

MAR 74

TRACKROD MOTOR CLUB.

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FUTURE EVENTSMARCH 3rd.

ILKLEY & DMC. Production Car Trial, Caley Deer Park Farm, Otley Chevin. Scrutineering will commence at 10.30 am, and for your entertainment the Ladies will be doing their 'thing' in the Club Caravan! So come along and support the first competitive event of the season.

5th MARCH.

The special meeting for the discussion of the RAC Green Paper has been cancelled due to the RAC ruling that all comments must be in by the 26th February. This meeting has therefore been replaced by round 2 of the Ford Indoor Rally Series, at the University Mechanical Engineering dept. You will need to bring roamer, rubber, pencils, ruler, stopwatch, protractor, compasses, (circle drawing type) and map 111. This competition is strictly a lighthearted affair and everyone should have a go. Start, with engines running at 8.00pm.

March 10th.

First round of the 1974 season in the Shell League, which is the North Humberside Autotests at Cottam Airfield, north of Great Driffield, map ref. 98/ Scrutineering from 10.30 for a 12.00 start. Everyone wishing to support our team are more than welcome, and for those of you wishing to compete, please contact David Taylor for Rgs. (His address and all other details of the Shell League rounds will be found at the back of this newsletter).

MARCH 12th

Darts, Doms and Bar Billiards Contest against Leeds University Union M.C. at the Shoulder of Mutton. This tremendous competition of arm bending, spot spotting and ball bashing will commence at 8.00pm. Support for the teams will be urgently required, this time at 10.30pm! Come along and have a go - everyone welcome.

MARCH 17th

Club Autotests at John 'O' Gaunts Car Auctions, Rothwell. MR. 96/346291. This event, the first of our club events in '74 will commence at 1.30 so you'll have plenty of time for your Sunday lunch first. Rgs. from Steve Lloyd. Lets make it a good 'do' with a full entry, (Don't know about a 'gay' one though Duckie!)

MARCH 19th

Open Committee Meeting at the Duke of Wellington East Keswick. The last meeting was excellently attended, so lets keep up that type of performance.

MARCH 26th

Ford Indoor Rally, Final Round. 8.00pm Duke of Wellington, East Keswick. Come and see the Champions receive their Autolite Calendars, Fantastic they are. If you are competing, equipment required as before.

APRIL 6th.

Do you remember that thing from the dim and distant past called a '12 CL R RALLY'? You Do? good 'cause we've got one, 70 miles on tarmac, for novices of course, all in the safe hands of Ian Gurnett. See him now for an entry, Rgs will be out later this month. The start will probably be at the Rainton service area on the A1.

APRIL 9th.

Mr. Steve (Merry Melodies) Lloyd and co. will be presenting, for your edification etc. etc. and so forth, a Grand Film Show in the Clap Gate Inn, at 8.00pm on the aforementioned date. This revealing show will contain such films as 'Dash of the Irish' starring the one and only Paddy (Where the hell is that brake pedal) Hopkirk,

Racecraft' starring Frank(Vrooooooom) Gardner, and 'Something Special' from B.L.M.C. (who needs Stuart Turner anyway) Special Tuning Dept. Need I say more!

..PRIL 14th

Club Autotests, probably on that well-known venue, Woodhouse Moor, but an organiser is still needed. Any offers? Regs out towards the end of March.

..PRIL 23rd.

Noggin at the New White Bear at Tingley, MR 96/280263. This is somewhere different and South of Leeds for a change, but a good pub for all that.

MAY 14th.

Treasure Hunt and Noggin. No details known yet, but it is all in the capable hands of the ladies committee.

EVERY UNMENTIONED TUESDAY there will be an unofficial noggin at the Shoulder of Mutton in Kirkby Overblow. MR. 96/326493.

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Secs' Pot.

