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Future Events

6th June - Production Car Trial - Stubbings Farm, Otley Chevin  
(M.R. 96/225447)

Change of venue to a new and challenging site. The entrance is off the main Leeds-Otley Road on the Chevin and will be well marked on the day. Another afternoons test of skill, grip and luck, strictly non-damaging and very spectacular. Entries to Dennis Dickinson (Leeds 57563) at once please. Marshalls to him too, in plenty of time. It's a very good site, so don't miss out this event!

8th June - Birds Night Autotests - New Inn, Eccup (M.R. 96/289429)  
Start 7.30 p.m. Designed as strictly for the Birds, to all have a go in the family bus, passion wagon, banger or even their own wheelies. Response has been less than overwhelming so far. Come on ladies, you don't want to let the blokes in on the act do you? Get those entries in to Dave Taylor, or Peter Gledhill. And everyone come along for the noggin and natter afterwards. Some marshalls too please.

20th June - Autotests - Acaster Malbis, Nr. York. (M.R. 97/576437)  
Our second real pylon bashing event, back at the old airfield with its wide open spaces. Should be an excellent afternoon again with tests for everyone to try their hand at. John Wilson wants your entries for this one (or Howard White's Motor Boutique for regs.) from now on. Marshalls too please to John at Leeds 684172. (He's never in but has a good answering service.) Your chance to get rid of those traffic jam frustrations in complete safety. Don't miss it!

22nd June - Noggin 'n Natter - The Royalty, Otley Chevin  
(M.R. 96/206439)

A fine aling house, in a grand spot. Just right for a summer noggin. Results of the autotests will be announced, distributed even, and a great night should be had by all.

6th July - Noggin 'n Natter - Smithies Arms, Beckwithshaw  
(M.R. 96/2671531)

We have been very fortunate to persuade Tace of Leeds to bring their sales staff of Rallye Sport back, along with three Escort **Mexico's**. Yep, we really have. So once more, those interested can take test rides in them. But this time, we'll be more organized than before. Club members only for rides, and no queueing outside the pub. A rota will be in use, to make sure everyone gets a drive, and no-one gets a lot of drives. But its bound to be an interesting evening. The pub itself is worth a visit too. A pleasant evening out for all. Mark your diary NOW.

10th July - 12 Car Midsummer Rally

Round four in the Rally Championship which is warming up nicely - (See Trophy Points). In the fiendish hands of that expert 'Potato Sack' Dennis Dickinson, and the (by then) newly wed David Taylor. So, again, you will be offered a really good event for your 'edification'. Sure to be oversubscribed as usual, and its in a slack rally time; so enter early. Regs out from the above named on or after 20th June. And, of course, Marshalls.

18th July - Hotfoot Autotests - New Inn Eccup.  
Since you all like these grassy do's so much, here we are again. The mixture as before, non-damaging surface, not far away, with something for everyone to enjoy. Entries to Steve Lloyd from 1st July.

20th July - Noggin 'n Natter - Beehive, Thorne. (M.R. 96/378404)  
Results of the Autotests, a good jar ortwo, and pleasant company. What more can you ask for? (Ah yes, well, you'll have to find your own, or we'll be done for procuring or something) See you there.

1st August - Gymkhana - on the lines of the Sportonoggin only more so. On grass, but more details later. The fun event of the year is this, but the quick ones aren't forgotten! More in our next.

### Reflections

A quietish month this one, but its just the lull before the summer storm. It started with the Sportonoggin on the 4th. This was attended by the usual fifty or so members, twenty three of whom competed in the six tests. Test one had cars and drivers rushing round to collect cans and stack them at a certain point. Very hard work it looked too, the industrious Richard Ineson being quickest from our Treasurer (now if it had been cash they were collecting ...). Test two saw a series of 3 free turns through 3 gates type autotest at the end of which a glass of lemonade was drunk and a balloon inflated and burst. The marshall here took a keen delight in filling the glasses well to the brim, and laughing sadistically as it was drunk. Quickest was Frank Miller, who must now be fair game for all sorts of rude comments concerning 'wind' and 'water'. Test three saw a sprint, an autocross and a sprint. All in one (but the sprint bit was on two legs!) The circuit was long, fast and tricky, and a lot of fun. Everyone had at least two goes (except Mills, S. whose gearbox went, and Dickinson, D. whose clutch wouldn't.) After a series of very hairy displays, along came John Chester Wilson (to name but three) in an Autocross special to end them all. It was a Range Rover, and the combination of 3.5 litres through four wheel drive and chunkies was unbeatable. (Well, it can't have been skill, he ain't got none!) Be that as it may, he was 10 whole seconds quicker than Jon Solk in second place. A very smooth display and one which British Leyland should surely note for use in their sales blurb. Except they can't make enough Range Rovers anyway. This rounded off a very good event, well run by Howard White and Dave Taylor. Thanks fellas.

