over in Blackburn we decided to forego the pleasure.

Many thanks to David Place and Mike Swan who came out to look after us, their presence was greatly appreciated.

Elvin Garnett & Jim Gostlin

Results

1st novice, 20th overall.

Congratulations Elvin, more power to your right foot.

ED.

AUTOTESTS - ACASTER DALES - 24TH JUNE

So there we were driving out of Leeds, looking forward to a wet Sunday's afternoon sport but no - as we approached Acaster, all was fine and dandy, as were the autotests themselves. John really got things buzzing this afternoon choosing the wet and slippery surfaces, mixed with dry concrete to test our skills, and cars. Test one was muddy, oh boy how it was muddy, slippery, slimy and dam near like driving on ice at times, even the power from my 998 cc embarrassed me at times. However, after sliding into a bollard I stopped at the finish a wiser man.

Test 3 was the next to be run on a similar but not quite as bad surface as (1). Here we had to start working hard to keep car and driver together as the car was spinning around that much it was difficult to stop the thing where you wanted it to.

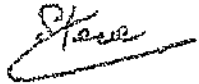
By test 4 I was beginning to get used to the slime and was able to keep a nice tight line round the (spinning) bollards.

Test 5 , at last concrete, grip was available here so - we used it. Along the straight a

quick twiddle round the three bollards and back again. Test 2, what a B of a test, my car is still trying to find out which is its front and which its rear, I had a slight problem here on one run trying to select reverse gear as the knob came away in my hand - but press on regardless and lose 4 seconds to the FTD man on that test.

Test 6 was funfree. Again poor car didn't know whether it was coming or going until a good test straight finished off the official test for the day. The now usual 10p thrash took place. A very good spectator tests this, broadsides, skids were common place, and a mixture of surfaces kept the drivers very busy and careful on the go pedal.

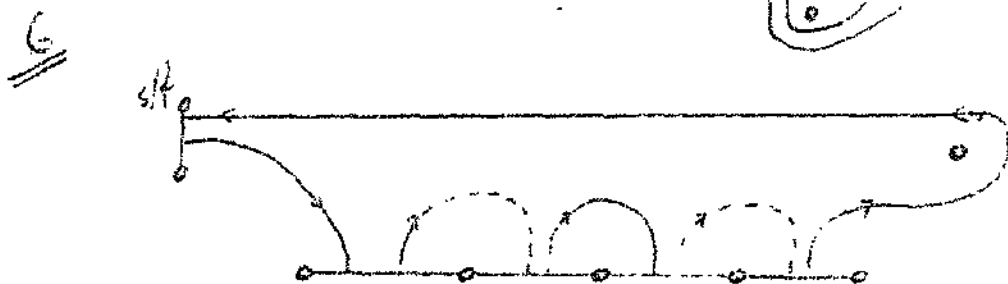
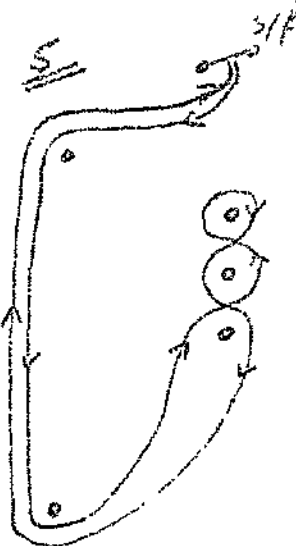
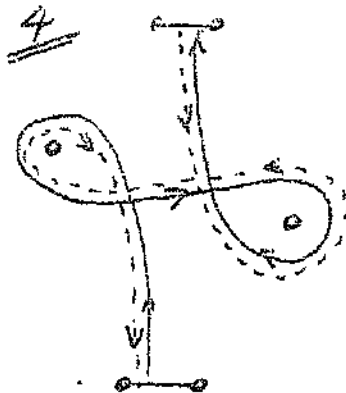
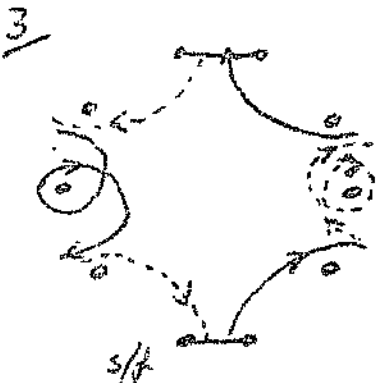
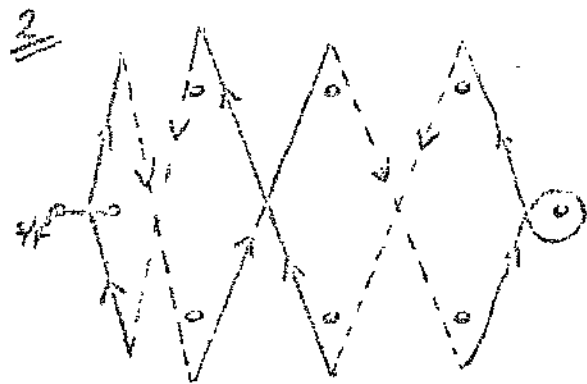
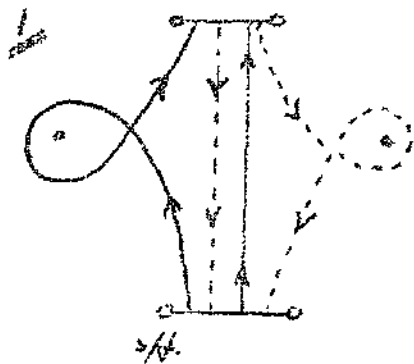
I think I speak for all competitors when I thank John Wilson, his marshals and results team for a very well organised and excellent days sport.

