

TRACKROD MOTOR CLUB

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FORTHCOMING EVENTS

THIS MONTH

2nd October - Team Selection Evening for this years Castrol Quiz. Proceedings are in the capable hands of Richard Ineson, so names to him beforehand if possible please. Venue is the Clapgate Inn. Map Ref. 96/345474 for 8.00 p.m.

7th October - Autocross, Huddersfield M.C. Anybody want to join Steve Wren and Ron McKinnon for this one? Come on, you rally men, its just like a stage, but you don't have that bloke sat next to you with his feet in the radiator! Usually there's a special class for road cars.

7th October - Ford Sport Day at Croft. Names please to Steve Lloyd. The events on the day are - Table Top Rally, Motoring Quiz, Pit Stop Competition, Rally Control Point, Autotest.

9th October - Indoor Rally. At last we have the venue for this event The Duke of Wellington at East Keswick Map Ref. 96/361443. All you need is map 96, romer, pencils, rubbers, etc., and yourselves to start at 8.00 p.m.

11th October - Marsh Newman and Claire Lockonby are organising an autotest meeting at Knaresborough M.R. 96/3432569 at 1.30 p.m. These promise to be really well organised set of autotests, on non-damaging grass land. (They've even got the Steward, Clerk of the Course and Contineer named in the regs.) Claire is the Secretary of the Meeting and she can be contacted at 4, North Grove Rise, Roundhay, Leeds, LS8 2LE Telephone 655512, for regs. Please remeber - your entry (if not your money) must be in to Claire not later than 3 days before the event (i.e. Thursday 11th October).

16th October - Noggin at our usual hostelry Shoulder of Mutton, Kirby Overblow.

21st October - Autotest - M11 Car Club - much to our disgust replacing the road rally - So lets have a strong team to get maximum points out of this instead.

23rd October - Noggin - A drink awaits you at the Black Horse, Askwith, M.R. 96/163483, without any mind-bending activities.

27th October - Saturday Night Film Show at the Odeon 1 Circus, Bradford. This is the Airdale and Pennine Midnight Matinee, application forms for tickets @ 55p each, are available from Steve Lloyd. One of the films is reported to be of the 1972 R.A.C. Rally.

NEXT MONTH

4th November - P.C.T. Whin Park. Now its neally upon us, we shall be counting the days eagerly, and we shall want plenty of entries and marshalls. It's our first restricted event and is an important round at the Shell League - so its just got to be right. Counts as one of our P.C.T. qualifying rounds too so don't feel that its just for the big boys. You'll need a competition licence ('Rally' covers it) and your club card. It's an all day event with refreshments on sale from our caravan. We want plenty of marshalls please and of course entrants too. Don't wait till your asked (though you will be) see us now. Begs out in mid October. Chaps to contact are Steve Lloyd or Richard Heyport (addresses and telephone numbers at the front of this...

5th November - For those who remember last years bonfire, we hope to have a new improved version this year. Like last year it is to be held at the Clap Gate Inn M.R. 96/345474, lighting up time will be at 7.45 - 8.00p.m. Bring your own fireworks to add to the Clubs. We have organised a Disco/Dance there until 11.00p.m. for which there will be a nominal charge of 10p/head to cover the cost. Dress obviously informal so come and join the evenings entertainment (Can't be bad for 10p can it - See you there - Ed.)

11th November - Autotest - Final Event - Y.S.C.C. Probably in Halifax Details available from our Competitions Secretary early October.

13th November - Film Night - The Clap Gate (Again? well they do make us feel welcome) 'From Harrogate it Started!' is one of the films expected together with 'Our Man Clark' the Klever Monte Film and a few others.

17th/18th November - One of our 12 car Rallies, Ian Buchanan and Roger Blaney are in the chair on this one using Maps ?. Further details are available on the ENTRY FORM!!! from the above named chaps.

20th November - Noggin at our 'old' regular pub The Shoulder of Mutton Kirby Overblow.

