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Future Events

Tuesday, 8th December - Noggin, Darts and Natter at the Duke of Wellington, East Keswick (M.R. 96/362441) from 8.00 p.m. If enough "archers" turn up, we'll have an 'arrows' tournament, for the ladies too! If not we can just enjoy a jar or three and a good natter. There's plenty to talk about, with the R.A.C., various local rallies, and our own events in the coming season. Must be your first chance this year to get the 'Christmas Spirit' flowing. See you there!

Tuesday, 12th January - Marshals' Practice evening: Start 7.30 p.m. from the Barley Corn, Collingham (M.R. 96/392460½). The idea being to give those new members who haven't had experience of Rally Marshaling a chance to learn without tears, the basic do's and don'ts of rally timing. We shall run a couple of cars along a route, which will have marshals in 'Controls' around it, exactly like a real 'do' except the results of a mistake will not be so serious! An experienced marshal will be at each control to teach and explain. Of course, we shall only do all this if we get enough 'marshals' to take part. So, if you are interested, contact any committee member now and tell him you're in. We'll have a noggin anyway, if nothing else.

26th January - Annual General Meeting - Moortown Rugby Club House (M.R. 96/294402). This is your chance to put this Club on a sound footing 'organization wise'. The 'Caretaker Committee' steps down and the new Committee takes over. Nomination forms will be available and will be sent to all members with the January Newsletter. Remember, we are a new, young Club. We are short on tradition, which means we are not tied to any type of event or any one organiser. We want new ideas, new faces. So please think about it, and make your nomination, then cast your vote at the meeting. IT'S YOUR CLUB!

9th February - Noggin and Natter - We hope to be in the South Milford area for this one, just to spread ourselves about a bit. More details in the January Newsletter.

20th/21st February - 12 car rally - start 11.00 p.m. Exact details later, but this will be our first on the road event! A route of about 90 miles, on smooth roads, to test both crew members. Entries accepted on a first come, first in basis, from 1st February ONLY. More details in February Newsletter, but mark your diary now!

Reflections

The University ran their Northern Lights Rally on the 7th/8th

at the Crown Hotel, Harrogate next morning, after a good, fast route had sorted everyone out. Two cars rolled, several encountered jaywalking stone walls, and one navigator was hurt after being hit while de-ditching by a following car. However, the night was fine and clear, and not too cold. The Howard Frank Viva was 6th novice, while John Lee navigated the Atkinson G.T. to 3rd Novice spot. Paul Siddall/Ken Parker had their problems, and finished 16th in the Novice class. Everyone agreed it to be a grand event, even the organisers, and no complaints were received. So same again next year, when an even bigger entry is hoped for.

Then came the R.A.C. A superb entry of 200 cars, and no fewer than nine works teams made this the Premiere rally in Europe this year. The rally was watched by hundreds of thousands of spectators, after clearance to enter the Welsh Forests was given. Indeed, traffic in Wales was so heavy, the competitors had to be diverted! Next year we'll need two routes, one for rally men and one for spectators! I went to Clipstone 2 Stage, near Mansfield, to see them in daylight on the Saturday afternoon. This stage was flat, smooth and dry, and they made the most of it! After the first couple of ladies crews had trundled by, Mikkola set the pace by appearing right up the chuff of a Saab, headlights blazing, air horns playing. Then came Munari, Waldegard, Therier, Aaltonen, Nicolas, Clark and Fall, who pushed a Mini off into the grass in his hurry. They were all flat out, really motoring hard, tail sliding out round the bend. But the hairiest was Makinen in his candy striped Escort. He roared into the bend, slinging the car from side to side to set it up for the right hander. Then foot down, nose in, tail out and away, sideways, up the straight. Fantastic! The crowd gasped at this display, and moved back into the Fall Timber! The sheer speed of these top lads was unforgettable, as was the noise of the Datsuns and Alpines. Very good. Strange to see the Wartburg Team whiffling quietly round in what seemed standard motors. I must say that the Fiat 124 Spyderys were impressive, but not fast overall, apparently. Still, they are very good machines, these Fiats, you know. Made me feel very depressed though, at the difference between their ability and mine! Ah well, I'm only here for the beer!

