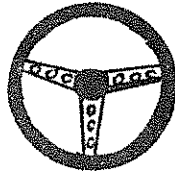
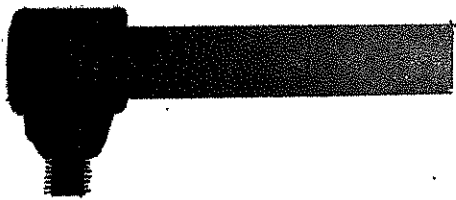


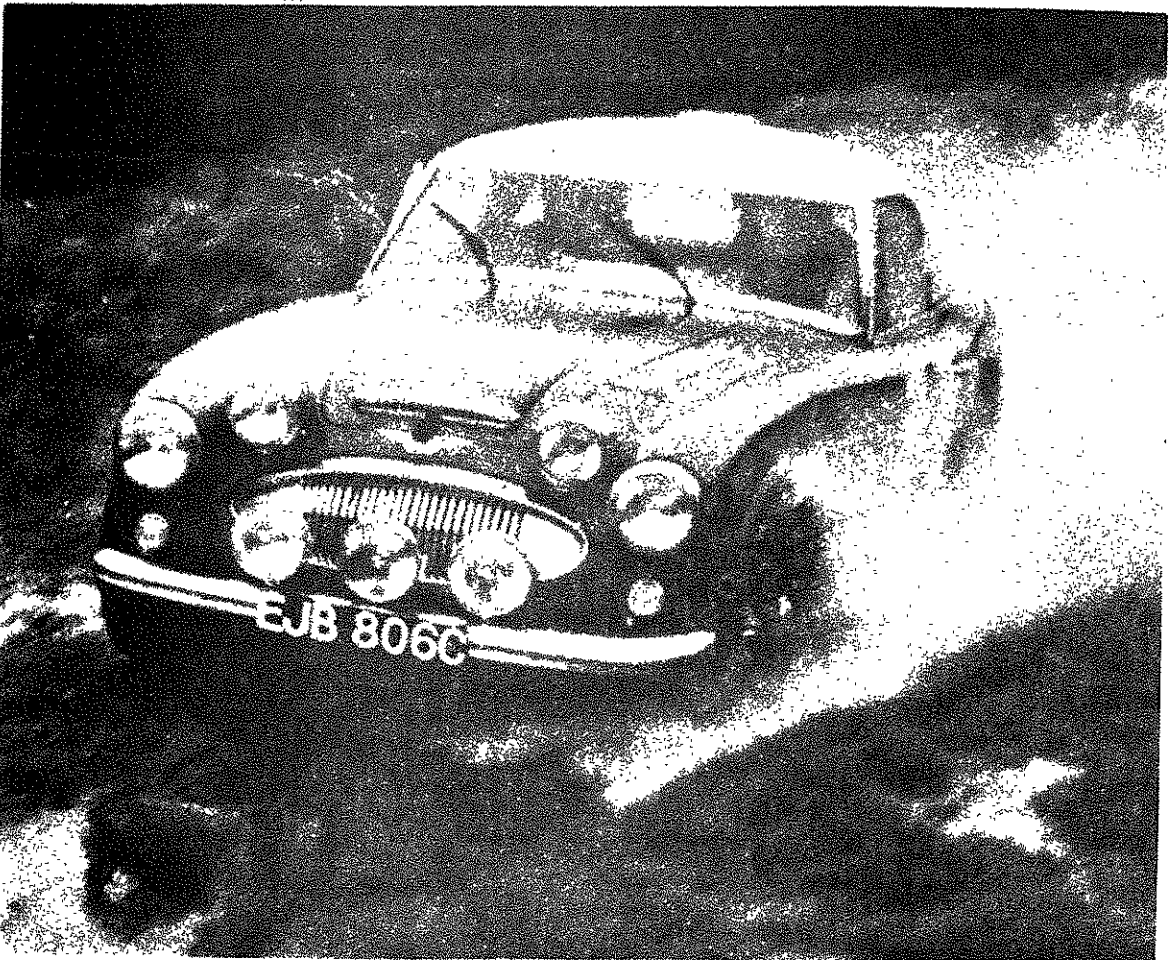
TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