27th November - Noggin at the Barley Corn at Collingham. This is a revisit to an old acquaintance after a face lift.

R.A.C. INTERNATIONAL RALLY, 1973

I have again been asked to act as Stage Commander of the Stang East Stage on the above rally and I shall be calling on Trackrod members to assist in the running of the Stage. "Der Tag" for Stang East is Tuesday, November 20th and the first car will be due at approx. 4.00p.m. so we shall have to be fully operational by 3.00p.m. It will again be a night stage insofar as it will be dark by 4.30 or so, which means that all marshals will need red torches but need not bother to raid the wardrobe for materials for a danger flag.

As the timing of the events not yet finalised, it is impossible to give any further information at this moment in time, but it will be apparent that marshals will need to leave Leeds at approx 12.30 to 1.00 p.m. to sign on and be in position with cars parked for 3.00p.m. With an entry of 200 cars it will be 7.30 before we get the "ALL CLEAR". To make up for retirements on the Saturday/Sunday section of the event, 50 National drivers will join the Rally at York on the Monday morning for the section embracing Scotland, the Lake District and the Yorkshire Forests, so we should have at least 150 cars to cope with on the Tuesday evening.

If you can be available to Marshal, bearing the above approx. timings in mind, will you let me have your name and telephone number (if possible) so that the necessary passes can be prepared. Stang East is a "No Spectator" Stage - so nobody will be allowed to enter the Forest without an official pass and unauthorised driving through the forest will not be permitted. Marshals will be convoyed from the start to their marshalling point where they will park their cars as directed by the Chief Marshal. All marshals will remain in position until the course opening car gives the O.K. to move and no route markers or brushwood will be removed until the official car passes to give the "ALL CLEAR". I hope I shall have finalised details in time for the November Newsletter, if this is not the case I shall personally circularise all those who have volunteered to assist, giving all relevant information to enable the Stage to be run efficiently and safely. R.Y DICKINSON

CHL.IRM.NS CH.TTER

Following the Open Forum on Tuesday 25th September, at the Clap Gate the following resolution was passed by the Club. Committee Meetings are to be open to all club members. Members will be allowed to enter the discussions at these meetings but not to vote. These meetings have been approved on an experimental basis for 12 months. I would respectfully point out that the meeting will be controlled through the chair and that if you have a relevant point to raise on a topic being discussed then you merely raise an arm in the air and wait to be brought in. I would ask you to try and avoid gossiping, to prevent disturbance and so that we can run the meeting in an efficient manner, I look forward to seeing you at the next meeting on Wednesday 17th October at 8.00p.m. at the Clap Gate.

The Open Forum was a great success and I feel it will be most beneficial for the membership of the club to be involved in the running of the club.

The past month has seen our members again triumphing in outside events. The Shell League team shone at Curborough Sprint and came second out of all the clubs entered. Howard White added to his successes at Topcliffe when he won his class and broke the class record. Keep it up gents it is good for the individual and good for the club.

Next month we have some club events I would ask you to support these either as a competitor or as a marshal. It is nice to see Claire and Marsh running an indoor rally and an autotest and I hope many more club members will follow suit and offer their services as an organiser, or if you do not feel up to it, as an assistant organiser to gain the experience.

In addition to the normal events we have run stages on the Moss Tyres and the Dukeries which is an ideal opportunity to watch the quick lads in action and to help in making these large events a success. The report in Motoring News about the Moss Tyres mentioned how well Full Sutton was set up. Keep it up and let us have many more success stories.

Hope October is a successful month for you all.

Sincerely C. Richard Jackson

SECS. PCT

We are right in the middle of a very hectic competitive period at present. It seems to stretch right into the middle of November, with at least one event every weekend. Quite a programme, for them as can keep up with it. We seem to have entrants in nearly all these events, a very healthy sign.

