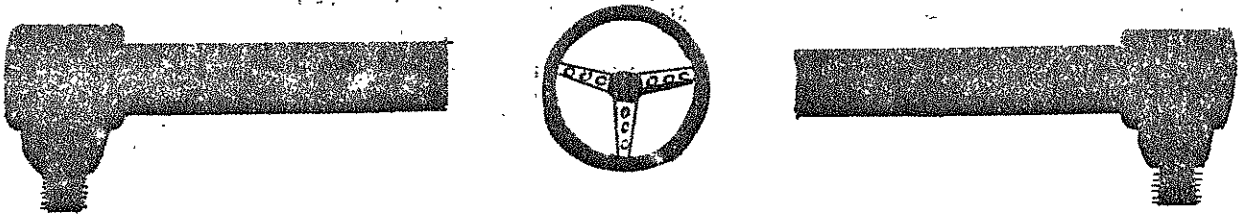


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



A SEASONAL SHOT OF THE 1973
'MONTE' WINNING ALPINE RENAULT.

(PHOTO BY KMD PERMISSION OF
"AUTOSPORT")

JANUARY 1975 -- No. 51

TRACKROD MOTOR CLUB

OFFICERS

1974/5

- 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)
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- Treasurer - Martin Kemp, 185 Stanningley Road, Leeds, 12.
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- Steve Holden, 7 Crossflatts Row, Leeds, 11. Tel.: 709480 (H)
Steve Mills, 36 Hilton Road, Leeds, 8. Tel.: 625294 (H)
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Martin Kemp

Membership Secretary

John Wilson

Assistant Competition Secretary
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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

JANUARY, 1975

No. 51

Editorial

Well, I trust you have all had a most excellent Christmas and are now all driving round in your new cars kindly donated by that benevolent old chap called Santa! Somehow I think he's forgotten me! unless he got it stuck down the chimney! Having only just recovered from the Christmas festivities we now prepare ourselves for that other remarkable binge, the New Year and I would like to wish all our readers the very best of luck for 1975 and trust we will all learn to live with even more restrictions that have recently been piled on to the lot of the private motorist by way of increased fuel costs and that rather pathetic revision of the speed limit(s).

These restrictions, however, will not, we hope, interfere too much with our sport and we expect to see an increased participation in all branches of the sport by all our members. This is a topic that is the proverbial thorn in the side of all motor clubs, i.e. how are more members to be enticed into taking part in events either competitively or assisting in the organisation?

A very valid point raised at the Open Forum was "Why only five entries in our own round of the Shell League this year?" and I would agree that on this basis there is something radically wrong among the membership. One hopes that this year we will improve on our annual 4th place in the Shell League (now known as the Shell Sport League), a position which has been achieved this year by the efforts of only 11 people and it has been a luxury to have a full team of five, let alone be able to select a team from the Club's entries. Perhaps this year will see an improvement and the inclusion in the League of 3 rallies will no doubt improve our chances, being a rally orientated Club, and even I welcome anything (yes, even rallies!) that will help us prove that we are the most competitive Club around these parts!! However, we will have to see how this new speed limit business affects road rallies in general, we hope not at all, and that the organisers will devise ways of overcoming the increased problems that no doubt now face them.

Before leaving you for another month I will leave you with the sobering reminder that your annual subscriptions are now due once again and are increased to £2.00, 50p of which, as you all know, is to go into a fund to provide, eventually, a new caravan, so please see the Treasurer as soon as possible and he will willingly relieve you of your £2.00 in a surprisingly painless manner. If you happen to have a few extra quid you would like to get rid of, the caravan fund is open to donations from any source, so if you feel you can contribute towards what will be a very useful asset to the Club, please do so, you won't regret it.

I should point out that the Club is now offering an out of town membership of £1.00 per annum for those living outside a 40 mile radius of City Square, Leeds (the Committee will split any hairs!).