TIMO MAKINEN SPLASHING HIS WAY TO 2ND OVERALL ON
THE 1965 R.A.C. RALLY - PHOTO, COURTESY OF "AUTOSPORT"



OCTOBER 1974 - No.48

TRACKROD MOTOR CLUB

OFFICERS

1974/5

- President - Ray Dickinson, 70 Eden Crescent, Leeds, LS4 2TR.
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Treasurer - Martin Kemp, 185 Stanningley Road, Leeds, 12.

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Martin Kemp

Membership Secretary

John Wilson

Assistant Competition Secretary
and Trophy Points Secretary

Steve Holden

Magazine Editor

Richard Ineson

Assistant Trophy Points Secretary

Steve Mills

Shell Motor Club League - Team Captain

David Taylor, 11 Buckstone Crescent, Leeds, 17. Tel.: 681165

TRACKROD

OCTOBER, 1974

No. 48

EDITORIAL

Well as you all saw from the September issue there has been a certain amount of re-shuffling on the Committee following the resignation of Messrs. Jackson and Ashcroft to whom we are indebted for their service and guidance over the past years. Their services are not, however, lost completely as whilst one or both were in a suitably inebriated state they "volunteered" for the posts of Sponsorship Sub-Committee and I am sure they will be successful in gaining finance for the Club however small, no doubt whilst their clients are in a suitably inebriated state!

Well, during the Committee re-shuffle it appears that the task of producing the monthly magazine has fallen fairly and squarely at my feet and I shall endeavour to bring you all the news, relevant or irrelevant, of past and future events, whether or not it flows from my pen is entirely up to you, the members of the Club. I can churn out the necessary reports of past events, expressing all my own personal opinions, good or bad, but I would welcome any assistance in the provision of such reports. In the past there have been numerous contributors to the magazine and I sincerely hope that they will continue to provide the varied and often necessary comment in "letters to the Editor" or in event reports, after all it is the best way to spread your views to the other members of the Club.

There have been criticisms about the date which the magazine has been circulated in the past, and in some cases I would be inclined to agree that such criticism has been justified, but it is very difficult when material is not available to print and writing takes not an inconsiderable amount of time, however, I will try my utmost to rectify this by attempting circulation during the last week of the preceding month. It is not anticipated that there will be a definite closing date for articles, etc. so if your own screed does not appear in print during the month you expected, do not despair, it will appear, albeit one month later!

Now after this rather long opening, I will retire behind the shield of the Editorial "We" and promise to pull no punches in praising or criticising wherever it is justified (in my opinion) - if you don't particularly care for this approach please write about it - to me - and we will try and inject some lively comment into the monthly magazine.

Richard F. Ineson

May it also be noted that opinions expressed in this magazine are not necessarily those of Trackrod Motor Club or its officers, that is unless one of the officers has expressed that opinion herein in writing and appended his name thereto

CHAIRMAN'S CHAT

Having reluctantly relinquished the title of "Sec's Pot" to Rick (but only the title, I hasten to add), I am unable to come up with any suitable "nom de plume" for this feature. However, it won't matter too much because this is the first and last such feature I intend to write. Not that I don't think these pages won't be enriched by my flowing pen, but I do feel that everything of relevance will be covered by Rick's articles. And I know that "Handbrake" Ineson also has a wealth of ideas up his sleeve. So I shall leave it to those two capable gentlemen to keep you informed; plus, of course, those articles from you, the Club Member, telling all and sundry about your own exploits in various events; your latest demon tweeks, and why you haven't got that works drive again this year. Unless you do get it, of course, in which case we'll be even more interested! Please do write something for your magazine. We have such an active membership - let's tell ourselves and any other readers all about us. Doesn't take long, and your name always looks great in print.

