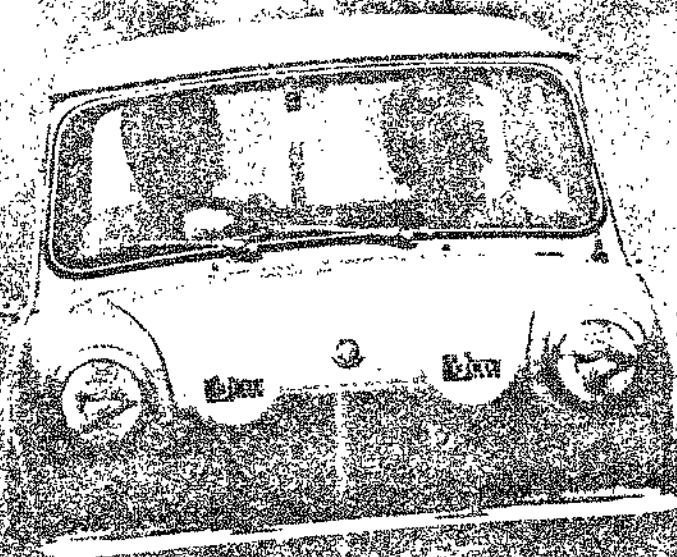
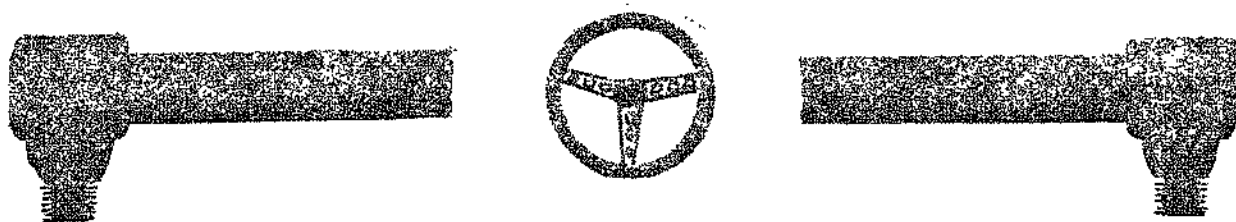


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB

R.A.C. REG. NO. 1230.



THE MINI OF I. GURNETT/S. RATHBONE
KICKING UP THE DUST ON THE 1974
TOUR OF LINES. - PHOTO-DAVID DUNN

DECEMBER 1974 -- No. 50

TRACKROD MOTOR CLUB

OFFICERS

1974/5

- President - Ray Dickinson, 70 Eden Crescent, Leeds, LS4 2TR.
- Chairman - Steve Lloyd, 1 Bramble Avenue, Boston Spa, Yorks.
Tel.: Boston Spa 843574 (H)
- Secretary - Rick Stevens, 416 Otley Road, Leeds, 16. Tel.: 673171 (H)
Bradford 23481 Ext. 128 (B)
- Treasurer - Martin Kemp, 185 Stanningley Road, Leeds, 12.
Tel.: 37281 (B)

COMMITTEE

- Steve Holden, 7 Crossflatts Row, Leeds, 11. Tel.: 709480 (H)
- Steve Mills, 36 Hilton Road, Leeds, 8. Tel.: 625294 (H)
York (C904) 28521 Ext. 31 (B)
- John Wilson, 11 Stainburn Terrace, Leeds, 17. Tel.: 684172 (H)
- Richard Ineson, 137 Green Lane, Cookridge, Leeds, 16. Tel.: 679329 (H)
- Jack Coulthard, 49 Willow Garth Avenue, Leeds, 14. Tel.: 609321 (H)
- Steve Rathbone, 38 Fitzroy Drive, Leeds, 8. Tel.: 655849 (H)
- Ian Gurnett, 183 Fox Royd Lane, Thornhill, Dewsbury. Tel.: Dewsbury 467465 (H)

Competition Secretary

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

EDITORIAL

This issue marks the 50th anniversary of the magazine of our Club, and, coincidentally, we are just half as old as that other well known sporting publication for gentlemen "Mayfair". Congratulations Mayfair on choosing to launch your magazine exactly 5 years before Trackrod Motor Club! If only we could have a correspondence column with content as lively as theirs our circulation would improve no end!

