

MAY 74

TRACKROD MOTOR CLUB

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Dennis Dickinson - Flat 17, Blackmoor Court Leeds 17. Tel 691997.  
Rick Stevens - 416, Otley Rd., Leeds 16.

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## Future Events

MAY 7th

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

May 12th

The Club Autotests were to be held on this date, but due to Rick Stevens' accident, they have been postponed to a later date.

MAY 14th

Club Night Treasure Hunt. Pete Richies and Dennis Dickinson are in charge of this one, going out East of Leeds. The start will be from the car park behind the Arndale centre at Cross Gates, with the first hunters leaving at approx. 6.45, and the last at 7.30. The final 'treasure' will be found at the Cocked Hat, South Milford.

A modest entry fee of 30p per car with a crew of two, plus 10p for every extra crew member, will be required on receipt of your 'maps' 'Knowing Pete and Dennis, That's just what your instructions will consist of!

MAY 21st.

Noggin at the Shoulder of Mutton.

MAY 28th

Official Noggin at the Smiths Arms, Beckwithshaw.

JUNE 2nd

Production Car Trial Stump Cross Caverns

First of all I am assured by Steve Hazeldine that none of the tests actually go up the stalagmites, or go through the caverns! but stalagmite guards are recommended. Seriously though, it's a very interesting site and promises to be a good event. Regs are available from Steve Hazeldine, Tel. Collingham Bridge 2994. Start at 1.00pm for 1.30.

JUNE 4th

Provisional Date for the June open committee meeting, at the Duke of Wellington, East Keswick.

JUNE 11th

Sportonoggin Sorry, no details to hand as yet, see next months issue.

JUNE 18th

Unofficial Noggin at our local, the Shoulder, at Kirklinghall.

JUNE 23rd

Autotests Being organised by David Talor.

JUNE 25th

Noggin at the Bulls Head, Gomersal.

17th/18th MAY

Mintex Seven Dales Rally

There will be a Marshalls briefing at the Dept. Of Mechanical Engineering, Leeds University, Woodhouse Lane, Leeds, at 8.00pm. on Thursday 16th May. This meeting will be held in the 'B' lecture Theatre on the second floor, and it is requested that all club members who can marshal on this event will be present.

We have again been honoured by being asked to run the Mintex stage at Sherburn in Elmet. As this is the rally Sponser's stage, it is quite a prestige one and is the first one in the rally, and as such, we require all marshalls to report to the marshall's control point no later than 10.45 pm on the Friday night. We are also operating this

stage on the Saturday afternoon, when it will be the last stage of the Rally. Timing is not yet finalised but it is anticipated that we shall require our marshalls to report not later than 2.30pm. We shall need as many marshalls as possible on the Friday, but shall require every available member on the Saturday, as spectator control could well be a problem. So even if you have not yet signified your willingness to assist, please be present at the briefing so that we can put everybody in the picture and be able to arrange our resources to cope with any problem that may arise. Our lady members will also be much in demand as we shall need their charm and persuasive powers to sell programmes, of which some part of the takings will go to our club funds, so ladies, an S.O.S. particularly for the Saturday session. Hope to see you all at the briefing and on the actual event.

R.D.

AROUND THE CLUBS

May 4th and 5th " Devil's Own Rally " - Kirkby Lonsdale M.C.

start Norbeck Castle Hotel, Blackpool. First Car 22 31 hrs.

3TH Mintex Seven Dales --

June 22nd " Car Tune " Synchro 68 M.C.

An all selective event on maps 85, 86, 91, and 92. A very good event to get your teeth into without being too rough.

June 29th " Moss Tyres Novice " Stockton and District M.C..

An event essentially for the Novice but they do deserve a few places for the experts. Don't let the novice bit fool you.

JULY 27th " Calderford Trophy Rally " Wakefield and D M.C.

An event with a difference. The first half will be on the road and the second all stages.

I have asked for regulations for all the above events, so if any of you are interested in doing them please contact me as soon as possible and I will post a set of regs on to you.

