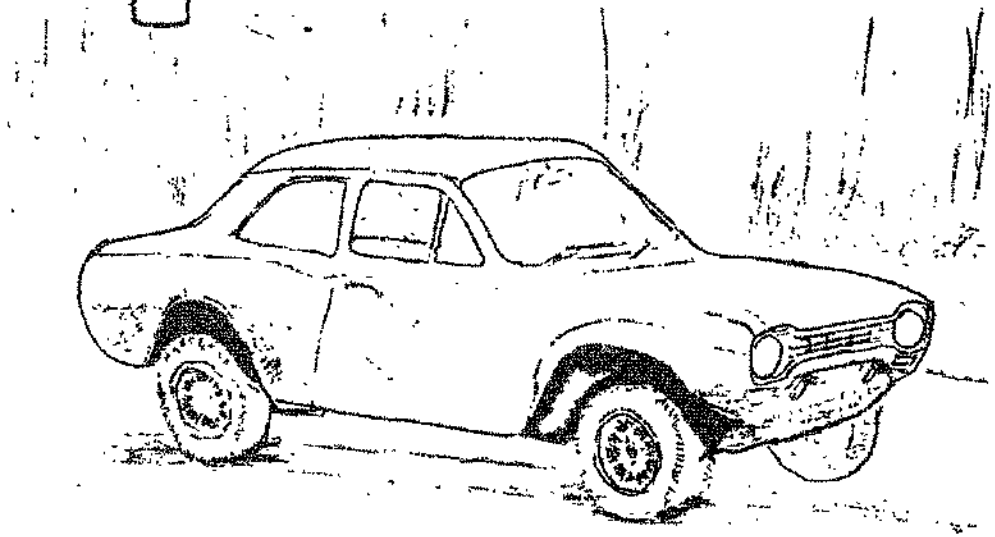
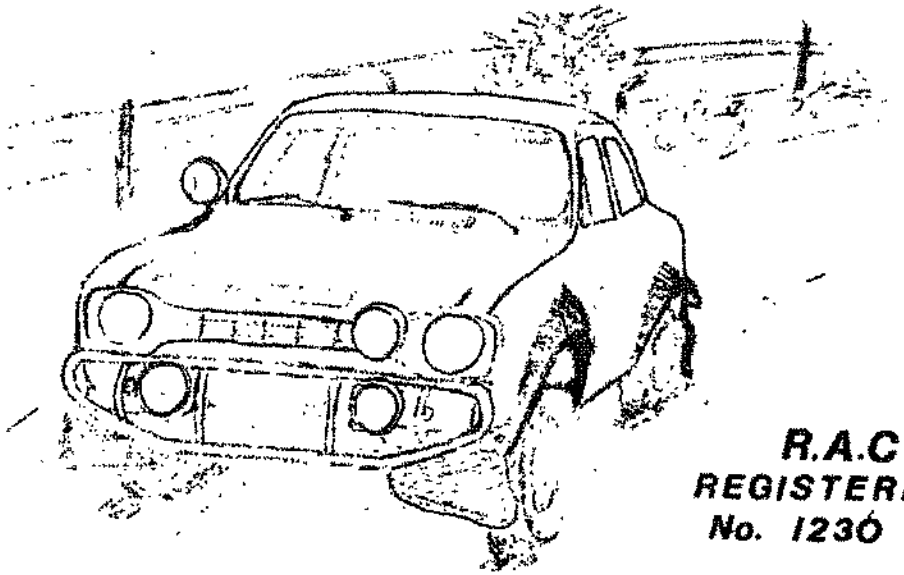
TRACKROD



THE MAGAZINE OF TRACKROD MOTOR CLUI



R.A.C.
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TRACKROD MOTOR CLUB

Newsletter - August, 1973
Number 35

FORTHCOMING EVENTS

THIS MONTH

5th August - Gymkhana/Picnic - A new venue at Low Fold Farm, Appletreewick, for a day out for everybody in the Dales. The farm entrance is opposite the Craven Arms, where we shall be meeting from 12 noon. The Gymkhana itself starts at 2.30 p.m. to give those with families plenty of time to drive out from Leeds. Appletreewick can be easily reached via Otley, Ilkley and Bolton Abbey. The ascent of the afternoon's sport is purely light hearted and not all speed thrashes. In case it should be raining a Treasure Hunt has been organised starting from the same farm.

7th August - Noggin at the Shoulder of Mutton, Kirby Overblow.