With a view to injecting some written comment from members into these pages I shall now stir things up a bit! Why is it that when a member says "no" to marshalling on rallies/stages he is given the impression that he is committing a crime and is subjected to a third degree as to why not? It is becoming more apparent that we are developing into a "Rally Club" and this is something which causes me some concern, not being a "rally man". Within the list of committee members we have a large proportion of rally orientated members which may represent an equivalent proportion of club members who prefer rallies to other forms of motor sport. All I ask of you is to recognise that there are other branches to the sport in which the Club are equally successful and not everybody is a devoted rally fan. Personally I have no objections to marshalling on a rally (it often proves to be very entertaining). Equally, I am eternally grateful to those who turn up to marshal when I am competing, but there is a difference! Many rallies, by their nature, run at what are, for some people, awkward times or times that are downright inconvenient for a man wanting to take along the family. There are, however, occasions when a special effort is warranted, e.g. the Costa di Plenti and the R.A.C. The first because it was our own event and there were many of our Club members competing and the second because we all recognise the top seeds as being the best there is, and definitely worth watching at close quarters. I'm afraid I do not go along with a certain school of thought that running a stage on the R.A.C. is the high spot of the Club's year, indeed it seems a bit "head in the sandish" to me. However, I would welcome other member's comments on this topic to see just what lies ahead for the Club in terms of overall interest for its members.

Having said all that I would like to take this opportunity of wishing all our members, on behalf of the Committee, all the very best of wishes for the forthcoming festive season, and trust you have all written to Santa for a Dino or whatever your fancy.

ED

THOUGHT FOR THE DAY

You watch the guy who drives ahead
and the guy who drives behind
you watch to the left and to the right
and drive with a calm clear mind
But the guy you have to really watch
on the highway, you will find
is the guy behind the guy ahead
and ahead of the guy behind