The noggin at the Summer Cross, Otley was the usual pleasant do, enlivened by occasional music from the jukebox (depending on how hard the floor was kicked!) Discussion ranged far and wide but the main topic was the Rally on the 22nd.

This event had 12 entries but Paul Siddal went to the seaside instead for the Whitby Rally and Messrs. Foster and Hayes non-started, with carburation and lighting bothers. The route was over 150 miles of 90, 91 and 96, with several non-damaging whites and a few rough yellows included. Richard Jackson/Steve Hazeldine retired with a holed sump on one such road, departing to repair same for Harewood the next day. Dave Lawton was worried by his brake-less Triumph Two, no competition pads being available. Making their rally debut were the Escort of Ray Dickinson, and the Viva G.T. of Keith Ward. Jonathon Solk and Frank Stuart Brown were hoping for a repeat of their Highwayman success, while Mewies/Brook and Rathbone/Gurnett were starting their first Rally, in Midget and Mini respectively. The halfway halt and the finish were at Rainton, near the AI, and it was the Cortina G.T. of Ken Goodall and Richard Ashcroft who led the field in. They had a clean sheet, and are obviously getting too good at this game. We'll blindfold Ken next time, and make sure Richard has a big, greasy meal! Very well done, both. David Lawton and

Keith Blakey were next, with 20 penalties and Ray Dickinson/Martin Cartrill third with 100 penalties. It had been another fine rally (only one dubious control) which was enjoyed by all. Once again, the large numbers of buds at the start and at some controls spoke volumes for the interest in the club. Even H. Mellor was marshalling, with family and friends, a rare sight this! Brian Schofield and Pete Gledhill did all the work, so a great big 'ca' to them, and all marshalls.

While we're on the subject, many club members entered the Alwoodley Holywell Rally earlier in the month. They did well, with Ken and Richard first and Steve Hills second. Peter Gledhill/Charlie Watkinson won their class, in a sick Anglia 1200. Harry Mellor lost tire in Caymill Ford, while Alex Jackson suffered radiator damage. While being towed back the Opel was hit by a drunken maniac, which allowed our Ken to play Z-Cars. The maniac didn't know the rules, however, and wouldn't be stopped. The police got him next day, so all was not lost.

And taking tales of success by restricted members even further, Phil Myers and John Duggan competed in the Marmalade Rally, run in darkest Wales, and did well not only to finish, but in 33rd place, 10th in class. All because they had two punctures on the same side, but Paddy's legs proved as unyielding as a brick when told him about them! And they were FUBB's first finish by an '80 which was not only in the Rally, but finished higher than our latest! Apart from a classic blimey at one of the rally's, they were enjoyed so much that they entered the Whitby Rally (instead of our 12-cac! Steady on, cheps.) Paul Siodak did his wise and completed a dry, dusty and sometimes rough route. The Sydney Green Machine broke a fan belt, and an oil pipe, requiring the assistance of big mechanics nab! Paul got stuck on a white, which was then black, and dropped his lever, but the 30th place claimed by the others. Once again though, no complaints, so it looks as though this is only the start for restricted crews in the (little) big time!

### Success (of sorts) in Highwayman Rally

Jonathan Solk and Frank Stuart-Brown managed to secure novices award for finishing in the Highwayman Rally held on 3th/2th May. This was a 210 miles using maps 38, 39 and 40. There were relaxed sections dividing the route into three, with four selectives included.

There were 77 starters with J.S. and F.S.B. starting at 76 and finishing in an overall position of 38th. After having been well over half way up the field in 2 of the selectives and running in the first 20 overall, disaster struck! they were on their way to TC35 when they sank well and truly into a bog. (This was due to the right thumb of the navigator covering up a yellow during plotting time). 1 1/2 hours later, at 0.30 pm, with elongated time they secured the aid of a pyjama clad farmer and his tractor for 12/- (50p) and were once more on their way.