However, before I go, I must take this opportunity of publicly thanking all of last year's committee for the great work they did. We now have the basis of a very strong club, which we will build on for the future. Although every member has contributed significantly to this happy state of affairs, I must single out one man for particular praise. I refer to Richard Jackson, without whose efforts on our behalf over the past 18 months we would not have been in this strong position. Richard gave vast amounts of time and energy to this club, more than anyone outside committee can ever know. It was due to his efforts that the "Costa di Plenti" received sponsorship from Shell, without which it would not have taken place. He arranged our features in "Triple C" and in the Evening Post. His use of our Entrants' licence has spread our name on entry lists over the whole country. He has unceasingly supported the club in every way. To those who are aware of his other interests, not to mention his business activities, this is even more remarkable. He is the original 48 hour day man. Richard, Thank You.

The Rally showed us what we can do. Now, adopting the same approach to all our events, we shall show everyone else what we can do.

I wish all club members a happy and successful competitive year during my period of office. We know we have a good club. Now let's make it a great one.

Cheers

STEPHEN LLOYD

Chairman

COMMITTEE MEETING - 4th September

Following the end of open Committee meetings upon which you all voted at the A.G.M. I felt that, in order to keep you abreast of happenings in Committee, the broad outline be reported in the magazine.

Basically, this meeting (4/9/74), being the first of the new Committee, discussed the appointment of officers (see elsewhere for details) and the dates for next years Club events.

Discussion also took place on the following:

1. Duties of the President - following on from the A.G.M. no real conclusion reached but will continue at future meetings.
2. Motor Sport Group - This has been discussed at previous 'open' meetings. What area should this cover? We generally felt that the immediate area in and around Leeds be the priority.
3. Ladies Trophy - Certain lady members are concerned about scores - Trophy Points Secretary to clarify position.
4. Films - To obtain latest catalogues of Motor Sport films available with a view to obtaining appropriate films for future film shows.

FORTHCOMING EVENTS

- | | | |
|--------------|---|---|
| 1st October | - | Noggin at the Shoulder of Mutton, Kirby Overblow
Map. ref.: 96/325½495) |
| 6th October | - | Shell League Autocross. Huddersfield M.C. are running the event. At time of writing regs. are not available but David Taylor is the man to contact for further information. |
| 7th October | - | Committee meeting |
| 8th October | - | Car Beetle Drive. The last one was very successful so come along and enjoy yourselves. 8.00 p.m. start at the Duke of Wellington, East Keswick - Map. ref.: 96/363443½) |
| 13th October | - | Crystal Stages Rally. North Humberside M.C. have invited us to assist in the running of a stage so will those interested please contact Steve Mills or Ian Gurnett.
(Start - Map. ref.: 99/086287) |
| 15th October | - | Noggin at the Shoulder of Mutton, Kirby Overblow
Map. ref.: 96/325½495 |
| 20th October | - | E. and G. Charlesworth Lindholme Trophy Rally. Trackrod have a stage on this event. No details at time of writing but will those interested please contact Rick Stevens or Steve Mills. |
| 22nd October | - | Noggin (official) at the Dyneley Arms, Pool Bank.
Map. ref.: 96/242440 |

- 27th October - Shell League Production Car Trial - This is our contribution to this years series at Stubbings Farm, Otley Chevin (Map. ref.: 223447). Plenty of marshals required, will volunteers please see Steve Lloyd or Richard Ashcroft from whom regs. should also be available by the time you read this Those competitors wishing to enter in the Trackrod team of 5, please contact David Taylor (Tel.: 681165).
- 3rd November - Scarborough Stages Rally. Trackrod are co-promoting and by the time you read this regs. should be available from Martin Kemp. Marshals will also be required to man our stage. Will those volunteers please contact Martin Kemp also.
- 5th November - Bonfire Party, probably at the Clap Gate - Map. ref.: 96/345474
- 10th November - Shell League Final Autotests, Brighthouse, organized by Y.S.C.C Details from David Taylor if you want to enter in the tea.