At last, a real resumption of the sport. It seems that 1974 will be a good year for sport after all, provided of course that you can afford the 'liquid gold' to run your batmobiles. We'll get used to it I suppose, the human animal is nothing if not adaptable. We have to restrict usage of petrol by 30% to gain the 'concession' of having any sport at all. I suggest that we write to our brand new MP's asking what restriction has been put on horse racing, football, and that prime consumer - angling. Quite seriously, if the R.M.C. want to represent us properly we must make our own arrangements. We make a real contribution to this countries economy, so let's have some recognition of that fact. The R.M.C. have been left in no doubt about the feelings of clubs in the past few weeks. The revelation that perhaps there never was a ban on rallying was really the last straw. How Belgrave Square are going to bridge the credibility gap now I dont know. Perhaps they should start taking 'Nixon Lessons'. However the R.M.C. are still best equipped to govern the sport. It's up to all clubs to see that they do just that.

Rallying is starting again, with 12 cars free to do their own thing, however, authorized events are still going to be a problem, with the new, and more expensive Metric Maps in use from March 8th, sheets 94 to 190 only, shorter routes and low speed limits. Still, we will try to get the clubs Co-promoted Rally under way as soon as possible but it will probably be September at the earliest.

We apologise for the cancellation of the Green Paper meeting on 5th March, but once again the R.M.C. pulled the plug out on us (Are they for us or against us? Ed.) We had a chat about it at the committee meeting on the 19th Feb, and finally agreed that the Green Paper made sense. It may mean the end of road rallying as it was last year, but it was bound to happen sooner or later, so far better that 'we' suggest it rather than 'Them' forcing it upon us. We didn't agree with restricting clubs to one road event per year, so we've written to the R.M.C. to say so. We feel that the M.N.C.C. should have an allocation of so many rallies per year, and that they should allocate them to the best equipped clubs. So, we wait and see what happens to the Green Paper. A very close eye will be kept on the R.M.C. in future to make sure that they represent factually their member clubs.

And now, let's get on with the serious business of enjoying ourselves. Get those entries in and make every gallon count.

Cheers,
Steve Lloyd.

NB. SUBS. ARE OVERDUE

see Richard Ashcroft who patiently awaits with open hand and passport to your kind of sport.

Dig Deep for a great years sport!

and now for part two of 'Lessons in German'
(Or 'How to get by without really trying')

- 1) A Car ; Dervolkswagen
The Driver ; Der Schteerinweel Werker.
- A Rally Driver ; Der fasterunfaster vor kraschen schteerinwheel werker.
- A Tials Driver. ; Der muddensplachen mit der grossen wheelspinnen Schteerinwheel werker.
- A Hairpin Bend ; Das oversteerin und understeerin mit bankenlauten und alles kaput.
- A One way street ; Das softpeddlin und mirrorgazen fur das paddywagen.
The Minn ; Der buzzenboxen mit der trafikweaven und nichts stoppen, causen der fistwaven mit der zwei finger raisen.
- A Traffic Warden ; Ein jackbooted schtickyticketlicker.

Change of address:

T.K. Tidswell, 291, Bingley Rd., Nab Wood,
Shipley, Yorks.

12 Car Rally 17th November 1973.

Those of you with long memories may recall that Trackrod Motor Club occasionally organised events called '12 car Rallies'. For the benefit of newer members and those older members whose recollections of such hilarious activities have grown dull with the passage of time, we offer for your digestion, a report of the last 12 Car Rally held on 17th November last.

We would point out to those who wonder why this has not appeared in print before now, that a report and results sheet was forwarded to Hon.Ed. about the time that rallying was banned from the highways and byways of our land. We can only assume that the state of shock and hospitalisation caused by this ban effected Hon. Ed. so much that the original is now lost to us forever. (EH? What? Not Guilty Sir, I swear I never set eyes on it, honest? Ed. (Hon)). We hope the following summary will make amends for the delay.

The event in question commenced at that well known Mecca of Seven Dales fame, the Selby Fork Motel. From an entry which at one time appeared to be fifteen or sixteen cars, in fact only eight started. Fortunately all the other prospective entries were marshalling, which helped the organisers no end as the offers for marshalling were in very short supply. (All members please note for future events eg. The April Showers Rally next month).

