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Future Events

Wednesday, 10th March - Terrapin Talk - Moortown Rugby Club.  
This should prove a really interesting evening. Alan Staniforth designed the Terrapin as a low cost single seat racing car, of space frame construction, powered by Mini bits. The car has been developed by him since then, so that it now holds several World Speed records, taken while Alan was driving. Many other Terrapins also exist, used mainly on the hills. Richard Blackmore usually leads them all home, so between the two, they know a fair bit about the game. We are very grateful to them for coming along and bringing a car, too, so lets have a big turn out in support.

23rd March - Noggin and Table Top Rally - Coach and Horses Rothwell (M.R. 96/344281)

As our last Indoor Rally was so well supported, we thought you'd like another. It's just a question of following a route on the map rather than on the road. Good map reading practice and good fun. All you need are a romer, rubber, pencils and ruler. And maps 96 and 91. I am assured that the beer is good too. See you there.

Sunday, 23th March - Driving Tests - Acaster Malbis (M.R. 97/576437) - 2.00 p.m.

Our first off the road event! Acaster is an old airfield, with superb facilities for real, fast tests. Really grand. A first rate event is guaranteed for all entrants. Pay your money to Howard White at the Rally and Speed Shop, 194 Harrogate Road, BEFORE the event. Don't wait till the day, because we can't tell what support we've got if you do that. Enter early, please!

3rd/4th April - 12 car rally - map 102.

After the resounding success of our first rally (ahem!) this one will also be a corker. In the hands of Jules Bojungs (of 'Northern Lights' fame) and on the maze-like 102, this one will really sort you out. Entries to Julian, at 40 Blackmoor Court, off King Lane, Leeds, 17, telephone 691431 from now on. Those who were in the last rally may have to stand down if this one is oversubscribed. But you won't mind, will you?

13th April - Noggin and Natter.

Now the season will be really under way, so there'll be plenty to talk over. We just haven't sorted out where, thats all. Still we'll let you all know in plenty of time. Watch this space.

18th April - Production Car Trial - 1.30 p.m.

Consists of a series of 'hills' laid out with markers on grass. The idea is to get as far up the 'hill' as possible. Strictly non-damaging, good fun for everybody. Entries please to Steve Lloyd before the day. An event for the whole family, in the pleasant surroundings of Whin Park, which is at the end of King Lane, right at the top of Pool Bank (M.R. 96/270436).

20th April - Treasure Hunt - starts 6.30 p.m. at the Rugby Club. Just a pleasant evenings motoring, with a few problems to sort out en route. Finishes at a pub (of course) for a pint or three while awaiting the results. Should be a very pleasant evening. Results of the P.C.T. will be announced at the finish.

4th May - Sportonoggin

A mystery event, which will entail a bit of competition in your cars. I'll say no more, but it is definitely NOT TO BE MISSED. Details next month.

FROM THE CHAIR

I should like to preface my remarks this month with a personal note to all my many friends in the Club who have been so kind and sympathetic in my recent very sad and sudden bereavement. Your warmth and friendliness have been a source of great comfort to me at this time and my association with you as friends and Club mates is and will be a means of taking my mind off my feeling of loneliness and despondency. Very, very sincerely, thank you, one and all.

Whilst on the sad subject of bereavement, I was shocked to hear from Mrs. Clegg that her daughter, Brenda, had died in mid January. Brenda and her friend, Barbara, were present at our inaugural meeting at the Wharfedale Hotel and also at the Noggin and Natter at East Keswick last December. We offer our condolences to Barbara in the sudden loss of her friend and trust that she will continue her association with us as a Club.

Acting on information received by phone from the Motor Sport Division of the R.A.C., we have forwarded our affiliation fee to them via their Leeds office. It would appear that the formalities have been complied with even though the Postal Strike has prohibited the despatch of the R.A.C. Bulletin and we now await our Affiliation number and official R.A.C. membership cards for issue to individual members. The printing of Club rules for issue to members can now proceed.

I was delighted with the turn out for our Affiliation Rally last Saturday night. There were so many folk buzzing around that it might have been the start of a Restricted Rally, there was all the atmosphere and everyone seemed to be enjoying the affair. The organisers had devised a route which found an outright winner with no ties. Congratulations to both Howard and Steve and sincere thanks for their efforts. It was good to see a pre-event announcement in the Yorkshire Evening Post and also the results on Monday evening. I am hoping that our organisers will be able to include a detailed result sheet with this newsletter so that we can see where and how everyone fared.

Our Tuesday evening gatherings continue to attract. Both the Ford Demonstration night at the Travellers Rest and our more recent Marshalls Practice at Collingham were enjoyed by a really goodly number of members and friends and we hope that the forthcoming events, details of which Steve will release in this Newsletter will have your approval and enthusiastic support.

Cheerio, be seeing you around.

