

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230.

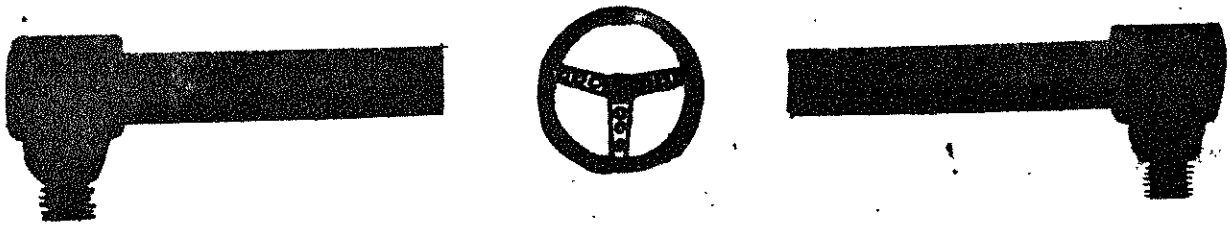


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ARI VAATANEN DISPLAYING HIS VERY SIDEWAYS APPROACH TO RALLYING

APRIL 1976 - NO. 66

TRACKROD MAGAZINE

APRIL 1976

NO 66

EDITORIAL.

Perhaps I should stop making impassioned pleas through this column. Your response to the last one was so great that I seem to have been doing nothing but read through contributions to the magazine for the last month.

Not that I mind you understand; not in the least; it's just that I was so surprised at the size of the response. Thank you all for trying so hard and succeeding so well. So well in fact that there are some of you who will not find their contributions in this month's issue at all. Do not despair! This month's issue will be such a size that I find myself with sufficient material to do two issues and have kept some goodies over until next month when they will appear in print.

Now then, how about rummaging around in your photograph albums?

ED.

FORTHCOMING EVENTS.

April:

- 11th SPECIAL STAGE PRACTICE DAY! At Melbourne airfield. Martin and Steve are still looking for entries - if not enough are received, we may have to cancel!
- 13th Noggin at the Red Lion Shadwell, MR 104/342398.
- 18th TRACKROD AUTOTESTS. At Full Sutton Airfield. Howard White and David Taylor are in charge of this one, and so it promises to be a cracking event.
- 20th E.G.M. Followed by Open Forum at the Duke of Wellington, East Keswick.
- 24th/25th. Leeds Motor Club Dalesman Rally. We are co-promoting this event, so a good turnout of Trackrod crews is what we want.
- 25th Ilkley's turn to organise a Shellsport League qualifier. Now that we have got off to a good start in the league, let's not drop behind! Ilkleys round is a PCT, and Richard Ineson will be very pleased to give you details and add your name to the team shortlist.
- 27th Noggin, this one to be at the Shoulder of Mutton, Kirkby Overblow.

May.

- 1st/2nd The Holderness Rally, organised by North Humberside. More details from the Notice Board when they become available.
- 4th Noggin at the Square and Compass. Also the next instalment in the navigation class, once again, map 104 and plotting gear will be required.
- 9th We are co-promoting an autotest with Wakefield and District at Woolley Edge services on the M1.
- 23rd Sheffield and Hallamshire have their PCT qualifying for Shell League. Details are not yet to hand, but see Richard Ineson the moment that they are!
- 11th We have a Treasure Hunt, the finish venue for which will be the Queen of T'cud Thatch at South Milford, so bring the family.
- 16th P. C.T. being organised by Phil Staton. More details later.

EXTRAORDINARY GENERAL MEETING

An Extraordinary General Meeting will be held at the Duke of Wellington, East Keswick on April 20th at 8.30 pm.

The proposal for discussion is that: 'That at the next annual general meeting, the ladies committee be renamed the Club Social Committee, all club members being eligible for nomination.'

oOo

RECENT COMMITTEE MATTERS.

1) Championship Changes.

- Our club autotest and PCT championships to consist of at least 5 events of each type, being a combination of closed, co-promoted and restricted events.

2) Safety/Training Officer. With the particular objective in mind of involving newer members in the organisational side of events, stages and so forth, Nigel Draytor has been appointed Safety and Training Officer. If any member would like to assist on any club event in the forthcoming months, he should contact Nigel either directly, or through any committee member.

3) Trophy Points. These have been revised in the hope that there will be a wider spread of members on the receiving end of trophies, particularly the All Rounders Trophy, which was biased rather towards organisers. A list of the complete trophy points system can be found elsewhere in the mag this month.

3) Awards. We have decided to present event awards at our quarterly Disco's. This was proposed so that non-club members should not have to wait for the annual dinner dance before the presentation of their awards. It was then felt that it would be unfair to leave out our own members, so all event awards will be presented at Discos.