May I also take this opportunity to inform you that our Co-Pro Rally has at last been given a firm date, the 24th 25th August and everything is going great, even with the R.A.C. Watch out for regs in June. We will need plenty of marshalls as well so keep yourselves available and write to Steve Rathbone who is chief marshall for the event.

STAGE CHAMPIONSHIP DATES

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

May	10/12	I.	Welsh.	R.A.C / Castrol / Autosport Championship
	18	R.	Seven Dales	Castrol / Autosport "
	19	R.	Sherwood Forest	"
			Stages	Castrol / Autosport
June	9	R.	Mi-Fi Stages	BTRDA.
	8/13	J.	Scottish	R.A.C.
	21/23	N.	Circuit of Donegal	Castrol and Autosport
	28/29	N.	Texaco Rally	R.A.C.
July	5/7	N.	Jim Clark Memorial	R.A.C.
	21	R.	Lancia Pointer	BTRDA.
	27	R.	Welsh Border	Castrol / Autosport
		R.	Oirencester	

July 28	R	Cirencester Stages	BTRDA.
Aug. 4	R	Festival Stages	"
31	N	Burmah	R.A.C. Castrol/ Autosport
Sept 9	R	Trident	BTRDA.
13/14	I	Manx	R.A.C. Castrol/Autosport
21	N	Armstrong Forest (Moss)	BTRDA. " " "
28	N	Dukeries	R.A.C. " " " BTRDA
Oct. 5	N	Lindisfarne	"
6	R	Ouse Valley	BTRDA.
13	R	North Humberside	"
19	R	Tavern	Castrol/Autosport
20	R	Lindholme Trophy	BTRDA.
26	R	Castrol Timpson	Castrol/Autosport
26	R	Herlock Simpson	BTRDA.
Nov 10	R	South West Stages	CASTROL/Autosport
15/20	I	R.A.C. Rally of G.B.	
Dec. 26		Castrol Tour Of Epynt	

Once again, if any of you require regs for any of these events please let me know as soon as possible.

Martin Kemp.

#### Tour Of Mull

Several of you have expressed an interest in this event, which, I am assured, will be running this year. If you are considering the trip and you require accommodation, drop me a line NOW as I am in the process of trying to make a block booking for some Self-Catering Chalets in Dervaig, 7 miles from Tobermory. Price approx. £5.00/head/week. Why not go; you'll never regret it.

M.K.

#### RALLYE FORUM at DATE of LEEDS.

The new date for this forum is Wednesday, 5th May. Richard Jackson has applied for plenty of tickets, so applications to him please, as S.A.P.

#### CHAIRMAN'S CHATTER.

What a terrific relief that rallying is fully under way again, let us hope that it is not too long before the 50 mph limit is lifted, so that we may have the return of road rallies at realistic speeds/timing.

The Shell League team has started off the season well, let's fight through the remaining events in a true spirited way. Mutterings have been continuous about who should, and who should not be in the teams. you now have had two opportunities to reply to David Taylor in an official way, and only a few of you have taken advantage of it. Please support David, your team leader, and give him all the help you can.

Our Closed Joint Rally looks very promising at the present time and is scheduled to run in August. Richard Ashcroft and his team are going to need every available member to make this a first class event, I'm sure you will not find it too early to start offering your help. The status and growth of the club, in relation to motor sport in the country, will stem from the roots created by this event. This is your chance to ensure future strength, purpose and stability, it is up to you to make sure that they are safe and deep-rooted

Sincerely,

C. Richard Jackson.

## SEC'S PCT

It's back! Yes at long last, after those long winter months of worry and gloom. I refer to, of course, the Royal and Ancient sport of rallying. We had a twelve car on the 6th April, which I thoroughly enjoyed, although some whites on map 91, now have some 'B' shaped dents in them. Ian and Pauline worked hard on this event, and deserve all our praises, as do the many marshalls (and spectators even!) It did, however, show how difficult it is to slow down rallies; however the event is run, people will still have to make up time after the odd wrong slot, or car trouble. Green Paper or not, there is going to remain a problem which is largely in our own hands to solve. It's not easy to keep the public relations aspect in mind when doing a Roger Clark bit to get in on time, but I feel that we should try.

