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Committee: H. White, J. Wilson, S. Wren, F. Stuart-Brown,
M. Cantrill, D. Dickinson, S. Lloyd (Editor).

Future Events

7th December - Indoor Rally - Fox and Hounds, Menston.
Keep in touch with the sport during the lay off by seeing just how good your map reading is. Its all good clean fun, you don't have to stay off the beer to take part in this rally. Brings maps 96, 91, 90mer, map measurer, pencils, rubber, ruler, etc. From about 8.00 p.m.

21st December - Christmas Party - Moortown Rugby Club
(M.R. 96/294402)

Our own festivities start here. Your chance for some real friendly fun, with party games for everyone to enjoy. Prizes for all! Plenty of Christmas Spirit on tap, so order your taxi now! See you there from about 8.00 p.m.

2nd January - Novices Rally

A twelve car event for those new to the game, or those who fancy their chances, but are put off by the night events. Novices only please. We'll tell you if you are one or not! Entries, and marshalls too please. More in our next.

13th January - A.G.M. - Moortown Rugby Club (M.R. 96/294402)

This is our BIG, IMPORTANT meeting of the year when we meet to elect officials and discuss Club business, balance sheet, etc. There is a form with this newsletter to be filled in and sent to David Taylor by the date shown. Please show your interest in the Club by helping and making suggestions (constructive ones please). Nominate the men you want to run your Club. And if you're not happy with the way its run now, put forward your gripe for discussion. Please. Make it a really general meeting. See you there. About 8.00 p.m.

25th January - Noggin and Film and Slide Show - The Wharfedale. Some people have film and slides of motoring events which will be of interest to all. This will be your chance to bring them along and show them. Must be a full house this night, to see all the bits and pieces gathered throughout the year. From about 8.00 pm.

Reflections

Autotests - Acaster Malbis - 7th November

Twenty entrants found their way to Acaster on the 7th for another of John Wilson's Autotests. Held on the other side of the road this time, due to escalating costs on our 'old' site, the surface was even slipperier than usual. The farmer had been ploughing or muck spreading or something, so the track had a layer of mud over it in many places. Great for Rallycross. Good for handbrake turns. Not so good for stopping quickly, or fast reversing. Interesting though, and the opportunity was taken for a bit of 'Special Stage' practice by many people. (And I'd only washed the car that morning! Still, it was worth it!) John and Pam

had set up six tests, which showed traces of John's usual devious mind in each. Number one was fairly straightforward, reverse and forward, but the tone of the event was set by the angles of the 'garages'. Not quite on the natural line! Next was a handbrake round a pylon, round and into a 'garage', reverse out and into another, back to the start. But the 'garage' was a mite close to the fence, making the first reverse a test of nerve as well as skill. Three was a handbrake followed by a forward, reverse, forward, reverse, on both sides of two lines, and belt back forward. Not a lot of room, but enough if approached with 'gusto'. Four was very enjoyable, being a fast handbrake, a fast reverse, and fast back. Great. Five was all handbrake between, round, over and under three pylons. Fun, though! Six was a case of round and round finally disappearing up one's own exhaust! Then unwind it round to the finish. Called for fast reversing in a spiral. Very tricky, when you lose it going backwards, which way do you opposite to stop the slide? I still don't know! That concluded the tests, run twice and as the second half was in rain to match the first, the marshalls deserve great praise for their tenacity. A special word for Pam Smith and Ruth Wilkinson. They stuck to their four wheel drive perch, collecting paperwork, ignoring their personal needs, until, at the very end, they were relieved, thanks to the good offices of F.S-B. Oh yes, and the winners. Class 1 (V.V.) and Class 3 (Rear Engine R.W.D.) were merged due to the presence of James Rawlings, who won it in his Stiletto with 225. Richard Ineson was second, in the Cooper, and Steve Mills third. Class 2 was for F.E.-R.W.D. and was won by that great Sportsman, Ace Brown, tremendous personality and thoroughly modest fellow, Steve Lloyd, in his Fiat 124 on 266 from three equal seconds. Richard Jackson - Cortina, Alan Peach - Sprite and Ken Goodall - R.S.1000, all on 274. The best scores of the two runs counted, which was a great relief to many people who made the odd mistake here and there.