14th August - This night was to be the Darts Match but due to a change of venue, has been postponed one week, so instead, and just for a change will congregate at Shoulder of Mutton, Kirby Overblow.

12th August - Rally and Speed Shop Autotest - Full Sutton Airfield, Map Ref. 97/744553½ Regs are available for this, our first co-promoted Autotests from either Steve Lloyd, 1, Bramble Avenue, Boston Spa, Tel. 956-843574 or Mr & Mrs D. Taylor, 11, Buckstone Crescent, Leeds, 17. Tel. 681165 also Howard White at the Rally and Speed Shop. Come on, Lads and Lasses come and have a go, and show the other clubs how do to it (I hope!)

21st August - Change of date for the Darts Match which we are holding at "The Jester", Harrogate Road, Leeds 17, Map Ref. 96/310401 The start is at 8.00 p.m. If you are interested in participating contact Sue Waddington, before the evening if possible.

22nd August - ANNUAL GENERAL MEETING - Clap Gate Inn, Sicklinghall. 8.00 p.m.

Nomination forms included in the centre fold of this newsletter.

28th August - Bank Holiday Tuesday so we have found a new hostelry a bit further out of Leeds, it is the "Drovers Inn" at Bishop Thornton, near Harrogate. Map Ref. 97/

NEXT MONTH

11th September - Car Drive at the Clap Gate at 8.30 p.m. This is the Maiden Aunts Beetle Drive but with a difference.

18th September - Something away from Motor Sport for a visit to the Yorkshire Post, Wellington Street, to see the presses running. The visit starts at 10.00 p.m. and lasts a couple of hours. We shall be meeting before hand at a suitable nearby pub which will be announced next month. There isn't a charge for the evening though I believe the guide appreciates a small donation. The numbers are limited so if you are interested contact Jennifer Taylor, Leeds 681165 or any member of the Social Committee.

25th September - Indoor Rally. The easy way to rally and much cheaper. Navigators can prove it is their Driver's lousy driving to blame and not their navigational prowness which prevents them winning every road rally. Venue we hope is the Beehive at Thorner. Map Ref. 96/37340

INVITATIONS

Otley Woolpack M.C. - Production Car Trials at Whin Park, 19th August. Ent ry froms from Steve Lloyd. Also we have been invited to their Autotests on 16th September. Further details from Steve Lloyd.

Road Safety Rally - 2nd September - organised by Otley, Aireborough and Horsforth district councils. They need marshals and entries, and we might do ourselves some good, public relations wise, with the fuzz, if we provide some. The boys in blue are very keen on these events, so think on it. Contact R. Paxton, Otley 4894 for further gen.

240 Zzzzzzzzzzzz!

The "Z" sleeps, due to an unfortunate argument with a tree, which jumped out at it on a rather nasty 75° left during the Calderford Rally last weekend.

Richard collected a broken ankle for his trouble and Dennis a mass of bruises plus a couple of chipped teeth, but apart from that okay!!

Our sincere condolences to you Richard and we hope that it will not be too long before you and the "Z" are once more back in harness and driving through the byways of England.

The Club.

SPECIAL ADVERTISEMENT

SPY 44 Restoration Fund - All contributions graciously accepted by C.R. Jackson on behalf of SPY 44.

CHAIRMANS CHATTER

As we draw near to the end of another Trackrod year we must look to the future. Enclosed with this newsletter will be a nomination form for committee membership. The committee is an elected body of the club to operate for 12 months and to run club affairs on a day to day basis. It is essential that YOU the club member nominates the person or persons that you feel are most fit to fill this role. It is not a question of friendship or personal vendetta but picking and voting for the people who you feel are most suitable for the job, to carry Trackrod through another successful year.

Ian Buchanan and myself thoroughly enjoyed running the Economy Run. Instances like using a full tank of petrol in the "Z" made it even more amusing. Alan Ford and family won the event in a Datsun Cherry, but would he have won it had we have had more entries? Seven entries out of a club of 140 is a disgrace especially when one considers that the event could be done in any type of car and without special navigation. Please support your club - I am sure you would enjoy doing so.

As this is my last chunter before the A.G.M. you never know you might get more afterwards, I would like to thank all the committee and the club members who have supported me in my job since taking over from Martin Cantrill.

Before signing off, I would advise you that there will be a page in Cars and Car Conversions magazine in the September Issue in which the "Around the Clubs" spot will be featuring Trackrod Motor Club and the test on my 240 Z.

Once again many thanks for your co-operation during my time in office.