5) Public Relations. Ian Gurnett has relinquished his post of Public Relations Officer, as he was no longer able to devote the time to the job, which has therefore been taken over by the able hands of Steve Hazeldine, to whom all matters relating to public relations should be referred.

6) Outstanding Debts. An amount of money owed to the club by a former member has now been recovered.

RKP

NEW MEMBERS

We would like to welcome the following new members:

A J Smith
I.S Waddington
S P Waddington
J Marshall
G P Waters
J Pick
J King

We hope that their stay with the club will be a long and happy one.

Mintex International Rally

De Lacy finally achieved their ambition to obtain the highest grading for their annual thrash through Yorkshire. This Rally has come a long way since the Seven Dales of mixed road and stage sections; but an international permit is not an automatic guarantee of quality, so what could De Lacy offer that had been missing in previous years? Well, a night halt for one thing, which makes it a very civilized event, but loses some of the 'edge' needed for a day and a night non-stop. Mainly the mixture as before; being very concentrated in Wykeham Dalby, Langdale and Cropton, with Castle Howard for spectators, Oliver's Mount and Marine Drive likewise. But even so, it was an international with all the added status and prestige that that implies. And it is the only non-national event of this status in Great Britain (if you accept that Yorkshire is in Great Britain of course).

Trackrod's interest in the rally was in five crews. No. 88, Richard Jackson and Steve Lloyd, Porsche Carrera RS, Dave Lawton and Steve Holden, Escort 1600, No.151, Alan Powell and Ron Mckinnon, Mexico No. 153, Vincent and Jack, Ascona, No. 155 and John Fairweather, Peter Germaine, Mexico No. 175.

A good entry for any Club. Together with service crews and friends, Trackrod's representation in Scarborough was considerable. And that group of three in the 150's should have made for some keen competition. Scrutineering and documentation went smoothly enough, the cars were locked in Parc Ferme, and all retired to try and snatch a few hours kip before the off.

Friday dawned, but only just. Fog was doing its best to prevent any light seeping through, as we left the underground car park for the start ramp, and SS1, on Marine Drive. As the Halda check had been laid out on Marine Drive, almost everyone had "had a look" at the tarmac and cobbles, long, long left and long right, with loose sand on the road, and the hairpin left. But as everyone knows, Steve Smith did it all wrong and took what C.R.J. would call "an early bath"!!! Which earned the Rally more publicity than any amount of stratos could provide!!! Dave Lawton went very quickly along here. SPY 44 found that his newly tweaked handbrake worked too well, causing a rapid shuffle round the hairpin. Oliver's Mount was wreathed in fog, a well known test though and very fast through the murk. Again a flier from Dave Lawton, but Vincent's rally ended with a death rattle from the motor!!! What a finish, just two stages!!! Tough is just not strong enough, but this is a family mag. Cottam was next, and we got lost in the fog both on the way to and on the way around Cottam!!! But it has been used before and memory proved more useful than arrows on the wide runways. "Moments" were many in the fog, and the top crews didn't like it at all. Next stage was Melbourne, down out of the mist, where our practise day experience proved valuable. But the racers found the surface too loose for tidy lines. Even so, we were faster than the entire top twenty, which can't be bad. The Group I BMW of Herr Schou was credited with fastest time, as he was at Rufforth!!! Either he is a kamikazi driver, or he cuts corners. No way could he be so quick on two such stages otherwise. Rufforth was the usual real hairy blind, where Porsche power blew one RS right into the weeds on the long straight. Messrs. Lawton and Powell weren't so far behind though.

On to chunkies now for the first real forest - Boltby from bottom to top, and in quite good nick. Dave Lawton went well again, but as this was the first real forest we'd tackled in the Carrera, we just let it all settle round us a bit. Ingleby was great. A new one to me, but superb. Run in sunshine, top to bottom, those swinging bends and that fantastic straight were just right for the car. But Lawton was ahead again. We had a two hour halt now, lunch at the Flask, lights on the front, then queue up at Harwood Dale for the off again about 5.00 p.m. At dusk, in the fog, very upsetting after the afternoon sunshine. Dave Lawton's fine start ended abruptly with a gearbox full of neutrals at this point.

Broxa was also rough and rutted. Langdale was half covered in fog, and this pattern of in it, out of it, applied to all the rest of the forests, except the last two, in Wykeham. A fascinating end to a long day, with little rally mileage.

A sociable evening developed in the bars of the Grand and the St. Nicholas. We were scheduled to restart No. 50, a substantial advance on our seeding. Alan Powell was restarting in the 80's, even more of an improvement.