Jim Rawlings did very well to beat the ace 'mini men' in a very close finish. The tests didn't seem to favour any one car, they levelled everyone out, as it were. Our thanks to John, Pam and all Marshalls, who all got rather wet at the end.

Unsung Heroes Dept.

We hear a lot about those people who take part in nearly every event, and those who always enter one type of event. But we never hear of those people without whom nothing could be run. The Marshalls. There are those who only stand and wait, never entering, for their own reasons. They don't see their names in print, but they are just as important as the winners. And perhaps by watching, they are stoking their own fires of enthusiasm to have a go eventually. Lets hope so. Meanwhile, thank you all again. Sincerely.

Aspiring Heroes Dept.

Two lads who seem destined for fame and fortune if their present rate of progress is continued are Johnny Solk and Frank Stuart-Brown. They have had some good results in recent restricteds and now hold National licenses. Next year a very ambitious programme is planned, their approach is getting more professional all the time, and this must show its own reward in due course. Their next big event is the Seven Dales. Methinks they may be the only crew with about 120 service teams looking after them. Anyway good luck lads. Keep those Trackrod banners flying.

Ken and Richard did well in the first big Rally in the R.S. They were 20th overall in the North Humber-side Rally. This also can't be bad. With Steve Mills, the above named make an assault on the Kirkby Lonsdale Bullough Trophy Rally on the 27th November. Watch this space for further details.

Just to get away from the all pervading Rally atmosphere of this time of year, we wondered if any racing fans would be interested in a trip to see, well, yes, a race. Page Tours do a very good Le Mans visit, which is well worth going to see. It's a tough weekend, you return feeling rather second hand, but elated by the sights, sounds and atmosphere of the Race. Or perhaps, some other Continental Meeting. Or the British Grand Prix at Brands Hatch in July. The more of us there are the cheaper it will be. Contact us, Steve Lloyd, if interested, and we'll sort something out.

Movie Reflections

The B.R.S.C.C. film show was a terrific success. Packed to capacity with Club members, and one or two B.R.S.C.C. men, the films were very enjoyable indeed. The Ilkley Trial sequence was the funniest thing I've seen since the last General Election. Great. Many thanks to the organizers and I hope they ask us again.

1971 R.A.C. RALLY

The latest R.A.C., run in its new 'Figure Eight' form based on Harrogate, was the biggest and best yet. 250 entries were received, but a few non starters whittled this down to 241. Still plenty though, for frozen Marshalls to count off for four hours or so.

The weather proved to be the decisive factor. Snow prior to the start made conditions slippery on all stages, though Harewood was least affected. Although said to be very fast, no-one got near the target time of 2 mins. Fastest were, Orrenius - Saab and Thorier - Alpine Renault on 3.08. Despite the apparent lack of effort several teams had service points set up just down the road, on the turn off to Wike. Kallstrom pulled into the Lancia 'pit' only to find nothing needed doing. So they cleaned the windscreen, just to be useful. Datsuns, likewise, while Porsche and Alpine Renault had more faith in their products, leaving service till later.

I then drove over to the Bickley stage, noting that the Castle Howard turn off the A64 was still snow covered. But this was nothing to the Stage itself! A solid 9" snow covered the track and was packing down into a real slippery surface before the 'men' arrived. When they got going, the snow was sprayed in all directions! Kallstrom set a fair pace, twitching about in typical style. But the Saabs looked faster, and safer. Altonen's Datsun was the only one to try and use all its power, hence it wasn't in a straight line for very long. The Alpine Renaults seemed quite at home, their tail out style being very spectacular and effective. Roger Clark showed flare, at least on my bend, but obviously lacked traction. Waldegaard was slow, the Fiat Spyders medium, Lindbergs 125S fast, but quickest was the Daddy of them all, Timo. He showed a fine disregard for the conditions, having

caught up a slower Escort. With foot hard down, he just kept the power on and relied on a skilful touch of the wheel to do the rest. A 'man' among boys. After the top men had gone, even the best two men looked very, very slow.

