

TRACKROD MOTOR CLUB.

August 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 ^{h/h 2} 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 4HA.
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

COSTA DI PLENTI

THE ENTRY LIST IS FULL BUT

YOUR CLUB NEEDS YOU TO

MARSHALL ON THIS IMPORTANT EVENT.

CONTACT STEVE RATHBONE, AS SOON AS
POSSIBLE! TIME IS RUNNING OUT.

THE SUCCESS OF THIS RALLY DEPENDS
NOW ON HAVING SUFFICIENT MARSHALLS TO EFFECT
THE RALLY COMMITTEES ORGANISATION. YOU CAN ALL
MAKE A REAL CONTRIBUTION TO THE FUTURE OF OUR MOTOR
CLUBS' RALLYING.

IF YOU HAVE NOT DONE SO ALREADY, SIGN
ON WITH STEVE.

REMEMBER

COSTA DI PLENTI

AUGUST 24TH / 25TH 1974

FUTURE EVENTS

6th AUGUST

Open Committee Meeting at the Duke Of Wellington, East Keswick,

13th AUGUST

Noggin at the

Black Swan, Burnbridge.

27th August

Noggin at the Beehive in Thorner.

29th AUGUST

The ANNUAL GENERAL MEETING to be held at the Duke of Wellington, East Keswick at 7.45 for 8.00pm. Please do not be late as a lot has to be got through in a very short time. A nomination form was printed in last months newsletter, but this is another one at the back of this issue. Please return these forms to Steve Lloyd to be received by him no later than seven days before the meeting.

I am informed that all the present committee members, with the exception of our Chairman, Mr. Richard Jackson, and Treasurer, Mr. Richard Ashcroft, will be standing for re-election.

3rd SEPTEMBER

Noggin at the Shoulder Of Mutton, Sicklinghall.

8th SEPTEMBER

Production Car Trial in the hands of J & J Thirsk. Further details from them later in the month.

10th SEPTEMBER

By popular request, a Beetle/CAR DRIVE. This highly competitive indoor sport will commence at 8.00pm at the Duke of Wellington.

17th SEPTEMBER

Noggin at our Local;- Shoulder of Mutton, Sicklinghall

24th September

Official Noggin at The Fox.

22nd SEPTEMBER

Co-Promoted Autotest, ^{ACASTER?} ~~Burn Airfield, South of Selby,~~ on the A 19. Our Attempt to get a restricted Autotest on the books. This is at new venue and a good one. Regs. available from Steve Lloyd 1st September.

Secs Pot

This month sees the end of another club year with the A.G.M. This will take place on THURSDAY , 29th AUGUST at the Duke of Wellington, East Keswick. The Nomination forms, should be filled in and returned to me no later than the 22nd August. As you already know, two of the committee members are standing down this year, which poses some interesting problems, however the club has progressed a long way these last 18 months, and I am sure we have the basis of a very sound committee in our ranks. It looks as if there is going to be a real battle for committee places, which is a very healthy sign. We can't have enough of this sort of interest.

If you have any point to raise on the agenda, I must have notice of these by the above date. But, I would ask you to make positive comments, and to consider the club as a whole before advocating drastic changes. Genuine constructive criticism is what is required.

July has seen the continuation of the 'out every weekend' period, with umpteen Autotests of various sorts, The Sprint, rallies etc. and of course a very successful clubnight P.C.T. That Stubbings Farm venue is very good now and will be improved with a little work. Might even be right for the Shell League Round. All credit to David and Richard for such a good event. The M.G. Car Club had a good venue for their sprint at Elvington. Very fast and trickickickicky,; it was new to every one, and many were the spins. I had the fastest and most comprehensive gyration I've ever had, but on an airfield there was room for it. A good fast blind which blew all the remaining cobwebs from the motor.

August means, of course, the **COSTA DI PLENTI RALLY**. Please make every effort to be there in some capacity. The club is on show and on trial that night. Let's make sure that we pass with flying colours.

Cheers,

Steve Lloyd.

