

TRACKROD MOTOR CLUB.

JUN 74

PRESIDENT

Ray Dickinson 70, Eden Crescent, Leeds LS4 2TR  
Tel. 757563.

CHAIRMAN AND COMPETITION SECRETARY.

Richard Jackson 135, Alwoodely Lane, Leeds 17.  
Tel. 682400 (H) 32455 (B)

SECRETARY.

Steve Lloyd 1, Bramble Ave., Boston Spa, Yorks.  
Tel. Boston Spa 843574.

TROPHY POINTS SECRETARY.

Steve Holden 7, Crossflats Row, Leeds 11.  
Tel. 709480.

TREASURER.

Richard Ashcroft 9, Bridge Garth, Clifford, Wetherby, LS23 6HF  
Tel. Boston Spa 842133

MEMBERSHIP SECRETARY

John Wilson 11, Stainburn Terrace, Leeds 17.  
684172

NEWSLETTER EDITOR.

Steve Mills 36, Hilton Rd., Harehills, Leeds LS8 4HL.  
Tel 625294 (H) York (0904) 28521 (B)

ASSIST. COMPETITION SECRETARY.

Martin Kemp 185, Stanningly Rd., Leeds 12.  
Tel. 37281 (B)

COMMITTEE.

Richard Ineson 137, Green Lane, Cookridge, Leeds 16. Tel 679329  
Dennis Dickinson Flat 17, Blackmoor Court, Leeds 17. Tel. 691997  
Rick Stevens 416, Otley Rd., Leeds 16. Tel. 673171

Future Events.

JUNE 2nd

Closed to Club Production Car Trial Stump Cross Caverns.

There aint much time left, so if I were you, I'd ring Steve Hazeldine, at Collingham Bridge 2994, for the latest info and/or Regs. Start at 1.00 for 1.30.

June 4th

Open Committee meeting at the Barley Corn, Collingham, and not at the Duke of Wellington as reported in last months newsletter; sorry for the hitch.

June 11th

Noggin at our local, The Shoulder of Mutton, Sicklinghall.

June 18th

David Taylor is going to test your skill in many ways(?) on this summer evening, in the form of a Sportnoggin at the Royalty, on Otley Chevin. Come along for a light-hearted, non-car damaging! evening of your favourite sport, (No comments please.) with a pint of the best, or something similar to the winners.

June 23rd

A very hearty welcome back to Rick Stevens after his 000h Nasty, who I believe is going to organise our closed to club autotests. Sorry once more, but I have no details to hand, but those who are interested, will be able to get all the info' of Rick, in the very near future.

June 25th

Official Noggin at Ken's Mum's Pub, The Bulls Head at Gomersal.

July 2nd

Open Committee Meeting at The Duke of Wellington, East Keswick, Defin~~at~~ley, I am assured.

July 9th

Autotesters David Taylor and Richard Ineson are putting their heads together to organise a clubnight PCTrial. I don't know where yet, but all will become clear nearer the time. Hope someone tells them that its the 'furthest clean' that wins and not fastest up the hill!

July 16th

Unofficial Noggin at The Shoulder.

July 23rd.

Noggin at what appears to be becoming our second local, The Barley Corn at Collingham, a very comfy pub. Please see below.

July 30th

Unofficial Noggin at The Shoulder.

August 3rd

After their recent success at organising the April Showers Rally, Ian and Pauline are organising the August Moon Twelve Car Rally. A bit early for any details except to say that now the speed limit of 50mph has been dropped (Thankyou Ali Wilson Baba and his forty th~~ee~~aves), the timing will be just that little bit tighter.

.....

BOOBS again. JULY 23rd is an evening Economy Run organised by Richerd Jackson and John Wilson, from whom details will be forthcoming. The event is finishing at the Barley Corn as stated.

SEC'S POT

The R.A.C. have at last released us from our 'Fuel Returns' bonds, and will now allow us to run events as we wish. No 30% reductions in entries or distance, new events can be organised, and the future is bright and rosy once more. We wont dwell on the why's and wherefores of the past few crisis months, only to say that the next time, a very careful eye will be kept on big brother R.A.C.

WE now definitely have a Rally, and no sacrifice of other events to get it either. August 24th/25th are the dates to keep free. The Rally team has worked hard and long on this event and have really sorted the Public Relations bit. They need all our help on the night of course, and plenty of entries too, see what you can do eh?

The end of the 50 mph limit is also very welcome, though in practice it seemed to have little effect just recently. Still it's quite a triumph for democracy that it was lifted at all. There's hope for us yet.