Out of the eight cars that started, would you believe only four cars arrived at TC 1, and only Marsh Newman with Jenny Buchanan forced into the Navi's seat, despite protests, arrived penalty free! Several sections on a variety of surfaces, from fast tarmac to muddy quarry tracks brought competitors to TC3 where all four cars left in the rally were tying for the lead. Shortly after this, we understand that Rick Stevens in his Imp and Ron MacKinnon in his Escort Sport both tried to cross a stream without using the bridge. We were very pleased to note that they failed in this attempt! Sadly, Rick suffered a stone through his radiator and they arrived at TC 6 in a cloud of steam and had to

retire. Shortly after this Ron took a wrong slot into a field which cost him five minutes and at the halfway, he was one minute behind Danny Churchill using his sick Cortina MkIII. (Apparently his rallying Cortina GT was even sicker, hence the road car).

Ron's challenge was soon to come to an end with a broken clutch cable. Danny was now ten minutes ahead of Marsh and Jenny, and the position remained like this to the end with Marsh dropping back on time and collecting a few fails on the way.

We would like to offer our congratulations to Danny and John Rook on winning, the only crew without a fail. Our commiserations to both Rick and Ron for their mechanical maladies when challenging so strongly, and to all other competitors, well, what can we say. Not only did Jeff Baldock get stuck-up a nongoing white, but he was also bitten by the farmers dog when he went to get a tow! Alan Ford went of on the first white of the evening, right up to his axles in a ploughed field and he had to stay there until the marshals came back for a via board and pulled him out. He then went chasing controls that were still open. What happened to Messrs Hind and Womersley we do not know, but with thirty three and twenty-eight fails respectively, it must have been quite a night.

Finally a big thankyou to the few people who did the marshalling. These people spent all the evening dashing about manning controls and placing and collecting Via boards. They all had a mini rally of their own and we are very grateful to them all.

I. Buchanan

R. Blaney

J. Richardson

SPOKED WHEEL SPECIAL STAGES RALLY York M.C. Sunday 17th Feb. '74.

Rallye Team Effort organised the event, which began at 'Chequers Inn', where signing on took place and the compulsory amount of ale consumed. At 2.00pm everyone gathered at Tockwith to watch the sixty or so competitors attempt the three evilly muddy stages in a variety of lethal machinery.

The first stage was paced at 250 yards, comprising of 200 yards of narrow muddy ply, deep too, into a 60° right and left through a chicane and gate; over 30 yds of rutted, muddy white (brown?) to the finish. A notable performance was given by Keith Marr (-GP 1 Pushbike.) also, having negotiated the chicane and gate, came spectacularly to grief 20 yds from the finish line, much to the delight of the watching crowd. Fastest on this test, was John Urwin (Gp 2 pushbike) in 44secs. The Bigglebike tied for third place with another Gp 6 Special- The Flying Bathtub - in 48 secs.

The second stage included 100 yds of ply, a 90 left through a gate into a ploughed field, 360° round a bollard, back through the gate and crossed, finally onto the finish hidden behind a lorry-load of drains. The Bigglesbike / Rallye Team Effort entry was easily the fastest with a run of 20 secs. A terrific performance came from a husband and wife team using a Gp 1 Wimpey Wheelbarrow. The chap was so strong it was rumoured that whilst he was working (at a brewery) he loaded the lorries by hand when the fork-lift truck broke down! He eventually won his class.

The final stage was a Killer! From the start wire, the track circled a large pile of manure (Grade 'A' stuff), 60 yds to a pylon gate through to a WATERSPLASH (like Grosmont, only smaller), round another large mound of manure to the infamous 90 right-Over-blind-crest to the finish. As was expected, the majority of the 200 throng waited patiently at the water. They were not to be disappointed. It was sure that the Gp 6 'trike' in lime green plus aerofoil, decided to skirt the morass only to execute a gentle roll, Fortunately the crew escaped injury, but not the water.

The very elegant awards were duly presented and the survivors

went home well pleased, - so did the spectators. Nice one Rallye Team Effort.

Results.

Fastest time of the day - John Urwin, Gp2 Pushbike, 98.5 secs
Class 1. Specials T.K. Tidswell plus the Bigglesmobile Mk III, 100 "
" 2. Wheelbarrows. The guy with the wheelbarrow. 135 "
" 3. Bikes. John Urwin Gp 2 pushbike 98.5 "
Cocours The Coffin "00" (Dastardly and Muttley)
Team Award Rallye Team Effort (Honcst it wasn't fixed!)
TKF (+2). Keith Marr, Mike Alex and Steve in the Derby-Dicer II.