ED

Forthcoming Events

- 7th January, 1975 - Official Noggin at "Tom Porters" - below the Corn Exchange, Vicar Lane, Leeds.
- 12th January, 1975 - Autotests. Andrew Roddy has secured what seems to be an excellent venue at Thorpe Arch Trading Estate (map ref: 97/443½475) - start at 12.00 noon. Regs from Andrew Roddy/Dave Lawton/Martin Kemp. Marshalls also required please to make Andrew's first event a great success.
- 14th January, 1975 - Noggin at the Shoulder of Mutton, Kirby Overblow (map ref: 96/325½495).
- 17th January, 1975 - Annual Dinner/Disco/Prize Presentation. At the Post House, Bramhope this year. Tickets from any Committee member, price £3.00 each - BUT DO HURRY!
- 21st January, 1975 - Noggin at the Shoulder of Mutton, Kirby Overblow (map ref: 96/325½495).
- 28th January, 1975 - Film Show, organised by Rick Stevens. The venue will be the Clap Gate, Sicklinghall. Start 8.00 p.m. prompt.
- 4th February, 1975 - Official Noggin. Fantastic darts/domino match against Leeds University Union M.C. at the Shoulder of Mutton, Kirby Overblow (map ref: 96/325½495).
- 11th February, 1975 - Official Noggin at "Ken's Mum's Pub" at Gomersal. That is the Bull's Head (map ref: 96/209254)
- 15th February, 1975 - 12 car Rally - organisers are required so would any willing bods please contact Rick Stevens, whose address appears on the inside front cover.

For the information of the Rallying Fraternity, the events for the 1975 "Motoring News" Rally Championship are as follows:

5th April	Servais Rally	Roding C.C.
12th April	Border Uniflo	Welsh Border
3rd May	Devil's Own	Kirkby Lonsdale
19th July	Nutcracker	Aberdale M.C.
30th August	Stocktonian	Stockton and District
6th September	Cilwendeg	Teify Valley
30th September	Rallye Bristowe	Tavern
4th October	Illuminations	Morecambe C.C.
18th October	Plains	Knutsford
1st November	Cytax	High Moor
29th November	Red Dragon	Port Talbot

I am still waiting for information on A.N.C.C. and other championship events, so watch this space. Regs. when available from Martin Kemp.

The Office of President

With great reluctance, the resignation of our President, Ray Dickinson, was accepted by the Committee at the meeting on 4th December. The reasons for Ray's resignation appear to centre on a basic difference in interpretation of the role of President in a Club such as ours. The Committee felt that it was most unfortunate that any differences should be resolved in this way, bearing in mind that the position of President was created with Ray in mind in 1972. Ray has been deeply involved in the Club since its formation at the inaugural meeting at the Wharfedale in October, 1970. He was the Club's first Chairman, a post which he held during the first years of the Club's existence, when his extensive experience of motor sport and club procedure was invaluable. He suffered a tragic personal loss during these years, as well as having to re-adjust to a new employment after a redundancy. Despite these setbacks, his enthusiasm seemed undiminished. He was to be seen at all Club events, social and competitive, whether marshalling, taking part, or just supporting Trackrod entrants. His particular enthusiasm has always been for rallies, competing in 12 car events regularly, being involved in most of our "Stages" and, of course, organising the R.A.C. stage each year.

With such a record behind him, it is obvious why Ray was considered to be the right man for the Presidency. It is a great pity that his tenancy of the post should have ended on such a low note. The Committee, on behalf of the Club, extends its sincere thanks to Ray for the work he has done over the past years, and expresses the hope that his association with the Club will continue.