There is a firm selling Metric Romers inscribed with the Clubs' name. If enough Bods are interested, we could order some. Or have you all bought your Bon Barrow Romers by now? Just let me know.

Our entry into the The Lord Mayors Parade on June 1st was a good publicity excercise for the Club. Three cars driven slowly, for a change, in procession through Leeds, bedecked with posters and stickers. Cant be bad, can it? Hope you were there to give them your support, it is all in a very good cause.

Cheers,

Steve Lloyd.

. . . . .

TROPHY POINTS SYSTEM.

AUTOTESTS. Donated by H. E. White.

80% of all events to count.

Where one driver enters two cars, he must nominate, before the start of the first car, which car is to count for trophy points.

Organisers (2)	15pts.	Competitors 1st class	= 10pts
Chief Marshall	10 "	2nd class	- 9 "
Timekeeper	10 "	3rd class	- 8 "
Scrutineer	7 "	4th class	7 "
Marshall	5 "	5th class	6 "
		All Other Finishers	5 "
		All Non-finishers	3 "

\* \* \* \* \*

PRODUCTION C.R TRIALS Donated by D.G.Dickinson.

80% of all events to count

where one driver enters two cars, he must nominate, before the start of the first car, which car is to count for trophy points.

Points are awarded as for autotests.

\* \* \* \* \*

RALLY DRIVER Donated by J.W.Wilson

NAVIGATOR Donated by R.A.Dickinson

Both score equal points within their respective sections.

These trophies are for ANCC Championship events only. The best six scores to count.

The scoring in these trophies depends on the number of competitors you have beaten in your class, worked out on a percentage basis. e.g. 3rd in class out of 42 starters in that class. Therefore 39 competitors beaten, ie 39/42 = 92.86% i.e 92.86 points + 5 for entering Total score is 97.86 points towards the trophy

F.S.B. RALLY DRIVERS AND NAVIGATORS. Donated by Frank Stuart-Brown.

Both score equal points within their respective sections. Any rally organised by clubs other than Trackrod are eligible. All points to count.

Closed Joint or Restricted Rallies

1st Class	15 pts
down to 10th in class	5 "
All Other finishers	5 "
All non-finishers	2 "

NATIONAL RALLIES

1st class	20 pts
down to 10th in class	11 "
A/O finishers	10 "
All Non-finishers	5 "

International Rallies

1st in class	30 pts
down to 15th in class	16 "
A/O finishers	15 "
All non-finishers	10 "

The above rally trophies are for anyone entering under the name of Trackrod Motor Club, or, where this is not possible, ie. outside ANCC, or uninvited club, entered as entrant Trackrod M.C. using the entrants licence held by the club.

\* \* \* \* \*

OFF ROAD EVENTS TROPHY Donated By Trackrod M.C.

Any event other than rallies count toward this award. The scoring is based on the Shell League system as outlined in the ANCC. Rally Trophies. The eligibility being entered as Trackrod, or Entrant Trackrod, as above.

\* \* \* \* \*

SERVICE CREW TROPHY. Donated by K.B.Marr.

Only Servicing for crews entered under Trackrod or Entrant Trackrod qualify for points.

C.J. or R.	5 pts
National	10 "
International	15 "

\* \* \* \* \*

MARSHALL TROPHY Donated by M. Cantrill

5 points are awarded for marshalling on any Trackrod organised events and also any official special stages organised by Trackrod M.C.

\* \* \* \* \*

ALL ROUNDERS TROPHY Donated by J.C.

80% of all eligible events to count. Points are scored as per Autotest & PCT trophies for those two events and also rallies (12 Car Only) on overall basis. Where a passenger is mandatory, ie. PCT., he/she scores the same number of points. Points are also scored for organising or attending any official function as set out below:-

1) Treasure Hunts.	Organisers 2	15 pts
	Attend	1 "
2) Sportonoggin	Organisers 2	15 "
	Attend	1 "
3) Indoor Rally	Organisers 2	10 "
	Attend	1 "
4) Film Shows	Organisers 1	10 "
	Attend	1 "
5) Special Stages *	Organisers 2	15 "
	Chief Marshal	10 "
	Timekeeper 1	10 "
	Attend	5 "
6) Noggins	Attend	1 "

NOVICE TROPHY Donated by P. Myers.

This award is presented to the person finishing highest in All Rounders Trophy who has competed in at least 60% of all eligible events and has not won an award in the year.

LADIES TROPHY Donated by G. J. & D. W. Taylor.

Includes Rallies, PCT., Autotests, Treasure Hunts, Gymkanas and Sportnogginns. Organising 10 pts  
Marshalling 5 pts  
Mandatory

- passengers 5 "
- 5 points for entering an event plus 1pt for last in class
- 2pts for 2nd last in class
- 3 " " 3rd " " "
- etc.