Looking ahead still further, we are still trying to organise a 'Roger Clark' Rally evening for late November, but Messrs. Mason and Clark are mighty busy men. We have booked the Mansion House Roundhay for our Dinner Dance on February 8th next year. We didn't go back to the Post House, because it wasn't big enough for the numbers we expect. Anyway, we reckon it will be at least as good a do as last years.

We have some very big plans for a Special Stage Rally next year. Its based on locations in the Leeds-York area, but not all on airfields. This really is a giant step for Trackrod, but we have high hopes of success. We really need it to be sure of a place in the forefront of local sport in the years ahead. A sponsor has already shown interest, and some landowners have also agreed, but if you can think of anyone who might let us use their land, please let us know. It doesn't have to be a real forest type stage, just something interesting. Keep it in mind.

There is a change in the Trophy Points system to note. In future attendance at all official noggins will be worth one point, not three, but competing in noggin events such as indoor rallies, quiz nights or car drives will be worth three points. We hope therefore to get you all entering these indoor events.

And, to encourage you to enter the competitive stuff, we are offering CASH awards to the class placemen. If that doesn't raise a glimmer, nothing will. First event, Marsh's Autotests on the 14th. But don't forget NO entries on the day. There will be no exceptions to this rule, so BE WARNED. You'll soon get used to it.

How about that feature in Triple C? Can't be bad can it? Now lets build on that so in another three years they can do an article on the 'national' Trackrod M.C. Which reminds me that our third Birthday happens on October 1st. Happy Birthday dear Trackrod, Happy Birthday to you. We haven't done badly in three years have we? Just think on't. We are a very, very young club. We lack experienced organisers. We must make the absolute best of the people we have. So far, so good. But there's plenty more to do yet.

I'll leave you with this thought. Would a 'guru' refuse anaesthetic at the dentists because he can 'transcend dental medication'?

Cheers Steve Lloyd

EDITORS CORNER

It appears that quite a few wheels have turned since I wrote my last editorial many of which most of you will know about by now, such as the changes in committee at the A.G.M., Martin Kemp is now assistant Competition Secretary to Richard Jackson. Martin can be contacted during the day at Leeds 37261.

The MARKELL RALLY on the 15/16 December has - due to the resignation of Keith Marr, got a new Secretary of the Meeting who is RICHARD ASHCROFT so applications for entries should be directed to him. People who wish to marshal on the event should contact either DENNIS DICKINSON or STEVE RATHBONE. I am stressing here that if you wish to help with this event no matter how small a contribution, you can make, the organising committee MARTIN KEMP, STEVE HOLDEN, RICHARD ASHCROFT and people I have already mentioned will be more than pleased to hear from you.

STEVE HOLDEN (busy lad this) is the new TROPHY POINTS SEC. after the reorganisation of the committee. He has promised me the trophy points positions for next months publication, so please bear with him until then. It would appear that Steve has some results sheets missing from both closed to club competitions and outside events - so if you have results sheets that may affect your position in the trophy stakes (going back as far as May/June,) root

it out and see if Steve has seen them; it will make his job much easier.

The DINNER DANCE will be held on Friday February 8th 1974 at the Mansion Hotel. Further details will be released as soon as they become available, but how about making a note of it now!

It would appear that some NEW MEMBERS, having paid their subscription and been accepted into the Club, are being neglected. This is a very sad state of affairs and to avoid it may I appeal to you to introduce prospective members around when you bring them to meetings. Above all, please ensure that they not only know who committee members are, but that committee members know them, Let's try to make our new enthusiasts welcome, as indeed they are.

The OPEN FORUM was without doubt a great success and, I believe, a great step forward. Perhaps the most important decision of the evening was a resolution made by an old 'new' committee member DENNIS DICKINSON (Another busy lad!). The resolution was to hold OPEN COMMITTEE MEETINGS, where, although the members will not have a voting right, their opinions may be voiced, and from this additional information we would perhaps be more qualified to reach a decision. The date of the first of such meetings will be at the CLAP GATE, commencing at 8.00pm sharp. (NB. You will be requested not to bring drinks into the committee room whilst the meeting is in session).