Our Film Show on the 19th April included 'A Dash of the Irish' with Paddy Hopkirk wheeling round the Circuit of Ireland. Great entertainment but one person not in the audience was to sample the real thing just days later. Jack Coalthard, with driver Clive Holker, entered their first international, the '74 Circuit over Easter, in a Twin Cam, prepared by Westgate of Bolton. They came away with the Novice award and 14th Overall! Didn't they do well. They picked up cash awards of £170.00. Yes Really! Absolutely straight motor at the finish too, which is only to the good, having seen those brows and stone walls. They were the fourth mainland crew to finish, which puts them in very good company.

Meanwhile in darkest Salisbury plain, yours truly rode shotgun for our chairman on the Bath Chieftain Stages Rally. The first round of the MFPD, and triple C Championship, and the first stages event since the ban, it attracted a full entry of very tidy looking motors; everyone had plenty of time to sort them out. It was a good days sport, beautiful sunshine, very rough stages, some odd times recorded, but good fun. Local hero Tony Ironmond won it (He had to, he'd left the trophy at home!), while we were 25th after a couple of excursions and a dubious time. The 'Z' went strongly all day, with only a bent wheel to show for it. A form of sport I could really enjoy, but in someone else's car if they're all as rough as that.

And now back to clubbies, with a Shell League PCT, then our Treasure hunt, our own PCT, and so on. Plus the Welsh Rally, the Devils Own, Tour of Lines. etc. and it looks as if our rally is a goer for the 25th August, after some sacrifice of other events. Still it is essential that we do get this event run. It will make all the difference to our calendar.

Finally, our commiserations to Rick Stevens who suffered a very bad accident just recently. Now recovering from a broken arm, cuts, burns etc., but still lucky for all that (He was thrown clear, just before the car was badly crushed and burnt out) We wish him a very speedy recovery to full health.

Cheers,

Steve Lloyd.

## COMMITTEE

At the last committee meeting, Ian Buchanan was deemed to have resigned from the committee, after non-attendance at three meetings. Ian has since expressed regret that his business activities have kept him so busy recently, but he hopes to attend events in the future. Rick Stevens was co-opted on to the committee.

BATH M.C. CHAMPION RALLY 14th April 1974.

As 10.20 am approached on a cold sunny morning, as I checked my straps again, pulling them over tighter; and wedged myself down into my seat. I began to wonder if I had been wise. It seemed logical enough. I would be in Bristol over Easter. Richard needed a co-driver for the stages rally, Pingo! I broke the first Army rule and volunteered. Really it felt very pleasant to sit there, racing overalls on (for the first time) crash hat on, stop watch in hand, in this gleaming, purposeful motor. We'd already been photographed several times before we left the paddock! But now the flag was about to drop and that's when the whatsit stops. The car had just been collected from the speed, who had extracted even more power from it.

The marshalls waved us up to the line. Oh well, Too late now, 1/2, 2, 1, Go. and now! I hurriedly stuffed the watch into my pocket, first making sure it was going, then concentrated on hanging on out of Richards way. The track would its way down loose concrete, then up the side of the hill on grass.

Suddenly, everything went quiet, no bumping, no rattling of stones, no roaring engine. I had time to wonder what had happened, then 'CRASH!' we landed after a flight of at least 30 yds. That's it, we've had it, I thought. I wonder what's fallen off. But nothing had, We were accelerated to the next one. In and out of some solid looking trees, then fast down hill to the finish. One down, eleven to go. I even remembered to stop the watch in the right place.

Stage 2 had an even greater Yump, and was much faster. I lost the time card, road book, maps, everything when we landed this time and had to scramble about under the seat when we had finished. Her the start and a dozen clocks were out of synch by one minute, which was confusing, but was the same for all. I now decided things weren't so bad after all, and on 1/3 we used a bit of yellow, shown on the (Metric) map. I called out the bends in best Henry Midden style then, 'fast left and straight to finish'. Unfortunately, the organisers had put in a chicane, to slow everyone down, we made it ... just, and let me tell you, there aint that much wrong with 'Z' brakes!