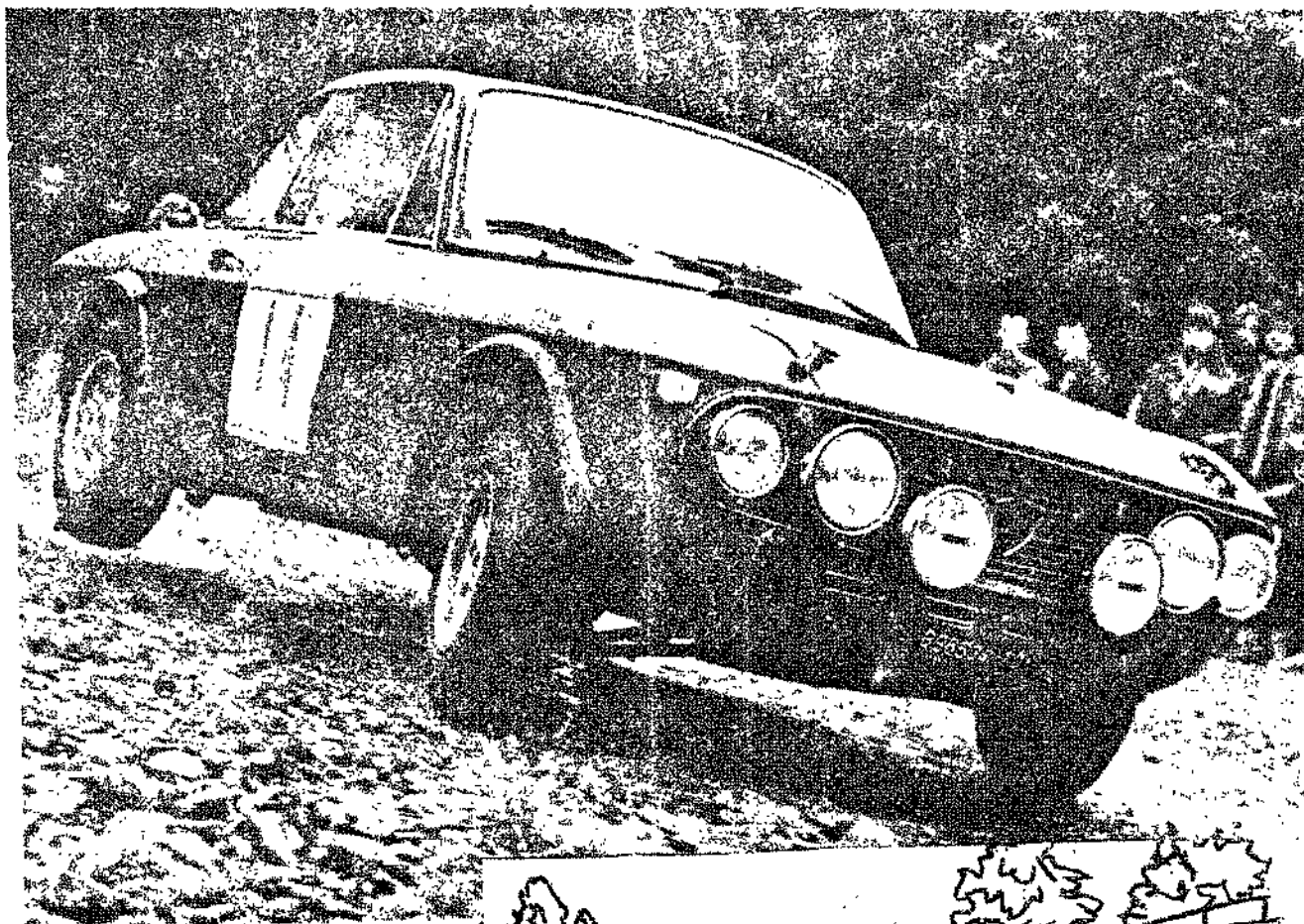
FORTHCOMING EVENTS

- | | |
|---------------|---|
| 3rd December | - Open Forum at the Duke of Wellington, East Keswick (map ref. 96/363443½) 8.00 p.m. This had to be cancelled on the 19th November owing to a mix up of bookings (clashed with the R.A.C. as well) but do come along and put your views to the Committee. |
| 4th December | - Committee Meeting |
| 8th December | - South Shore Motor Club - Autotests at the Norbreck Castle Hotel, Blackpool. 10.30 a.m. (Regs. from M. Kemp or the Editor) |
| 10th December | - Official Noggin at the New Inn, Scarcroft. |
| 17th December | - Christmas Party at the Clap Gate (map ref. 96/345474). |
| 22nd December | - Sheffield and Hallamshire P.C.T. (restricted). Regs. from S. Lloyd if you are interested. |
| 24th December | - Christmas Eve, if you want to go to the "Shoulder of Mutton" there may be someone there from Trackrod, so pop along if you want. |
| 26th December | - Boxing Day Autotests to be held in the morning on Woodhouse Moor, Leeds. Regs. from I. Gurnett/S. Rathbone. Start will be at approx. 10.00 a.m. |
| 7th January | - Official Noggin at "Tom Porters" - below the Corn Exchange, Vicar Lane, Leeds. |
| 12th January | - Autotest - don't know where as yet but Dave Lawton and A. Roddy have volunteered to organise the event, so contact them for further details. |
| 14th January | - Noggin at the Shoulder of Mutton, Kirby Overblow (map. ref. 96/325½495) |
| 17th January | - Dinner Dance at the Post House, Bramhope, Nr. Leeds. Tickets are now available from any Committee member price £3.00 each, for the biggest binge of the Club Year. Make sure of yours by buying now. |
| 28th January | - Official Noggin at the Barleycorn, Collingham. |

COMMITTEE MEETING - 4TH NOVEMBER

Items discussed:

- 1.00 Dinner Dance - to be held at the Post House, Bramhope on 17th January, 197
Tickets now available from any Committee member - price £3.00.
- 2.00 No further information received from Sponsorship Sub-Committee.