No doubt you all (?) read the September edition of 'Triple C' with a report of RICHARD JACKSON'S 240Z (SPY 44) and a report on TRACKROD in the 'Around The Clubs' spot. Great stuff eh?

SPY 44 now has a new car on which to hang (?) itself; another Datsun 240Z, which, in a very high state of tune, had its debut on the Moss Tyres Stages Rally. We had two cars entered under the Trackrod hood, Richard, and STEVE RATHBONE in his mini+*. After going very well, Steve had to retire in the later stages, due to a disagreement with a bend, that did, and his mini, which didn't: as a consequence Steve took his Mini home with bent steering. Richard had a similar tale of woe as the suspension tie bar decided to bend itself almost double, in a heated discussion with a boulder or something. However, as this happened about two stages from home, they trickled round the last stage to finish. I might add that the reason for damaging the suspension was due to a tyre blowing out, and on those size tyres, that's some blowout. Anyway lads, Well Done and remember that famous 'benders adage 'There's always the next time'.

Following on about the Moss Tyres, we organized FULL SUTTON airfield for a special stage during the rally, where we were reported in MOTORING NEWS as 'running a very well laid out stage which included some loose'. The 'Loose' caught out a number of competitors, much to the enjoyment of the many spectators on this bend, as cars flew through straw bales, oil drums etc. and one guy decided to try and knock one of the 15ft high gravel heaps over, at about 60mph in REVERSE! He found out that this was not on, and after a quick inspection, went a little more cautiously on his way. I would like to extend a very great 'Thankyou' to the Trackrod members and friends who came to help run this stage: we did have quite a few problems on the morning as people and 3 ton gravel trucks were working on the airfield and did not finish until ½ hour after the stage was supposed to be open! Hence a half hour delay on the stage opening time. Thankyou lads (and ladies of course) especially to my 2nd IC Steve LLOYD, as without their efficient help, the stage would probably have been cancelled.

The next stage is the Clipstone section for the Dukeries Rally. By the time this newsletter is in print, it will be all over, bar the shouting, anyway I hope that all you lucky people that were able to go there had a thoroughly enjoyable day. (Psst. any volunteers to

to do a report on the stage / Rally for me for next months newsletter?)

All the Best

Steve.

PS. DONT FORGET to get your competition entries in early, REMEBER it was too many entries, too late that caused Augusts' autotests at Full Sutton to be CANCELLED.

* ***** *

CLUB CARAVAN

Owing to a change of employer by our club sec. we have lost our tow car (Sack him Sack him!). Are there any volunteers to take over this rewarding task? Think of the stisfaction of hurling along at a steady 50mph, holding up miles of trafficon your way to our events! We have a towing bar for a Cortina MkIII, now all we need is a car to fit it to. Unless anyone has a car already fitted with the right gear. Offers please to Hon.Sec (Next needed for the Marsh Autotests on Oct. 14th.)

EGG RALLY SCHEME

" I tried to rally an Egg, but it wouldn't start 'till I filled it with Shell, and pulled out the yoke, and it's all white now! Seriously, th 'EGGS AUTHORITY' (Yes really), are sponsoring a scheme for all entrants in restricted rallies. Not for you bods with National and Inter. licenses though, which seems to rule out half our rallying members. Points can be claimed for any restricted run between September and December this year, but only the top eight scores will count. Awards are very good, Avenger for the winner, then Imps, Colour TV's etc. Sounds too good to miss (I think I'll just pop out and get a Rally licence) It costs £1 to enter, and I've got forms if you want them.

Steve Lloyd.

A.N.C.C. BADGES.

We have a supply of windscreen stick-on badges incorporating the letters A.N.C.C. in a mod. design. Looks quite smart and good value at 15p each - from Richard Jackson.