G Richard Jackson

SECS. POT

I must start this month with an apology. The P.C.T. at Whin Park which should have been run on the 8th July wasn't, due to an administrative mix up. I must take a large part of the blame for this, and apologize for the confusion it caused. However, the event has been run on the 22nd July, so all has not been lost. And we have taken steps to avoid any similar confusion in future.

The caravan has had a good airing recently, after the windows were repaired. It makes a tremendous difference to event organisers, making paperwork much easier and more comfortable. The cooker has been used, and will be used more in future, possibly for making hot drinks for sale at the bigger events. Now I've learnt how to load the thing for touring, I can even achieve the heady speed of 50 m.p.h. without it trying to tie itself in knots. A very good investment, and one many other clubs envy.

Now, the A.G.M. Moved one day, to the 22nd August, it will be held at the Clap Gate at 8.00 p.m. Nomination forms are included with this newsletter, so get 'em filled in. We've a lot of dissent this last year from various people. Nows their chance to nominate the people they want on committee, and to suggest the changes they want to the club. Of course, we want the "Silent Majority" to have their say, as well so please, all of you, give your club some thought and get those forms in. They have to be back to me by the 15th August, so that I can draw up the Agenda.

Very good news is that the Markel Rally is definitely on for the 15th/16th December. The Team has put a lot of work into the event so far, but need everyones help to make it the success they deserve.

And finally, the Newsletter. We produce an excellent newsletter. Technically it is well in advance of the status of this club. Unfortunately, this has meant delays to its production in the past. We know that this is not as it should be, and, again, are trying to rectify the situation. It boils down to - do you want the newsletter as it is, with possibilities of delays, or do you want the old style single sheets, which are easier to produce. I think we shouldn't go backwards but we are open to suggestions (polite ones, of course).

See you at the A.G.M.

Cheers - Steve Lloyd

EDITORIAL NATTERINGS

It seems to be the month for apologies as I must apologise most sincerely for the lateness of last months newsletter which was due to problems with one of the machines necessary to make the printing plates. However these problems appear to be over (says I, with fingers crossed).

If any of you are wondering what happenad to the Competition with Marston Moor Motor Club on the Skid Pan at Tockwith Airfield, it was cancelled. Reason? Because it is necessary for us to abide by the R.A.C. ruling which does not permit us to compete with or against a club without R.A.C. affiliation. The penalty on the individual would be suspension of competition licences and in addition to this the Trackrod Motor Club could be subject to a heavy fine. So there.

In the Shell League Competition we are now lying 4th, which is, in my opinion a very good result bearing in mind the extensive and tough

competition we are up against. I will try to get the top ten positions for you by next month. Keep it up Lads, may your exhausts burp for many a happy mile!

A very interesting piece of news came to me this month via Paul Adelman. At a recent round of the Britax Production Saloon Car Championship at Oadwell Park, the leading contestant, one Mr Ivan Dutton, pranged his Red Escort Sport into the barking during practice : The official at this corner happened to be a certain Mr. Adelman, Trackrod Member, and owner of a Red Escort Sport.

In the blink of an eye, Mr Dutton removed a major amount of Paul's car's suspension and steering, leaving it on axle stands and rushed away to repair his own car. Paul was apparently standing there with a stupefied expression after having a few arguments.

The transplant was an obvious success as Ivan won his race and retained his lead in the championship.

A grateful Mr. Dutton returned to replace the borrowed bits, with a promise that Paul would be his guest at the Championship Presentation at Britax.

Now thats what I call Trackrod Service.

Finally, and at the expense of sounding repetetive I would like to say few words about the A.G.M. (cries of Oh NO) Please make an effort to send in the nomination form, filled in as you think fit, for a committee to run your club, and to be there to vote on Wednesday 22nd August at the Clap Gate at 8.00 p.m.

All the best Steve

P.S. Order your issue of Cars & Car Conversions NOW.

NEW MEMBERS

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

154 - Roy Gibbs - 30, Blackmoor Court, Leeds 17.
Home - 693494 Work - 36473 (Leeds)

155 - Alan Forrest - 143, Abbocot Lane, Low Moor, Bradford, BD12 0EN Home - 677110
Work - 29107

156 - F. Carl Davis - 1, Victoria Square, Low Moor, Bradford, BD12 0AE Home - 677658

157 - Mike Duffield - 27A St. Phillips Way, Burley in Wharfdale. Home - 988 3370

158 - G. Perkins - York

159 - R. Whittaker - Garforth

CHANGE OF ADDRESS

Dennis Dickinson,
Peter Richers,
17, Blackmoor Court,
Leeds, 17.
Tel. 691997

Jim Gostin,
Whitton House,
16, Reads Avenue,
Blackpool.