We had a slight problem with a trickle of petrol from the front of the car. Very, very slight, but there none the less!!! Off into the mist we went, keeping our eyes peeled for Piggy Thompson in his Carrera. He had suspension bothers, and was rumoured to be very near O.T.L. fixing it. With George Hill's retirement and Dawson winning the event (not eligible for class award) we were suddenly right there for a pot!!!

Wykeham was good and clear, but Castle Howard was rough in the fields, where thick mud lost us many seconds. Here we joined up with our sponsors, Ziebart, who kept us company for the rest of the day. Back up to the forests for Cropton 1 and 2 combined, Ingleby, where Clark's off had caused a big delay, and we couldn't even see the wreckage. Then Soltby, with a touch of fog, before Castle Howard again before lunch. Alan Powell's Mexico was suffering from fatigue, but his times were very good even so. Lunch at Flamingo Park and more T.V. chat. Film was taken from our camera, which was still in place and new film put in. But that petrol leak was still there!!! Even Ronnie McCartney got underneath to investigate (Bet he had a gallon can - Ed) A patch on it halted the flow, so off we went again. Piggy Thompson was definitely out, so we now had a class win in our pockets, as long as Dawson finished in the top ten. This was just too good to be true, and that afternoon seemed unending.

But also fairly uneventful, Fog yes, but some good moments. Only a stone under the clutch arm caused a few minutes bother, till it dropped out. (The stone, not the clutch). Making up as much time as we could to run all the forests in daylight, we passed the Escorts of Gordon Batchelor and Billy Coleman. Mike Fisher didn't make the afternoon run, retiring after Castle Howard 2. Eventually the rough jumps of Harwood Dale passed beneath us (well beneath us) and it was back to the Flask Inn for the racing tyres. A very swift change by our excellent service crew and Marine Drive again, not too fast at this stage in events. Keeping our feet dry, we trundled round to Oliver's Mount, half in fog, half clear, for the final thrash. Needlessly, as it turned out. Back to the car park, a quick check by the scruts, and it was all over.

Four stages were scrubbed from the results naturally, we had done well on all of them. Of these, the one setting the most dangerous precedent was Gottam, due to fog!!! The long, long night in the Grand at least gave plenty of scope for ingenuity; attempts by Peter Valentine to run races down the stair balustrade fizzled out, but various other activities continued unabated. International Welsh Rally stickers appeared everywhere, even on the ceiling (30' up in the air) Avon Union Jacks likewise.

Eventually the pots got presented. C.R.J. and S.L. tottered up the stairs to receive two Old Hall goblets and £50. First class M; Group 3 cars over 2000 c.c. with trade bonuses from Dunlop, Shell, Champion, and our T.V. fees (!) we showed a healthy return on the event. Alan and Ron got a tankard each for 4th in Class H and 54th overall. A very good performance indeed. Steve Figures took Vincents "old" car to 75th position, while John Fairweather and Peter Germaine wheeled the Mexico into 90th spot. There were 101 finishers.

Chairman's Chat

How do we manage it? Once again our PCT almost dissappeared in a raging blizzard! However, a quick rattle of the prayer beads, (or was it just knees knocking) and the sunshine was restored to Rose Farm to enable a fine twenty test event to be successfully run. Stan Peel won it in the demon Anglia and the Waddingtons collected three awards between them. Our thanks must go to all who attended, be they competitors or marshals, we trust you enjoyed yourselves.

I did hear one or two comments that the event was too long. In the winter we are short of daylight and an early start is necessary, and half day events are obviously easier in the summer. As the cost is more or less the same, whatever the length, I would have thought the more tests there are, the better, but what do you think? Do you want good value for your money, or are you happier with events of short duration.

Our winter indoor rally series has now been completed. What did you think of it, did you enjoy them? Were they too easy, or too hard! Do let us know. Our thoughts are that we will repeat the series again next winter, but if you don't want them

On looking at the Shell League events list, I can only agree with Richard Ineson's remarks last month that this must be our year. The only event in which we will be unable to field specialists is the Huddersfield MC Hill Climb at Scammonden in September. But if you think about it, what is a hill climb? It's either a tarmac special stage, or an inclined autotest, or even a very smooth PCT!!! As it takes place just one week before our own Costs di Plenti rally it will be an ideal opportunity to blow the cobwebs out of the motor, or just try out that final tweak. Richard will provide you with regs when they are available.

The first round of the Shell League, The Elcar Rally is now behind us and of course, we were running one of the stages, the short but interesting Burtonfields Farm track. You may realise that most of the "regular" stage people were either competing or servicing, and the interesting fact emerged that with the exception of Rod Parkin, Nigel Drayton and myself, the stage manned entirely by new or nearly new members. The opportunity was taken to train some of these members in the noble arts of timekeeping, recording etc., and they did a first class job. To all of you people, thank you for your assistance, I hope you enjoyed yourselves and I can assure you that with the number of events we are involved in every year, your services will be in demand again very soon.