The light relief was provided by a man who needs no introduction from me, your own, your very own, Colin "Mad Dan" Clarke. The ancient Volvo failed to make it round a right hander nearly coiled, but finished up about 10 feet off the track in deep snow on grass. Instead of just letting the marshalls push him back as others had done, he began dashing about madly, forwards and backwards, scattering bodies at every stop. Finally he drove right down the side of the track and sort of 'handbraked' on to it. The car nearly went off again on the same bend. A round of applause followed this performance. After a few dozen more 'gentle' drivers had passed, we thought of getting up a collection to get him to come back!

As snow began to fall, I made for The Green Le Dale, and arrived at 2. Along with about 500 service cars and 5000 spectators! The roadside was lined both sides for 3 or 4 miles from the East into the town. Stuart Turner was there, looking worried, and following by the very hairy way Makinen passed me minutes later, he had reason! All the works teams were servicing on this road. I felt very sorry for the mechanics crawling about in the snow under the cars, and the Fuzz whose attempts to move on Italian, German, French, Swedish and British service crews met with varying success!

Obviously the snow was causing real problems, studs not being allowed on the stages. But chains are, apparently. I laughed at Tony Moffat's service crew at Harewood, on studs all round, but the lads of Winsford team had the last laugh in the conditions. A nice touch was provided by the pipe smoking 'Verglas' co-driving Alpine Renault No. 4, sponsored by St. Bruno! Datsun had a Land Rover poised half way round Bickley, but was not needed. The works service vans were beautifully prepared, tools in clips, tools, lights to work by, and even illuminated signs for their crews to spot after dark. But surprisingly, few of them had reclining seats for the mechanics to rest in, which is just as important for them as for the drivers. Not many rallies are as tough as the R.A.C. in this respect, though.

Our Man in the Rally was No. 216 Alex Jackson with Bernard Eason in the Opel Rallye Manta, entered in Class 4. Cars are virtually standard in this class and it attracted a lot of entries. Richard Jackson was servicing for them, and Alex is sponsored by Wallace Arnold, who sell Opels. Running so late in the field meant that they suffered the bad snow of the Saturday and that most of their stages were in darkness. However, they completed the first half, and returned to Harrogate on the Monday night in a mangle-d but straight motor. Rumour had it that they were 99th out of 121 at this stage. Frankly, anyone who survived that first half has reason to be proud of himself, especially in his first R.A.C. They safely negotiated the Esholt stage on Tuesday morning, and departed towards Wales, and the fast, snow-free Welsh Forests.

Timo Makinen was leading nearly all the first half, until overtaken by the meteoric Stig Blomquist in a Saab. Timo's performance in the snow with his Escort was superb, he was only 30 seconds behind after Esholt, while the Saab should have had an advantage over the slippery stages. Mikkola was also clawing his way up the field. Tony Fall was the first British driver, in 12th place.

The Bradford Corporation had really gone to town on the Esholt stage. The organization was superb, with the Police and Army

out in strength. A Civic Reception was held just above the Filter beds, and the Lord Mayor flagged the cars away. The much publicized Frogmen were not needed, nor was the magnetic grab, poised by the Sulphuric Acid Tank! Roger Clark won the special award for fastest time on 3 m. 18, Tony Fall who just might have been there before, being second on 3.19. The slush which greeted the early numbers cleared for the later cars, accounting for some of the times recorded. The quick boys gave a first rate display of tarmac motoring, which again showed why they are works drivers.

Tony Fall's rally ended abruptly on the notorious Dorey stage in Wales. The Datsun was wrecked by Fall and Wood unharmed. Makinen's Escort had gearbox trouble which lost him any chance of a win. Mikkola powered up the field to take third place, behind Waldegaard and Stig Blomquist. Interesting that Blomquist was the man tipped to win by his fellow rallymen. A look at his record will show why! This rally was the toughest R.A.C. ever, yet voted most enjoyable by all finishers. Alex and Bernard finished the course in a straight motor car, provisionally placed 80th. Well done!

