

TRACKROD MOTOR CLUB

PRESIDENT

Ray Dickinson - 70, Eden Crescent, Leeds LS4 2TR
Tel. No. 757563

CHAIRMAN AND COMPETITIONS SECRETARY

Richard Jackson - 135, Alwoodley Lane, Leeds 17
Tel. No. 632400 (H) 32455 (B)

SECRETARY

Steve Lloyd - 1, Bramble Avenue, Boston Spa
Tel. No. Boston Spa (956) 843574

TREASURER

Richard Ashcroft - 9, Bridge Garth, Clifford, Wetherby LS23 6HP.
Tel. No. Boston Spa 842133

TROPHY POINTS SECRETARY

Steve Holden - 7, Crossflats Row, Leeds 11.
Tel. No. 709480

MEMBERSHIP SECRETARY

John Wilson - 11, Stainburn Terrace, Leeds 17.
Tel. No. 684172

NEWSLETTER EDITOR

Steve Mills - 36, Hilton Road, Harehills, Leeds 8.
Tel. No. York (0904) 23021

COMMITTEE

Richard Ineson - 137, Green Lane, Cookridge, Leeds 16.
Tel. No. 679329

Ian Buchanan - 11, Priestthorpe Court, Farsley.

Martin Kemp - 185, Stanningley Road, Leeds 12.
(Ass.Comp.Sec.) Work Tel. No. 37281

Dennis Dickinson - Flat 17, Blackmoor Court, Leeds 17.
Tel. No. 691997

FORTHCOMING EVENTS - SOCIAL

5th November - Club Bonfire Night at the Clapgate, and if there's anybody who doesn't know where that is by now, well! But for new members its at 96/345474. Lighting up time is at 8.00 p.m. Bring your own fireworks to add to the fun. We have organised the Disco from 8.00 p.m. to 11.00 p.m. We have to charge a nominal payment of 10p to cover the cost of the disc jockey.
(There will be no Noggin on the 6th).

13th November - Unofficial noggin at our usual, the Shoulder of Mutton, Kirby Overblow. 96/326492½.

20th November - Again the noggin will be held at the Shoulder of Mutton.

27th November - Noggin at the Barleycorn, Collingham. 96/393461.

4th December - How about a change and join us at the Shoulder!

11th December - Noggin at the Fox and Hounds, Bramhope. 96/248434.

18th December - Christmas Party at the Clapgate. Very similar to last year, food, drink and some games to the Disco sound. Last year's party was very well attended so make a note of the date. More details next month.

25th December - Merry Christmas!

FORTHCOMING EVENTS - COMPETITIVE

4th November - PRODUCTION CAR TRIAL - WHIN PARK
RESTRICTED STATUS - SHELL LEAGUE ROUND.

First a question - have you got your entries in? If not, grab hold of Steve Lloyd or Richard Ashcroft WICKLY - it may be too late. We will want plenty of entries and marshalls. Its our first restricted event & is an important round in the Shell League. Counts as one of our P.C.C. qualifying rounds so its not just for the big boys. You'll need a competition licence (Rally covers it) and your club card. We want plenty of marshalls & entries so don't wait until you're asked (though you will be) See us now.

11th November - Autotest organised by Y.S.C.C.. Final round of the Shell League Comp. Sorry, we still have no official details, but contact Richard Jackson or Martin Kemp if you are interested. Details should be available after this newsletter is in print.

17th/18th November - 12 CAR RALLY After seeing the RAC rally cars depart from York, you should all be in the mood for competing or marshalling in our somewhat smaller event. I hear that there aren't many entries left, so hurry, eh?

The rally starts from Selby Fork and Roger Blamey and John Richardson have found an excellent route on Maps 97 and 103 (Makes a change from 91 - 92, yes?). We now have only four 12 car rallies a year, so lets make sure they get the support they deserve.

For marshalls and entries:-

FORM ORDERLY QUEUES AND GIVE YOUR NAME TO ROGER BLAMEY, JOHN RICHARDSON OR IAN BUCHANAN John can be contacted at Selby 2048.