New member Ian Hurst would like to try his hand at navigating. He has got some previous experience so anyone wanting a navigator and is prepared to give him a try his address is 945, Leeds Road, Dewsbury.

Rumour has it that Ken Goodall has been wrapping his meat in the Motoring News issue of 5/9/74!

- For the benefit of the unenlightened Ken is a butcher and had his piccy in Motoring News following his success on our own Costa di Plenti - well done Ken, may your fame spread further.

Magazine/Newsletter Backnumbers

It appears that the Editor has a complete set of Trackrod M.C. newsletters (hereafter referred to as the magazine) and for a fee of 10p. a photostat copy of any one magazine will be provided. Proceeds to go to the fund for the provision of a new Club caravan.

Ed.

Advertisements

Any Club member wishing to sell absolutely anything may place an advert. in this widely read publication for the sum of 10p. - proceeds to go to the caravan fund.

Ed.



HELLO! I'M YOUR FRIENDLY
BANK MANAGER.....

FOR SALE

5 x 4½J Reverse Rim Mini Wheels, Paddy Hopkirk Sumpguard (unused), competition rear bumpstops - all for Mini - £19.00 the lot or will split. Contact Mr. R. Spurdens, 11 Sunset Road, Meanwood, Leeds, 6 (evenings).

Production Car Trial - 8th September, 1974

Jim and Janet Thirsk selected the site at Stump Cross Caverns for their first attempt at P.C.T. organization and considering the weather conditions of the previous week were very fortunate in that very little rain fell on the day. However the ground conditions on the day were rather sticky and the amount of traction available to competitors was very limited until the top surface of wet grass was removed by the first runs.

On the same day Horsforth and District M.C. also had use of the venue for a few sections of their Motor Cycle Trial and just prior to our starting the place seemed to be swarming with the somewhat noisy two wheelers and a fair number of spectators. One or two Trackrod members were paying quite a bit of attention to the techniques employed by the bike fraternity and it was perhaps no coincidence that some of those members tried to emulate their antics with their four wheeled machinery.



PHOTO COURTESY OF "AUTOSPORT"

For some reason, known only to the organisers, the event was some 50 minutes late in starting but once underway the first round of 6 tests was quickly completed but the obvious lack of traction in certain places dictated that some tests be altered for the second runs. This created quite a lot of foot stamping for one or two competitors who were eager to get at the greasy slopes. Ready to start again and the marshal on test 1 disappeared into thin air so your Editor took over the task only to find that score cards required writing out for each competitor. However things then seemed to run quite smoothly and on test 1 the Anglia of Stan Peel was the most successful in the "search for grip stakes" and managed a fine 3, he also won the one who was furthest up test 2. K. Goodall in his Mexico, complete with L.S.D. (so he said) found it to be of no distinct advantage to be so equipped, although he did get further up some of the hills than that other Escort of D. Lawton which emits the most astonishing noises when his right foot is in its customary position, i.e. flat on the floor! Dave didn't seem to be having such a good day from what bit I saw of him, he did however finish 2nd in Class - 68 behind Stan Peel.

Rick Stevens returned to the ranks of competitor for the first time since his recent horrific road accident, his Triumph 1500 displaying a remarkable knack of not going very far but was, however, beaten by the Minis of S. Mills and R. White for the lack of traction Trophy in Class 1!

Mr. and Mrs. S. Lloyd, sharing the Viva, which was another vehicle which proved rather averse to going up slippery hills, both seemed to enjoy themselves, arguing

furiously as to which of them was going to be last in class - Mary won - and was last!