* * * * *

67, West Park,
Selby,

21.7.74.

Dear Steve,

In view of the recent ban on rallying and the current difficulty in obtaining entries to rallies, it is, to say the least, something of a surprise to find only five competing crews starting on the recent "High Jinx" rally. The surprise increases when one remembers that at the open committee meeting, held only two weeks previously, we were told that the entry list was almost full, although marshals were still thin on the ground at that time. Marshals were still a bit thin on the night, but thanks to the devious work done by Gurnett and Phillips Inc. (Rally organisers to the gentry,.....and Trackrod) ably assisted by that route plotter and time setter of infinite wisdom, J. Coulthard Esq. all controls were covered.

It is very noticeable at these events that one always sees the same faces present. It doesn't really seem to matter too much whether they are competing or marshalling, the point is that they can be relied upon on the night. Other people are conspicuous by their absence, and regrettably many of the committee come into this category. I would make the point that this is not intended as a side swipe at the committee, who, generally speaking do a pretty good job of running the club. This is an observation made over the last year when reflecting back on the twelve car rallies which have taken place.

To go back to my original comments about lack of entries and marshalls, if one looks back over the last twelve months, we see that every twelve car rally was short of entries. and usually short of marshalls. We

also see autotests cancelled because of lack of entries, P.C.T.'s run with very few entrants and club nights and open committee meetings with a small attendance, and surprise, surprise, it's the same faces once again that were mentioned earlier on.

For the benefit of new members, do not despair after reading this! Early in the year, the club hold an Annual Dinner Dance which is always well attended. Obviously people prefer the warmth and conviviality of the dance floor, to a flask and a sandwich in rain or snow on some desolate far flung moorland. How very odd! Is this the answer to the attendance problems I wonder?

Perhaps we should disband as a motor club and establish ourselves as a Diners Club!!

Yours Hopefully,

John Richardson.

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CHAIRMAN'S CHATTER.

As my year of office comes to a close, may I thank you all for your kind support. I would especially like to mention Steve Lloyd, Club Secretary; Richard Ashcroft, Club Treasurer; Steve Mills, Newsletter Editor; John Wilson, Membership Secretary; Steve Holden, Trophy Points Secretary; Martin Kemp, Assist. Competition Secretary; and Richard Ineson, Rick Stevens and Dennis Dickinson, Committee Members and David Taylor, Shell League Team Captain. Without their support, help and guidance, my job would have been even more difficult.

The crew organising the forthcoming Rally have spent a considerable amount of time sorting out what will be, I am sure, a very good event. I wish them every success on the night and thank them on your behalf for all their efforts;

And so to the forthcoming A.G.M. Do come, hear the annual report and balance of the 38 books by R.N. Ashcroft. Seriously consider all the nominations and make sure you have the committee that you want. It is your club so do ensure that you attend the meeting, cast your votes and hear what is going on.

I would finally recommend the abolition of open committee meetings. I do not feel that anything has been achieved by having them; it has only allowed for a restrictiveness in the committee's comments and contribution as individuals.

Congratulations to Ken Goodall and Richard Ashcroft on a very good 4th overall on the Calderford Trophy Rally.

Susan and I would take this opportunity of thanking you for your telegram on our recent marriage and indeed for the many individual good wishes we have received from you all.

I look forward to seeing you at the A.G.M. on Thursday the 29th.

Sincerely,

C. Richard Jackson.

RESULTS of the HIGH JINX RALLY

1st	T. Longstaff / J. Irwin	280 pts
2nd	R. Mackinnon / L. Sutton	300 "
3rd	J. Birch / M. Abbot	330 "
4th	P. J. Thirsk / J. M. Thirsk	400 " 3f.
	V.J. Giradier / M.S. Newman	Retired.

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CARTUNE RALLY 1974.

Though the Cartune Rally has only been part of the northern rallying calendar for a few years, it has acquired a reputation for being good, straightforward, enjoyable event. This year's offering was slightly changed from the usual, all selective event, being split by the halfway halt into a selective/ time control format.