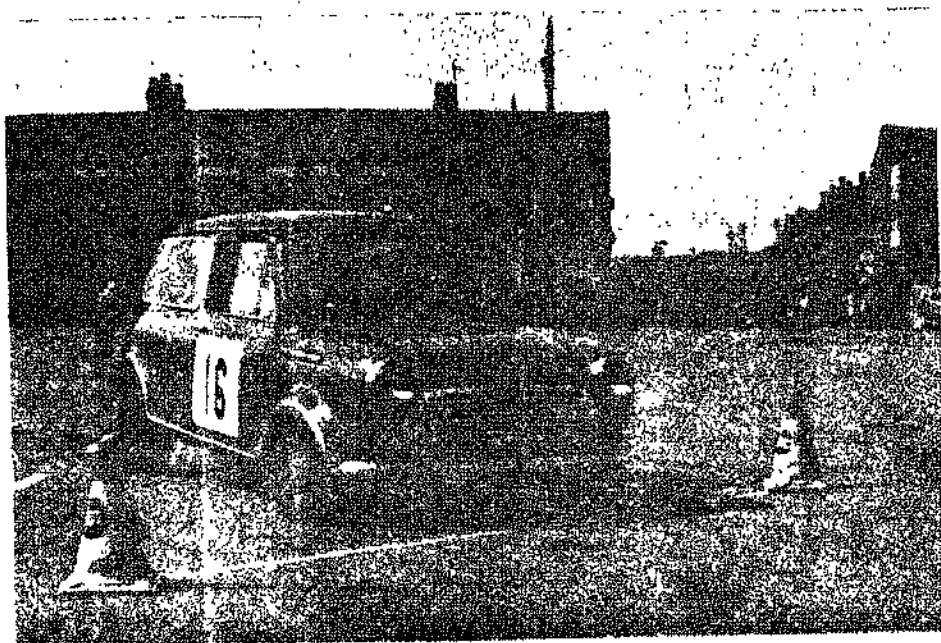
A LANCIA COCKS A WHEEL ON THE R.A.C. RALLY A FEW YEARS BACK - PHOTO BY KIND PERMISSION OF 'AUTOSPORT'.

NO COMMENT!
(ED)



WELL DONE SIR - F.T.D.!

THE EDITORIAL COOPER
AVOIDING THE PYLONS TO
GAIN A CLASS WIN IN THE
BELTON - LE-MOORS MOTOR
CLUB'S ROUND OF THE 1974
B.T.R.D.A AND R.A.C. AUTOTEST
CHAMPIONSHIP



- 3.00 Brief reports from both Rally Committees but could not be too specific as other Committee members would be competing.
- 4.00 The duties of the President were again discussed and indeed a letter has been sent to our President inviting him to discuss the matter with the Committee.

FOR SALE

5 speed pushbike, mostly new accessories, high-rise handlebars, back rest, dynamo, new wheels, tyres, etc. Gears need slight adjustment. Would make an ideal Xmas present. £20.00 o.n.o.

Call at 1 Norton Road, Leeds, 8 or ring Leeds 663297 after 5.30 p.m.

MOTOR SPORT CLUB NEWS

I recently received a copy of the Motor Sport Club News for November which is sent to all Club Secs. monthly by the R.A.C. Now if you are a competition licence holder or a potential one then you may have noticed the lack of your newspaper Motor Sport News which the R.A.C. are supposed to send you. Bearing this in mind below you will find a list of rule changes, etc. that will take effect in 1975 that you may not know about.

1. A new Blue Book will be issued in 1975 containing all changes that have taken place over the last three years.

2. Crash Helmets

Crash helmets to BS1869 will not be acceptable for any branch of motor sport from 1st January, 1975. The permitted helmets will be those carrying one or more of the following approval stamps:

BS 2495
Snell 1970 or later
Z90 with a serial no. after 455000

It is recommended that no helmet should be more than 5 years old and Z90 helmets will not be acceptable from 1st January, 1976.

3. FOR SPECIAL STAGES RALLIES cars must have laminated screens (front).
4. 9" letters or numbers are permitted in place of 11" ones (big deal).
5. RALLIES

If a vehicle is fitted with a different engine the capacity must not be more than 50% greater than the original, unless the car has been approved by an R.A.C. scrutineer.

6. For special stage rallies the fuel filler cap must be of a screw pattern, and must be recessed into the bodywork.

I hope you find these tips useful. Watch this space for further information.

Cheers

M. S. Kemp

(I trust that our Competition Secretary will keep members just as fully informed on rules and regulation changes that affect P.C.T.s and Autotests, etc. ED).

CRYSTAL STAGES - 13TH OCTOBER, 1974

North Humberside repeated their successful event of last year under the sponsorship of Crystals of Hull, on Sunday, 13th October. The event was undersubscribed since it clashed with the Castro/Autosport Cheltenham Festival and the Tour of Mull. However, approximately 100 entries set off to do battle with the tracks and airfields. Trackrod's official representatives were C.R.J./S.L. in SPY and Steve Rathbone/Frank Stuart Brown, in the Mexico. Messrs. Stephenson ran lower down the lists in their Escort and Alan Powell was giving his 'Purple Peril' a run with Stan Peel.