B.S. COMPETITORS - HOWS ABOUT SOME PRACTICE ON THIS EVENT FOR THE MARKELL.

25th November - AUTOTEST at the John O' Gaunt Car Auction park at Rothwell 96/346292 commencing at 1.00 for 1.30 first test. This is an event to replace the cancelled August ones so let Steve Lloyd have your names as soon as possible. Regulations are available NOW!!

15th/16th December - MARKELL RALLY - All entries to Ron White, all marshalls to Steve Rathbone or Dennis Dickinson. The start will be in Leeds and the finish in York. As this is our first big rally, we expect everyone in the Club to give us all the support that they can. The Secretary of the Meeting is Richard Ashcroft and the Clerk of the Course is Martin Kemp.

26th December - Boxing Day Autotests - Woodhouse Moor. After all the Christmas hulkabaloo, come along and "relax" in a morning's "gentle" sport. Further details in next month's newsletter.

TRACK
ROAD
NEEDS
YOU

TO MARSHALLS ON THE 4TH NOVEMBER P.C.T., THE 17TH/18TH NOVEMBER 12 CAR AND ALSO THE R.A.C. RALLY.

R.A.C. RALLY - STANG EAST STAGE - TUESDAY, NOVEMBER 20TH 1973

As advised in the October newsletter, Stang East is a "No Spectator" stage so it is essential that Trackrod members who wish to Marshal should be in possession of an official pass, so if you are able to have time off on the afternoon of November 20th and you wish to see the action and at the same time help the club in its prestige hunt, please let me know as quickly as possible so that the necessary passes can be prepared. It is also essential that I know who is going to be available, because at the time of going to press, I have no precise times to work on, so shall have to advise volunteers individually of the arrangements when the information is to hand.

I shall be at the Noggin at the Unofficial Noggin at the Shoulder on the 30th October and shall be pleased to receive offers of assistance. Don't forget, you will need to be at the start of the Stage no later than 2.30 p.m. on November 20th. Hope you can make it!!

Ray Dickinson.

Chairman's Natter

Last month saw our first open committee meeting. After a great deal of support for it at the open forum, I was surprised to see only three members from the floor of the Club present. I feel that if you want this type of meeting, you should support it to make the thing worthwhile, otherwise, it is just not worth bothering about.

Our Shell League Team is on top form again and we are moving up the ladder. When the results of the 111 Car Club Autotests arrive, I will be quite surprised if we haven't moved up to third in the Championship.

Sunday the 4th November sees our first Restricted Event - the Shell League P.C.T. organised by Steve Lloyd and Richard Ashcroft - please give them your support and if you are not competing, contact them as soon as possible offering your services as a marshal. Let us show other clubs how to run a really good event.

Now is the time to think of the Shell Marcell Rally. Competitors give your names to Ron White, Marshals to Steve Rothbone and if you want to do more or require further information, contact the ultra efficient Secretary of the Meeting, Richard Ashcroft.

Ray Dickinson, our Club President, is collecting names for our R.A.C. Rally Special Stage at Stang on Tuesday 20th November; contact Ray if you would like to see the quick boys in action.

I would like to congratulate Claire and Marsh for organising two superb events in the Indoor Rally at the Duke of Wellington and the Autotests at Knareborough. Both events were well supported and a great success. Now all you likely lads and lassies have been shown that experience doesn't count as an essential property to running a good event, just contact anyone on the Committee advising them when YOU would like to run YOUR next event. Let us all work together to make Trackrod a bigger, better and more successful Club than it already is. Thinking ahead to next season, why shouldn't we have an all out effort to win the 1974 Shell League Championship. By competing, marshalling, organising and supporting Club events, we can only make for a much better club.

And so to November. Let us hope it is a successful month for you all.

C. Richard Jackson.

SEC'S POT

Winter draws on, as they say, the first frost a couple of weeks ago causing a rush on antifreeze. I tho' lost most of mine out of the 'B' when a heater hose burst at the 111 Car Club's Shell Leanne Autotests! Still, considering that Alan Forrest hit a tree with his Anglebox and Carl Davies bent the rack on his 'nipplepink' Mini, while Steve Mills had to reset his tracking by eye after hitting a kerb, I escaped lightly. Oh, and a nice, new living r.G., was laid gently on its side! A bit of a hairy do, not much room for mistakes. Our team seemed to do well however, although our overall position is not yet known. It was one of only three full teams on the day, which is a good sign.