HATCHES AND MATCHES

We are pleased to announce that Kath Collis has recently become engaged to Chris Morley.

J.C.W. AUTOTESTS - 24th JUNE

A mistake in the publication of the J.C.W. autotests showed Ron MaKinon as the winner of the front engine, rear wheel drive saloon car class. This was due to an error in simple arithmetic. Ken Goodall is really the class winner and due to the generosity of Ron he is passing over the first class award to Ken. Ron will now collect the second class award. Both these will be presented at the Annual Dinner Dance in September.

Our sincere thanks to Ron for being such a good sportsman, it is a refreshing change for this sort of action to take place in motor sport these days, normally there are protests and arguments and nasty things like that.

C. Richard Jackson

TRACKROD POSTERS

We are now in possession of some very attract ive TRACKROD CLUB POSTERS for display in shop windows, notice boards etc.

See Steve Lloyd for details.

Following that excellent report by Jenny, as an outsider, looking in on marshaling, we have a report by Dennis as a driver on the Autospeed Stages Rally on the 17th June, 1973.

Autospeed Stages Rally - 17th June

Entries

18. Richard Jackson/Richard Ashcroft - Datsun 240Z

38. Alex Jackson/Steve Hazeldene* - Opel Ascona 1.9

65. Dave Lee/John Lee - Ford Escort Mexico

69. Dennis Dickinson/Martin Cantrill - Ford Mexico

81. Alan Powell/John Millington - Cooper

83. Martin Kemp/Ian Buchanan - Cooper

85. Marsh Newman/Steve Rathbone - Mini 1100

All in all a good entry from the club for this, the first rally round, in this years Shell League Competition. Start formalities were carried out at Hutton Cranswick Autopoint just outside Hutton Cranswick. The organisation here was good with cars filling up with petrol, then being shepherded into two lines ready for scrutineering, which was done quite rapidly and efficiently. Signing on came next and this was acheived by passing along tables down three sides of a room, each table having a person looking after one aspect of documentation (i.e. Comps. Licence, insurance etc.) Cars were then removed to the waiting area in the entrance to Hutton Cranswick Airfield. Here the starting ramp had been erected and 150 yards further on was the start of the first stage which was being run by Trackrod. This was a one minute blind round the old peri track and was reported to be 'flat' Mm! well a series of curves may look flat in a 50 m.p.h. tootle round, but when you hit them slightly sideways at around 100 m.p.h. it is just a bit different!

However, our lads got into their stride quickly here with two cars in the top ten. Tony Drummond took fastest overall in 23 secs over, followed closely by Richard Jackson (26), Dennis Dickinson (29), Alex Jackson and Alan Powell (33), Martin Kemp (37), Dave Lee (46) and Marsh Newman (82) - Marsh had the misfortune to come off here, the battery lead coming loose in the process.

SS2 had been cancelled due to unspecified problems, so crews now had a long trek down to the first 'proper' airfield at F[illegible] Sutton. Bogey time here was 1 minute 45 seconds and with two long straights connected by about 4 bends it became obvious that the 'power' boys were [illegible] easily quickest here; (Well I mean, his car will do 130 mph easily, so what do you expect!), but [illegible] our lads Richard Jackson again topped the lot with 36 over followed by Alex (47), Dennis (48) Alan Powell (56), Marsh (68), Martin Kemp (69), and Dave Lee [illegible] Richard Jackson [illegible] notice the fact that that he had the wrong diff fitted for the event on this stage - the one that is fitted at the moment is very low making his top speed about 105-110 mph! At least it gets up to its maximum rapidly though, which must be some consolation

The route now took competitors back up Garrowby Hill to the first main service point at the layby where the new road has been built. Immediately after this service point was the first petrol halt and the Main Time Control - SS4 used the rough [illegible] through the [illegible] from 656568. The start of this stage was very [illegible] rutted and [illegible] Tony Drummond [illegible] another fastest in 33 over. Dennis Dickinson was quickest [illegible] with 41 over, good [illegible] him in the top ten on this stage, he was very closely followed by Alex Jackson (44) Richard

(48), Martin Kemp (50), Marsh Newman (60) and Dave Lee (65).