A handwritten signature, possibly reading 'Steve', written in cursive ink.

NUIS 18313 44 IN JUNE TWENTY-THREE

	CRAV	1	2	3	4	5	6	1	2	3	4	5	6		
S. MILLS	1	55	65	43	36	45	36	37	56	40	43	35	31	1	235
C DAVIS	14	38	60	43	36	36	42	37	56	43	36	35	32	2	239
R. JAMESON	3	37	56	53	35	37	54	38	51	56	33	36	34	3	244
D. TAYLOR	4	49	84	44	35	40	35	40	56	51	36	42	35	4	250
R. STEVENS	7	39	59	49	40	66	40	60	60	73	39	43	44	5	269
M. NEWMAN	20	53	54	52	47	66	48	45	81	62	63	37	35	6	272
R. WHITE	5	44	84	71	41	39	42	39	42	39	53	39	40	7	275
K. MARK	16	41	67	48	43	42	43	62	81	54	39	40	61	8	278
Miss L.V. SUTTON	17	44	71	73	45	51	46	39	69	50	45	43	40	9	285
R. MACKINON	19	49	66	51	38	47	38	50	69	48	44	30	33	1	287
K. GOODRILL	15	49	62	48	38	39	36	42	61	44	38	38	37	2	279
J. BOCHMAN	13	49	57	61	68	43	38	44	59	51	41	39	37	3	266
S. LLOYD	6	44	63	52	44	38	42	45	61	48	37	36	51	4	268
P. ABELMAN	2	41	61	53	39	43	41	44	59	56	39	40	39	5	271
C.R. JACKSON DAT	12	49	44	53	41	40	55	43	86	50	38	37	63	6	295
M. DUFFIELD	8	42	87	81	38	56	46	50	71	52	67	51	44	7	304
A. FOREST	18	53	59	49	51	39	36	65	56	47	41	39	44	8	300
D.R. CUMMILL	9	54	80	61	59	48	52	52	66	55	43	47	48	9	311
C.R. JACKSON Rev	10	43	76	61	68	59	44	46	86	63	47	52	63	10	319
R. HIRST	11	128	87	81	68	50	45	53	86	75	67	52	63	11	277

PHOTO TESTS - HEASTER MORRIS - Jan 24/54



FOCUS ———
 REVERSE - - - - STOP REVERSE ALL LINES

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Salesman to prospective buyer "Only one careful
owner sir - all the others didn't give a damn!"

See you next month

TRACKROD.....ENDS