Next month we hope to have Alex's own story of the event. Meanwhile here in Yorkshire we saw more of the best Rally in Europe than ever before. And it was great. We just can't wait for next year.

The Fiat Rally Cars

Thanks to the good offices of Mr. Farrel and Mr. Banks of Bristol Street Motors, formerly Boltons, I was able to have a good look at the three Fiat "Works" entries in the R.A.C. before they left for scrutineering. The mechanics had brought the cars over on transporters by way of Germany and ferry to Hull. They then prepared them in Leeds to suit the special needs of 'our' Rally.

There were two 124s Spyder Sports, in Class 6 for Paganelli/Russo and Trombotto/Macaluso, and a 125S in Class 4 for Hakan Lindberg/Bo Reinicke. All the cars were entered 'privately' in the driver's names. The 124S is a very nice sports car, not sold in this country. It has coil spring suspension, a 1600 c.c. Twin Cam engine and five speed gearbox. In Rally trim they are fitted with hardtops, with perspex windows. The Spyders were smartly finished in red, the 125S in green with an orange stripe. They all had matt black bonnets and front wings. They even had black tape on the screen surrounds! To light their way, Carello's two long range on rod adjusters, and two flat beams, with iodine headlamps. They had large front mud flaps, neatly tied up out of the way on the Spyders.

Underneath, the 125S had a full engine/gearbox shield, which looked like steel. The lower Spyders had only sumpshields, with spring type guards for the front suspension. No other skids or guards were fitted to either car, which seemed strange on the low Spyders. The suspension was very hard indeed, a bit too much I would have thought for really rough stages. Wheels were alloy, Cosmoform I think, and tyres were Pirelli knobbles.

Inside they were fairly spartan, the standard dials plus a Tripmaster, watches, fuses, etc. bucket seats, reclining for co-driver, and full aircraft type harness for both, by Willans. A very hefty Appendix 3 braced roll bar, padded, took up a lot of room in the Spyders. From this hung the intercom wiring, behind it sat the spares, which when I looked, consisted of wiper blades, washer solvent and throttle cables. Their decals

proclaimed sponsorship by Total, Olio Fiat, RIV Rallysport, Carello, Pirelli, Ferodo, Champion and Marelli. One of the Spyders also boasted a Groundhog and a 'Semperit' Pillow! Their service vans, lavishly equipped, were Fiat 238 vans, again not available here, with 1600 c.c. driven through the front wheels.

The cars are not very quick, compared with Escorts, Alpines and Porsches. But Lindberg makes up for this by his driving skill, managing to hold sixth place in the big 125S until Sunday night. By Esholt only one Spyder remained, but it sounded glorious, a real twin cam noise. Lindberg has been known to pass Alpines with one of these cars, so they obviously can be wound up. It seems that the Italians are still learning how in this company, while Fiat make their real bid for victory through the Lancia team. At a time when most manufacturers are cutting back on their rally expenditure, its nice to see these Fiats among the entries, with Italian crews. They may not win, but they are certainly trying hard.

CHRISTMAS QUIZ

A light hearted test of your general motoring knowledge.

1. Which is the most expensive car generally available in this country?
 2. What is the fastest production car?
 3. How many variants are there of the Escort?
 4. How old is the B.M.C. A series engine?
 5. Who is B.L.M.C's American sales director?
 6. How many entries were there for the 1970 R.A.C. Rally?
 7. Who is the Motoring News 'Verglas'?
 8. Where are the following:
 - 1) Clipstone
 - 2) Tregaron
 - 3) Ae
 - 4) Connor Pass
 - 5) La Paz
 - 6) King Alfred's Tower.
 9. Name the drivers for the Wartburg Rally Team.
 10. Who won the first competitive event Trackrod ran?
 11. What do the following initials stand for:
 - a) TC (Ford)
 - b) G.T. c) G.S. d) G.L. e) T.S. f) T.L. g) T.C. (BLMC)
 - h) B.D.A. i) A.V.O. j) R.T.A. k) S.U. l) L.S.D.
 - m) O.H.C. n) W.D. o) N.O.R.W.I.C.H. p) R.S.V.P.
 12. Who is Giovanni Agnelli?
 13. Who is:
 - a) Stuart Turner b) A.R.M. c) W.B. d) D.S.J.
 - e) R.A.D. f) M.S.W. g) P.A.G.F.
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At this time of year it is traditional to indulge in the pursuit of scaring oneself to death by reading ghost stories, while seated alone, in an old creaking house, at midnight, in front of a roaring fire, which can be suddenly extinguished by an unseen power. So if you have set yourself up as above, read on:

The Wages of Sin or For this Money, Dickens you ain't got!