Of the competitors, well what can one say, some really splendid results. Richard Jackson and Steve Lloyd 2nd O/A, Dave Lawton and Steve Hazeldine 6th and a class win, Vincent Girardier and Steve Figures 9th, Ron Mackinnon and Steve Mills 20th, despite a self steering rear axle the first time through Burtonfields, Martin Kemp and Steve Holden 53rd. What a very fine performance by our Shell League team and a very shrewd team selection by Captain Ineson!!!

Other Trackrod results were Paul Davies and R. Illingworth 50th, B. Marsden and M. Jefferson 55th, Paul Cartwright and Steve Clark 69th, and Ian Gurnett and Pauline Phillips 76th.

Sadly, John Birch and Richard Spurdens, John Fairweather and Ray Sutcliffe and Peter Germaine and Ron Moore had problems and were non-finishers. Congratulations to you all, and also to Steve Rathbone, Frank Stuart-Brown who finished 2nd O/A on the recent Shipley Budget Rent a Car Rally.

Looking forward we have a busy month ahead with our Special Stage Practise Day at Melbourne on the 11th and our Restricted Autotest on the 18th, Easter Sunday at Full Sutton. Marshalls and helpers are required at both venues so have a word now with Martin Kemp or Steve Holden for the Practise Day, and Howard White or David Taylor for the Autotest.

We have the E.G.M. and Open Forum on the 20th where you can tell the committee just what you think of them, and then the month will be rounded off with the Easter Disco on the 30th. Details of all these events will be found elsewhere in the magazine.

How's that little lot for variety then!!! Shall we see you at all these events? We certainly hope so.

JHR

Shellsport League 1976

Round one of the Championship was held on 21st March, the event being the Elcar Trophy Rally organised by David Brown Motor Club.

I was a little apprehensive about the choice of the team but finally decided to enrol a team which gave us a very good spread across the three classes. This was done last year and proved to be somewhat disastrous - two of the would be front runners had their engines fall apart at the seams - even where there weren't any seams!!!

So, the team comprised R. Jackson/S. Lloyd (Porsche) V. Girardier/S. Figures (Ascona) D. Lawton/S. Hazeldine ("Mexico") R. McKinnon/S. Mills (Escort Sport) and M. Kemp/S. Holden (1.0 Litre Mini). There should be a report of the event elsewhere in this issue so I won't bore you with all the details, suffice to say that the whole team excelled themselves, with a win, which gives us a good start to the year and certainly gives other Trackrod teams something to aim for in subsequent Shell League events. Martin Kemp scored 82.64; Vincent Girardier 92.46; Ron McKinnon 100.24; Richard Jackson 105.48 and Dave Lawton 107.92 for his class 2 win!!! Their total netted the Club £10 which is our first ever first in the League - congratulations one and all.

Top 5 Clubs are :-

Trackrod	488.74
York	451.50
North Humberside	398.83
Northallerton	294.80
Ilkley	281.13

As you can see we have a healthy lead over last year's winners, Ilkley, but that doesn't mean we can relax, there another 9 events yet.

Now then, who wants to do a Restricted P.C.T. at Pateley Bridge on 27th April?? Ilkley's contribution to the 1976 Calendar - we need a team of five, it would be nice to select it from a dozen entries again!!! I have regs if you require them.

R. F. Ineson
Team Captain

It had not been a great event, but the fog and the rats in the forest had a lot to do with that. The organisation had been hard pressed by all the drama, and next year De Lacy will have to take a strong line from the word go, and only by the strength of next years entry can the effects of this years events be judged.

Steve Lloyd

INDOOR RALLY CHAMPIONSHIP.....

All the main contenders turned out for the last round of the Indoor rally championship, and with several people in with a chance of taking the overall honours, the competition was undoubtedly going to be fierce.

After a late start, when the Ed got paper, fingers, tie etc caught in the duplicator while preparing the route cards, the event turned out to be fairly straightforward, although care had to be taken in some places. Any queries were soon dealt with by Jack and most people had completed the route in the 1½ hour time allowance.

Results of this round were that FSB and Ian Gurnett managed a win, with Husband and wife team John and Anne Richardson in second place. Mary Lloyd took third place by the narrowest of margins from Bob and Joyce Chapman, while fifth were Steven Wood and Peter Collinson.