SPY's bothers began very early, about 6.00 a.m., when Richard dragged himself out of bed, only to find a flat tyre. Changing a tyre in the dark, after a 'session' at the Leeds Ball and 3½ hours sleep is no joke. Or so he told me, when he arrived at the 'Spa' at 7.00 a.m. As we had to be in Hull by 7.30 we were in something of a hurry! 6500 in fifth in SPY didn't seem all that fast! Perhaps I wasn't awake either. Anyway we made it O.K., and left the ramp at 9.00 a.m. en route to SS1, Beverley. A delay here, due to an 'off' by someone gave us time to catch our breath, and investigate the slippery 90 left and right by the farm. This stage was firm, a bit slippery, but quite good, and a reasonable start. A longish run over to the coast then brought us to Oustick, SS2. This was just bloody silly, with thick rutted mud, no traction and no sense. We passed the flying finish sideways at 5 mph and were lucky to be going that fast! The weather preceeding the event had been very bad, and obviously the tracks would cut up. No-one likes cancellations but they are sometimes the better part of valour. However, on we went, up the coast, to SS3. This was a mixture of slippery track and muddy track and wasn't too bad. In fact, somewhere we must have worked up a bit of speed because when we left the stage, the 'Z' was wandering about the road alarmingly. Thinking it was mud on the tyres we pressed on. However, it soon proved otherwise, and at the first service point we borrowed Pete and Hugh and Ian's jack to investigate a drunken n/s rear wheel.

We found that the lower wishbone on the I.R.S. had broken at its rear mounting, causing the rear wheel steering in power on-off situations. As there was a 20 minutes delay here, and the road timing was quite slack anyway, we decided to get it welded and departed towards Hornsea. The first garage had all the gear but no welder. The second, in Hornsea, had all the gear and two welders. However, the pair of them working at top speed, would have been hard pressed to work up a sweat, and it soon became obvious that we were in for a long wait. Eventually, we persuaded them that a strap bolted on would at least stop it coming further apart. After several starts and stops to sell petrol, oil, cars, keys and probably a battleship or two, we were away. A true rally service crew would have been candidates for the funny farm after this little interlude. Richard and I only kept our cool because the damage looked so bad,

we thought we were out anyway.

We set off towards lunch and 'our' stage only to discover that SPY now behaved himself perhaps not exactly as he left the Nissan works, but controllable. To get something from the event, we decided to try one of the airfield stages and see what happened. It meant missing SS4 and 5 to stay in the event, so losing any chance of a place, but might be worth it. More of this anon! SS6, Lisset, was our next port of call, a mixture of tarmac, loose and mud covered tarmac. SPY went really well here, even avoiding a red Escort wedged firmly in the trees on the slipperiest part. With renewed hope, on we went to Cottam, and another great, fast blind, with a semi spin on a fast left hander the only trace of the odd handling. Towthorpe was the last before lunch, and it was yumpy! Mindful of our bodged back end, Richard eased off.

At lunch we booked in with about 4 minutes to spare, then bolted down sarnis and a cuppa, while dispelling all the rumours which had been worrying our families and friends who were also there. We hadn't been off or rolled or burst into flames! No time to worry ourselves, though, as we rolled up to Hutton Cranswick, and Ray and Richard. It seems very short this year, tougher than last, and I was glad to see that the piles of shavings had gone. But don't really think a 90 right over mud is the place for the F.F.! Quite good though, and nice to see friendly faces. We followed Steve and Frank in the now dark brown Mex to SS10, Church Hill. It seems that they had been stuck in the mud on SS4, and not only the car was plastered! Steve and Frank had indulged in a bit of 'beauty treatment' too!