TRACKROD '74

The Year in Brief (No, Madam, BRIEF)

Starting in a cloud of doubt. The fuel crisis. Would there be any motor sport in 74? We voluntarily cancelled all events, and watched the undiminished crowds at football, races and angling matches with wonder.
A rash of indoor rallies, not supported as well as they could have been. Very difficult, too, but a nice gesture from the big boys. Except the series which seemed to think England stops off at Spaghetti Junction.
Under way again. The R.A.C. in bother over their handling of the rallying ban. Hopes of a Wind of Change at Belgrave Square.
The Green Paper! This dreaded document was seen, after the first impassioned outbursts, to contain at least a modicum of sense. Gave us some good crack, though, didn't it?
First event, autotest at Rothwell. Steve Holden tried to demolish a new members car, R.F.I. got a washout!, and the cobwebs were blown away.
Andy and Margaret Pearce departed for the Antipodes.
Hopes that the RALLY would be run this year after all.
David Taylor sold his Mini (bought a Crappy).
Rick Stevens had a 'Biggy' and comprehensively demolished his Imp.
Clubnight treasure hunt made a good deal of head scratching take place between Crossgates and South Milford.
Mintex Dales Stage twice at Sherburn, Sat. p.m. in the rain. Drummond just pipped by Clark. Cries of 'Fiddle' from all parts of the hall!
P.C.T. at Stump Cross. A good venue, we lost Whin Park in an economic reshuffle of landowners.
Our RALLY is definitely ON.
D.G.D. and C.R.J. got wed (but not to each other!).
12 cars a bit poorly supported, but a lot of entrants in the local restricteds. Someone called Vincent something joined us, and began reshaping Yorkshire against his Escort.
Ken and Richard were going well in the A.N.C.C. rounds.

Jack Coulthard and Clive won the Novice award on the Circuit of Ireland. They thought they could hear something ticking behind them all the way round, hence the speed!
The COSTA DI PLENTI was RUN. A great success and Ken won it! Very well arranged! Danny Churchill bent his Z. Dave Lawton visited a deep ditch. Andy Mackay in the awards.
The A.G.M. End of C.R.J.'s term of office. Club seems to have 'grown up' recently. Basically now a new Committee, but very keen. End of open Committee meetings.
David Taylor sold his Crappy, got a Spridget.
Armstrong Forest Stage, Langdale. Slippery a.m.
R.F.I. took over the newsletter, SORRY, magazine. Also confirmed his autotest potential with a string of good results. Ron Mack, and Ken also did great things. Ron rolled on the Lindholme, broke his gearbox at Shell League final. Fourth (again) in the Shell League. Won some money this time.
R.A.C. stage, Boltby, an old friend to many members. Stratos incredible, Makinen quick, Blomquist hairy, Coleman smooth. Watches rubbish.
Plans for next year include Restricted Rally, autotest and P.C.T. plus a stages rally. And all the usual attractions.
For a year that started so slowly, 74 didn't turn out so bad after all, did it?

XXXXXXXXXXXXXXXXXXXX

The above account is just a set of impressions of the year. I am sure you will all have your own recollections, but maybe I have nudged them a bit. Anyway here's to 1975, the Club and its members. Success to all three!

Steve Lloyd

For Sale

Radiomobile. Model 80 Car Radio.
Positive and Negative earth. Together with two speakers and fittings for Cortina Mk. 2 or 3. £15.
1 pair lap and diagonal Wingard seat belts (Ford pattern). Stalk type floor fitting. As new £5.

John Richardson,
67 West Park,
Selby. Phone Selby 2048.

New Members

We would like to welcome the following new members, we trust that their association with the Club will be a long and happy one:

Mr. A. C. Davidson, 70 Winding Way, Leeds, 17.
Mr. J. D. Fairweather, 87 Newlaithes Road, Horsforth, Nr. Leeds.
Mr. R. Gaynor, 85 Redesdale Gardens, Leeds, 16.
Mr. K. J. Smith, 93 Osbaldwick Lane, York.
Mr. A. T. Nichols, 9 Whitecote Gardens, Leeds, 13.
Mr. P. G. Horn, 3 Berrygate Lane, Sharow, Ripon.
Mr. T. Leppard, Whetton House, Charles Morris Hall, Mount Preston, Leeds, 2.
Mr. R. I. Atkinson, 11 The Poplars, Guiseley.
Mr. R. K. Parkin, 15 Holly Drive, Leeds, 16.
Mr. A. E. Powell, 14 Brooklands Lane, Leeds, 14.