The moon rose full in the sky, hound dogs howled and ran for shelter, the air was still, strong men shuddered and pulled the sheets over their heads, while their wives and children huddled together, willing it to pass. The village lay dark and lifeless, not a soul stirred. Even the very wind itself seemed to have dropped, silent waiting, tense and waiting for the terrible thing to pass. It screamed through the streets, it roared over the cobbles, its sound bounced from roof to roof, down alleys, through trees and bushes. It seemed to light up the sky, and defy the very elements in its fury. As it passed, those who lived near the road seemed to hear something terrible, more terrible than its own wailing, the sound of human voices, raised in anguish and despair.

"I said turn left" "Right, you said" "Left, you daft ... " "Right, I'm not deaf, you know" "Deaf and blind as well. You must have passed that 'No' board. We're on our own, no-one else has come this way. You're right thick, you are." "O.K. then, o.k. if I'm so bad, why do you ride with me? Answer that." "You used to be alright, till this car started to fall apart. Now you're so busy listening to it creaking you don't hear me!" "There's nothing wrong with this car ... " "That a new one wouldn't put right!" "Right, that is it." The car stopped. "Get out if you're so sure its clapped. Go on, walk." "O.K. but remember, I'm the navigator, you aren't. Think you can find your way back alright?" The driver groaned. He admitted he couldn't find Leeds from London even on the M.1. "Get us out of here then" he said "But its the last time you ride in this car!" "Promises, promises" the navigator sighed.

In comparative silence they motored back to the start. There the navigator, name of Henry, departed in his own car, leaving the driver, whom we shall call Jasper, to seethe alone. "All that money on preparation, insurance and fees, gone, and nothing to show" he groaned "Still, old Henry'll get over it. It'll be alright next time." He motored off, to the accompaniment of the squeaks, groans and rattles of his tired old rallywagon. For Henry had been right. The car had been a winner in its day. But that day was long gone. Now, no amount of fettling would restore it, and while it might be alright for trundling to the shops, it could never be relied on in the ten tenths motoring of any rally.

And Jasper was wrong. It wasn't alright next time. There wasn't a next time! Henry had had enough! He teamed up with 'Tino' Ernshaw, a young lad whose bright new hot rod was the envy of the club. It certainly made Jasper see red. "I'll show him" he muttered, and went to chat up the other 'navvies'. With no success. Jasper's old car had become a bit of a joke, and no-one wanted to ride in a heap that was about to fall apart. Jasper got the message and all but exploded on the spot. "Why don't you make a bit of a head?" asked the Secretary. He was left in no doubt exactly what he could do with his control boards and from which direction. Jasper stormed out, his face black, vowing vengeance on the car. He scoffed at his trusty old motor. He jumped in his car and roared off. Unfortunately, the rear brake pipes, rusted and clogged under their cake of mud, chose this moment to spray the rear tyres with fluid. As a brakeless Jasper hurtled into

the fast left-hander, the tail whipped smartly round, the forward motion changed to backward, and the car demolished a hefty stone wall before rolling end over end into the river below. Help was not long in arriving, but to no avail. Jasper had punched his last time card in the Main Control of life. The car was a mangled wreck, and poor Jasper had not had a chance.