Church Hill was good, firm tracks, fairly dry, but saw our only 'off' of the day. Approaching the final 90 right, suddenly 3 spectators ran across in front of us. Richard braked hard to miss them, locked up, and off we went, straight into a ploughed field! Very stupid, some people, and they wouldn't even push us out! Cost us 2 minutes in digging and pushing and we were only 50 yards from the F.F. boards! With a new zest (amazing what a little 'aggro' will do) SS11, Melbourne, was attacked and soundly beaten. Even the electricity pylon straddling the stage didn't deter us! We lost 12 second to the fastest car here, and all I can say is I'm damn glad I wasn't in that one! On to the old favourite, Full Sutton, stopping only for a chat with 'Wislon' of Triple C, riding shotgun in Pete Bryant's Imp. Following these two was very nostalgic, as the aroma of Castrol R filled the air. Full Sutton was as usual, very long straights, with loose twisty bits around the muck heaps and carrot factory. We were given a very fast time here, which helped offset our excursion. I'm not saying it wasn't right, mind you, my watch is probably a bit slow! We were only a few seconds over bogey, which ain't bad at all!

Our joy was short lived, for on the next stage, Greenwick, we wouldn't have got off the line if the start hadn't been downhill! Very deep ruts lifted the Z on the sumpguard. Imagine what the minis were like. Still, the rest of it wasn't too bad, with a good uphill fast finish. Then to Thixendale starting at the top of the hill, again very rutted, and a huge yump at the bottom. More mud, more yumps and a struggle to the finish. Not very nice at all. And I was so busy watching Ronnie Beecroft flying over the yump as we came down the back straight, I failed to notice that we were doing the same! Caught my elbows a hell of a crack as we landed (incidentally, I tried to talk to Ron about this afterwards, but as I didn't have an appointment his secretary wouldn't let me. Ah well, such is fame!). SS15 was Thixendale 2, some good tracks, quite firm, and reasonable.

The next stage was Towthorpe, but as it was so rough, and as we had already missed two stages, we decided to miss this one and go for a finish. So, off to Cottam again and a real flyer, but again 12 seconds down on fastest. How do they do it? Then it was all over and off to the finish at the excellent

Highfield Country Club, where, to our amazement, we found that SS4 and 5 (which we missed while fixing t'car) had been scrubbed! And we were well placed at halfway! I had already handed our card in so we couldn't shoot off and do Towthorpe then. And the Z suspension had gone again on Cottam II. But we felt that somehow we could have got round them both, if only we'd known! Very annoying. Almost spoiled the taste of the beer and the magnificent buffet (but not quite). I noticed the Navigators Union with Blue Books out meeting on the stairs so we thought results might take some time, and so it proved. Still, in the end we had had quite a good day. Oh, I forgot to mention that after the selector troubles which put us out of the Armstrong Forests, we sometimes couldn't get third and it jumped out of fifth! An eventful rally, one way and another.

Results showed that our penalty for missing SS16 and our excursion had dropped us way down the lists. A distinct lack of traction over the mud didn't help, either. Steve and Frank got round without further bother, despite odd rear springs, and Alan and Stan completed a steady run with some respectable times. All in all, a good event, but not as good as last year, and spoilt somewhat by the bad weather preceding it.

Results

		Total	Cl.	O/A11
No. 32	C.R.Jackson/S.Lloyd Datsun 240Z	1519	32	63
No. 43	S.Rathbone/F. Stuart Brown Mexico	1338	19	55
No. 72	A.Powell/S.Peel Escort?	1179	11	35

Other results of interest

No. 4	Pip Dale/I. Moxey Firenza	835	1	1
No. 13	C. Grewer/T. Barker ASCONA	910	7	7
No. 39	R. Beecroft/J. Millington Mexico	967	2	12