RAY

Reflections

Some events well worth remembering this month. And from now onwards, this will be a well filled section of the Newsletter, in which we look back at our events during the past month.

We start with 'Road Test night at the Travellers Rest'. This was the most fantastic noggin to date. A huge turnout of club members, friends and hangers on took part in a series of test drives in an Escort Mexico, an R.S.1600 and a Capri 3 litre. These cars were very trustingly lent by Tate of Leeds, under the direction of Mr. Barrie Smith, with two other drivers, and our Mr. Bach also in attendance. Competition for seats in the cars was fierce, a queue being outside the pub all evening. The

Tatemen suffered, not only from our driving, but also from thirst, they were kept so busy. All who went in the cars enjoyed themselves. The general feeling was one of surprise that they were easy to drive, not harsh at all, but they had to be kept revving for maximum go. That's the Escorts anyway. Those who came back from the Capri were in a trance it seemed, and all they could say was "Gimme, gimme, gimme." Literature was provided on the Escorts, and I understand an order may be placed as a result. It was a grand, hectic do. Our thanks to Ford and Tates, and we hope they'll come again. (B.L.M.C. crept in on the act, with one or two test drives in a new Mk. IV Spitfire, and very smooth it was too. Thanks, John.)

Then we had our very first RALLY. A ninety miler, using a lot of the best road locally, was tackled by eleven crews, there being one non starter, and no reserves turned up. After the ice, snow and fog of the previous week, the day, or night, was clear as a bell, if cold and sometimes wet. Visions of eleven clean sheets haunted us as we started them off. But, with one exception, the route sorted them out, as will be seen elsewhere. No complaints were received from the crews, who appeared to enjoy it. Nor, as yet, from the Law, although they made a few enquiries and got in the way once or twice. (Deliberately!) It went well, and we'd like to thank all marshalls for doing a grand job. Lets have you all supporting the next one, too.

Following this came the Marshalls Rally Practice evening at Collingham, which again provided fifty or so club members with an evenings fun. Ray Dickinson set it all up, with 'marshalls' manning 'controls' around a triangular route, and three, or was it five, cars running round being checked in. Good, cold, clean fun, valuable experience for all concerned (except that one group of Marshalls, in what seemed to be an Escort TC, vanished into the night after leaving the start!). Then back to the pub, where the Rally results were distributed, and a grand natter ensued.

Several club members accepted the invitation to marshall with Ilkley and District Motor Club on the Wombledon Stage of the Seven Dales Rally. These people were rewarded with a close up of the rallymen under different conditions than are usually found on special stages. Airfield stages pose their own problems, the worst being the featureless, flat surroundings, which can be confusing. However, they are also very fast, put the two together and fun and games result. At one corner, a 110° left at the end of a long straight, enough different 'lines' were on view to start an angling match. A six inch step up at the clipping point didn't help, causing a fair bit of 'opposite' to be applied in a hurry. 'Our' men Alex Jackson/Bernard Barton, Opel Manta Rallye, and Harry Mellor/Robert Cook, 1071S, were neat and tidy here, though Harry was slowed by lighting troubles. He's not impressed with this type of stage, anyway, much preferring the road sections. He finished 46th (34th in the Expert Class) while Alex took a fine 18th and 18th Expert. They both reckoned it a first class event. Alex had a spot of bother in Wykeham North due to poor arrowing, and one of those wayward trees bent the nearside rear quarter, but not seriously.

Many other club members had a prior engagement in another Forest, Boltby, which had its share of excitement. Unfortunately, No. 48 did it all wrong at the yump near the finish, and thumped into a tree. The crew were hurt (but only stitches needed to patch them up, luckily) which caused some delay as they were removed. The car was leaking fuel, a real hazard on such a dry event, but some of 'our' men dealt very ably with it. That's another Escort bodysell Ford have sold!

Yet more members held a 'watching' brief, being thick on the ground at Kilburn. A dry start to the event, but suddenly the Clerk of the Weather remembered it was Seven Dales weekend, and provided the traditional snow. Not much though, and no-one seemed

bothered. Eric Jackson won the event, with Skipton driver, Peter Clarke, second and in third place was Jan Churchill in an immaculate B.M.W. Very good, now, lets see, how do I get a) a sponsor b) a car c) a national licence? Mmm, I guess I'll just have to join the queue!

#### Affiliation Rally - 20th/21st February - Results

1.	D. Lawton/K. Blakey (Triumph 2000)	E	Clean
2.	D. Lee/J. Lee Escort G.T.	E	50 pts.
3.	S. Charters/S. Hazeldene Cooper S	E	70 pts.
4.	P. Siddall/K. Parker Cooper S	E	190 pts.
5.	K. Goodall/R. Ashcroft Cortina G.T.	N	200 pts.
6.	T. Foster/Hayes Imp	N	340 pts.
7.	S. Mills/A. Arnold Mini	N	1250 pts.
8.	R. Hinchcliffe/M. Tempest Consul	E	2040 pts.
9.	C. Ineson/Miss J. Stansfield Cooper	N	3070 pts.
10.	P. Myers/C. English Cooper	N	3710 pts.
11.	S. Hall/F. Stuart Brown Cortina Lotus	N	3930 pts.