We also did well at the Autocross, hardly our strong suit, when Steve Wren scored an excellent class win to boost our points. Now, if we can do likewise in our P.C.T. and the final Autotests, we could finish higher than last year's fourth, which will great, as there has been much more competition this year.

The report on the Dukeries Stage appears elsewhere, but we were a bit disappointed that so few beds turned up to marshal. It was an early start, and we had virtually no definite information on the stage until the Thursday before which didn't help. It was alright, apart from the waches. Perhaps you are all saving yourselves for the 'BIG' one, later this month.

I am sorry to have to tell you that the film show on the 15th has only one definite feature at present. Its "Eric Burgoats it Started" the film of the '71 R.A.C., which is pretty good. But the other film libraries are a bit 'Shambolic' to say the least. If we book now we might get the films for next April! So that's what we'll do. We might still get a good programme for the 13th. But we can't guarantee it. Sorry. We can always watch my film of the '71 R.A.C., featuring that well known 'Yeti', 'sideways' Graves on the snowbound Bickley drive. (By the way, have I named any more showings of this film at home).

A bout of flue caused us to miss both Marsh's autotests, well supported, and the first open committee meeting. The latter was on a bad night for football fans, in every sense of the word, which might explain the attendance. Well, we can always win the World Cup Rally. However, we hope to see the new meeting system bear full fruit next time.

and now for this month's criticism.

Mick - "Sure, your're carrying hard carrying all those bricks up that ladder, Pat".
Pat - "Quiet, son, I have them fooled, its the stone bricks all the time!"

Cheers, Steve Lloyd.

EDITOR'S CORNER

First of all, on behalf of the Club, our thanks go to Claire and Marsh for both the excellently run indoor rally, which was run by Richard Jackson and Sue Waddington, and the equally efficient autotests. Sorry about the rain though, as it did cause rather a "w' shout". (The hanging for that pun will be carried out at dawn).

I've already to announce that Steve Holden has now been asked to work out the trophy points and you will find the letter in this issue.

The Production Car Trail on November 4th. The entries for this will be accepted on a first come first served basis, so if you wish an entry, get it now.

We have now nearly 100 members of The Oxford Motor Club, and growing fast, will it be 200 by the New Year? To get to that point, I have heard a few complaints that some people are not receiving their newsletters for various reasons, one perhaps being

that the addresses are not right. If you know of, or see one of these, please contact anyone named on the front page of this issue and have it put right.

Just one more point before I go. PLEASE IF YOU HAVE ANY CLUB EQUIPMENT such as CONTROL BOARDS, STALLS etc. PLEASE RETUR WHEN YOU RECEIVE **SECRET** (address on front page).

See you on Sunday.

Steve Mills

Trackrod Motor Club wishes to extend a very warm welcome to the following new members:-

Thomas K. Tinswell,
560, Bedford Road,
Gomersal,
CIVICHEAD, TOR.
Tel. Glockton: 5136.

C.G. Brown,
12, Beavers Court,
Ivimey Approach,
LEEDS LS16 6EX.
Tel. Home: 576008
Work: 57234

T. Hind,
31, Silk Hill Drive,
Tinsmill,
LEEDS 10.

S. Lee,
55, High Green Road,
Althofts,
Nr. Normanton.
Tel. Work: Normanton 3641

Pauline K. Phillips,
69, Loos Holly,
Thornhill Loos,
DAMESBURY WF12 0LV.
Tel. Day: Dousbury 461300.

John Hall,
38, Park Road,
LEEDS 15.
Tel. Day: 31150

Arnold E.P. Hields,
21, Ladywood Road,
Lilket Hill,
Roundhay,
LEEDS LS8 2L2.
Tel. Day: 33144
Evening: 659227

John Grant,
8, High Street,
Starbeck,
HARRISLE.
Tel. Day: Harrogate 03905
Evening: Wathby 2037

Carl Holdsworth,
36, Westpark,
PUDSEY LS28 7SN.
Tel. Evening: 66192.