Committee Meeting - 4th December

Resume of items discussed:

- 1.00 Office of the President. Whilst this is dealt with elsewhere in this issue it was felt that before any definite action is taken, members' opinions be established on the subject, e.g. is a President necessary before the next A.G.M., should he be a Club member or a figurehead, etc.
- 2.00 Rally Committee Report received - Road Rally route almost ready for submission to R.A.C. Stages Rally - many letters to be sent out in search for suitable stages following ideas from Open Forum in addition to those suggestions already being pursued.
- 3.00 Equipment for the running of Stages - some ideas discussed in connection with communications on stages, i.e. telephones - 2-way radios, etc. Whether they are necessary - should we obtain use thereof? etc. etc. - no definite decision until more info. on costs, etc. is available.
- 4.00 Open Forum - general opinion was that it went quite well although there were some long silences which concerned all members of the Committee.
- 5.00 Resulting from the Open Forum two officers were appointed:

Public Relations Officer - Steve Rathbone
Merchandising Officer - Vincent Gerardier

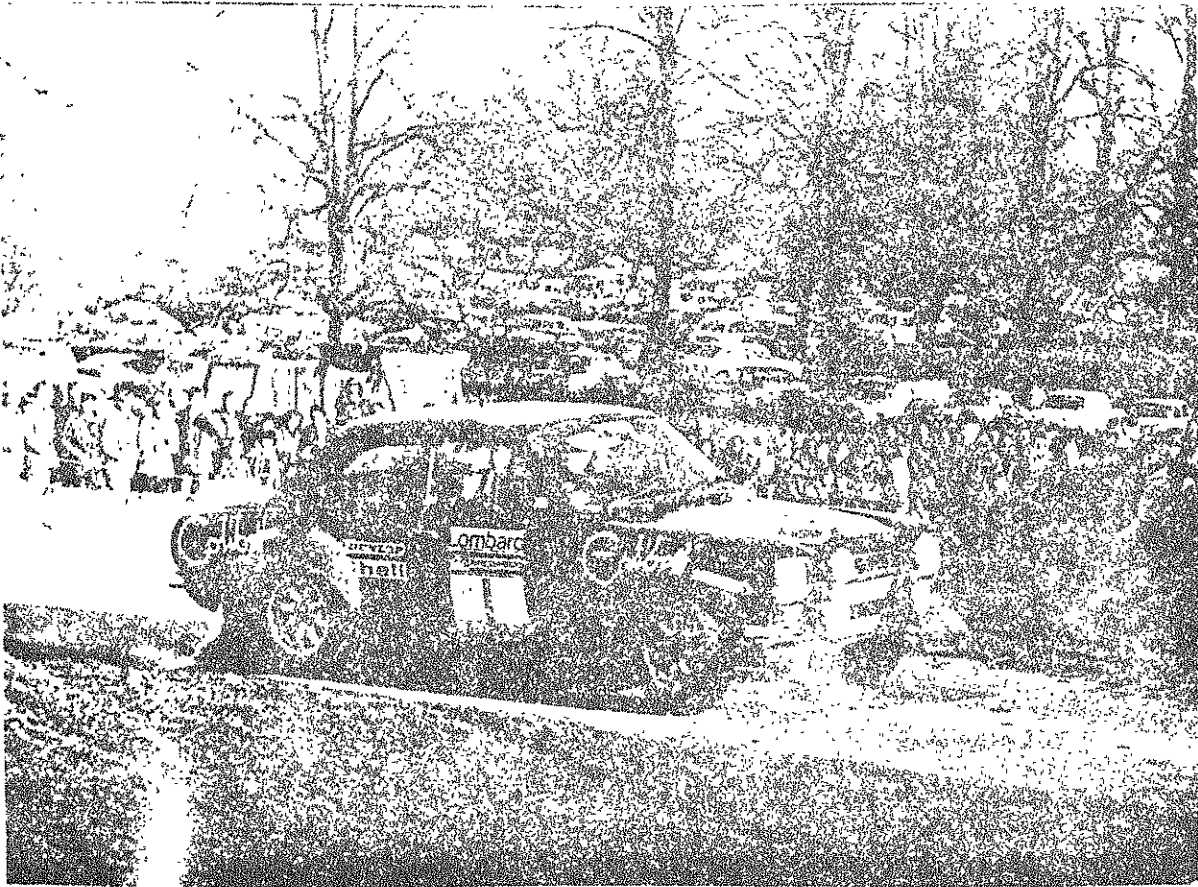
R.A.C. 1974