Navigators on rallies PCT. etc. will score same as entrant  
Caterers and Noggin points will count towards all Rounders Trophy only.

\* \* \* \* \*

WILL YOU ALL PLEASE NOTE That to qualify for trophy points for any external event, a COPY OF THE START LIST AND FINAL RESULTS must reach Steve Holden not later than 10 DAYS AFTER PUBLICATION OF THE FINAL RESULTS.

IF anyone is still in doubt as to anypoint in the above please contact me and I will be only too pleased to help.

Good Motoring,

Steve Holden,  
Trophy Points Secretary  
Trackrod Motor Club.

NEW MEMBERS

The Club Wishes to extend a very warm welcome to the following people;  
Mr. & Mrs. Mike Hall  
Mr. David Roberts  
Mr, D Rispin

May your exhausts burp for many a happy mile!

CONGRATULATIONS

To Steve Rathbone and Angela Fields who got engaged on May Day.

To Ian Buchanan, who recently resigned from the committee due to pressure of work, a very warm thankyou, for your services to the club whilst you were on the committee.

1974 Welsh International Rally.

For the second consecutive year, SPY 44 and RXJ 33 appeared in Welsh Wales on the SW.C's annual International. However SPY 44 had been modified somewhat since last year (No, it's NOT just a respray!) whilst RXJ also sported go faster goodies; would you believe a map light, cints, spot-lamps and a roof rack. Richard and Harry Heath were going to do the easy bit in the 'Z' while Bob Ted, Sue and self, wheeled the 'C' round in the guise of service crew, along with over 200 other competitors and about 400 crews, we set off from 'COLD KN.P' Barry (and it always is) on Friday 11th May at 10.08 pm. A long run out to SS1 at Brechfa through heavy rain, including a change of plugs in the 'Z' to bring in all six, saw the end of the event for a 911 S. It had a nasty head on, with a non competitor and was OUT of the running. Stirred up the local fuzz a bit too!

The rain continued of and on all through the night, and most of the morning. Nothing untoward befell our team, apart from some very odd tasting soffee!

At breakfast, Richard and Harry got some rest at the Metropole, while their brave crew serviced the car in the rain. Apart from topping up the washer bottle and tightening up a few loose bolts (?) all was well. Little did we know what was in store!

The morning stages were only punctuated by stops to wash the mud off the car! Then just before Machylleth, the 'Z' appeared with its front wheels awry. A large boulder had deranged the track. A swift reset with a piece of string got it to the parc ferme. Immediately afterwards, Bob used a gauge in a local garage to set it properly. One of the Cibies broke free from its bracket, so we took it off to fix in the 'C'. Richard then went off to do the Dyfi stages, while we encamped and waited on the main road.

When he came into view once more it was obvious that all was not well, in fact something was very wrong. The car was weaving along, like it had had a night on 'Home Brew'. In fact it was the rear suspension to blame. With the car having I.R. suspension, and the lower control arm cracking, the wheel was steering a course of its own. We tightened it up but it was the cracked bracket that was the bother. The front number plate also fell off, and was stuck inside the screen to keep that bit legal! The next few stages saw the offending bolts tightened up at every opportunity, and the crack getting worse. Eventually it was a case of weld or retire, as the sudden collapse of the rear end at the ton, in the middle of the Tall Timber would have been interesting to say the least! As in the best of fairy tails, a tiny garage, just about to close, turned out to have a hoist, welding gear, and even new bolts! Bob whipped off the bracket, welded it, bolted it back on and they were back in with a chance.

They reached the control at Betwys Y Coed with just minutes to spare. The 25 mph road sections timing helped a lot in this respect. The lense had fallen out of the remaining Cibie by now, so we made one good one out of the two wrecks.

The long night, covering 15 stages held no dramas, the weld had done the trick, and the rear end went where it was pointed. However the rear shockers, were becoming shackled and slowly giving up the ghost, so that by the Forest of Dean, they were just about ornaments and unnecessary weight.

The final 'moment' came at the end of the last Dean stage with only the Llandow test to do. The 'Z' started, ran, sputtered and stopped. a quick inspection showed no petrol at the mighty webbers. Disconnecting the pump outlet showed no pressure 'Where's the spare' I asked, 'You dont need

a spare with these" Bob replied "they never go wrong! " But, it wouldn't go. So we finally reverted to the old S.U. trick of a swift tap with a blunt instrument. It worked, and never missed a beat from then on.

The final test at Llandow was taken gently, as the circuit was bumpy, and the 'Z' was doing a very good impersonation of a six cylinder pogo stick!