As you can see from the table below, Frank Stuart-Brown and Ian Gurnett carried off the 1st prize in the competition by a gnats whisker from Mary Lloyd who was strongly contending for the overall position. I would like to take this opportunity of expressing my thanks and theirs to all those people who entered to make this competition a success, and to all those who laboured over the production of navigational teasers to test out our navigational ability.

Richard Spurdens.

INDOOR RALLY RESULTS

1st	Frank Stuart-Brown/Ian Gurnett	78points	(4 events)
2nd	Mary Lloyd	75	(4)
3rd	Bob Chapman/Joyce Chapman	65	(4)
4th=	Pauline Phillips/Sue Broadbelt	61	(4)
4th=	Derek Brabiner/Nigel Latimer	61	(4)
6th	John Richardson/Anne Richardson	59	(3)
7th	Ronnie Moore/Peter Germaine	54	(4)
8th	Andrew Roddy Derek Lee	53	(4)
9th	Steve Holden/Martin Kemp	48	(3)
10th	Steven Wood Peter Collinson	47	(3)
11th	Jim Thirsk/Janet Thirsk	46	(3)
12th	Andrew Tessauman	41	(4)
13th	Paul Noon	32	(3)
14th	Gill Simpson	16	((1)
15th	Mike Swan	12	(1)

The Dukeries

The Dukeries National Rally, held on the 7th March proved to be an event which held many dramas for the crew of SPY 44, and one or two excitements for other people as well. Fresh from our class win on the Mintex (ahem) with a new clutch in the Carrera, and a new petrol tank, we began the Dukeries with mixed feelings. Only 2 competitive events isn't much for such as the Porsche. And what of the event, recent Dukeries have fallen below their own high standard. Would this one be the same?

Many people seemed willing to chance it. The entry list was strong for a National. Three carreras were entered, unusual in itself, with Piggy Thompson at 3, Del Lines at 16, and us at 26. Further down the field, Martin Kemp and Steve Holden ran at 96 (remember Steve Smith on the Mintex).

The 21 stages, less 2 cancelled due to fallen trees, took some plotting due to an involved doubling back route, with a few late amendments. Running on the steel wheels with SP44's we had used on the Mintex, we tackled the first short 'wood' stages, Harlow Wood and Blidworth. These were short, narrow and hard, and we found the power embarrassing. On loose stages the wheelspin ironed this out; not so on the hard stages, "dodgy" And of course Clipstone had to be hard, with all the frost. So after six stages, we were well down on Piggy, who was really flying in his porsche. On the same tyres, but alloy wheels of which more anon.

Now on to racers, for stages 7 to 14, described as 95% tarmac, which covers a multitude of sins, and our racers weren't even grooved. So on loose tarmac it was a toss up which end let go first. But much preferable to those SP44's. Off again to SS8, Newark Show Ground, which was very loose. Lots of dust, hanging in the air for minutes. Then to Stud Farm 1½ laps of real tarmac, but narrow farm road. Next was Gamston, an old airfield, then the infamous Scofton, 2 laps which was quick and hairy. A dice with Randolph Whittal-Williams proved how fast the Escorts are, cornering on two wheels and all that jazz. So ended the first half with the Breakfast halt at Blue Star Garages.

A quick kip in the barge was followed by a panic over being given more penalties than we had reckoned on. Then we saw that a target for Clipstone 2 had been reduced by 30 secs, which explained it. Here we also got told to watch where our service crew went as servicing was only allowed in certain places. We hadn't services anywhere except these locations, but our crew had been to other parts of the route. As had most other crews. So when we left MTC2 we had to sign a declaration that we understood ASR19 and that we would only service where instructed. ASR 19 stated that no service crew would be allowed within 100 yards of a stage start or finish. Penalty 1800 marks or exclusion. Of which a lot more anon. All crews signed the declaration.

First stage in the second half was the intriguingly named Blue Stocking Ranges. Not two laps of St. Trinians, but a fair old blast round an old army camp. Very loose, full of 90 degree bends and kerbs. Kerbs and racers don't mix well. Then back to Scofton. In daylight things seemed much clearer. And faster. Although in testing we have been hard put to get the Carrera to lift an inside front wheel, I'll swear we were up on 1½ wheels on this stage!!! 30 seconds quicker than our night time proved the point.

Stud Farm again, chasing the Henderson/Orrick Toyota on the second lap. 15 seconds quicker here. Then back to Service point 8 for a change of tyres, which was to change the rally for us. At breakfast, according to the times on display, we were leading Class 1 comfortably. Class 1 being for groups 1 and 3 cars combined. But we didn't know that car 36, Jon Cleary, RS2000 had been reclassified from 5 to 1. And he was leading us by some distance!!! But now we changed racers to SP44's on ALLOY wheels. Immediately the car was transformed.