Twenty-five controls and a selective were then bypassed to get back on time before the finish at the Norton Cafe on the M6, near Preston. A tough rally with 17 cars having retired or been disqualified by the finish. Some superb teamwork from the occupants of FUB 410D (ahem!) got its just reward. (They certainly deserved something for waking a farmer to tow them out, and it's a wonder they didn't get it! Ed.)

### JUG 164E and FUB 410D and I

A third mini is wanted to complete the team! Phil Myers and Jonathan Solk are combining, the third hasn't been decided yet but there should be some good results coming shortly from the restricteds (n'est-ce pas?) (The sight of Solk and Myers in combinations should produce a few results of its own! Like getting them arrested? Ed.)

In another sphere, Steve Wren has been campaigning a unique little beast of a Mini in Autocross. Its basically a 998 motor, with the usual basic mods and one very unusual one. It is turbocharged. Unless you're an Indianapolis fan, or own a big diesel, or happen to be Alec Poole, you probably haven't heard much about Turbochargers. Nor have I, as you will realize shortly. However, it appears to be a form of supercharger driven by the exhaustgases. Sounds simple, doesn't it? But no-one markets a bolt on kit for Minis, so Steve and Co. had to start from scratch. A lorry unit was acquired (!) and the manifolding made up to suit. Then they began to make it work. And eventually it did. And does. And is going better all the time. Which says a lot for the dedication of the Team, because, Indy apart, only B.M.W. and the Irishman Alex Poole, with British Leyland backing, have done the same, as far as I know. The car itself is quite a sight being blue, with various decals, and a large Union Jack on the roof (painted on). It looks good and is going well, showing the flag (literally) at all local events. Now one of the team is retiring, and Steve wants a partner to run and race the beastly. It is very much a going concern for a very reasonable outlay, so contact Wren, S. at 22 Moorland Grove if you're interested. And the best of luck in a venture that deserves success for sheer originality.

The further adventures of Team Hewspin or How to become a Mini Mechanic in several heart breaking lessons

Since the meeting at Harewood when a whole days motoring was enjoyed, the big 'S' was left in one piece until the M.G. Sprint at Topcliffe on the 16th May. In practice the car was very quick, and trouble-free, apart from the exhaust pipe falling off, and oil surge on the fast bends. The afternoon was approached with some confidence therefore, but, gentle reader, success was to elude the daring duo again. Howard brought the car to the line only to be removed by the marshall because oil was dripping off the engine. By the time it was cleaned up, and all the other runners in the class had gone, it was raining. On the slippery surface, the mini was quite a handful and the time wasn't quick enough. When Howard brought the car back for Barry to take over, it was found to be jammed in first gear! No amount of pulling, shoving, cursing and swearing would move it. Once again, the hotrod was loaded up and taken home. It could not be repaired in time for Harewood on the 23rd (it was a filthy day, anyway) so the team resigned itself to a thorough rebuild for the next event, some weeks away. It seems our Team has everything it needs for success except luck, so if you have any rabbits feet, Cornish Pixies, white heather, oriental prayer mats, lucky sixpences or horseshoes (or even a full race engine or two) please put them at Team Hewspin's disposal. It will be much appreciated.

Meanwhile Richard Jackson has had bothers with the Imp, blowing it up on the way to Loton Park, and holing the sump just before Harewood. But he's still in there trying. Alex and Jacqui are also going strong, no trouble with their Mini apparently, but these GT Escorts are far too quick for the 1-litre brigade now. Nevertheless, should some ill-luck strike the Fordies, Alex is always just behind, waiting his chance.

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The really great thing about all these bods travelling far and wide in these events is that inevitably the club name must be getting known to a widening circle of enthusiasts. Its very good to see the interest in rallying which has sprung up. If we do enter a team in any big rallies, I'm sure they won't be short of service crews. We're that sort of club. Its very encouraging. And this is only the start.

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I'm sure you all appreciate the hard work done by your Committee to keep the show on the road, but we are just an anonymous body as far as certain decisions and actions appear to the Club. One such was the appearance of the Club rules in a very neat folder, with a brand new Trackrod symbol on the cover. This was greeted with great enthusiasm by everyone, but there is also some Club notepaper, with the same badge on it. This is a great step forward, since people are impressed by one's own notepaper, there's no doubt. This was the work of one man, John Wilson, and we feel that a special vote of thanks are due to him. He also produced all those P.C.T. markers, and has simplified event organization by producing kits of the right forms for everything. This represents a lot of very hard work, from which we all benefit. Thanks again John. Good on yer!