Out of the 18 tests there were only 4 clean climbs, 2 of these coming from Ken Crook in the Imp and one each from Norman Milligan and Stan Peel. On the other hand the score of 12 appears 51 times on the results sheet and that of 11 some 35 times!

On the whole a reasonably enjoyable day from a marshall's viewpoint and most of the competitors gave the impression that they were enjoying themselves.

A little disappointing for Jim and Janet Thirsk to have only 15 entries but when one considers that the regs. were available for only a week or so before the event I suppose the turnout was quite good. However, I sincerely hope that Mr. and Mrs. Thirsk are not deterred from repeating the exercise by my comments in this column, we could do with a few more people to come forward and try their hand at organizational helm on one or two events, and all due credit to Mr. and Mrs. T for providing the event.

Ed.

RESULTS

Class 1

1st	J. Spencer	Mini	137
2nd	A. Roddy	Mini	154
3rd	R. Stevens	Triumph 1500	170
4th	S. Mills	Mini	176
5th	R. White	Mini	187

Class 2

1st	S. Peel	Anglia	92
2nd	D. Lawton	Escort	160
3rd	M. Schofield	Escort	163
4th	S. Lloyd	Viva	183
5th	Mrs. M. Lloyd	Viva	194

Class 3

1st	N. Milligan	Imp	90
2nd	K. Crook	Imp	101
3rd	K. Goodall	Escort	125 - fitted with L.S.D.
4th	V. Gerardier	VW	162
5th	M. Gerardier	VW	169

Shunpiker Stages Rally - 7th September, 1974

Saturday, 7th September saw another momentous occasion that will go down in history, and what was the reason? V. Gerardier and myself finished the Shunpiker and collected three awards in the process, and to learn how this astounding feat was carried out read on.

With the start being from Blackpool Technical College, we had decided to get an early start as Vincent was towing the rally car with his BMW 5201, but even the best laid plans, etc. and I slept in. We eventually left Pudsey at 7.30 a.m., half an hour after we had proposed and because we were due for scrutineering at 9.08 an excess of the right boot was both called for and obtained. Let me tell you towing a car over the M62 at 60 m.p.h. with a force God knows what wind blowing is no picnic because at times the trailer was swerving quite violently from side to side. We were, however, very lucky to have two heavyweights sitting in the back seat in the shape of Vincent's brothers, Marcel and Andre, who were to act as service crew.

However, needless to say we arrived at the start in one piece only to find that the scrutineering bay did not exist and the organisers were trying a new system called "Spot the Scrutin" (what dirty minds you have). The rules for this system being basically park the car and then dash around until you spot one of these illusi creatures and then politely tap him on the shoulder and cry "Gottya" upon which he then followed you to your car and proceeded to do the scrutineering.

After scrutineering we signed on, plotted the route, attempted to stick on the decals and numbers - which in the pouring rain ain't easy - and then waited for our start time.

The first stage was Bishop Prom, right on the sea front and looked perfectly straight for the whole length but this was not so, as a ramp leading down to the beach formed a chicane about half way along. Surprisingly enough only one car was caught out and thinking discretion being the better part of valour went straight down the ramp on to the beach.

The second stage, George I, was in the grounds of Walton Hall and to get to it involved a drive right down the sea front. The surface of this stage was a mixture of concrete and grass and, because the area we could use was limited switched back on itself time and time again. This and the fact that due to the wind and rain the arrows were pointing in any direction, led it to be our bogey stage on both the first and second runs, and so I won't dwell on it any further.

The third stage was Singleton I held naturally enough near Singleton and consisted of two hard track parallel straights linked together by a track through a field which was nearly knee deep in mud.