Four was a mixture of loose yumpy chalk and tarmac, with 3 hairpins. We went of the track 3 times, semi spun once, and forged a new stage through some trees after the final excursion. However we missed them all and continued at unimpaired speed.

The next stage was littered with spectators, and I began to think that the air-bones weren't working, as they didn't want to move.

The Last stage of the morning was a very rough effort with bumps, holes and cuts everywhere. The organisers had put caution boards up, but what they thought was bad didn't match our impressions at all. Her we had real bother with the watches, because a Porsche Carrera running just in front of us had a time about two minutes faster than us! The watches were out of sync again and it was all a bit of a shambles. However, it must have been sorted out for the results because the Porsche didn't figure in them.

After a pleasant, leisurely lunch in an old world thatched-roofed pub, in the company of Paul-Davies of triple 'O' (Name droppers! ED.) driving a smart Group 1 Marina, we tracked over to andover for a 'forest' stage. Expectations ran high but in fact it was a narrow tarmac track covered with leaf mould (slippery variety) through the trees. Not really on for a large powerful 'Z' as traction was non-existent, the back to re-run some of the morning stages.

Apart from changing a bent front wheel and removing the lense from a Cibic which was loose, we didn't need any service. The exhaust system, a beautiful two pipe job, got holed slightly and an old split in the tank opened up but neither was serious.

On the last but one stage we finally yumped perfectly. It was just up from the start, but we were motoring on, we hit the first one, took off, flew straight and level, brushed the next one, took off again, and made a smooth slow ascent leading way up the track. Great, and right in front of a large crowd. Should be some good shots of that somewhere around.

A long haul to the final stage revealed a sort of semi airfield finishing with black tarmac round the old perimeter track. Richard had the 'Z' really wound up going down hill on this when we saw that a large puddle covered the

... on a fast right-hand to the finish. As we didn't want to investigate the handling qualities of a sideways 'Z' at 120 mph, Richard eased of a bit. Then it was all over. Back to Amesbury for the finish, drinks and ... It had been a great day, a new experience for me, and one I thoroughly enjoyed. For sheer exhilaration, to overcome tired blood, fatigue, and ... deficiency, there can be nothing like a ride in the hot seat of a ... rallying 240 %.

Steve Lloyd.

CONGRATULATIONS

To Donnie D. and Elspeth and also  
to Richard and Sue on their recent engagements  
(I hope this disease isn't contagious. Ed's Girlfriend)

FOR SALE

5 x 6 1/2 x 13" Mag. Alloy Wheels to fit Fiat, Simca etc.  
Various Low Profile Dunlops to suit.  
Offers to Steve Hazeldine,  
The Old Vicarage,  
Bardsey.  
Tel. Collingham Bridge 2994.

ALSO FOR SALE.

1970 IMP SPORT. Extensivley modified; Carbon black  
with matching trims. Has been a pretty 'Hot Car!'  
Fire Extinguisher went like a bomb.

Anyone know of my nearest pram shop?

Rick Stevens.  
(Sorry Ricky, but you know you can rely on us  
for a helping hand. Ed)

HOW TO SPOIL YOUR CLUB.

Never come to any of your clubs events - be content to take all you can and  
give nothing in return, let the club whistle for its finance.  
Hold back your dues as long as possible or dont pay at all.  
Never accept office: it's easier to criticise than to do things.  
Nevertheless, go crook if you are not appointed to committee, but if  
appointed, dont attend meetings.  
Dont ever think of coming to meetings unless you have it stacked.  
If you do come, be sure to be late.  
Do nothing more than is absolutely necessary, but when others roll up their  
sleeves to do it all, howl about how the club is being run by a clique.  
If the President or Club Executives ask your opinion on something important,  
tell them you have nothing to say. After the meeting, tell everyone how  
things ought to be done.  
If you do attend a meeting, find fault with the officials and other  
members.  
If the secretary doesn't suit you in some of the thankless tasks he performs  
show your appreciation by calling him a -----!  
WHY NOT roll up your sleeves and give a hand? Pay your dues and praise  
those who are running the club.