Anthony Vernon Griffin,
Garsfield Lane,,
Garforth.

Laurence L. Bristow,
630 C.R. Jackson,
135, Linwoodley Lane,
LEEDS LS17 7PG.

Tony Newsam,
The Old Vicarage,
Scamblesby,
Lincs.
Tel. Day: 04695 421
Evening: 030 791 207

CHANGE OF ADDRESS

Steve Mills,
36, Hilton Road,
Marshalls,
LE 13 8.

Tel. No. YORK (0904) 27021

TROPHY POINTS

ALL ROUNDERS ENDING SEPT 30TH

1st.	C.R. Jackson	103 pts.
2nd.	R. Stevens	90 pts.
3rd.	S. Lloyd	87 pts.
4th.	I. Buchanan	86 pts.
	K. Harr	

CLUB RALLY NAVIGATORS (AICC)

1st.	I. Buchanan	200.41 pts.
2nd.	D. Dickinson	170.71 pts.
3rd.	T. Courtney	122.42 pts.
4th.	F. Stewart-Brown	93.23 pts.
5th.	R.I. Ashcroft	90.17 pts.
6th.	J.J. Conrill	81.80 pts.

OFF ROAD ENDING SEPT 30TH

1st.	F. Adelman	324.16 pts.
2nd.	R. Ineson	265.20 pts.
3rd.	D. Taylor	164.51 pts.
4th.	S. Lloyd	161.45 pts.
5th.	J. Spencer	92.50 pts.
6th.	H. White	80.00 pts.

F.O.B. TROPHY DRIVERS

1st.	C.R. Jackson	182 pts.
2nd.	E. Kemp	62 pts.
3rd.	I. Jackson	45 pts.
4th.	K. Goodall	40 pts.
5th.	R. White	37 pts.
6th.	D. Lewton	} 18 pts.
	S. Rathbone	

SERVICE CRY ENDING JUNE 31ST

1st	D. Place	50 pts.
2nd.	S. Holden	40 pts.
3rd.	S. Waddington	35 pts.
4th.	L. Bennett	25 pts.
5th.	R. White	} 20 pts.
	J. Birch	
	S. Lloyd	

F.O.B. TROPHY NAVIGATORS

1st.	D. Dickinson	130 pts.
2nd.	I. Buchanan	61 pts.
3rd.	S. Howdene	15 pts.
4th.	P. Courtney	} 10 pts.
5th.	F. S. Brown	
6th.	L. Sutton	

F.O.T. JAN 20/MAY 20th/JULY 22nd

1st.	D. Lewton	28 pts.
	P. Adelman	
3rd.	J.R. Spencer	25 pts.
4th.	S. Lloyd	20 pts.
5th.	C.R. Jackson	} 10 pts.
	E.S. Hazen	
	R. White	
	K. Martin	
	R. Ashcroft	
	J. Goster	
	E. P. Price	

MARSHALLS TROPHY ENDING SEPT 30TH

1st.	R... Dickinson	30 pts.
	I. Buchanan	30 pts.
	R. Stevens	30 pts.
4th.	D. Taylor	25 pts.
	S. Lloyd	25 pts.
	D. Lee	25 pts.
	M. Swan	25 pts.

LADIES TROPHY UP TO SEP 30th
(NO RESULTS RECEIVED SINCE THIS DATE)

1st.	J.M. Marsh
2nd.	C. Lockaby.
3rd.	L. Barrett.
4th.	S. Waddington.
5th.	L. Sutton.

CLUB RALLY DRIVERS (AICC)

1st.	I. Jackson	252.30 pts.
2nd.	H. Kemp	200.41 pts.
3rd.	C.R. Jackson	170.71 pts.
4th.	K. Goodall	161.17 pts.
5th.	R. Gwynon	122.42 pts.
6th.	R. White	99.25 pts.

Will you please note that:-

ANY RESULTS NOT RECEIVED BEFORE NOVEMBER 20TH WILL NOT COUNT TO LADS TROPHY POINTS.