No more darting about, Foot down, leap forward, foot off, slow down. Felt so controllable it wasn't true. So those steels were fit only for scrap. And we did all the Mintex Forests on them!!! We took turns as kicking each other after the event. We left our service crew feeling much happier, but this was the last time we were to see them before the finish.

The three Clipstone stages were followed by the short Blidworth and Harlow Wood stages, on all five of which we were quicker than we had been in the first runs. Thus it was with a feeling of confident relaxation that we booked into the passage control before the final narrow tarmac stage at Kings Mill. Our service crew were there and we got out first inkling of what the next few hours were going to be like. Our service crew were there, and it turned out that as they had been motoring through Clipstone on the public road, a marshal had waved them into the side to allow competing cars into a stage start. The next car along was the clerk of the course, who immediately took umbrage at their presence, which he assumed to be a deliberate breach of the regulations regarding servicing. Our crew, somewhat upset, took the marshalls name and car number and went to the finish to try to sort the matter out. Unable to find out what the organisers intended, we had our lunch, only to find that a notice had appeared excluding us from the results for a breach of ASR 19.

As our times were good enough to give us a win in class 1, we immediately approached the rally officials, and after a long talk, which included hearing the evidence of the marshals involved, we satisfied the organisers that we had not serviced in any place other than those allowed in the road book and were reinstated. Unfortunately, the same incident was used by the competitors who were second in the class as the basis of a protest. Despite the fact that no new evidence was produced and the protest was overruled, the whole incident marred an excellent rally. One top-class co-driver was incensed enough to point out that the sport could not stand another Mintex, a sentiment with which I agree. At the time of the Mintex, I was loud in my criticism of some of the crews involved, particularly in view of their position at the top of the sport, but I now know exactly how they felt. At the time, our class win was of vital importance to us and we would have protested to the bitter end if we had been excluded. It is sometimes difficult to see the whole scene when your own success is at stake. We regretted the whole incident most sincerely and are determined to make sure that nothing similar occurs again.

This apart, Dukeries MC had laid on an extremely good event, the organisation, timekeeping and stages were all excellent, and the club deserve all credit for the effort they put into the event.

Steve Lloyd.

SCALE OF CHARGES FOR EVENTS

Following the expression of concern by some members over the cost of entry fees to some events, particularly closed to club events, a subcommittee was recently set up to look into the problem

Two types of Trackrod organised event were considered, those closed to club members only, and those restricted or co-promoted events which involved members of other clubs. It was felt that those events which were not solely for the benefit of club members must be so priced as to make them an economically viable proposition, without this consideration being allowed to detract from the reputation that the Club has built up of giving good value for money

The main bone of contention in the past has been the entry fees to closed to club events; and the feeling in these cases was that these events should aim to break even financially; certainly it was felt that a loss on such an event would not be acceptable if avoidable. Accordingly, an entry fee of between 75p and £1.50 was suggested for PCTs and Autotests (the RAC fees for these events being 55 and 83p per car respectively) the actual fee depending upon whether

ONCE UPON A TIME
 THESE WERE A FORCE
 TO BE RECKONED
 WITH ON THE CIRCUITS
 THIS PICTURE BEING
 TAKEN IN 1962. THE
 REG. No. SHOULD
 GIVE A CLUE TO
 WHO IS DRIVING.