The lads at the club were shocked and contrite. "If only we hadn't laughed at him" they said "He wasn't such a bad bloke. Just a bit too fond of that old banger, thats all." "I didn't know he had a girl friend?" "The Car, you fool!" "Oh, yes." Henry was particularly cut up about it. He stayed away from the Club for some weeks, and didn't take part in any events. He kept seeing Jasper as he was in their last rally. He felt that maybe that old car hadn't been so bad after all. Perhaps, if he hadn't been quite so sarcastic, it wouldn't have happened. Eventually though, the incident receded from the front of his mind, and the old enthusiasm returned. Timo was pressing him to read the maps on a coming Restricted. Henry didn't need to think about it much. The entry went in, and soon the night of the Rally arrived.

It all went wrong from the start. Henry left his license at home, though he always checked it before he left. They rushed back to get it. Then he took far too long plotting. He couldn't concentrate. It was as if someone was watching over his shoulder, checking the route. But no-one was there. Once on their way, he began losing their time cards with ridiculous regularity. Wherever he put them they weren't there at the next control. Relations with Timo got worse and worse. They took three wrong slots and once found themselves going against the Rally! They struggled to the halfway halt, and despite Timo's pleas, Henry insisted on carrying on.

The second half was worse. They only found two controls in the first hour. Finally they got hopelessly lost. Henry had lost his confidence completely. He felt as though he was being picked on by an unseen third person, someone who sniggered at every mistake, who nudged his plotting arm, and unfolded his maps. He sank deeper and deeper into a state of helplessness. He became aware that the car had stopped. "Come on," said Timo "Make yourself useful for a change. Give us a hand with this wheel." They had a flat! Wearily, he got out, and started to work on the wheel. Suddenly, he heard a noise. What was it? They were well off the Rally route. Yet there was no doubt. A rally car on full song was approaching. Yes, yes there, its lights. "Hey" cried Timo "Whats up, get that wheel off." Henry didn't hear him. Now the noise was nearer and the light brighter. The hairs on his neck began to twitch. He thought he knew the noise. It got louder, louder and then, at the end of their straight, it appeared. Henry gasped, and stood, trembling. "No" he breathed "No" "Henry get that wheel off" shouted Timo. But Henry stood, transfixed. He knew the noise all right. He had heard it on so many Saturday nights over the past years, it had become part of him. It was Jasper's car! Jasper's wrecked, written off, broken up old heap! Here! Bearing towards him on this remote road. As if in its prime. And, yes, just behind the lights, only one shadow visible inside. A terrible hunched shape over the wheel, unnatural, mishapen, with red eyes glowing in a demoniacal leer. Unable to stop himself, he stumbled out in the road towards it. "Henry" yelled Timo. "No" shuddered Henry "No, no, noooooah". His scream was cut off abruptly, as he fell to the tarmac.

"Heart tremor" they said. "Could have happened any time" Timo explained to his club mates. "But it was pretty spooky out there with him, you know, like that. And he acted so strangely that night. As if he wasn't really in control of himself.

Not like Henry at all." But what he didn't say, what he would never say, was that he thought, just as Henry fell, he just thought, he'd heard a car. And someone laughing. And you know what? It sounded just like Jasper!

Answers to Quiz

1) Ferrari Daytona 2) R-R Phantom VI 3) 15 4) 30 years
5) Fillmer Paradise 6) 195 7) Geraint Phillips
8) 1) near Mansfield 2) mid Wales 3) central Scotland
4) south west Ireland 5) Blivia 6) Somerset 9) Culmbacher,
Gries, Hammel 10) David Lawton 11)a) Twin Cam b) Gran Turismo
c) Grand Sports d) Grande Luxe e) Tourisme Sport f) Tourisme
Luxe g) Twin Carb. h) Both Drunk Again i) Advanced Vehicle
Operations j) Road Traffic Act k) Skinners Union l) Limited
Slip Diff. m) Overhead Cam n) War Department O) Nickers off
ready when I come home p) Port 12) Head of the Fiat Empire
(you guessed didn't you) 13)a) a Swedish talent scout
b) Anthony Marriot c) Bill Boddy d) Jenks e) Ray Dickinson
f) Mike Wilson g) Gordon Forster (Northern R.A.C. Organizer)

At great expense we have had specially prepared, designed and manufactured to the highest standards especially for Trackrod Motor Club members a new and Very distinctive badge for your car (or anywhere else you may care to stick one) Two types available, self adhering for the inside of the window and a self adhesive for sticking!! anywhere. At the special price of only 10p for the self adhering and 12p for stick anywhere self adhesive.