Then it was food, rest, drink, a look at the photos and wait for the results. As you all know, super Finn Marku Allen won it, but stage cancellations and odd times affected the other placings. Eventually we could wait no longer and wound our way home. With just one week to get those brackets really sorted and new shockers before the Dales, where we..... .. but that's another story.

Steve Lloyd

Hear'd on the Welsh

I wouldn't say it rolls a lot, but I bet we've got the only car with retreaded door handles!

Oversteer? Well yes, I mean, to turn right, you point it left, and boot it!

AROUND THE CLUBS.

MOTORING NEWS WEBER CHAMPIONSHIP

July 20th	Nutcracker	Aberdare M.C.
August 31st	Stockonian	Stocton M.C.
September 21st	Cilwendeg	Teify Valley M.C.
September 28th	Rally of Vales	Swansea MC.
October 5th	Illuminations	Morecambe C.C.
October 26th	Cytax	High Moor M.C.
November 7th	Red Dragon	Port Talbot M.C.
December 13th	Rallye Bristowe	Tavern M.C.

Regs. from Martin Kemp as they become available.

A.N.C.C. CHAMPIONSHIP

June 22/23rd	Cartune
July 27/28th	Calderford Trophy
August 31/1st	Sunpiker
September 7/8th	R.L.Brown Rally
October 5/6th	Illuminations
November	Moonraker
November 23/24th	Bullogh Trophy
November 31/1st	Hall Trophy.

Regs from M.K. as they become available.

INVITATIONS.

June 23rd	Ilkley M.C. Production Car Trial.
June 9th	Dursley Hi-Fi Stages Rally
	Preston Rally Forum.
October 20th	Lindholme M.C. Stages

\* \* \* \* \*

SHELL LEAGUE

Events for this championship during June are:-  
York M.C. Autotests on the 16th  
David Brown Autotests on the 30th.  
See David Taylor for details.

\* \* \* \* \*

APRIL SHOWERS RALLY      6th April

On a fine April evening, ten crews and numerous marshalls, assembled at the Rainton Service area., on the A1. for what was hoped would be a warm up for the coming season held up by the fuel whatnot.

At 10.00pm the route cards were handed out with only thirty minutes to plot 10 TC's 5 PC's and numerous quiet zones and black spots etc.. To the dismay of most, the much talked about white over fountains Earth was missing, although the route seemed to hold a fair selection of other whites.

The first car was away at 10.30 followed by the rest at 1 minute intervals, or they should have been but J. Birch and myself were sitting in our car after receiving our watch, waiting for a countdown, until seeing the car behind leave and found that there was no countdown and he should have been away as soon as he received the watch.

The route began by taking the usual yellow of the A1 which we missed again! along to TC1, then through Sutton, Howgrave and Thornborough to TC2. Just after here on a 30 right, 30 left chicane, Tom and Jack took a short cut to the finish through the bushes, resulting in a thinner and shorter, more compact mini.

About this time, Ron (Mop-haired) White, found that his watch had stopped, and had to run on "Mickey Mouse Marshalls watches" unquote. Which, he claims, were the reason for them not winning (Naughty - naughty)

The Rally continued through the quiet zones of west Tanfield, Mickley and Swinton to PC2 where Martin (The great white Hunter) Kemp and Ron MacKinnon began to find the going a little slow, so to add interest they took a little detour over the white on Masham Moor to SN1 where Danny and Rick respectively earned fails for arriving early at Fm1

Up to this point, five of the cars had clean road books and it was doubtful that they would be separated, as the 50 mph speed limit meant a timing of 25mph on road sections which all could easily achieve, but we had not counted on the cunning of Ian Gurnett who had slipped in a secret Control just north of Brimham Moor which caught out seven of the remaining nine competitors.

After this blow below the belt there was a quiet up past Fountains Abbey to TC9 which only left the neutral section through Ripon to the finish at Rainton. Both Marsh Newman and Martin had generator problems during the event and the latter had to follow Rick Stevens into the finish as his lights had failed altogether.

Our thanks to the organisers for an excellent event in the circumstances and speedy results and also to the marshalls who turned out to man the controls.

J.C. Birch  
M.C. Abbot

\* \* \* \* \*

RESULTS

1st	J.C. Birch	20		
2nd	S. Rathbone	30		
3rd	M. Kemp	40		
4th	S. Lloyd	50		
5th	R. MacKinnon	140		
6th	J. Thirsk	200		
7th	R. Stevens	30	+	1 F
8th	D. Churchill	60	+	1 F
9th	M.S. Newman	40	+	2 F

\* \* \* \* \*



Mintex SEVEN DALES RALLY.