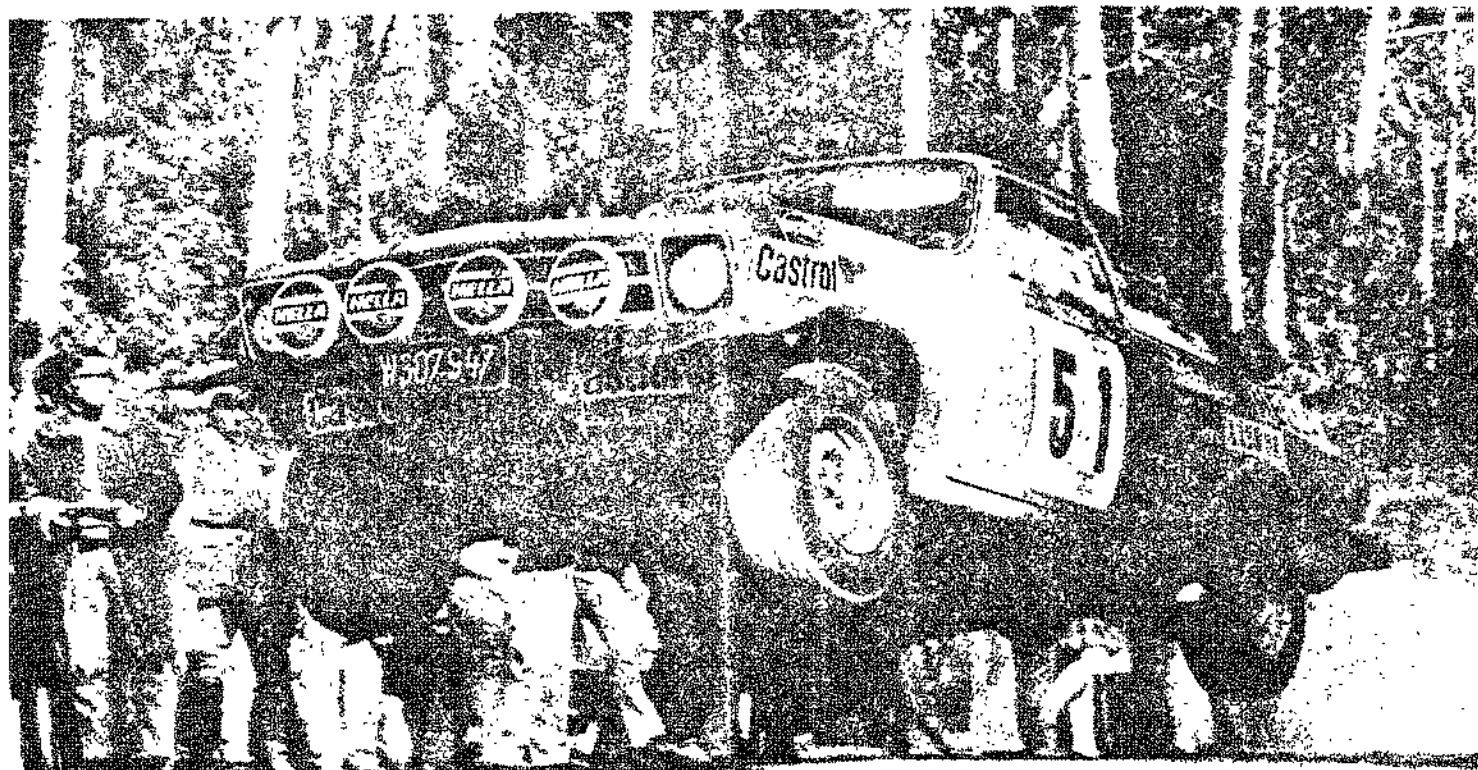
SHELL LEAGUE PRODUCTION CAR TRIAL - 27TH OCTOBER, 1974

As you are all probably aware our venue at Stubbings Farm was waterlogged and it was only some last minute assistance on the part of Norman Milligan that provided us with an alternative. (Many thanks indeed Norman for your efforts. - Ed.).

However, the weather dealt a cruel blow on the day and no sooner had the event got under way than the heavens opened and turned this venue into a quagmire. Clearly, with movement of cars being impossible without a good number of willing pushers (in some cases this being necessary going downhill!) some drastic re-thinking was going to have to be done and after much deliberation, the organisers, Steve Lloyd and Richard Ashcroft, wisely called off the event as the field was getting badly churned up.

One thing that did impress on the day was the performance of the Clan Crusader of the B.T.R.D.A. Championship leader, Mike Hind, which managed to beat just about everybody else who got a run at the hills, and this whilst running just about at the back of the field of entries. It gave the impression that had the hill been a house side it would still have cleared it!

Many thanks to the organisers for going to all the trouble, only to be thwarted at the last hurdle, it was a valiant effort, that, weather permitting, would have resulted in an excellent days sport.



AN OPEL FLYING HIGH ON THE TAP RALLY - PHOTO
BY KIND PERMISSION OF 'AUTOSPORT'.