Three Trackrod crews set out to sample this formula: Squadron Leader Ken Goodall had Flight Lieutenant Richard Ashcroft in the direction department of his Mexico; next was the "cooper" of Ian Gurnett, who had Jack Coulthard in the hot seat, looking rather bewildered at all this night-time rushing about and holding a copy of sheet 86 upside down, while Martin Kemp had brought Ian Buchanan out of semi - retirement to hold down the nearside of the only 1500cc Lotus-Savage in existence.

After the efficient but rapid scrutineering at the Cartune premises among all the imported Volksbeetles and Porschebeetles, crews assembled on Middlesborough's best kept bomb site to collect route cards and exchange rude signs with several members of the local Mafia who had gathered to watch the proceedings. Also on the spot and handing out "Costa di Plenti" Regs, were Steve Holden, Rick Stevens, Ron White and others out to win the spectators prize.

Route plotting was straightforward, with no ambiguities, and the first cars left at 23.00 hrs to the accompaniment of fine drizzle which promised an interesting nights motoring. A fairly long main road runout led to the first couple of selectives on the moors to the South of Staithes, which were short, sharp affairs in the Cartune style. Selective 3 was slightly longer, and it was here that the Trackrod crews troubles began. A rather nasty brow and bend at the end of the selective claimed half a dozen victims, including the Ian Gurnett / Jack Coulthard team in the Min which neatly removed a length of fencing. Fortunately, previous crews had done a good job of loosening the uprights, so that the only damage was a broken wndscreen, a smashed cibie lens and a dented navigators ego. The car was quickly extracted from the field, just in time to watch two other cars disappear through the same hole!

For those cars still in the running, selective 4 went up on to themoors proper, by way of Grosmont Ford, where the aforesaid spectators had gone to spectate. Just to add spice to the stew, the weather began to thicken as the route got onto higher ground. Ken Goodall/Richard Ashcroft fell foul of the mist when they had a four or five minute wrong slot on the tricky, unfenced tracks around Lealholme Moor, allowing Martin Kemp/Ian Buchanan to become leading Trackrod crew at this point, holding 15th place.

However they too were suffering from the general malaise and shortly afterwards, on selective 6, missed a badly marked passage control; the SP44 marks on the marshal's left Wollie were considered insufficient evidence and the resultant fail dropped them twenty-five places. The last two selectives before halfway caused no problems, although the rough white

through Lounsdale Plantation caused some grumbles at halfway as it was very rutted after a spell of dry weather. Tony Longstaff was at the halt, in his other guise as Synchro member, helping out with the results team, but proved staunchly incorruptible; even the offer of TWO bottles of Guinness couldn't persuade him to scrub Martin's missing control.

As the local pub had opened up (for coffee and sandwiches only let it be noted) Trackrod competitors and spectators somehow gravitated there to swap grumbles before the start of the second half. This began with two selectives on the moorlands road between Osmotherly and Chopgate before settling down to a section of seventeen time controls to the finish. These were on maps 91 and 92 and pretty familiar to Trackrod crews, causing no real drama. Ken Goodall continued his smooth, steady run, while Martin Kemp pedalled pretty quickly in what must have been a considerably underpowered car, to try and regain some of his lost places. The ford at Caydale Mill was included in this section, as was the one on the white at Ellerbeck, but the general shortage of rain in previous weeks had robbed them of much of their sting, so that most crews saw the finish without much difficulty.

This meant though, that Martins efforts could only net him 39th place, and Ken Goodall too was unable to regain his lost minutes, ending up moderately satisfied with 18th place. The event as a whole was enjoyable and this years minor mishaps won't prevent Trackrod crews going back for more next year.

Navvicomp.

P.S. Story of the event and prize for the luckiest competitor must go to Ken, as the Diff packed up on the Mexico;---while shopping on the morning after the event!