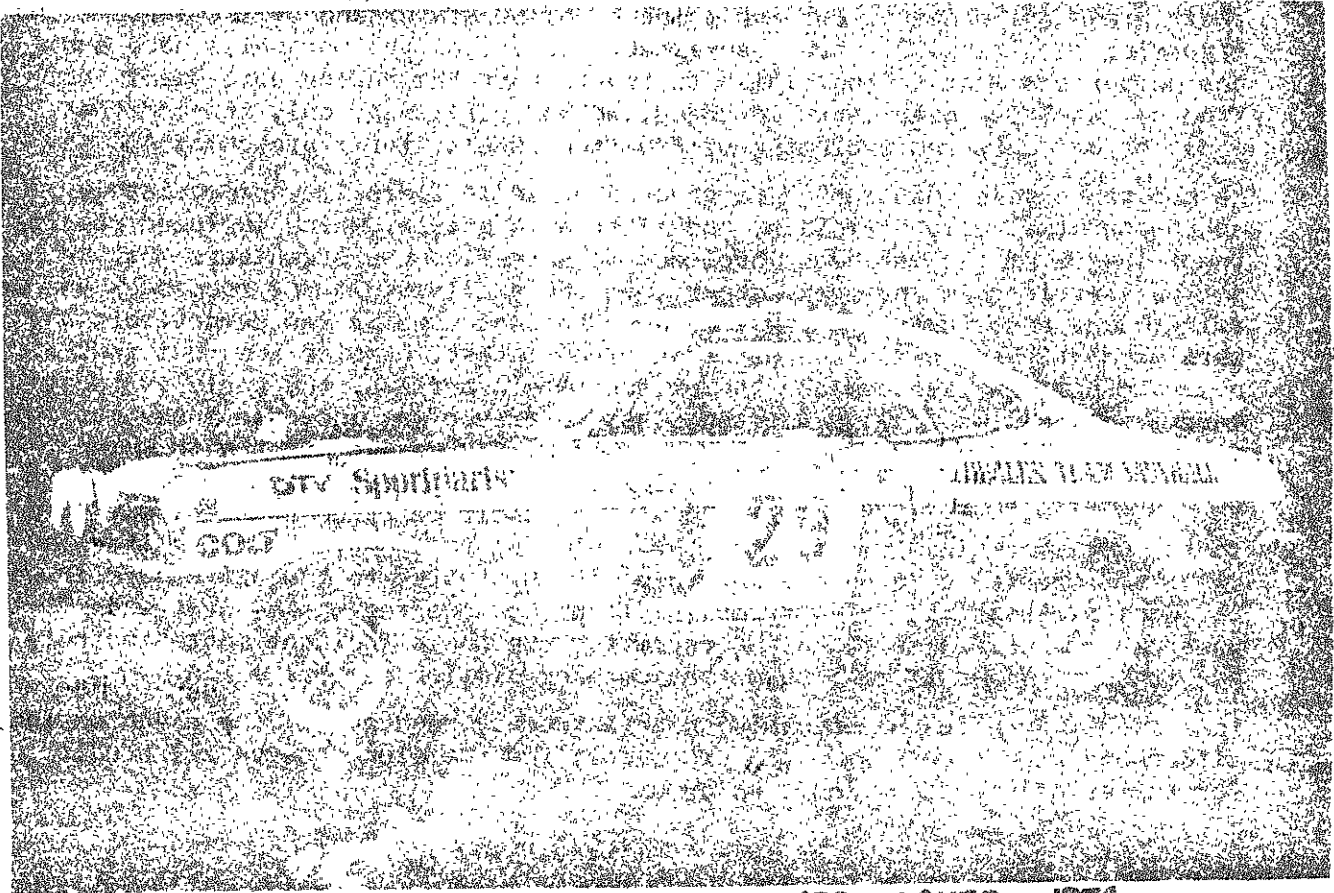
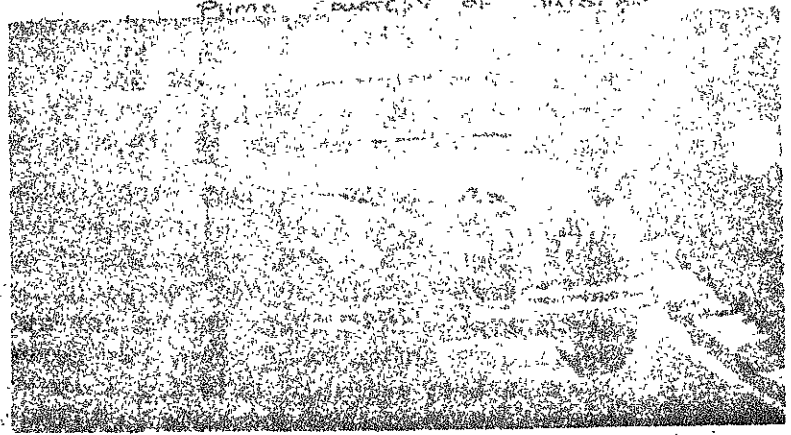
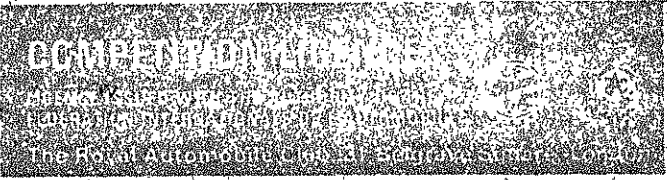


PHOTO COURTESY OF AUTOSPORT

↑ VAUXHALL TRYING HARD ON THE 1000 LAKES - 1974

↓ THIS IS YOUR COPY OF THE CLUB'S ENTRANTS LICENCE - USE IT
 AND GAIN TROPHY POINTS AND HELP SPREAD THE CLUB'S NAME IN THE PROCESS!