Tom.

Editors Corner.

With the resumption of almost normal service in our sport the following newsletters will more than likely contain more, interesting reading matter to fill in your long idle evenings and weekends(?). I would employ you all to make a real effort to support some of the more "inconvenient" of our activities. For example, to marshal on our 12 car rallies, the situation which, is, to say the least, frantic at times, and also to turn out and support our teams in the Shell League rounds, you've no idea how encouraging it is to see a friendly face in the sea of strangers and critical 'lookers on', and who knows, this season, with your help, we might win, instead of taking what appears to be our regular slot of fourth.

Staying with the SHELL LEAGUE for a moment; this year a team captain has been appointed, DAVID TAYLOR is the gentleman concerned, and he will be responsible for choosing the teams for each event, and the sending of Regs to all who require them. So if you want to enter as a team member to these events please contact David. Full details, (as far as we know them) are printed on the next page of this issue, together with a tearoff form which David would like returned to him as soon as possible please. Ta.

dios amigos,
Steve.

ATTENTION ALL RALLY ENTHUSIASTS (and others)

On April 6th Trackrod Motor Club are running a twelve car rally. Venue yet to be decided but rest assured it will be north of Leeds. Will all interested parties please contact Ian Gurnett at their earliest opportunity.

Anyone wishing to marshal, please do likewise. (put my name down Ian.Ed).

Have you heard about the Irishman whose wife bought him a pair of cufflinks? He went out to the nearest jeweller and had his wrists pierced!

(Ouch! but thanks anyway Tom. Ed)

Qualifying events for the SHELL LEAGUE.

March 10th. Autotests. NorthHumberside MC.
 April 28th. P.C.T. (Yorks Dales) Ilkley & D.M.C.
 May 16th. Autocross York M.C.
 June 30th. Autotests (Huddersfield) David Brown S.&S.C.
 July 14th. Sprint (Topcliffe) M.G.C.C.
 August 25th. Hill Climb (Cadwell Park) Sheffield & Hallamshire M.C.
 Sept. (Prov.) Rally / Autotest One Eleven M.C.
 Oct. 6th Autocross (Huddersfield) Huddersfield M.C.
 Oct. 27th. P.C.T. (Leeds) Trackrod M.C.
 Nov. 10th. Autotests. (Brighouse) Y.S.C.C.

Please put these dates in your diary, YOUR help is needed if we are to win the Trophy. Exact Venues and M.Refs will be published when they become available. Remember- contact David Taylor at

11, Buckstone Crescent,
 Leeds 17.

tel. 681165.

So come on fans, get practising and let's see what we can do this year.

SHELL LEAGUE TERMS 1974.

Will anyone who is interested in competing for the Trackrod team in this Championship, please fill in the following against the events for which they would like to be considered.

Autotests	Yes / No
Production Car Trials	Yes / No
Autocross	Yes / No
Hillclimb	Yes / No
Sprints	Yes / No
Rallies	Yes / No

NAME

ADDRESS

post.code

Car Make Model

Engine CC. Year.

Please state modifications(if any)

Please return this completed form to David Taylor at the above address.
 Trackrod Ends.

Stop Press.

I have just been given the results of the first round of the Ford Sport Indoor Rally series, held last Tuesday night.

Navigators Section

1st	Jack Coultard	37 pts.
2nd	Alan Longstaff	33 pts.
3rd	Mary Lloyd	30 pts.
4th	Jim McThirsk	13 pts.

Drivers Section

1st	Steve Lloyd	21 pts.
2nd	Dennis Dickinson	19 pts.
3rd	Ron White	16 pts.
4th	Ron McKinnon	16 pts.
5th	David Place	13 pts.

May I congratulate our first round winners and wish them, and also all other contestants, the best of luck in future rounds. By the way, it's still not too late to enter if you want to have a go, they really are a tremendous amount of 'fun'.

p.s. Stopwatches are not required for these events despite what it says earlier in the newsletter.