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TROPHY POINTS up to 22nd July 1974 (Not including 'High Jinx Rally')

ALL ROUNDERS

A.A. Dickinson	45 pts
M.S. Kemp	45 "
S. Lloyd	38 "
R.A. Stevens	33 "
D.W. Taylor	32 "
I.H. Gurnett	31 "
R.F. Ineson	30 "

LADIES TROPHY (up to end of June)

L.V. Sutton	42 pts
J. Thirsk	39 "
M. Loyd	30 "
A. Barret	27 "

SERVICE AWARD

S. Lloyd	20 pts
R. Ashcroft	20 "
(Five people tying with 5 pts)	

AUTOTEST

R. Mackinnon	20 pts
R. Ineson	18 "
D. Taylor	18 "
L.V. Sutton	18 "
Mrs. J. Thirsk	13 "

A.N.C.C. DRIVER

M.S. Kemp	79.6 pts
K. Goodall	76.5 "

A.N.C.C. NAVIGATOR

I. Buchanan	79.6 pts
R.N. Ashcroft	76.5 "

MARSHAL'S AWARDS

S.J. Holden	30 pts
R.A. Dickinson	30 "
M.S. Kemp	30 "
M.S. Newman	20 "

OFF ROAD EVENTS

R. Ineson	375.34 pts
R. Mackinnon	294.79 "
S. Lloyd	224.80 "
D. Taylor	160.33 "
C.R. Jackson	103.80 "

F.S.B. TROPHY (DRIVER)

C.R. Jackson	42 pts
I. Gurnett	11 "
3 sharing on 5 pts	

F.S.B. TROPHY (NAVIGATOR)

S. Rathbone	11 pts
R. White	5 "
J. Thirsk	5 "

SHELL LEAGUE 3 EVENTS

S. Lloyd	197.60 pts	(3 events)
R. Mackinnon	178.77 "	(3 events)
R. Ineson	176.42 "	(2 events)

* * * * *

RESULTS OF THE SPORTNOGGIN HELD ON 18TH June 1974

Steve Mills	204 pts	*
A.P. Roddy	212 "	
P. Germaine	232 "	
E. Mackinnon	242 "	
F. Wommersley	278 "	
D. Lawton	299 "	
J.V. Sutton	303 "	*
Jim Thirsk	312 "	
I. Gurnett	363 "	
Janet Thirsk	374 "	
E. Baker	377 "	
Richard Ashcroft	398 "	
Rosie Ashcroft	486 "	

* donates award winners.

Many thanks to all those who entered and marshalled.

D.W. Taylor, R.F. Ineson.

While thanks are being said, I would like to thank David and Richard very much for a lively and interesting evening; a very good event. (When's the next?)

S.M.M.

* * * * *

SHELL LEAGUE

Round three of the Shell League took place on June 3rd; this being held by the York Motor club. Our entries consisted of R. Ineson, J. Sutton, R. Mackinnon, S. Lloyd and D. Taylor.

Twelve tests were laid out at various venues, these being factories and airfields. The class positions at the end of the event were:- R. Ineson 4th; Ron and Lindsey 4th and 8th respectively; Steve and David 3rd and 4th respectively. Trackrod were 5th overall in this event, but

we still retained our 4th position in the Championship.

The next event was the sprint organised by the MGCC, at their new venue, Elvington Airfield. Our entries this time consisted of Roy Gibbs, Richard Jackson and Steve Lloyd. This course proved to be very fast and tricky and Roy had the misfortune to blow up his engine, so only scored points for starting. Richard went on to finish 2nd in class, while Steve finished 5th in the same class.

The official results for this event have not yet been sent out, so we are not sure of what our overall position is.

The next events are an Autotest at Acaster Malbis on August 4th, and a Hill Climb at Cadwell Park on August 25th.

D. Taylor.

TRACK R O D C O M M I T T E E N O M I N A T I O N S .

ANNUAL GENERAL MEETING THURSDAY 29th AUGUST 1974.

DUKE OF WELLINGTON EAST KESWICK.

	CANDIDATE	SIGNATURE	PROPOSER	SECONDER
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Please consider the following for the agenda:-

Signed

Date