The Norths premier event had a very odd look about it this year. Due to pronouncements from Belgrave Square, not only was it run in warm dry conditions but only as a restricted. A far cry from the dizzy heights to which it (Quite rightly) aspires. A field of only 120 cars, some rather tired after the Welsh, assembled at the Selby Forrk on Friday 7th May. The club was represented by Jack Coulthard with Clive Holker in the Technicolour Twink, Tony Longstaff in Allan Ruddick's Wylam Imp, (after John Ingram's Alpine on the Welsh, he must like travelling with his back to the engine!) and Richard and Harry in the 240 Z. Plus assorted bods in service crews and marshall's gear, completely apart from the happy band on Mintex SS1 and SS33.

SPY 44 had received the benefit of the delicate touch of Dave Laughton during the week. He had fitted new shocks, strengthened those brackets, bolted on one or two loose bits, and tidied it generally. The back felt a lot firmer as a result. With Bob and Sue having the week off, servicing was left to Hon. Treas. and Hon. Sec. What more could one ask?

Hiccup no one came when, after getting some nice, fat low profile road tyres fitted to the Woolfrace wheels, for tarmac, we couldn't find the wheelnuts, Oh bother, we said, or something similar. We took them along, in the hope of buying some on the Saturday, at least for Esholt and Greenwood. Hon. Sec. had the task of plotting, as Hon Treas. wanted to go on a rally he hadn't plotted, for a change.

We set off to SS1, at about 1 am, but Jack's rally was already over. The Twink, had a recurrence of oil flow bothers, too much oil in fact, on the first stage and had to retire. Very hard luck. Hiccup no. 2 came when we had to navigate all the way to darkest Acater Malbis, for SS2. There is a slot in Appleton Roebuck that is b---- difficult to find. There were cars flying about in all directions, and it was only local knowledge that got us ther at all! At his stage a bad delay was affecting everyone. It was due to the layout of the stage. From the start it went straight up the old runway. to a 120 right, then straight into 360 left back down the other side of the straight. At one minute intervals the cars would have been passing in opposite directions on the straight. With the lights full on, not a very good idea, so, start at two minute intervals, and double the time taken to start, Very poor indeed, and no delay allowance, according to the roadbook. Threw everything out, this delay.

However, if we went again, stopping only for a chat with Martin K Kemp and co in the middle of York, to Melbourne and Throlam. A great thrash is one, three laps, almost a race, we had been delayed so long, it was day light for SS5, Full Sutton On the way to Cottam we caught up with the 'Z' flashers going, with a flat. The efficient service crew swung into action and in no more than an hour or so they were on their way.

Then up to the forests, Wykeham South and North, and the fiendish Harwood Dale. Richard reported hitting a big yump and landing hard, but all we could see was a bent valance.

An incredibly quick breakfast at the Flask, was followed by five more forest stages. It was here that it became obvious that the 'Z' wasn't handling like it should. At the service point we saw why. The big yump had cracked the offside front chassis member, carrying the reaction strut on the Macpherson suspension. The whole wheel assembly was moving fore and aft; North Riding Motors in Pickering welded it up, but due to the close proximity of brake and fuel lines, couldn't make a really solid job of it. Still it was worth the try.

The weld held for seven more forests, including Kilburn where another 'Z' rolled out of the Rally between the flying finish and the Stop line! Then the first of the Tarmac stages, Scar house, a dead end stage up valley to a reservoir. Very good too, as we saw when we went up in a Range Rover to help collect H.R.H., after he had rolled hi R.S. Made the front wheels point in very odd directions. This delay, added to the delay caused by having to collect cars at the top, and then release them in groups back to the start, was beginning to make the event drag a bit.

Next one was Scar Gyll, near Beckwithshaw, and here, after a yump, the weld cried 'enough'. the wheel was on its travels ahain, and nothing to weld to this time. So with only three stages left, SPY 44 was out. Bitterly disappointed, we went slowly to Harewood to retire. A very dejected foursome were in time to see Brian Evans Carrera and George Beevers Twink set FTD here, before we split up, to return to our respective homes. A sad end to the event. Ah well, roll on the Scottish.

Steve Lloyd.

\* \* \* \* \*

MISSING from one of the caravans on the Mintex proving ground stage on Saturday afternoon, one 12 volt Fluorescent light fitting, belonging to MARTIN CANTRILL. Will anyone who knows the whereabouts of this fitting, or can give any information to Martin on its disappearance, please contact him at Leeds 691431.

Thankyou Ed.

\* \* \* \* \*

TRUCKROD . . . . . ENDS.