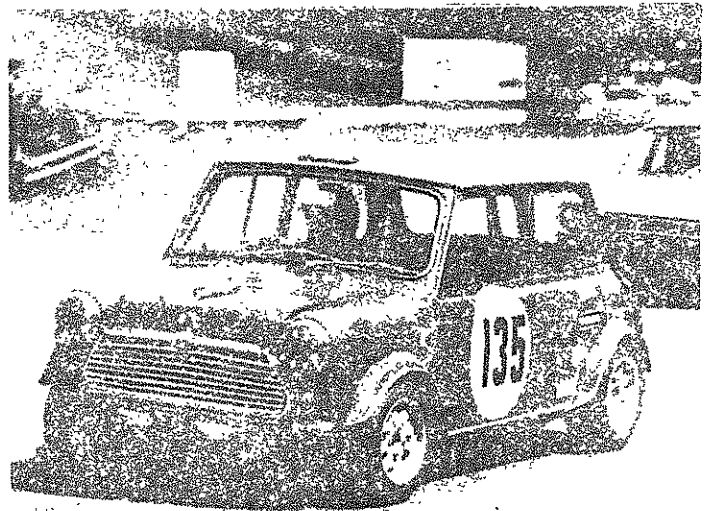


PHOTO COURTESY OF "AUTOSPORT"

From Singleton the route went North to Glasson I but as we approached the start we were flagged down and told the stage had been cancelled due to a competing car crashing and badly injuring a female marshal.

Lancaster Moor was next to try and to get to the start involved travelling up a rutted white which, and doubt me not my fellow rally men (and women), had a huge puddle deeper - yes deeper - than Caydale Ford on the Costa-di-Plenti. The surface was again a mixture of hard and soft surfaces and did a nasty 90 right onto 90 left off a bridge over the M6. Vincent was now beginning to get into his stride

and was driving very well as we even caught the car that had set off before us. How much the L.S.D. and the superb Kleber tyres were helping is anybody's guess but suffice it to say the car gripped both mud and road very well.

However, Trackrod's luck was not going too well as P. Davis was unfortunate to have his windscreen break on this stage and when we saw him he looked like a Pakistani version of Biggles with his goggles (stashed into his estate car for just such occasions) strapped to his crash helmet and his face covered in mud. He did manage to buy an emergency screen in Lancaster but naturally enough his times were from then on to be appreciably slower due to poor visibility.

From Lancaster we were taken even further North to Carnforth for Stage 6 which was a diabolically rough section with enough yumps to serve the Blackpool Big Dipper, and a lovely hairpin leading into a fairly large "lake" for which the only motto was try and see. All these yumps would have slowed most people down but not Vincent, if anything he tried harder and on one particularly bad section attempted a vertical take off, and unfortunately what goes up must come down - and we did with one hell of a bang, but much to my surprise we were still in one piece and on the right track.

We were then allowed a well deserved rest halt at the Forton Service Area M6 Northbound which meant going down the M6 into the Southbound Service Area and crossing over via the service road, all very clever you know. Once again, though, absolute chaos reigned supreme with nobody about, to say what was happening, or where to park, etc.

The first stage into the second half was Cragg Hall which saw the demise of a brand new N registered Volvo in a 90 right and left round a farmhouse. The surface was again 90% mud and the Kleber tyres really gripped well, Vincent being a bit concerned before the start as to whether tarmac tyres would have been best, as it happened he couldn't have chosen better.

Capernwray, the next stage, was cancelled due to the weather and so we made our way straight to Carnforth for our second run. Vincent however had now decided that the yump in the first half had not been spectacular enough and tried for a new world record, the resulting drop to terra firma - (the ground, Martin) - smashed the Magard sumpguard and the inevitable happened - yes, that's right - Cranka on the Sumpa (this Costa-di-Plenti bug is catching), even so we beat our first run time 10 seconds.

From Carnforth we went for our second run on Lancaster Moor but this time reverse way round again due to the weather. This time the puddle was at the end, logically enough, and had grown even deeper, threatening to drown any car that went through but much to my surprise caused us no problems, not so the Minis I should think.