Expires
 December 31

1976

Name of Entrant
 Autocross
 Representative

ENTRANT — INTERNATIONAL

LICENCE NUMBER

E
05305
TRACKROD MOTOR CLUB,
R.K. PARKIN ESQ.,
15 HOLLY DRIVE,
TINSHILL LANE, LEEDS,
LS16 6FF.

Private Car Entrant



Kart Entrant



HOLDER'S SIGNATURE

any fee is being charged for the venue.

For other events, a range of between 25p and 75p is recommended, again bearing in mind the necessity of higher charges when a fee is charged for the use of a venue. Bearing this in mind we hope that future organizers of club night events will endeavour to keep their charges as low as possible.

Bob Chapman.

AROUND THE CLUBS

Here is the latest list of events, local and national through to early June.

April

3/4 D.F.S. Rally, An ANCC qualifier, which will have taken place by the time that this goes to press. However, the Holderness Rally that was to have taken place on the same night has been postponed until May

11th Trackrod Special stage practice day. This will be at Melbourne Airfield. If you aren't going to do it you are gonna marshal- that's an order! Marshals to Nigel Drayton please.

17/18 Unfortunately, the A & P Snowdrop rally which was to have been held on this date was postponed because of route authorisation problems.

18th Trackrod Autotests. Yet again, Howard White and David Taylor are going to attempt to run this event, so this time, lets give them some support and not let them down like we did last time. The venue they have chosen is Full Sutton Airfield

24th Bass Charrington National Rally, starting from Hartford Motors Grimsby at 07.30 hrs.

24th/25th Leeds MC dalesman rally, which we are co-promoting, so all you rally crews not doing the Bass Charrington can come along and show everyone the way home on this one.

25th What a busy weekend! This is the day for Ilkley's Shell League qualifying PCT. So all you people who don't lose their sleep on Saturday nights (and some of you who do if you feel up to it) can turn out and help Richard Ineson pick another winning team. On the same day, we have been invited to the restricted autotest held Bolton-le-Moors CC, for which details can be found on the notice board.

May

1/2 The Holderness Rally, organised by North Humberside MC. The start will be in Hull and details will be distributed on the notice board as soon as they are available.

6 - 8th Welsh International - In Wales of course.

9th Wakefield and District co-promoted autotest on the northbound carriageway of the Woolley Edge M1 service station.

15th Highwayman Stages. This will be a triple C championship qualifier, starting at Morecambe. No details are available as yet, but they will be circulated as soon as they become available

23rd Sheffield and Hallamshire's Shellsport League qualifier, which is a PCT. Once more, we want to field a winning team, so get in touch with team captain Richard Ineson for details.

June

12th or 13th Lindholme Trophy Rally. Exact date and details when they are available

12/13 Bury 100 rally, part stage, part road and will be an ANCC qualifier.

So that's it for now folks. Watch the notice board. Closely! Happy motoring.
Just one more thing before I close. The Yellow Peril Min (43 MOM) will be out an
and about on some of these events, and if anyone should see it, would they
please take a decent photo of it. You never know, I might just buy it off you.

Martin Kemp.

(Eds note: Photos of any club member on any of these events will be very
welcome for the mag as well.

Martin did include his birthday in the list of notable events -
it's on the 27th May for all those of you who want to send him
a present, but I didn't include it because I always thought he
had been quarried - it's that rugged build you know)

FOR SALE

Phil Staton offers for sale his fast and immaculate, 1974 vintage MazdaRX3
coupe. This incredible rotary motor has only done 17000 miles since new and
is fitted with a host of extras, including alloy wheels, uprated suspension,
full harnesses, spares of all kinds, radio. This must be a good car for those
group 1 class wins.

Phil can be contacted at the club nights, or at work - Phone 692121
home - Phone 650085 (Leeds)

oOo

FOR SALE

As new Paddyn Hopkirk steel sump guard to fit Ford escort

Single hoop roll cage also for Ford Escort

One full harness Britax seat belt

Full face Griffin crash helmet to BS 2495. Brand new

For any of the above contact Vincent Girardier. No reasonable offer refused.

MUTTERINGS

What, with such a lot of success stories flying around at the moment, it is
difficult to single out any particular member of the club for special
mention this month. So I am not even going to try. Suffice it to say that
the support of all the club members goes to all of you who have flown the
flag so well recently, particularly the members of the victorious shell League
team, who netted the club £10 for their efforts.

Hard Luck story this month is undoubtedly that of Philip Cartwright/Steven
Clark who had a wheel fall off their Min while lying well placed on the
Elcar Trophy Rally, particularly since they were doing extremely well on
their first competitive event.

The winners of the draw organised in March by the ladies committee were:

- 1 - Steve Holden who drew £2.50
- 2 - Vincent Girardier £1.50
- 3 - Philip Cartwright £1.00

EDS.