#### Rally Rumblings

Dave Lawton hurled his 2000 around to good effect, being well directed by Keith Blakey, since this was a 'partnership' rally. No 'sacks of spuds' in the left hand seat on this one. Dave is better known for his hill climb exploits, in a hot Sprite and Wardford Clubmans car. On some of the route he probably felt quite at home, then!

The Brothers Lee did well in David's G.T., ironically losing time on a part of the route which John had covered twice recently in Restricteds. Both without error!

Charters/Hazeldene had a good run, with no excursions or mechanical ailments. They capped it by collecting a passage board the next day, that they spotted in passing! (Black mark, marshalls).

Ken Parker took sick, after getting out of practice in 'head downmanship'. A wrong approach lost them time and points to push them down the field.

Ken Goodall whistled round in his smart G.T. but also fell foul of T.C.15. Still, they were first novice, which can't be bad. Up amongst the big boys next time!

Hinchcliffe and Tempest deserve an award from the Vintage car club for entering a Consul! The strain was nearly too much for it, having to be retrieved from a ditch towards the end! Ten out of ten for grit, though 'cause they finished.

Philip Myers and Chris English spun the Mini three and a half times. If they painted it black, and put a hole in the middle, we could ask "Is this a record?"

Stan Hall got a shock in the ex Don Griffiths Lotus. Six gallons lasted just 100 miles! How they did 100 miles, when the whole route was 82 miles, and they cut some, I don't know. Must get a lot of wheelspin!

Two crews got a maximum penalty for covering the distance between two controls in less than  $\frac{3}{4}$  of the time allowed! Very naughty. And several people were making up lost time, only to lose it again later. It's often as well to stay on a few minutes lateness, and use the spare time to make sure you know where you're going.

So who's jealous, already?

Howard Fowler has sold his Lotus-Cortina and bought a five year old sports car. Its not bad for the year, but I mean, five years. I suppose it is a bit quick, and has a bit of style, especially with the Trackrod badges on it, but there's no truth in the rumour that it's entered in the London-Brighton run next year. So it is an E-type. So it will do 140. So it pulls the birds. So who cares? Don't all shout at once! We'll make him use it as course car at Acaster on the 28th. Might have a go at the Land Speed record as well! But five years old!

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Lighting Regulations

There's been a lot of chat about the legality of auxiliary lamps just recently. New regulations are in force, but basically it seems you can't drive with just auxiliaries on, unless they (i.e. there must be more than one) conform to certain rules regarding position on the car. They must be at the same height, and at least 350 mm. apart between illuminated edges. I take this to mean that if you have two lamps conforming to this reg. you can have two more inside them, on top, underneath or behind! But all lamps must be more than 2' 0" from the ground if used other than in fog or falling snow! (and not more than 3' 0").

If anyone has a car registered after 1st January, 1971 (you lucky people!) then the outer illuminated edge must not be more than 400 mm. from the outermost part of the car on the side on which the lamp is fitted. (Clear as 102 on a summers night, innit?).

We point this out because the Law are taking an unhealthy interest in rallies just now, with organizers living in fear and trembling of all kinds of proceedings after some recent Restricteds. So don't make it easy for them to nobble you. Keep your car legal, drive sensibly (but quick, of course) and remember that the whole country's rallying fraternity may be judged on your actions. Therefore, whether rallying or watching, don't give cause for complaint. Or, like Damocles blade the axe will fall. And we'll all be worse off.

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The University may be having another driving test on Woodhouse Moor on the 21st March. If so, this will be good practice for us on the next weekend. Check with committee members if interested in taking part.

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Trophies

We are very pleased to announce that the following trophies have been presented to the Club.

The A.G. Wilson Trophy	- from Mr. Wilson
Autotest Trophy	- from Howard White
All Rounder Trophy	- from Howard Fowler

Philip Myers has also offered one, which will probably be awarded to the best Rally Driver. To these people go our heartfelt thanks, echoed by each club member, I'm sure. A good awards list is evidence of a healthy spirit in the club. We have ideas for further awards, but we need sponsors. If you know of anyone who might be interested, you'd be surprised what success a reasonable approach can bring.

These and other Trophies will be awarded annually. They will be based on a points scoring system which will be published each month as events take place. Attendance at Noggins counts, as does marshalling, so make sure you sign on at each event. And write legibly, of course. Organisers score too, so you won't miss out by not competing. Complete details will be in our next issue. But points scoring has already started!

TRACKROD ..... ENDS