Bramham Park Sat. a.m. - crowds of people, a lot in a very silly place on the outside of a fast bend in the trees. Scatter as Mikkola hurtles through. Step down off tarmac in front of the house catches out everybody except Makinen. Tony Fall stops on the straight, dead engine, like Broad looks impassive, Fall says 'That's not a very good start, is it!' Very restrained. Replaces a drive belt, then an aerolastic strap is used, and it goes. But not for long.

York Sun. p.m. - freezing. Lots of marshalls. Malkin first through, Makinen fastest start, with the last car of the clubmans, who was annoyed (just replaced a steering arm). Starter needs protective clothing. Gets sand blasted from flying stones, and sprayed from screenwash jets, particularly the Opel of Miss Smith and has to keep dodging from one side to the other. Never mind a 'bar', I COULD HAVE USED THE WHOLE PUB AFTER THAT LOT.

Watches on the blink, again. Not our fault. Coped very well with the situation, stage not scrubbed. B.M.W. stuck in stage, drive shaft gone. Service crew changed it, then rolled service Range Rover.

York Wed. p.m. - Stratos parked outside main door Station Hotel. With wide boots, looks very purposeful. No. 1 Escort washed outside Viking Hotel. Lot of two way radios this year in the cars. Clark and Blomquist the drives of the event, Coleman good, Rockey rolled. A great event. 2-3-4 million spectators? Must be some way of getting some revenue from that lot. Could pay for a lot more forest stages.