You have been warned!!!

SHELL LEAGUE SPRINT AT CARBOROUGH

We had three sprints at this particular event which wasn't well supported by any Shell League Contenders. The distance from Leeds was 100 miles but it was the most difficult factor in this regard. However, Dennis Dickinson, Roy Gibbs, and Richard Jackson, took the Plunge. The plunge being the operative word later in the afternoon when it had finished raining.

Carborough N. Lichfield must be the slowest, driestest nearest thing to an autotest, sprint circuit in the World. How does that for an excuse for being beaten by another 240Z.

Dennis was in a class of 2, Roy in a class of four, and SPY in a class of four with one more at start. Trying to get more points for the Club, Dennis and Richard entered each others cars following permission by the R.A.C. Steward.

Our own men were rather accustomed to the twist, gear changing course after their first official times runs, and indeed were within striking distance of the class leaders (does he mean with a ten foot bang pole?). The inevitable happened and it p... sorry, rained after our first timed run. In the wet not only were we quickest in our classes, but one thought the spectators were going to have a collection to or sent us with an entertainment fee.

You don't know what its like to be standing at the start line in the pouring rain waiting for your brand new car to come back and watch Dennis spin and head towards the trees at a great rate of knots - you be missed them I will never know. Not content with this, I had to show Dennis how I could go off in his car. In true team spirit Roy Gibbs decided he would see if the grass was the slickest route also.

All in all it was great fun, not only because we had a good time, but at the other extreme, because we could have a good moon at having to go so far. Saying that the course was like an outlet at was no exaggeration. They had these silly little plastic buckets round both sides of the track and you got a 5 second penalty for hitting one. When Dennis had finished weaving in and out of these things - in my Z, not in his own flux, and having practised for the blue forthcoming autocross, these were the only reasons why I managed to beat him in my own car.

We were in 1st second best Shell League Club on the day, being beaten by Huddersfield. We also got mention in the Yorkshire Evening Post on 24.9.73 regarding our success on this occasion - well done Leeds.

Richard Jackson.

111 CAR CLUB FELL PROJECTS OFFICE 21ST OCTOBER

Sunday dawned bright and clear, much to our surprise after the monsoon on the Saturday and we proceeded on our merry way to the Lightwood traffic training ground in Sheffield. We arrived, after following the car clubs, somewhat vague, instructions from the motorway to the traffic ground, passed through the usual formality of scrutineering and then on to ripping on about a 500 mile bike way. I exaggerate of course, but I think it wasn't raining.

All sprints were already laid out so we went to walk around them. It wasn't long before I realized that all these nasty kerbstones and fences were going to cause some people to collect a few bent wheels etc. Little did I know that I was going to be one of them. I was idly mulling that there were seven tests, the number then came round that they were all to be run 5 times which meant 35 tests!ouch, we thought, but we need not have worried, 3 times was to be the number, and believe me, 21 is sufficient.

At about 11.15 the first run commenced with a hot packed start. I started on test 3 with a quick trip round a kerbed road once open ground including one handbrake turn, a flick into reverse, back into first and back down the road, summary - slippery. All went reasonably well until a first attempt at test one, when a little over enthusiasm caused me to slide. Little too much sideways and caused a 10 sec. penalty, as I clipped a marker. David Taylor also suffered from the same disease on this test, as he slid over the bank line and Leo kicked up a 10 sec. penalty. Test 5 caused a problem to Carl Davis as he cut off the lone 270° right hand bend onto a tight 100° left, he slid into one of the increased tracks and damaged a wheel and tracking. However, after a change of wheel, and slight adjustment, he carried on.

Test 6 for the second time round saw me driving round the "LOLLIPOP" and drifting out to be what I thought was a grassy bank. Unfortunately for me also, wheel tyre, trackrod end, steering arm etc., the grassy bank turned out to be - yes, you've guessed it, - a kerb - and I arrived at the finish of the test with the front wheels 200 out of parallel with each other. Crazy wheel change, see "discreet" adjustment on the track rods and I was off again. By this time test two, which was 'anyway' through 4 gates, two forward, two reverse, had been cancelled. This test was very tight, especially for the more cars and enthusiastic drivers. Stuart in his "P" race avenger did the usual, successfully, to demolish a road sign and six steel posts, using the side of his car as a battering ram. Not recommended!

