

TRACKROD MOTOR CLUB

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FUTURE EVENTS2nd APRIL

Noggin at the Shoulder of Mutton, Bicklinghall.

APRIL 6th

The first twelve car rally of the season, with Ian Gurnott in the organising seat, I understand that the entry is full, but marshalls are always welcome. Ians' very able assistant is Pauline Phillips, and she asks for all marshalls to be at Rainton Service Area on the A1 (MR. 91/365 $\frac{1}{2}$ 735 $\frac{1}{2}$) at 9.00pm. The first car will start at 10.30. Necessary equipment will consist of Map 91, watch, biro and last but not least, a navy to get you to your time control. To all marshalls, a 'thankyou' in advance, and to all competitors, the very best of luck. (But PLEASE, dont bend it!)

APRIL 9th

The 'Grand Film Show' at the Clap Gate Inn, at 8.00pm, with your Sec. Mr. Steve Lloyd as your Master of Ceremonies. The films shown will be (I hope!) 'A Dash of the Irish', 'Racecraft', and Something Special.

April 14th

Club Autotests that were planned for this date, have been POSTPONED, until 23rd June, because of the Easter holidays.

APRIL 23rd

Noggin at the New White Bear at Tingley (MR 96/280263). This is a new house of leisure to the club, and south of Leeds, just to make a change

APRIL 30th

Return Darts Doms and Bar Billiards match with the University M.C. We beat them once, so we'll do it again - wont we? See you at the Shoulder of Mutton, 8.00pm Prompt!

MAY 7th

Open Committee meeting at the Duke of Wellington, East Keswick, 8.00pm.

MAY 14th

Club Night Treasure Hunt, in the hands of Peter Richies and Dennis Dickinson, so beware-anything may happen! I haven't many details as yet, only that it will probably be going out East of Leeds.

MAY 21st

Noggin at the Shoulder of Nutton.

MAY 28th

Official Noggin at the Smiths Arms at Beckwithshaw.

JUNE 2nd

Production Car Trial. Steve Hazeldine is wearing the organizers cap for this one. The probable venue is Stump Cross Caverns, more details next month.

AROUND THE CLUBS

MINTEX SEVEN DALES RALLY 18th May

At last this great event is on its way. The start is, as usual, at the Selby Fork Motor Hotel (MR 97/468304), first car away at 00.01, and finishes at 16.00 the same day. It will encompass approx 140 miles of stages on no less than eleven maps. I am afraid I have no details to hand on any Special Stage that we may be running but make a note of the date anyway.

Workington and district MC. - 'News and Star Derwent Rally' 28th April. A special Stage event on maps 82, 83, & 75. The start is at MR 82/016261. First car away at 9.01.

Kirby Lonsdale MC are running their 'Devils' Own Rally on the 4/5th May on maps 89/90. The start is at MR 89/598713 with first car leaving at 11.01.

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SHELL LEAGUE

Ilkley & DMC are running a Production Car Trial on the 28th April at Bolton Abbey. Please contact David Taylor for details. David's address etc. will be found at the end of the newsletter.

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P.C.T.'S POT

We are right back in the swing of things it seems. The last month has just about full of events of all sorts. The P.C.T. with Ilkley was very good, very slippery, and not very well supported. Why don't more people have a go at these events? All these events help to teach one a little more about car control you know. It may not look spectacular, but it certainly feels that way a times. We managed to win one award though, to save our name. Won by that handsome, witty, modest fellow, - you know, drives a red M.G. (Ahem! Ed)

Then we had the Shell League event, which I enjoyed, although our teams excellent performances were marred somewhat by my washout! Still I did get round the course in less than two hours, so the dreaded delays suffered by others didn't affect me. Tremendous driving by Richard and Ronnie though. Augurs well for what is now almost an autotest championship.

Our own Autotest at Rothwell had twenty entries, a fair percentage of whom were new to the club. Where were you all again? (Sitting at home, nursing a very 'pop bang rattle' oo nasty sick motor! That's my excuse, but what about the rest of you? Ed) It seems that a lot of Bods have cars they keep for rallying and nowt else. What a waste of a motor, and, as in P.C.T.s, it all helps to sharpen up the skills. The tests were tests of skill too, not memory, and needed thinking about. (There's your answer Steve, the thinking bit scared 'em off, it was a Sunday you know! Ed.) Carl Davies won the Mini class, with 'Makinen' winning the other one. A good day enjoyed by all, I think. (The results of this event are printed later. Ed)

The common factor at all these events was our caravan, taken, at great expense, to all these venues, it has proved its worth. Used as a refreshment bar at the P.C.T. as a rest centre at the Shell League, and as a catering / control point at Rothwell. Very very handy device, keeps wives, kids, birds and hangerson happy, while the competitors get on with their sport. Also provides hot drinks and meals at vital times, ie. Cottam, in a gale force nor'easter! Seems to weigh a ton, but so far we've had following winds on the way home from events, which makes for restful progress. When finally glossed, the van will look smart too. Likely to be out a lot more in the coming Summer, so let's have plenty of customers.