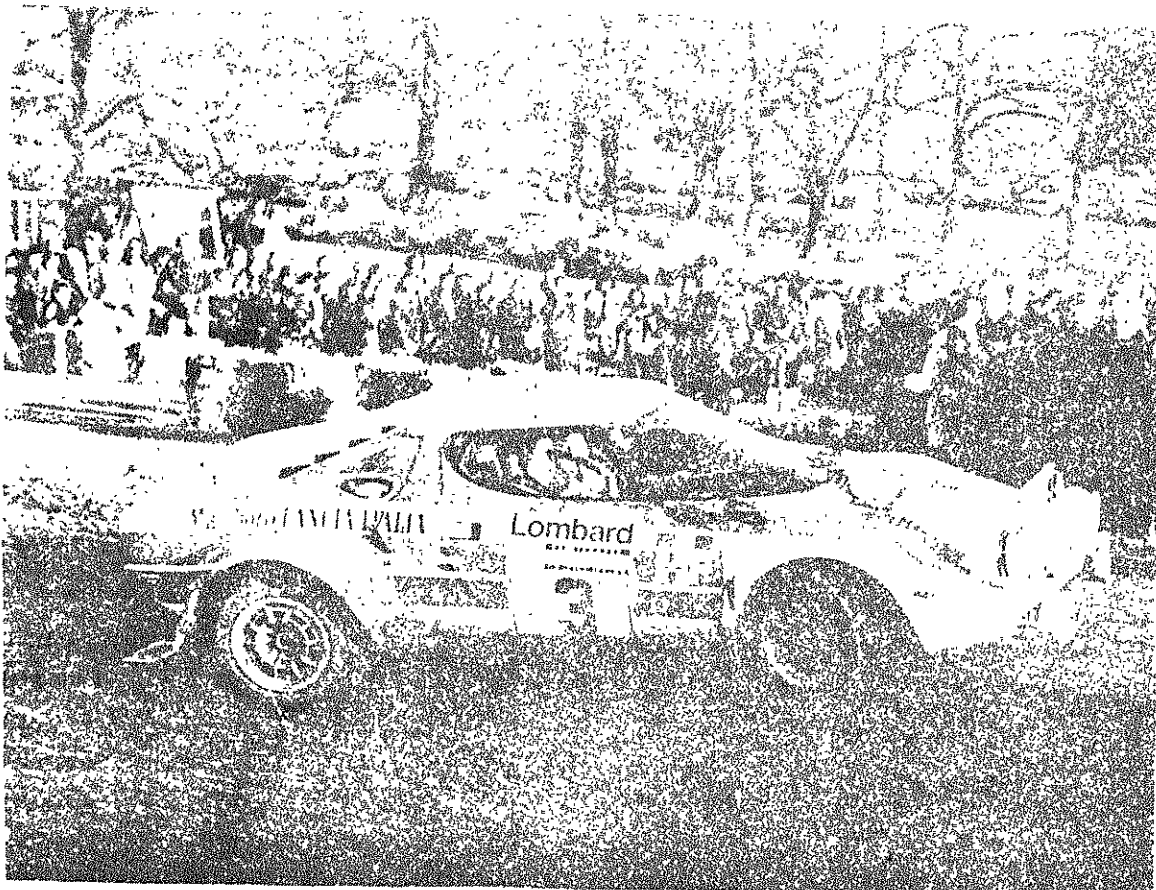


1974 R.A.C. RALLY FLASHBACK:-

ABOVE - MACKINCH/LIDDON IN THE WINNING ESCORT

BELOW - THE CAR THAT CAPTURED THE IMAGINATION OF
THE PUBLIC - MUNARI'S STRATO

BOTH PHOTOGRAPHS WERE TAKEN AT BRIMMINGHAM PARK A/
TRACKED MEMBER RICHARD STURGENS



1974 TROPHY POINTS (not final unless stated)

SPY 44 Trophy - In its first year (4 months) this will be donated at the discretion of the Committee and will be announced at the Annual Dinner.

Ladies Trophy

Janet Thirsk 99
Lindsay Sutton 63
Mary Lloyd 47

F.S.B. Navigators Trophy

S. J. Holden 25
F. S. Brown 19
R. White 12

Marshall's Trophy (not counting R.A.C.)

S. J. Holden 50
M. S. Kemp 50
I. H. Gurnett 40
Miss P. Phillips 40

Off Road Events Trophy

R. F. Ineson 460.34
R. Mackinnon 367.19
S. Lloyd 285.50

P.C.T. Trophy (final)

S. Lloyd 31
D. R. Lawton 27
A. Roddy 25

Shell League Trophy (final)

R. F. Ineson 365.22
S. Lloyd 343.30
R. Mackinnon 255.17

Service Crew Award (final)