The next stage, which actually ran t hrough a small valley was, I think everyone will agree, t he best of the rally. 2 minutes were allowed for something over 2 miles of mixed grass track, loose sandstone and tarmac stage with a series of real, hairy yumps in the middle. Rickie Jackson really got it together on here to take second fastest overall in 78 over, next came Alex on 92, then Dennis and Martin, who had decided to investigate the scenery around the village rather more closely, on 94, Alan Powell (104) Martin Kemp (115) Marsh Newman (128) and Dave Lee (133).

The rally now moved on to the first of the big airfields stages, Gottam. This stage was 8 minutes long and a real power benefit, with something like 2½ miles of straight per lap and 4 laps to complete. Drummond was about 3 weeks quicker than anyone else on this, dropping 262. Alan Powell had an extremely quick run here to record 324 - 8th fastest overall - who says Minis are donw for!! The two Ricky's in the Z spun their way merrily round to record 343, Dennis, Beginning to feel the lack of power from the Mex, stopped the clock at 390 after having taken a wrong turn on a not too well arrowed junction, a thing which was to happen to several people on this stage. Next came Alex on 392 also with a slightly off song motor, which was to get worse during the afternoon and lose him a chance of a good placing, then Martin Kemp on 432, Dave Lee 471 and Marsh Newman 473.

The final stage before lunch was at Lissett Airfield and was quite a reasonable blind around the buildings and peritrack. One 90° right, however, caught several people unawares, as it

suddenly appeared over a brow which was taken at 85+ from the tracks most people visited the corn field, straight on, here. Lunch was next and in most crews opinions was one of the let downs of the event. The halt itself was at a disused airfield and the only refreshments available were hot dogs - not exactly enoggh to feed a starving rally crew. Alright so it provided an excellent service area for the cars but which is more important car or crew?

Routine servicing was being carried out on most of our cars, the major problems being with Alex's Opel which was having an auxiliary fuel pump fitted to try and cure the misfiring at high revs. Rickie did not appear t o have any real problems nor did Martin, Marsh or Dave Lee. Dennis's crew were busy swopping him back onto knobblies for the rest of the event as he had punctured two of his road tyres.

After a one hour halt the crews moved off for the long (1 hour long to be exact) haul upto Long Sutton which was attempted in the opposite direction this time Rickie got straight back into the swing of things with 34 over, Dennis 54, Alan 57, Martin 66, Marsh 67, Dave 77, and poor Alex spluttered round ro record 108. Next came a return visit to the rough 1 minute stage through the quarry at 856568. Everyone improved on their first run time here, except Alex, who was now struggling on to finish with a far from healthy motor. The X car was again quickest of our crowd dropping 29, then Dennis & Martin on 34, Alan Powell 39, Martin & Ian 45, Marsh 47, Dave Lee 58, and last but not least Alex 79. Back now to Towthorpe and its yumps - once again enjoyed by all, but suprisingly none of our crews improved by more than a second or two even though, at least, the drivers of two of the cars Rickie and Dennis vowed to take the yumps flat this time - they both did, at somewhere around 95mph They are now trying for the highest & longest

jump of the day award!

That was the last 'real' stage of the day with just Cottam and Driffield airfields left the Power boys began to have a benefit. Rickie was again quickest Trackrod at Cottam dropping 40 secs to Drummond, 291 in all. Dennis was next on 354, closely followed by Alan Powell, who couldn't repeat his first runs performance, on 362, Martin Kemp on 412, Dave Lee on 444, while Alex had to be content with a maximum - he still struggled on, however, in true team spirit, to finish the stage so that he did not collect a fail.

The final stage at Driffield was a real blind, laid out like a race circuit, but with a 300 per offence penalty for putting a wheel on the grass, it comprised of 5 laps, each of about 3 miles, round the airfield. From the start one went 90 left onto the circuit then very fast 80 right, fast 90 right 300 yards straight, fast 90 left, 500 yards straight fast 90 right, ¾ mile straight very fast (95+ mph) 90 right, ½ mile straight medium 90 right into 100 yards 180 left, 100 yards 90 right then ¾ mile straight into very fast (again around 95-100 mph) 80 right past the start.

Once more the old firm of Jackson and Ashcroft, Tailors to the Building Trade, took Club fastest with 269 over, Dennis came next with 356 and a set of very worn Town and Countries, then Martin Kemp with Ian pedalling a bit harder than usual (he was in a hurry t o get to the beer at the finish) 395. Then Alan Powell 404 and Dave Lee 462. Alex continued his slow, painful run to collect another maximum, but at least finished the event and scored valuable Shell League points for us.