Trophy Points

Now we've had a few events, its worth printing the positions to date after the last rally. They make interesting reading. Certain names appear rather often, so come on the rest of you, get stuck in. The Committee figures prominently in the All Rounders Trophy, due mainly to organizing events. There's points here for anyone who feels he can organize, and he'll be very welcome. Its not difficult now with 'Wilson's Instant Event Kits'. Step up and try your luck!

All Rounders

S. Lloyd	59
P. Gledhill	58
R. Ashcroft	54
K. Goodall	53
H.E. White	51
R.A. Dickinson	51
D.W. Taylor	
M. Tempest	48
S. Mills	
F. Stuart Brown	45

Drivers

K. Goodall
D. Lawton
D. Lee )
S. Mills )
P. Siddal
J. Rawling
P. Foster
S. Charters )
R.A. Dickinson )
P. Myers )
C. Ineson )

Rally

23
19
17
16
11
10
8

Navigators

R. Ashcroft	23
M. Tempest	17
J. Lee	
H. Frank	11
S. Hazeldene	
F. Stuart Brown	
T. Hayes	10
C. Jones	9
M. Cantrill	8
K. Parker	

P.C.T.

J. Scik	10
D. Lawton	
P. Gledhill	
E. Marlowe	
H. White	9
W. Speak	8
P. Ashcroft	
D. Taylor	
P. Foster	
S. Mills	7
R.M. Bach	
J. Rawlings	

Autotest

R. Ineson	10
A. Jackson	
P. Gledhill	9
S. Mills	
S. Lloyd	8
R. Ovenden	
J. Rawlings	7
K. Goodall	
Mrs. J. Jackson	6
M. Cantrill	
R. Jackson	

Ladies

Miss C.J. Bevan	11
Miss J. Stansfield	8
Mrs. J. Jackson	7
Mrs. D. White	5
Mrs. S. Hall	3

Shame on you, ladies!

Any Offers?

Frank Miller is interested in navigating for anyone who needs one. For details of experience and working hours contact Frank at 23 Kirkwood Lane, Leeds, 16.

Arnold Pratt of 20 Mount Rise, has back copies of Motor Sport, from 1949 to 1969 for anyone who will give them a good home.

Steve Lloyd of 51 Primley Park Drive has a tonneau cover for a Mark III Spitfire for sale, £5.00, and a pair of rear brake shoes for Spit. or Herald, 50p.

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Chairman's Corner

Well folks, soon we are only 21 days to the longest day of the year then we start on the downward grade towards Winter's gloom - horrible thought. In the meantime we can and are making the best use of the longer days and better weather. I think it is generally agreed that our programme is proving interesting and varied enough to give us the pleasure we look for as motor club members. Our attendances at the purely social N and N nights prove that the spirit of camaraderie between members is well founded. Our enthusiasm for the sporting side is demonstrated at each event, even the start of a 12 car rally sees a goodly crowd of marshalls and helpers which one would normally associate with a much bigger entry list.

Since our last newsletter, my Escort has had its baptism of competitive motoring, first at the Whin Park Production Car Trial and more recently in the very enjoyable 12 car rally organized by Brian and Peter. I certainly prefer it to the 1200 Cortina. The more compact dimensions plus the 1300 c.c. engine with its five bearing crankshaft make it a much easier car to handle. I was very pleased with the performance in the rally, especially as the car is running on standard size crossply tyres. Nevertheless, I shall be happier when the crossply give way to radials again. After four years on the radial shod Cortina, one can feel a distinct difference in road holding.

In these days of "instant this" and "instant that" (coffee being one example) our recent "Sportonoggin" was an "instant" success, at least that was the impression I gained. The folks who competed certainly appeared to be thoroughly enjoying themselves and those who did not compete had a jolly good "natter". We enrolled a further 3 members that evening, all as a result of personal recommendation from members. This, of course, is the best form of advertisement and it goes to prove that our aims, objectives and methods fill the bill.

Steve will, in future, include a list of new members in each newsletter and this will help us to ensure that nobody is left out of our family circle, so members old and new, keep circulating so that we get to know each other really well.

RAY

TRACKROD

..... ENDS