WOOLPACK OTLEY M.C. AUTOTESTS.

A stubble field opposite the Parkway Hotel provided the venue for this all day event, for which 34 entries turned up, 8 of which were from Trackrod.

The first test was at 10.30 am and all entrants had two runs at four tests which were all of the uphill start variety, so traction at the start was all important,=the Imps fairing, (or seemed to be) better than most. Our entrant in this class was Rick Stevens who blotted his copybook with a washout on test 1, which robbed him of an eventual 2nd in Class behind Brian Kitching of Ilkley and D.M.C. I was having my work cut out to hold off R.Pollit of W.O.M.C. but managed to lead him by 7 secs at the lunch break. Others to fall foul of the pylons in the first half were Lindsay Sutton, washout te. st 1,

and Keith Marr + 10 again on test 1, but both recovered to return reasonable performances, finishing midway down Class 1.

After lunch, provided at the Parkway Hotel for those requiring it a further three tests were laid out for two runs at each. A real ding-dong battle emerged here between Steve Lloyd and Ron 'Makinen' in his Escort for second place behind Ron Beecrofts' Escort Mexico who was some 40 secs ahead of the Trackrod Duo. Geoff Dickinson was fairly hurling his Cortina MkIII around and despite its' size returned a very creditable 6th in class (not bad out of 17) Missing from the afternoon runs was Danny Churchill whose Cortina Broke a track control arm on his first run at test 4.

The final test looked rather like Roundhay Park maze on paper but didnt prove to be the real test of memory that was first anticipated. For me, this test proved to be a bit of a cliff-hanger as R. Pollitt was only seconds behind me, he had the misfortune to pull a tyre of the rim on his first run and he claimed a re-run because he was flagged down by a marshall (he did continue at an unabated pace). On his second run he clobbered a pylon AND pulled another tyre of the rim and the foolish marshall flagged him down again! so for his second re-run he borrowed a set of knobblies and set FTD on the test But he did slide over the line to collect a plus 10 before a crowd of spectators. For some reason this + 10 was disputed by the timekeeper, so I awaited the results with my £1 in a sweaty paw for a suitable protest to be backed up by many witnesses. Fortunately it didn't come to that, F.T.D. was mine by some 6.3 seconds. (big sigh of relief from R.F.I. because I couldn't really afford the £1.) Class C was won by the expected Ron Beecroft with S Lloyd and Ron "Makinen" 2nd and 3rd respectivley, separated by 2.6 secs.

° ° RESULTS. No. of class entries in brackets.

Class A (Minis) (8)					
R.F.Ineson	Cooper	454.4	f.t.d.	(award)	
K.B.Marr	Cooper	550.3	4th Class	16th	O/A
L.V.Sutton	"	568.2	5th "	21st	"
Class C/D (merged)(17)					
S.Lloyd	M.G.B. G.T.	504.1	2nd (Award)	6th	"
R.Mackinnon	Escort Sport	506.9	3rd (")	8th	"
G.Dickinson	Cortina MkIII	535.6	6th	13th	"
D.Churchill	Cortina Mki	Retired.			
Class E (Imps)(4)					
R.Stevens	Imp	516.8	3rd Class	9th	O/A

Mike Duffield also entered his Viva, But non-started ; - he had obviously found a better way to spend the first day of his honeymoon!!!

Congratulations to the happy couple (Hear hear - the Club)

An excellent days' sport, thanks to Woolpack Otley M.C. and well done Trackrod, of Seven awards we took home three of them. (I'm greedy, let's have four next time! Or maybe I'm just envious because I couldn't be there, Ed.)

Richard F. Ineson.