[illegible] Control [illegible] Finish was at the [illegible]field Country Club in Driffield, where an excellent cold carver running buffet was laid on for competitors. The meal was really good but the venue fell down on its lack of parking facilities and the fact that they ran out of beer glasses by the time the first 50 crews had arrived!!! When will rally organisers realise you have not only to cope with 120 cars (240 crew members) but wives, girlfriends, service crews and general hangers on who will always be a necessary part of the rally scene. Individual results were posted rapidly although there were some queries.

All in all an excellent event, organisation-wise - but the airfields nullified the driving ability of those in lesser powered cars who struggled to gain a few precious seconds on the twisty, rough stages only to loose minutes rather than seconds on the airfields, which had only been stuck in to make up the stage mileage. Out of 44 stage miles, something like 30+ were on airfield laps - not really special stage rallying.

<u>Trackrod Results</u>

R. Jackson/R. Ashcroft - Datsun 240Z - 1336 -
5th o/all 2nd Class 3

D. Dickinson/M. Cantrill - Mexico - 1615 -
33rd o/all 13th Class 2

A. Powell/J. Millington - Cooper S - 1654 -
39th o/all 2nd Class 1

M. Kemp/I. Buchanan - Mini Cooper - 1879
63rd o/all 5th Class 1

A. Jackson/S. Hazeldene - Opel Ascona 1.9 - 1993
71st o/all 28th Class 3

D. Lee/J.Lee - Mexico - 2135 -
80th O/all 38th Class 2

M. Newman/S. Rathbone - Mini 1100 - 3F/1035 -
96th O/all 17th Class 1

Dennis Dickinson.

WHIN PARK P.C.T.

On Sunday 22nd July, 15 competitors congregated on the well-known venue of Whin Park, Arthington for a production car trial. The event was organised by Rick Stevens and assisted by those partners in crime Steve Holden and Martin Kemp.

The entry was predominently Minis and Escorts with one Renault, a Cortina Mk 111 and two Imps. Much to our surprise the tests were very different to previous PCT's at this site. Successful tests do tend to be repeated [illegible] but Rick Stevens had obviously foreseen this problem and devised tests that, although using the same area, were longer, tighter, more exacting and far more interesting.

Marshalling was as usual to a generally high standard, as one would expect, and have come to accept from the backbone of Trackrod.

In the first half, John Spencer in his 'home - brew' mini led the class hotly pursued by the two Waddingtons in their [illegible]

[illegible] of the Class (1) was made up by

[illegible] Roddy in a Min[illegible]
[illegible]inson jacks[illegible] a [illegible]

Class two leader was [illegible] Mackinnon in the Escort Sport with Dave Lawton and Paul Adelman second and third respectively also in Escorts. Peter Womersley retired to leave Steve Lloyd (Cortina Mk. III) the only other competitor in Class 2.

The Imp class contained Mr & Mrs Parkes & R. Whittaker (who later retired with a broken radiator hose).

John Spencer held and increased his lead on Class one to give him first overall (yet again). Dave Lawton urged his car on with cries of "Up tight, out of sight" and loud screams and whistles - one-man football crowd - to take the lead from Ron finishing 1st in class with Paul Adelman 2nd and Ron 3rd.

The outcome of the Imp class being husband first and wife second (thats the way it should be, eh Fellas?).

Awards went to J. Spencer, D. Lawton & E. Parkes.

A first class event devised, organised & executed in a professional manner by Rick Stevens. 20 tests were neatly packed into one afternoon and all went very smoothly.   Looking forward to the next one.

Paul Adelman

PRODUCTION CAR TRIALS - 22. 7. 73

Whin Park, once again provided the venue for this round of the P.C.T. championship. The weather was fine although rain did threaten the proceedings later on in the afternoon. The event had been organised by Rick Stevens, with assistance from Martin 'V6' Kemp, Ron White and Steve 'call me lotus blossom' Holden. Unfortunately, possibly due to the lack of publicity and the fact that several members were busy chancing their arms on less slippery hills, the event did not receive the sort of entry which it deserved. The organisers had laid out some new and interesting hills on what is now fairly well known terrain to Trackrodders. As it turned out only 14 cars started - not very good for a mid summer event, especially when one considers that at least 3 of these were from Ilkley.