My next indication was at test 4 for the third time. When emerging from one of the gates, too much wheel spin caused my car to slide towards a bollard and once again 10 sec. penalty was my seat mate. Test 7 was very muddy in places and slippery all the way round. This caused nearly everyone concerned, especially Alan Forrest, in his autoerous ardor, to skid, when he slid off and hit a tree. Alan retired.

At the lunch halt we were fed from a mobile canteen, which, although the service was a little slow, the food was excellent save the value for money. Well done 111 Car Club for organising this.

The other members of our team are:

- David Taylor 998 cc Mini (Mod)
- Richard Ineson 998 cc Cooper (Mod)
- Steve Lloyd HCF
- Paul Adelman Escort Sport.

I am pleased to report that my team's results were better than I had. Here are the results:-

Class 1 (18)	David Taylor	11th in class
	Steve Mills	16th " " (ouch!)
	Richard Ineson	3rd " " (ward) (wall down.)
Class 3 (15)	Steve Lloyd	4th " "
Class 4 (11)	Paul Adelman	7th " "

Steve Mills

M A R S H A L S ! ! ! !

SHELL/MARKWELL RALLY 15th/16th DECEMBER

FR. CHOD'S BIG RALLY, YOUR BIG RALLY.

WE NEED LOADS OF MARSHALS.

IF YOU CAN HELP, PLEASE CONTACT:-

SEYMOUR RATHBONE,
38, PITTSBOY DRIVE,
LEEDS 8.

TEL. 655849

IMMEDI TELY

WE WILL BE GIVING AWAY NUMEROUS CASH AWARDS TO DRIVERS, TO GRAB A PIECE OF THE ACTION AND CONFIRM SERVICE!

DIKESIDES 1973

The Club ran the same stage as last year in Clifton Forest, near Mansfield, for the Dikesides Rally on the 29th September. It's a very standard hilly stage, bogey being 1.30 for about 2 miles. This year the addition of a Chicane on the straight added to the interest, and the swinging left hander off it looked good too. Martin Kemp, Ron White, Rick Stevens and self. set the stage out on the Friday afternoon, as the very early start left us no choice for the first time round on the Saturday. 'photographic' session on the bogey, a bad left hander led to a bent front on the V6, (but a great action shot) and an argument with an Imp the next morning resulted in a bent boot. Martin wasn't happy.

However, most bods got to the stage in time to set up for the first car at about 7.50. This was Tony Perkins who wanted to wait for Clark, but as Clark was changing front struts somewhere, the Cobble and Composites Car had to go. Thereafter, all went smoothly in the bright sunshine. Harold Morley broke a half shaft on the new RS 2000, which pinned him a while, but eventually, even he was away. The course closing car came round, took away the watch and we turned it all round for the afternoon run. A short lunch break in a nearby hotel, saw us change into a light rain, as the clouds had now threatened to fall.

Our afternoon watch arrived and soon afterwards the first cars. These were well spaced, and led to the first problems with the watches. They weren't set properly, i.e. the minute hand wasn't on the full minute at each 60 seconds. As the cars were well spaced out, this made reading of times difficult for the early numbers. As they bunched up later, the problem was resolved. However, the start watch was the real villain, as it just not was waterproof and when the season began started, at about 6.00 p.m., I was fascinated to see a drop of water sliding up and down the second hand as it went round. Of course, the time stopped, and we had to use the back-up watch, which could not be guaranteed accurate. So there was really no alternative, but to cancel. Very annoying, after getting so wet and cold. Lesson, here, though for organisers. Ask me about the watches now waterproof!

Steve Lloyd.

VINCENT FERRAND

FINISHERS

	<u>POSITION O/A</u>
9 A. Jackson & D. Bader	2
31 S. Ladle & P. Mann	31
33 I. Garnett & F. Stewart Brown	(21 before premature ret)
70 R. Mackinnon & Miss. Other	20
81 R. Ovenden & Miss. Other	-
Total Finishers 35	

The start, was quite naturally, from Vincent Ferrand of Keighley and all crews were looking forward to a good event. However, the few words I had with a marshal at the front of the garage bore ill of the organisation for the evening.