The Ford Indoor Rally series was poorly supported. Where were all you rally men? They were very good events, real tests of mapreading, competition knowledge and common sense. Perhaps we'll run them again later in the year for those who missed out.

You've perhaps read of our argument with the R.A.C. It's really about the fact that fuel restrictions are being lifted all the time, but the R.A.C. are still acting as if the stuff was on ration. However, we've made our point and will now await developments. With a small amount of luck motor sport will be back to normal in a month or so anyway, so there's no point in getting too upset now. We also live in hope that THE RALLY will be run in late August. We've only been trying for two years after all, only to be foiled at every turn. Keep your fingers crossed, we might just make it this time!

Cheers,
Steve Lloyd.

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CHAIRMAN'S CHATTER

Since I last addressed you, the dreaded ban has been lifted, and things look a lot more hopeful. Because of the long pause between the R.A.C. Rally and the re-starting of this aspect of the sport in April, there is bound to be an even bigger demand on rally entries than there was last season. I would therefore recommend to everyone that they plan their own season's calendar; write to all the respective club competition secretaries for regulations (sending a large sized stamped addressed envelope) and on receipt of these, send one's entry in by return of post. With the large demand on entries this seems to be the logical solution.

We made a good start in the Shell League championship, only being 89 points behind the winners of the first round. Please support our team captain for the year, David Taylor. You could all offer your closest co-operation by completing the form at the back of this newsletter which refers to interest in the respective shell league rounds. Incidentally I should like to express my own disappointment at the fact that David only received two replies after the form appeared in last month's newsletter. This is your motor club and if a member is prepared to spend his time organising our championship teams, surely you, the members, can co-operate by filling in one quite simple form.

The Budget! V.A.T. on petrol. 55p a gallon and a rally car that does 8mpg. In that gloomy light may I take this opportunity of wishing you all a successful season- I hope there will not be too many " Oliver's Mount Cafe" and " Upsidedown" trophies at the next dinner dance.

Best wishes,
C Richard Jackson.

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135, Alwoodley Lane,
Leeds LS 17 7 PG.

22 March 1974.

Dear sir,

driving to work in the fog is a treacherous affair. With visibility between forty and a hundred yards drivers are totally irresponsible in the use of their lights, true some use their headlights but others, just their side. I have even seen one driver who was using his fog lights only, not only is this illegal, but how did he expect anyone following to appreciate his existence.

Members of the public are at danger as a result of bad use of their lights, but also the motor manufacturers are at fault as a result

of their design of tail lights. Some are so small and insignificant that you have no chance of seeing them until you are on top of them. An example of a culprit in this respect are with certain double decker buses. Tail lights on these can be as small as 2¹/₂ inches by 1 inch. In relation to the size of the vehicle it hardly seems worth having them.

Please let us appreciate our responsibilities to our families and fellow men by using all the light we have available in these treacherous conditions. Perhaps the car manufacturers will think about fog when they are accepting a design for tiny tail lights for the mere formality of having the back of the car looking neat.

Yours faithfully,

C. Richard Jackson

Chairman of Trackrod Motor Club.

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SHELL LEAGUE AUTOTEST Round 1

The first event in this years Championship was organised by North Humberside M.C. at Cottam Airfield on March 10th.

Trackrod Fielded a full team which consisted of Richard Ineson, and David Taylor, Mini's; Ron Mackinnon and Ken Goodall, Escorts; and Steve Lloyd in his MG B. The event was held on one of coldest days of the winter, fortunately, Steve had taken the Club caravan, and our wives kept us going with a constant supply of hot food and drinks, which made us the envy of other motor clubs.

Due to the fact that there were 57 starters, there were very long queues at the tests. Then disaster struck! I was on test 5 of the first runs when my drive shaft broke, forcing my retirement. However the rest of the team drove in masterley fashion to post excellent results. Richard Ineson made FTD, which due to the quality of the entry, can only be described as fantastic. Ron Mackinnon won his class, with Ken 3rd, and Steve Lloyd was 4th in his class.