Test 1 was a long winding affair, starting above the access road with a sharp climb, which caught a few people with 11's or 12's as they struggled to get initial grip - then easing off for a run along the ridge to a final hairpin back steeply up the hill at 6. Test 2 was down in the bottom of the valley and started downhill to the 9 marker then level along the valley bottom to 6 where it started turning steeply bac[k] up the hill to the finish. Test 3 ran up the usual gulley from the edge of the wood, delicate throttle control being required to ease the car over the hump [illegible] 5 [illegible] where grip was available all the way to the end. Test 4 ran in and out of the [illegible] just as slippery as ever [illegible] the right approach (as demons[illegible] wheels' [illegible] has [illegible] nable.

[illegible] the last [illegible] down in [illegible] the bo[illegible] up the [illegible] 90 [illegible] the side of [illegible] round a goose bush, back across the bottom of the gulley and up the other side [illegible] in all quite slippery and very interesting. Rows now made their way back to the start for round 2. First car off this time was Richie Jackson, driving Chris Morley's Cooper. This car was also being used by Dennis Dickinson and Chris himself so was working hard for its living! The tests remained the same for round 2 with I. and K. Waddington in their Renault 5 pushing John Spencer hard for the lead, in particular K. Waddington was driving exceptionally well, especially when one considers he is only 17 years old, if he can drive like that now, with a few years experience he will be unbeatable!!!

Paul Adelman and Ron MacKinnon were holding the usual 'battle of the Sports' with Dave Lawton driving a somewhat tatty looking 1300 GT in his usual flamboyant manner, but getting further up the hills than anyone else in the class just the same.

For tests in Rounds 3 and 4 they were altered slightly making some a bit easier and some slightly more difficult, to add to things the threatened rain arrived in the form of a slight shower at the start of round 4. The results show that John Spencer, once again outclassed the opposition to take a fine win with only 24 lost, although Eric Parkes wasn't far behind on 34.

Results	Car	o/all	Class posn	Total
J. Spencer	Mini	1st	1st	24
E. Parkes	Imp	2nd	1st	34
I. Waddington	Renault 5	3rd	2nd	43
K. Waddington	" "	4th	3rd	45
Marion Parkes	Imp	5th	2nd	64
D. Lawton	Escort GT	6th	1st	72.6
D. Dickinson	Cooper	7th	4th	79
P. Adelman	Escort Sport	8th	2nd	80
Ron MacKinnon	" "	9th	3rd	92.4
C. Morley	Cooper	10th	5th	106
A. Roddy	Mini	11th	6th	133

R. Jackson, P. Womersley, and R. Whitaker ret ir

[illegible]th [illegible]

[illegible]ing the re[illegible] [illegible] 'Ar[illegible]ge' by the R.[illegible] [illegible] gymkhana th[illegible] [illegible] for the [illegible] permit. The event consisted of 10 tests 5 of which were against the clock and 5 against Steve's ruler!

There was a change of venue at the last minute to another N.C.P. car park at Claypit Lane, the surface of which was covered with a layer of stones which could hardly be described as marbles - more like cricket balls! At first it didn't look as though the show would go on and Steve was on the verge of cancelling the event when a further handfull of event entries arrived bringing the total to nine.

The first test was an astride all sides of a triangle affair that had to be shifted as Richard Jackson's 240Z was spraying parked cars with half-bricks!

There followed two measuring tests - drive up to a bollard and stop as near to it as possible without touching it, i.e. reverse up to it, drive up to it, as near as poss to the passenger door, driver's door etc. - these taking place between the other 5 tests. Yours truly doesn't yet know the length of a Mini and managed to squash the pylon twice whilst Rickie Jackson brought the long bonnet of the 240Z to a halt only 7" from the pylon - no mean feat really.

The second timed test was the old faithfull wiggle-woggle which was a bit tight for anything other than a mini although R. MacKinnon managed 4th fastest without touching any pylons, this test did take place on a somewhat more suitable

surface but the area was only large enough for one test.

Test 7, after another measuring session, was a bit of a blind on the cricket balls, spectators being very wise and keeping well back, again the Datsun was very spectacular and the biggest culprit at stone throwing.

The last test proved to be a bit of a handbraker and one Cortina was parked perilously close to the fast exit route from one pylon, however, no one managed to collect it.

The competitive part of the part of the evening was rounded off by yet another attempt at beating Steve's ruler, which, incidentally was only 6" long and to see him measuring anything in excess of 7" or 8" (which were fairly easy) had to be seen to be believed - hope he doesn't build his roads to the same accuracy!!!