Glasson II was next with the debris by now having been cleared away and involved driving through a mud trap to a straight dash down the sea wall. The windscreen by now was so muddy that I couldn't even see the flying finish and couldn't understand why Vincent was slowing down.

Singleton II was next on the list but was cancelled due to the terrible weather and so it was straight to Georges II where Vincent made an even bigger Aniseed of it than the first time and just to prove his disgust attempted to smash a concrete block with the front of the car after the flying finish, needless to say the car lost but without too much damage.

The final stage at Stanworth farm was now cancelled due again to the weather and therefore all that was left was a leisurely run to the Howard Arms near Pleasington, where we arrived at 7.15 p.m.

We finally left there at 8.30 p.m. after being informed that the results would not be posted until about 10.00 p.m. and eventually arrived back at Pudsey at 11.45 after making the most ridiculous mess up of getting from the M6 to the M62 "not my fault yer Honour".



OUR MAN DAVID TAYLOR HURLS HIS EX MINI MP HAREWOOD !!!

In conclusion the weather really made a terrible mess of everything and the event might possibly have been a lot better if the sun had been shining, but having said that I must congratulate the marshals who did turn out and got absolutely saturated.

I. H. Gurnett

RESULTS

P. Davies
V. Gerardier/I. Gurnett

Not yet known
21st o/a, 15th in class and 1st novice
o/a, 1st Novice in class and 1st Novice
Ford

SHELL LEAGUE

Events in this Championship have been a bit thin on the ground lately, with the autotest which was to have been run by 111 Car Club never materialising. But at the last event, which was an autotest run by David Brown M.C. and held in August, Trackrod were placed 2nd on the day and won £5.00 - the first time we have won any money since the conception of the Championship. This result kept our present 4th position safe.

The next event will be an Autocross run by the Huddersfield M.C. No regs. are available as yet for this event but will any member interesting in competing please contact me as soon as possible.

David Taylor

POSTSCRIPT

Well, as you have probably noticed, there are one or two items in this edition that indicate the use of a different method of printing which permits the inclusion of photographs, so any of you who have photographs of yourself or other club members in action (in your car of course - what else?) and they are of good quality, let's have a look at them and get them in the magazine.

You will, of course, appreciate that this service is being provided by the good offices of an organisation which shall remain nameless but this, of course, means that the service provided may terminate at very short notice so if you find next month's magazine in its original format please don't complain as we are relying on very willing people who are in no way connected with Trackrod Motor Club nor have they any interest in motor sport.

Please bear with us in this and we will endeavour to keep this format for the next 12 months if at all possible, meanwhile, send any photographs to the Editor.

To those photographers/cartoonists responsible for the inclusions - please forgive me for using them and if any of you read this wonderful publication perhaps you will let me know your names in order that the necessary acknowledgements can be made in a subsequent issue.

Ed.

AROUND THE CLUBS

- 5th/6th October - Morecambe C.C. Illuminations Rally. An A.N.C.C. event run in the Lake District. Start 89/427634½ 22.31.
- 13th/14th October - 2300 cc Tour of Mull. I'm going, even if they do shut at 10.00 p.m. Its so good, so, so good up there.
- 13th October - North Humberside M.C. Crystal Stages Rally. B.T.R.D./ Gold Star, Triple C clubmans. Start Crystals of Hull, 99/086287.
- 20th October - Lindholme Trophy Rally. A daylight stage event, B.T.R.D.A Championship, etc. We have a stage on this event. Please see Rick Stevens for further info. on marshalling.
- 19th/20th October - Alwoodley M.C. Penine Rally. Go and watch it, start at Shadwell Service Station.
- 3rd November - Scarborough Stages - we have a stage on this event, not only that we are co-promoting. Regs. now available.
- 15th/20th November - The gloriously efficient R.A.C. are to run a special stage event, on which we have one. You never know it might be a good rally - rumour has it that our Stage will be Boltby.
- 23rd/24th November - Bullough Trophy. A.N.C.C. event. Regs. soon.