I. GURNETT / S. RATBONE ON THE 1974 TOUR OF Lincs.
A DAVID DUNN PHOTOGRAPH.

SHELL LEAGUE FINAL - HARTSHEAD MOOR SERVICE STATION, M62 - 10th NOVEMBER, 1974

The final round of the 1974 Shell League Championship was an autotest run by Y.S.C.C. on Sunday, 10th November, 1974. Trackrod had six entries in this event, Richard Ineson, Steve Lloyd, Ron Mackinnon, Ken Goodall, Howard White and myself. The team consisted of R.I., S.L., R.M., K.G., and H.W. Richard, Steve and Ron had an added incentive to do well in this event, all being placed in the top ten scorers from previous events and all in the running for a Shell Rally Sport jacket.

The first runs started at about 10.45 a.m., just in time to coincide with a downpour of rain. Howard was first off and managed a washout on Test 1. I was off in second place and managed to send one pylon flying on Test 1 and another on Test 3! The rest of our entries managed the first six tests without penalties.

Although there was no official lunch break we all managed to find the time for a nosh in the Transport Cafe and very welcome this was.

On the first test after lunch disaster struck. Ron's Escort suddenly made very nasty crunchings. A broken gearbox was diagnosed and Ron had no option but to retire. This, of course, left our team down to four. Most other clubs were also having problems, however, with penalties galore, not to mention the cold wind and rain. After some chaos surrounding the early results, the final placings of our competitors were as follows:

Class 1 - Richard Ineson	Cooper	1st
Howard White	Cooper S	10th
David Taylor	Midget	12th
Class 3 - Steve Lloyd	M.G.B.GT	3rd
Ken Goodall	Mexico	6th

RESUME OF THE 1974 SHELL LEAGUE CHAMPIONSHIP

Out of the ten events anticipated for this Championship, only seven were actually held. An autocross, which was to have been run by Huddersfield M.C., and our own P.C.T. had, unfortunately, to be cancelled because of waterlogged venues. An autotest was to have been organised by the Sheffield and Hallamshire M.C. but this never materialised. The remaining events consisted of four autotests, a hill climb, a sprint and a P.C.T. The high spot of the Championship for Trackrod was the autotest organised by the David Brown M.C. where the team managed a second place and won £5 for the Club.

Two Trackrod competitors in the Shell League Final, Richard Ineson and Steve Lloyd, clinched their places in the top ten highest scorers over the year's events and will, therefore, become the proud owners of Shell Rally Sport jackets. Well done, fellas.

Trackrod's final placing was fourth. This entitles us to £15 prize money, making a total of £20 in all. Well worth the effort of entering. This is an excellent result when one considers the size and resources of the clubs we have beaten, with respect to both drivers and machinery. Many thanks to all those members who have competed in our team, and special thanks go to Shell for sponsoring this Championship and to Paul Hargreaves for all the hard work which has obviously gone into the organising of this Championship.

continued

It would be nice to have more support from our own Club members in 1975 and perhaps we can improve our position.

The final placings are as follows:

Overall

1.	Y.S.C.C.	2250.9	£105
2.	Ilkley	2087.07	£80
3.	Huddersfield	2061.6	£30
4.	Trackrod	1711.04	£20
5.	Sheffield	1239.95	£15
6.	York	1229.09	£5
7.	BARC	1225.7	£15
8.	N.H.M.C.	990.1	-
9.	N.G.C.C.	631.6	£10
10.	David Brown MC	601.9	-
The above clubs organise rounds in 1975			
11.	Northallerton	425.06	
12.	One Eleven	315.7	
13.	Jowett C.C.	161.7	
14.	Airedale and P.	133.4	
15.	North Midland	95.8	
16.	62 CC	63.33	
17.	Selby D.M.C.	31.20	
18.	Ripon M.S.C.	19.10	

Winners of Shell Rally Jackets

1.	Robin Duffield	North Humberside	427.67
2.	Chris Leeper	Huddersfield	414.83
3.	Alan Forrest	Y.S.C.C.	408.57
4.	Richard Ineson	Trackrod	379.64
5.	Bob Needham	Sheffield	373.57
6.	Gerald Taylor	Huddersfield	372.90
7.	Carl Davis	Y.S.C.C.	347.70
8.	Tom Wheeler	York	308.51
9.	Stephen Lloyd	Trackrod	308.20
10.	Francis Tindall	Ilkley	304.60

David Taylor

NOTICE TO MARSHALLS ON THE R.A.C. STAGE AT BOLTBY

Badges and bars are now available from J. Richardson, Tel.: Selby 2048 or at any Club night. As they are in short supply it will be first come, first served.