1st S. Lloyd 20
2nd = R. Stevens }
I. H. Gurnett } 10
M. Gerardier }

A.N.C.C. Drivers Award

K. Goodall 239.18
M. S. Kemp 161.00
P. Davies 87.20

Autotest Trophy

R. F. Ineson 28
D. W. Taylor 26
R. Mackinnon 20

A.N.C.C. Navigators Award

R. N. Ashcroft 239.18
S. J. Holden 81.40
I. Buchanan 79.60

F.S.B. Drivers Award

C. R. Jackson 49
K. Goodall 40
M. S. Kemp 33

All Rounders Trophy

M. S. Kemp 94
S. J. Holden }
R. Stevens } 71
S. Lloyd 65

Mrs. Newman's Award

Lindsay Sutton

The Good Old Days

The performance of Nigel Rockey on the R.A.C. has given me just the excuse I need for a bit of reminiscing. And name dropping. Because when I started this motor sport lark, it was way back in the good old days, when rallies were RALLIES, not your namby pamby efforts they are now, I used to be a big mate of Nigels. Well class will out, you know, like with like and all that. In those days, I had a 'hot' 997 Anglia, yellow and white, and Nigel had a 'black' one, 1340 c.c. I say 'black' because it was basically, but every time he bent a panel, he replaced

it with a different coloured one from a scrap yard. Since he bent it nearly every week, it soon became an eye-witnesses nightmare, completely different depending which side you were looking at. But it were quick!

I first noticed him when I was driving home late one night in Bristol and I overtook this tatty Anglia. Much to my surprise, I couldn't then get away from it, in fact it showed every sign of wanting to get past me! Well, I couldn't let that happen, could I? So, it was clog down and off we went. Several miles and a few seconds later, I decided that if he wanted past THAT bad, he could have it. Well, he had been sideways across my back bumper on the last three bends. It wasn't till the next clubnight that I found out who this maniac was. And that we were entered in the same rally, that weekend.

In those days we used to run about 100 in a field of 90, right in amongst the A35s, A40s, Minxes, Dauphines, B.A.H.A. Huskies, etc. We had adjacent numbers, so just to liven things up a bit, we started selectives side by side on the same minute. Of course, there wasn't room to stay that way for long in the lanes of North Somerset, and with this refugee from the Demolition Derby leaning on my door handles, the dice didn't last too long. In fact, I only beat him once, that was when we passed him parked round a sharp bend straightening out the navigator's door, and probably the navigator, too. However, we enjoyed our rallies, especially one, a Bristowe, I think, which finished with a lap of Castle Combe racing circuit. Nigel had been bending wheels on banks during the night, so now they would not let him run on their precious tarmac with his wobbly rims. I lent him my spare, and was dismayed to see him take a good half of its life off in just the one lap. We drove back to the finish in the centre of Bristol together, and I was delighted to hear the commentator reel off a long spiel about my car, and dismiss the others with 'and there's N. Rockey in the other Anglia'.

We used to compete in Autocross, but in different classes, and neither were quick enough to win anything. When I moved to Leeds I lost touch, and next saw him when he won that very snowy Seven Dales in 1969, a complete surprise to all, including N.R. Since then success has come his way frequently, as his style has 'matured'. This years R.A.C. should have been the peak so far, but instead, he's named another one of Dalby's bends. A much publicised slanging match he had with Roger Clark a year back did not help him along with the Ford team, but that seems to have been forgotten now. The talent is there, let's hope it gets a chance to flower. Cause not everyone can talk about 'MY MATE NIGE'.

S.L.

Shell League, 1975

A meeting was recently held for the top ten Clubs in the 1974 League, to decide who was going to run what events and where and when they would take place. It was also announced that the prize money would be increased to a total of £370 this to be dispensed as follows: to the winner of each round £12, 2nd £7 and 3rd £3; to the Club winning overall £75, 2nd £50 and 3rd £25. The events to be run are as follows (some of the dates have yet to be decided):

23rd March	David Brown H.C.	Special Stage Rally
27th April	Ilkley and District H.C.	P.C.T.
31st May	Trackrod M.C.	Road Rally (Costa di Plenti)
13th July	Huddersfield H.C.	Road Rally
24th August	Sheffield and Hallamshire B.A.R.C.	Hillclimb, Cadwell Park Probably an autotest (date to be decided)
	Y.S.C.C.	Final Autotest

It would appear that the C and H Hotel Group are to sponsor a more ambitious autotest series in the North West in 1975 which is likely to be open to all A.N.C.C. members.