Sad to say, this is the eleventh year that a 'Foreign' crew has won. This isn't good enough, lads. I mean, why should we run a big expensive Rally as a benefit for all these Scandinavians! They're bound to be faster than us, they drive on loose roads all the time, not just when they rally. And their Rallies are real speed tests, too. Its as if we ran a Baseball championship, or World Cup Pelota! We don't stand a chance. So let's get away from the forests. Let's even things up a bit. We could start with a series of driving tests, to be repeated at every halt, (with Irish competitors getting a 10% penalty). Then we could have a few 'plot and bash' sections around North Yorkshire, Central Scotland and the Lake District, and Mid Wales. Selectives over Hardknott and Wrynose, Abergwesyn and Farmers would decide ties. All the route would be on O.S. maps, Customs could impound a ll foreign spares and service cars, and British teams would be allowed (unofficially) to have several cars prepared in case one or two broke. If all this were done, British crews would once more attain their rightful place as R.A.C. winners. I must write to Jack Kelmsley about it. I'm sure he'll see it my way. Its the least he can do, because it was his idea to use the forests to begin with. Now's his chance to make amends.

gear. They steered with one hand, held it in gear with the other, and handbraked with their teeth! Tricky stuff! In spite of this Howard was second overall and David sixth. Barry Spinks won the R.W.D. up to 1100 c.c. in his Escort, strange to him after his Mini. Everyone else seemed to be enjoying the loose surface, though the pylons took a bashing! Unusual award of the month, a frozen chicken for the first wash-out! Adrian Whittaker ('drain' to his intimates) put on a smooth event, with no fuss. Very enjoyable, too.

Trackrod Twitterings

After seeing his faithful Cortina described as 'warm' last month, our Chairman took positive action and sold it! He now has a 1300 Escort, 1 year old (Happy Birthday, dear Escort, happy birthday to you!) which we can describe as 'cold' since it is standard. Nippy motor though and will no doubt soon be baptised. Definitely the 'in' thing for 'Le Sport', an Escort. And now, the "Mexico". Despite the name and side flash, this is obviously another winner in every sense from Boreham. It'll be outclassed in races and hill climbs, but for club events it must be A O.K. Ford have the competitive field sewn up tighter than a duck's whatsit and you must admire their technique. Each model seems to be just about £100 dearer than the next. So by the time you add your "rally pack XL5" or whatever, you feel you might as well have the bigger model. Then you add your 'XL5' to that, and finish up paying £200 more than you wanted to. Very difficult to resist, and designed so to be. Dashed clever, these Yanks.

As we look forward to the competitive year, we are faced with the age old problem of finding venues for events. We need fields, car parks, bus depots, all night garages, boozers with private rooms, unused aircraft hangers, racetracks, skidpans, hill climbs, autocross circuits, etc. All for free! Well not quite, but if you know of any wide open space, in or near Leeds, available for motoring on, just let the committee know and we will do the rest. It is a problem, so please do what you can to help. You will reap the benefit, after all.

We were wondering what interest there would be in a mid week visit to a factory. We've thought of Halewood (Fords again) or David Browns or Terry's or Rowntrees of York, or maybe Tetleys. Again if you want in, tell a committee member. Then we'll see about organizing same.

R.A.C. Affiliation

As you know, we have applied to the R.A.C. for Affiliation, but we haven't heard from them as to our chances. We intend to wait for the next Motor Sport Bulletin to see if we are in it. If our name is published we wait 30 days to see if anyone objects to our club being accepted. If not, we are in and it all happens from then on. If someone does object we appeal (quite apart from putting their windows through) and we are sure we can win our case. So we now just wait and see. We'll let you know what happens and arrange a celebration when we come of age, as it were.

encouraging and shows we did our market research right. You do want a Leeds based R.A.C. Motor Club. And you shall have one. Soon.