B.T.R.D.A. AUTOTESTS, TOCKWITH, 16th SEPTEMBER

This was the final northern visit of the BTRDA 'circus' this year, and lacked a little in entries, as the championship was virtually decided beforehand. However Airdale and Pennine M.C. had entries from

John Calton, Brooklyn Mexico; Phil Derbyshire, Mini Clubman; and Peter Noad, Autocavan VW. (our fellows Triple C star) A total of 25 entries included David Taylor and Richard Ineson, Minis; Ron Mackinnon, Escort Sport; and me, MGB GT., under the Trackrod banner.

A&P had set up a professional looking site on the driver training school at Teckwith under the sponsorship of Hepolite Glacier who sponsored the whole series. Tests one and two were laid out side by side, with a spectator space in between. Subsequent tests used the same area, cones being re-arranged at the end of each run. Timing was electronic. After a very perfunctory 'Scrut' we were given large black round backings and white numbers for our cars, very professional. Then we lined up. The tests were complex, but included every skill, handbrake turns, reverse flicks, forward and reverse woggles, reverse spins, the lot. The course car should have stayed at home, as he got about 8 washouts from 10 tests! However David was off at No. 1, with Richard at No 3. A flying start by them both put us in a strong position in that class. Ron and myself had our work cut out against the VW and Mexicos (Ron) and the Sprites and Elan (Me). The top lads were quickly into their stride, making some very fast smooth runs. Test 4 was very spectacular, consisting of fast circuits of a triangle including 360's around two pylons and two sets of reverse flicks through gates, all at top speed! The 'twirling knobs' on the steering wheels were very useful here, and throughout the day (We didn't have them).

David gained a maximum on one test which reduced our challenge but Richard was still going strong. Ron's handbrake wouldn't work too well, and I found the effort of throwing the 'B' round a bit much. A good 'fight the flab' exercise though. 'My' 1275 Sprites and Elan were really shifting, and they could go topless!. Noad's VW was making the most of its' 2074 cc., but noisiest car of the day was run by another Trackrod member Alan Forrest, being an autocross Anglia with an open exhaust. The lunch break gave everyone a chance to sort out their position and see what they had to do in the afternoon.

I really put it all together on test 6 and finished in a cloud of dust, feeling very pleased with myself, only to be greeted with "fail" by the marshall! I had reversed the wrong way round a pylon. Well I wasn't in contention anyway. Richard was still screaming around but had collected a line fault at the finish of a test, which dented his hopes. Some odd marshalling decisions were causing the 'professionals' some concern, but they all seemed to be sorted out. The last test took some learning, but Richards' drive ended on test 9. A loss of power and a misfire persuaded him to retire and take a washout on test 10. David collected a pylon on the very last gate, and I got a line fault, just to end on a high note! so we didn't really do too well, but we had a go, and I certainly learnt a lot from the experience, (mainly not to enter the 'B' against these lads again!)

However, Richard was 2nd and David 3rd in class A and Ron was 7th in class D, with 7th in class B for myself (Guess how many there were in class E?). Not a bad event in some respects. Very interesting to watch the 'lads' and very easy to catch the bug. Roll on Oct. 17th I'll show you what I learnt.

Steve Lloyd.

Here are some of Richard Inesens observations on the same event.

We made a reasonable start to the proceedings with David having the doubtful honour of running Nel; and surprisingly I managed to lead Class A at the lunch halt, but my success was not to last. On the first two tests after lunch I collected a few penalties which dropped me to third, Steve collected a washout on test 6 which spoilt an otherwise very smooth performance, Ron Mackinnon, who always seemed to be going well when I saw him, must have collected a few Pylons during the event, according to the results. David also managed a game of skittles collecting three penalties, the last one being the most spectacular, he sent a pylon flying into the crowd of spectators he told me afterwards that he thought he heard a woman scream, but it didn't appear to slow him down!

It was a very enjoyable days sport, very spectacular and quite well run apart from one or things- the worst being a totally inefficient score board, showing times which included penalties and some which didn't and nobody seemed to know which was which! Great!! what made it worse was that there were no individual time cards given to competitors, so the board was the only record!