The usual 10p + brash resulted in an amazing tie for first place between 3 people, however all 3 had had 2 runs so their times were added together to decide the tie, the outcome being that yours truly beat the Editor (strange he only comes out at the evening event when there's money to be won) and R. Mackinnon managed a fine 3rd.

Well done Steve Lloyd and many thanks for the event - [illegible] to National [illegible] [illegible] pro[illegible] us.

[illegible] P. [illegible]

RESULTS

		TEST 1	2	3	4	5	6	7	8	9	10	TIMES	DISTANCE	TOTAL
[illegible]	Datsun 240Z	30·0	7"	+10 26·0	+10 25·0	8"	18"	37	37	0"	7"	195	40"	235
[illegible]	Mini	27·0	5"	22·0	25·2	1½"	F 18"	38	25·4	6"	0"	137·6	30·5"	168·1
[illegible]	Cooper	24·0	3½"	21·3	21·0	F 13½"	F 18"	35	24	1½"	5½"	125·3	42"	167·3
[illegible]	Taf Estate	H.O. 54·0	½"	26·2	46·0	9½"	7"	49	32	0"	F 12"	207·2	29"	236·2
[illegible]	Cooper S	28·0	1½"	30·3	38·0	8"	11"	42	28·4	0"	F 12"	166·7	32·5"	199·2
[illegible]	Cooper S	28·0	2½"	+10 28·3	27·0	2"	6"	40	27	0"	4½"	160·3	15"	175·3
[illegible]	Viva	32·0	5½"	45·1	38·6	8½"	6"	43	30·4	0"	3"	189·1	23"	212·1
R. Mackinnon	Escort	30·0	6"	26·3	41·0	12"	F 18"	45	27·6	0"	3"	169·9	39"	208·9
[illegible]	Imp	34·0	5½"	25·1	27·6	F 13½"	11½	55	29	0"	2½"	170·7	33"	203·7

HILL HOPS

To help promote Sheffield Mot-orweek, Sheffield and Hallamshire M.C. organised a one off Hillclimb in the towns main park, which consisted of 2 fast straights linked by a chicane. Howard White was once again entered in his Cooper S and won the class easily.

July 1st saw most of the leading cont-enders in the Castrol B.A.R.C. Championship meet at Scammonden Dam in glorious sunshine. Our entries this time were Johnny Solk and Howard White in Classes 6 and 2 respectively. Johnny managed to take 5th in the class whilst Howard ran wide on turn 2, got onto the grass and could only manage 4th place this time.

July 15th saw the 4th of this years M.G.C.C. Sprints at Topcliffe where it rained all day. Conditions were so bad that road tyres were more use than racers. Entered on this occassion were Howard White and new member Ray Gibbs in his "Hot Imp". During practice and the first runs Howard was about 20 secs in front of his nearest rival, but on the only dry run of the day, he ran out of petrol and handed the class to Bobby Fryers also in an "S", the car was only doing about 8 m.p.g. Ray Gibbs discovered a cracked cylinder head during practice and so was a non starter.

The following week [illegible].A.R.C. ran the Vintage and novices Hillclimb at Harewood, Ray Gibbs and myself being entered this time both in class [illegible] On th[illegible] occassion the weat[illegible] the track [illegible] [illegible] Ray was leading the [illegible] th place, but at the end [illegible] h had taken t[illegible]

[illegible] 3rd, [illegible]

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TRACKROD.....ENDS

TRACKROD MOTOR CLUB ECONOMY RUN (15·7·73)

[illegible]	PASSENGER	CAR	BOGEY MPG	ACTUAL MPG	ACTUAL / BOGEY	POSITION
[illegible]	MRS A. [illegible]	DATSUN 100A	50·50	57·00	113%	1
[illegible]	[illegible]	MGB	41·20	44·10	107%	2
[illegible]	[illegible]	FORD ESCORT [illegible]	45·71	44·60	97·6%	3
[illegible]	[illegible]	FORD LOTUS CORTINA	36·[illegible]	[illegible]	9[illegible]·5%	4
STEVENS	[illegible] SWAN	SUNBEAM IMP	54·60	49·90	91·3%	5
[illegible] SAYER	MISS L. BARRACLOUGH	DATSUN 180 SSS	39·23	34·11	87·0%	6
[illegible]	MISS D [illegible]	FORD CORTINA 2000GXL	36·22	NON STARTER		7

[illegible] 1ST OVERALL MR AND MRS ALAN FARN[illegible]