NOTES FROM THE CHAIR

Your Committee and yourselves are doubtless awaiting the arrival of the November issue of the R.A.C. Bulletin, as we hope that our application for affiliation to that august body will be duly noted therein. The October issue has been in our hands for what seems a considerable time so the November issue cannot be far behind. It is said that "no news is good news" and we have had no communication from the R.A.C. and no queries about our Rules as submitted, so folks, it is just possible that we shall be 'in' for Christmas. Working on this assumption, the Committee have planned two outdoor events for the New Year, the first is to be a Marshal's Exercise on which occasion we shall have members out complete with map, torch and time sheet, etc. to record the arrival of the "competing" cars. The date will be Tuesday, 12th January, 1971 and fuller details will be issued in the January newsletter, but briefly the set up will be as follows. We shall rendezvous at The Barley Corn, Collingham where the "Marshals" will be given a map reference to which they will proceed to do their job. The direction of approach of the "competitors" will be given and the approximate time of arrival of the "Course Car", the driver of which will check that the Marshals are in their correct positions, he will also request a time to be inserted in his log book to ensure that the correct procedure is being adopted. After that we shall have two or three "competing" cars, calling at irregular intervals. Sometimes they will all arrive at the same time to simulate normal rally conditions. The "marshals" will be spaced around a series of roads which, linked together, will form a circuit of possibly a couple of miles. When all this is done and all the marshals are nicely frozen stiff, we shall return to our original meeting place (just around the corner) and have a noggin and discuss tactics, problems, etc. Then in early February we propose to stage our first twelve car rally. This will be a "half nighter" of approximately 90 miles, with the first man away at 11.00 p.m. This will require lots of marshals and of course the first twelve crews to get in their entries. In the meantime we have a Noggin and Natter on Tuesday, 8th December. We extend a warm welcome to your motoring friends who have not yet joined us to come along and enjoy themselves with "Trackrod".

Two interesting new films are now available, one by Duckhams (The Long Rally) on the World Cup Event, the other by the Japanese Nissan/Datsun organization on the 1969 East African Safari, we shall make every endeavour to obtain the loan of these two outstanding films. Another very good Rally film is the Welsh Two Day Event of 1969. If you know Wales, you will recognise lots of interesting places.

As this issue will be our last in 1970 and our last before the Christmas holiday, may I as your Chairman and on behalf of all your Committee wish you a very Happy Christmas. If you are motoring, may your time on the road be happy and pleasant, with good road conditions and safe travel.

Cheerio and all the best until the New Year.

HAIL AND FAREWELL

It had to come at some time, but it was with many regrets that I said "Goodbye" to my faithful 1964, 1200 c.c. Cortina. I had had the car from new and used it for all manner of events, autocrosses, rallies, driving tests, production car trials, it had been a long distance touring vehicle, it had towed the Mini and the Renault on the trailer to various events, it had covered thousands of miles on rally marshaling excursions and had only suffered one major "let down" when the gear lever sheared on a production car trial and it had to be towed home.

It was reliable, economical (42 m.p.g. out of town) and was "warm" enough to finish never more than half way down the entry list in any rally in which it was entered. It had enjoyed its successes too. It has now been replaced with a very pretty blue Escort 1300 Super, which gives the promise of lots of fun and good motoring in the future. If it behaves as well as 284 LNW I, for one, will be highly satisfied.

RAY DICKINSON

A cold crisp moonlit leafy glade at least that is how one would describe the spot I am speaking of for most days of the year; but Saturday, 14th November, 1970 saw it transformed into something resembling Briggate with trees.

Special Stage 8 - Boltby Forest - R.A.C. Round Britain Rally 1970 was that place.

Four intrepid explorers set out into the darkness wearing enough extra clothing to start a jumble sale and a pile of assorted butties to feed a regiment (not to mention a bottle of something warm!!) and feasted their eyes and imagination on 196 rally crews. We set up camp on a somewhat isolated corner and sat back with fire extinguisher, spade, crowbar and Gledhill's inevitable big hammer and waited for some poor soul to lose it on the bend and visit the ditch we had so carefully chosen. It was not to be. One or two near misses but for amateurs they didn't do too badly. In fact the only casualties were two marshals - one with frostbitten toes and the other - well that's another story. In short he was attempting an impersonation of J. Arthur RANK using a convenient dead branch as his hammer, a stump as the gong, and missed. Exactly what he said as he made contact with his kneecap sounded nothing like a gong but was far more entertaining. All in all a great night out, 196 crews through the stage, 4.4 miles in 5 minutes being the target. No one actually cleaned it, which isn't surprising, but the times of the leading drivers weren't far off. When they had all screamed off into the night certain of the marshals decided to show just how it should be done but for once, a beetle, which will remain anonymous, didn't hit anything (miraculous with all those trees about). It did have a slight accident, at least the passenger did. Have you got 'them' back from the laundry yet, Rod!

A good night out, great sport but so frustrating - why can't I have a go at it - roll on 71, who knows!

Brian Schofield

To finish off I would just like to wish all our members a