I would like to extend a word of thanks to Gerald Taylor of Huddersfield -M.C., if he ever reads this wonderful and informative publication(*!-? Flattery will get you everywhere R.F.I. - well nearly everywhere Ed.) for accompanying me home with my sick car just to make sure we got there, - Thanks a lot Gerald. The trouble wasn't as serious as first thought, a new head gasket being the only requirement, so we're on the road again and looking forward to the 14th Oct. at Knaresborough.

Richard F. Ineson.

Still on the subject of autotests here is an earlier report from Richard about the earlier round of the B.T.R.D.A. Championship.

HUDDERSFIELD M.C. 26th August '73.

22 entries turned up for this event, held at the excellent venue of Lockwood Brewery, Huddersfield. What the small entry lacked in quantity it certainly made up for in quality. The entry list containing such names as the champion elect, Trevor Smith, Phil Derbyshire, John Larkin, 'Doc' Knight, all of whom put on really spectacular demonstrations of autotesting for the goodly number of spectators that were present.

Equipe Trackrod consisted of a sole entry from myself, two spectators, namely Paul Adelman and "Bonny Bouncing Andrea" (as he seems to prefer to call her) (Paul was also acting as official Trackrod photographer), and my own supporters club: ie. Wife, son Mother and Father!

It was clear from the start that I would need nothing short of another 300cc's to keep up with the faster 2275 GT's, but I did manage a third fastest of all on one test and 4th on another (Food for Thought) However, pre-event nerves, a bug from which I suffer on events of this status, had me collect a 10 second penalty on test two after sliding over the finish line. As it turned out this was to be my downfall, as the small mini class (up to 1000cc's) went to Carl Davies with me trailing by 4½ secs and kicking myself all over for my earlier error. It really was a first class event and I was surprised that more Trackrod members weren't there in competing and spectating capacities as we don't have many opportunities to see the top autotesters in the

country in this part of the world.

R.F.Ineson.

CADWELL PARK SHELL LEAGUE MEETING.

I set off with my two mechanics and the Imp on Saturday afternoon, we had to leave Saturday because the Land Rover will only travel at about 35 - 40 mph with the car in tow. We arrived at about 7.00 pm and had a quick walk round the circuit, we couldn't work out the hill-climb course as there are no real hills. We then had a chat with some of the competitors camping out at the track, then went into Louth to find a hotel- after trying six we gave up and eventually found ourselves in a boarding house at Cleethorpes.

Anyway Sunday morning arrived and we went back to the track. A lot of the usual faces were there including a few goodlooking pieces of crumpet (Keep your mind on the 'climb and less on afternoon goodies Ed!). The only known competitor in Class one was Mike Flatler with his flying Alder Mini. We decided to have a quick first practice to sort out the timing. The car ran well for about four hundred yards or so then it seemed to slow down and then cut out completely. After being towed back to the pits, my mechanics, on stripping down the engine, discovered a smashed cam follower, and two bent valves, plus a few other bits and pieces. As there weren't many Imps around to pinch bits from (!), we rushed off to Louth to find a Chrysler Agent. Miraculously we found one, bought all the necessary bits after stripping their stores, and rushed back to the meet. We had missed second practice, but luckily they were running an hour late, so to everyone's amazement, the lads got the engine running, within the hour. The timing was not quite right, but we managed a fourth out of seven, behind the Flatler, but in front of our rivals Ilkley and District.

We rebuilt the engine for Baitings Dam the following week, but Blew a hole in the side of the engine block on a certain record-breaking second run, unfortunately the second run was only practice!

Having no luck at all we rebuilt the engine for Harewood but whilst ticking over in the garage on Sunday morning, it blew again! We have diagnosed the trouble to soft valve springs and short cut piston tops. We think we have got it cured now and are looking for a win at Scarborough.

Roy Gibbs.

WANTED

Tow car for the Club Caravan. Contact Steve Lloyd for details.

TRACKROD. ENDS