My thanks to Steve Holden for towing me home, without whose help, I would probably be still sitting there, and also to Richard Ineson for his Escort duty.

The League Results were as follows:-

Ilkley and DMC.	376.67
York MC.	351.09
North Humberside MC.	307.78
North Allerton MC.	307.76
Trackrod MC.	294.44
Huddersfield MC.	281.10
Sheffield & HMC.	255.55
Yorkshire SCC.	247.50
One Eleven MG.	87.07
62 CC	63.33
David Brown MC.	10.00

David Taylor.

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Will ALL MEMBERS please remember that entries for any event MUST be in by the closing date stated on the Regulations. It is an R.A.C. ruling that all entries not in by the stated date are to be disqualified.

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TRACKROD MOTOR CLUB.

AUTOTESTS - ROTHWELL 17th March 1974.

NAME	No.	1	2	3	4	5	6	7	8	9	10	11	12	Total	Posn	Car
F. Ineson	1	31.8	39.6	40.0	70.0 ^{WO}	36.0	31.2	32.4	38.4	41.0	36.0	36.6	32.0	465.0	3	A Mini
W. Taylor	2	35.4	41.4	41.2	41.6	36.4	35.0	34.8	42.6	42.0	40.0	39.8	32.2	463.4	2	A "
Stevens	3	41.4	45.18	61.0	45.0	64.5 ^{WO}	38.0	41.4	42.6	52.18	44.0	40.6	48.5	585.1	9	A Imp.
Carl Davis	5	33.0	39.0	41.0	40.0	34.5	31.0	32.4	39.6	40.5	30.5	34.6	32.0	436.9	1	A Mini
R. Jackson	6	38.4	48.18	48.18	47.0	40.0	36.4	38.4	44.4	48.0	42.18	41.0	36.0	537.6	6	A Sprite
Rathbone	7	38.4	48.0	58.0	48.0	41.8	36.6	56.4	55.0	43.0	41.0	35.0	36.6	550.8	7	A Mini
Tidswell	8	46.2	46.2	70.0	48.18	64.5	36.8	39.0	48.8	70.5	42.0	40.0	36.4	628.4	10	A Mini
S. Newman	9	38.4	41.4	55.2	45.0	37.4	36.2	39.0	40.8	50.0	40.5	64.6 ^{WO}	33.8	521.9	5	A Mini
McKinnon	10	37.2	43.8	48.0	42.0	39.0	40.2	39.0	43.2	44.5	40.0	37.6	36.6	491.1	1	C Escort S
Miss L. Sutton	11	42.6	48.0	69.0	48.0	43.8	39.18	44.4	46.2	64.0	48.0	42.0	40.6	585.6	6	C Escort S
Forrest	12	37.2	42.6	43.0	72.0	37.8	33.0	36.6	40.8	44.0	41.0	39.6	33.4	501.0	2	C RS 2000
Welker	13	39.6	46.2	47.2	45.0	42.6	38.6	39.6	47.4	51.0	43.0	40.0	36.8	526.8	4	C Opel Manta
J. Goodall	14	37.8	45.0	54.0	47.0	38.4	34.18	37.2	44.4	48.0	40.0	37.0	38.2	521.0	3	C Mexico
Houška	15	40.2	48.0	47.0	43.0	64.5 ^{WO}	45.0	38.4	45.6	44.0	48.0	38.8	36.0	548.5	5	C Escort S
Ms. D. Welker	16	45.0	48.6	72.0	47.0	45.4	39.0	45.0	49.5	68.0	47.0	43.8	63.4	614.0	7	C Escort S
G. Gardner	17	42.6	45.6	57.0	44.18	42.18	36.18	40.8	48.0	51.0	48.0	43.2	38.0	562.0	8	A MG Midget
Holden	18	45.0	WO	73.0	--	45.5	--	43.8	--	69.0	--	47.2	--	Rtd.	10	C Lotus Cortin
Ms J. Thirsk	19	51.0	51.0	73.0	72.0	46.2	49.2	45.0	52.8	74.0	51.0	52.0	46.0	669.2	8	C Escort S
Ms E. M. Lloyd	20	47.4	61.0	73.0	72.0	45.0	63.0	48.8	54.6	69.0	48.5	48.2	60.4	690.1	9	C MGB GT
Shaw	21	40.2	40.8	42.0	40.0	39.8	34.6	34.8	41.4	41.0	38.0	38.6	32.18	473.6	4	A Mini

Ladies Award Winners

Class A 1st F. Carl Davis
2nd D. W. Taylor

Class B

1st R. McKinnon
2nd A. Forrest

Ladies Award Miss L. V. Sutton