The dialogue went as follows:-

Myself: "Excuse me, where do we start?"

Marshal: "Round the back".

"Where do we get petrol?"

"Just down the road."

"Shouldn't it be marked?"

"Somebody's gone for sign boards but they haven't come back yet".

After duly obtaining petrol and finding my way "Round the back", I got through scrutineering, as did all the other Tri-cycled entrants and then I had a job of finding somebody to show me where to park.

When my navigator arrived he had some queries regarding the positioning of the Black Spots which were eventually sorted out with the organisers. From the start, one turned left out of the garage, down to the roundabout, right round to come back past the start where on the left hand side of the road, eager Police were scrutinising us all as they did through the whole event.

I cannot remember much about the route apart from the fact that it was on Maps 90, 91 and 96 and it took us through a helluv a lot of thick fog, and because this is being panned at short notice, I cannot write about any other crews experiences. The main point of the evening was the 'Incident' on Fountains Earth, that cost us a place in the results. Along the yellow road leading to Fountains Earth a Spectator had crashed his car completely blocking the road. We immediately went back to the control to inform the marshals of the situation. After much arguing over who had done what, we decided to try an alternative route but found it blocked by a ford, so there was nothing else for it, but to try and move the spectator's car. When we got back to the accident, we found the Army (Bless their souls) had moved the car, to allow passage. Another shock we told us because when we got onto Fountains Earth visibility was no more than 5 yards so by the time we reached the end of the selective we were running O.T.L. Incidentally, it's amazing that when driving slowly in thick fog, if a car catches you up, he must overtake you, but when he does and he finds visibility bad, he more often than not reduces his speed to that which you were driving at, or even less. Anyway, I digress.

We decided that because the hold-up at the beginning of Fountains Earth which made us go O.T.L. was nothing to do with us, we should drive the rest of the Rally O.T.L. in the sure knowledge that the organisers would adjust our times. We were forced to this conclusion because we did not see anybody at the Petrol Halt to tell us otherwise; and would future organisers please note that 15 minutes for Halfway as was allowed, is just not long enough, as can be witnessed by the number (22) of cars that retired immediately afterwards. At the finish we were informed that to compensate for Fountains Earth, all penalties incurred from time to half way would be scratched and the 2nd half run on normal time, saying that it was our responsibility to make up time by missing out controls. This also applied to other competitors.

My navigator and I would disagree with this thinking and we would draw the organisers attention to Rules 35A and 35 of the Race Book.

To conclude, I would just like to say that the same thing, soon or later, happened to me last year on the same rally when it was the Uiffle and there were 25 finishers and it will continue to happen whilst the organisers make no attempt to prevent spectators from treating a rally route as a race track, even to all extents to prove that they are their cars are better than the competitors, which 99 times out of 100, they aren't. In fact, I once stopped a spectator down a very narrow road when he just stopped a superbly equipped rally car and started chatting to the occupants and no amount of horn blowing etc. would get him moving until he was quite ready.

Surly, isn't it in the interests of everybody concerned that these cowboys are stopped before they bring rally into ill repute so can the organisers - especially Shipley and District M.C. - and spectators, 'pull your heads' out of the sand and let us do something about this situation, otherwise the stupid mindless idiots will ruin the sport for all.

I would also like to thank the usual 'friends' who seem to follow every rally in which Trackrod members are competing, its nice to know you're there if necessary.

Ian Garnett

TOUR OF HULL 1973

The customary tranquillity of Okeham was punctured by the arrival of various rally crews on the morning of Wednesday, 10th October. Upon boarding the ferry, the first disaster fell upon us - the bus was caught. Being only 10 mins. this was understandable but not acceptable.