Results

<u>No.</u>	<u>Name</u>	<u>Car</u>	<u>Class</u>	<u>No. in Class</u>	<u>Position</u>	<u>Time</u>
5	R. F. Ineson	398 Cooper	1	13	1	236.75
70	H. E. White	1328 Cooper S	1	13	7	276.35
35	D. W. Taylor	1275 Midget	4	7	6	308.5

ED

STOP PRESS !! - STOP PRESS !!

12th January 1974 - Our own autotests postponed - but now co-promoting with Airedale & Pennine M. C. at John O'Gaunt's Car Auctions, Rothwell.
Details from the Editor.

5th January 1975 - Rally of The Dams, Sheffield & Hallamshire Motor Club - A.N.C.C. Championship Qualifier. - Regs. from M. S. KEMP.

18th/19th Jan 1975 - Riponian Rally, Ripon Motor Sport Club. A.N.C.C. Championship qualifier - Regs. from M. S. KEMP.

Other A.N.C.C. dates in February issue.

MINTEX DALES RALLY - Our stage is Langdale, to be run twice through the night. Lots of marshalls required, names to M. S. KEMP please. After last car of 1st "run" first car of 2nd run due almost immediately !!

It is also hoped that York M.C. will run an autotest.

As you will notice in the 1975 League there are three rallies which certainly gives us a better chance for overall victory. Any member wishing to be considered for a team should contact me.

David Taylor

South Shore (Blackpool) Motor Club - Norbreck Castle Hotel Autotest - 8/12/74

December hardly seems the time of year for a Club outing to Blackpool, but three members, yours truly, David Taylor and Howard White, made the journey to take part in the autotests organised by the South Shore Motor Club and generously sponsored by the C and H Hotel Group.

It was a bleak day and the Norbreck Castle Hotel afforded the spectators a good view of the test area, the hotel car park, out of the biting wind coming off the sea. It was to be the best of two runs at six tests to count for the results and with 35 entries and only 3 tests laid out at once it was debatable whether all the tests would be completed before dark as the event was $\frac{1}{2}$ an hour late in getting under way.

Team Trackrod didn't get off to too great a start on the first runs, what with the Editorial Cooper displaying a distinct aversion to pointing it's rear end toward the gates, resulting in a number of time consuming shunts to achieve the desired position, the driver also seemed to be fumbling quite a bit with hands numbed by the cold. Howard White apparently made a slow start, judging by his times and reported that he was 1st overall after the 1st runs if we didn't count his 5 penalties, I'm sure he was exaggerating the number of pylons! David Taylor seemed to start quite smoothly and was putting up a valiant fight against two L.S.D. equipped 1275 Spridgets, one of them belonging to Alan Hunter of St. Helen's.

It was clear that more concentration was required for the second runs and the red and black Min finally decided to do as it was told and turned in some quite competitive times, only to be beaten on each test by John Larkin from Rugby who claimed to be running in the newly rebuilt 'S' engine in his Clubman G.T. Howard was also putting in some very competitive times but the odd pylon still walked under his wheels to thwart his efforts.

At the half way I was 2nd in Class 1, 6 secs behind John Larkin and Howard 3rd, 2 secs behind. David was holding a reasonably secure 3rd in his class although several competitors were closely bunched behind him and unfortunately he was to succumb to the pressure in the afternoon.

In the afternoon the proceedings started promptly with a decidedly mickey mouse type test, lots of tight turns and after a demon performance your Editor had a brainstorm and sent the finish bollards flying! On the following test David managed the best hit pylon of the day and Howard's black min was still attracting the odd pylon. We were all thankful that it was the best of two runs that counted, although some took advantage of the situation better than others!!

There was no need to run the 13th test (as a tie decider) as there were no ties and time also dictated the meeting should end after 12 tests. John Larkin emerged as F.T.D. man and won himself a weekend for two at any one of the Group's hotels together with a handsome trophy.