Returning to Tear Firm, we set off for our temporary base, a farmhouse in Darvaig. The road from Craigherris to Darvaig via Tobarnory being the A89, off we clogged. After becoming airborne several times, in the first half mile, we decided to go back home, however the ferry had left so we were all marooned with all the other unfortunate rally crews. After a series of nasty yumps and blind brows, we were apprehensive of the B road. Seven miles and 21 minutes later, we arrived at Darvaig only to find we had to go down the equivalent of a two mile special stage to get to the farmhouse. Having travelled overnight this was more than enough, so we slept until opening time. (Barbaric habits these Scots have, closing at 10pm.)

The following morning we found ourselves short of milk for the "Kloggies" (cornflakes) so Ron White volunteered to find the cow, so he set off in his mini. Returning much later in a 1400hp I/C Escort, we thought funny. "Rolled mi mini" said Ron. "What?" "Rolled mi car". "What?" "Rolled mi car... my car - but I've got the milk!" The rest of the day and most of the night were spent repairing the car in readiness for the rally. Before the day was out, he had been nicknamed by the villagers "The Flying Millman".

The rally proper started on the Saturday; the fact that we had wheels, crash helmets, lights and string underpants seemed to satisfy the Scrutineer. Our road book showed us 5 stages to plot in 30 mins. First off was last years winner Ian Conley in a Clan Crusader with a string of Escorts and DRV's on his heels. The competition was fierce including Bob Jeffs, Prew Gallagher, Bill Taylor, George Hill, Willi Crawford, Per-Inge Walfridsson (Flying Turnip) even he's a Stude, Martin Kemp and Ron White.

Three enjoyable forest stages were followed by a rough stage in the grounds of Glenmore Castle which was competitive entering difficult. The last stage brought a let down for Martin Kemp/St. v. Holden when a puncture 5 miles before the end slowed them down somewhat. They changed the curved remains of the wheel at the end of the stage, thus ending the afternoon section of the rally.

After a brief kip and service, 9th crews out of 122 began the night section, which contained 15 selectives and 4 stages. The 200 miles of gruelling night driving was welcomed by 3 Petrol/Service hubs, where we were capably assisted by Dave Place and Ricki Stevens. The crews who did not finish can go away with this satisfaction and the probable incentive to return next year.

The atmosphere of the rally is conjured by the Islanders themselves, who not only tolerate the rally, but are enthusiastic about it. Our thanks to them for making us welcome.

Results

1. George Hill/Keith Wood
2. Drew Gallagher/Bar Muir
3. /Trairie Richards
4. Willie Crawford/David Hodges
5. Bob Jeffs/David Taylor

Ron White/John Birch 103 49th
Martin Kemp/Steve Holden 104 39th
Ricki Stevens/Dave Place Service Crew

The Six.

MARSH & CLAIRE'S AUTOPOSTS

The tests were run on an extremely wet day in an extremely muddy field which really marred the quality of the tests.

There were a few unusual cars competing i.e. Scampi, TR6 (which was no good at all for the muddy conditions) and an Autocross Anglia. The first test was run with 17 competitors a number which dropped steadily during the course of the afternoon, myself dropping out after the second test - and was quite a test of memory. It wasn't too bad if you were a first off, but if you were a back runner, getting traction was nearly impossible.

The remainder of the tests, which were all, apart from the sixth, pre-prepared before the start, were again tests of memory and again conditions were bad as could be seen by the number of washout times.

However, the sixth test was a very long run without any really twisting, doubling turns and if conditions had been better, would have provided for an excellent thrash.

By the end of the afternoon my feet were wet through and a lot of people were soaked from the rain which never ceased during the afternoon, and perhaps the event should have been re-named Marsh & Claire's Sub-Aqua Tests.

However, in all fairness to the two organisers, the event, considering the conditions, was excellently planned and run and I am sure that given good weather, the tests would have been one of the best I have ever entered.

So don't be discouraged by the grumblyings, Marsh and Claire, you did a very good job.

Results: Posttest on each Test

- Test 1. Tom Wharton
- Test 2. Carl Davis
- Test 3. Richard Ineson
- Test 4. Laurence Bristow
- Test 5. Richard Jackson
- Test 6. Alan Forrest.

Tom Gurnett.

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given to the Club for each pamphlet returned.

David Flores.