Chairman's Corner

First a few words about forthcoming events. Our Christmas Party on 21st December at the Rugby Club will be our first "social" event of this type and I believe our girls are going to town on it. So turn up in your thousands (or at least in your dozens) it should be a good night to get to know some of the blokes and blokeses you know well by sight but not by name. Get wound up for a Happy Christmas.

Still on social occasions. Our first Annual Dinner Dance and Presentation of awards will be our next "Dine and Wine" event. We should know the date by the time this Bulletin is published also the cost, the venue, the time, etc. etc. One thing is certain chaps, you don't have to beg, borrow or steal an evening suit, lounge suits will be "in". The girls, bless 'em, will as always come looking glamorous and seductive whatever they wear.

Then, out into the cold, cold winter for our Novice event on Friday, 2nd January. There will be two classes. One, first timers (driver-navigator must be genuine first timers) and one class for those who have not won an award in any rally. Priority of entry will be given to first timers - we want to rear a useful number of rally people to make sure we always have our full quota of starters. For the first timers there are plenty of people with rally experience, talk to them, pick their brains, they will love it. Don't forget this event is a daylight one. If you are wise you will carry a spade and a pair of wellingtons. You never know what weather might develop while you are out. Howard White is Clerk of the Course for this event and Steve Wren the Secretary of the meeting.

With this issue you will receive a nomination form which should be completed and returned to David Taylor before the A.G.M. on 11th January. Also if you have any matter which you want to discuss at this meeting, it must be put in the form of a resolution, on paper and signed by at least two members. This document must be in the hands of the Secretary 14 days before the meeting. At the head of this Bulletin, you will find full details of your present officers and committee, so you know who is in office and who you desire to remain in office. The next step is to get this information on to the nomination sheet and don't forget to obtain the signature of the person you are nominating.

Looking further ahead, here are the dates we have applied for to run our various events in 1972.

Driving tests - 26th March, 7th May, 18th June, 30th July, 17th September, 25th March, 1973.

Production car trials - 5th March, 21st May, 1st October, 12th November, 18th February, 1973.

Rallies - 30th January	- Novices day time rally
19th/20th Feb.	- 12 car night rally
8th/9th April	- "
3rd/4th June	- "
2nd/3rd Sept.	- "
21st/22nd Oct.	- "
18th/19th Nov.	- "
9th/10th Dec.	- "

Finally, a very happy Christmas to all of you however you spend it and all the best of health and luck in 1972.

RAY

STOP PRESS

Novices Rally - 2nd January - Map 96. 10.00 a.m. Moortown Rugby Club. One hour plotting time, first car leaves 11.00 a.m. There will be a lunch halt at 12.30 and another couple of hours rallying in the afternoon. Entries to Howard White, from now on. And marshalls please, plenty wanted.

B.R.S.C.C. Film Show - Horsforth Gentlemen's Club - 11th January. Another excellent evening's entertainment is promised, so lets all go along and help make it all worthwhile.

18th December - Christmas Supper and Dance at Marston Moor M.C. Marston Moor M.C. have invited us to their Christmas "do" in their Club House at Tockwith. The invitation is limited to 12 so get come first served. Tickets £1.25. Please contact David Taylor at Leeds 681165 if you are interested.

FOR SALE

Rallying Fanatics - Get the power to light all those I.Q. spotlamps. Specially for you a brand new Lucas 11 AC alternator 43 amp. output new brush. Complete with its control gear. Will fit virtually any car. Special tuning mounting bracket for B.M.C. A series

engines thrown in if required. TO YOU £20.

Nearly new Lucas C42 dynamo and M418G starter motor (only done 3,000 miles). Any offers.

ALSO Mini gearbox complete and in working order. Just been stripped and rebuilt, 1 $\frac{1}{4}$ " carb. Inlet/exhaust manifold. Distributor Wiper Motor Standard camshaft Steering column. Any offers to John Wilson, 11 Stainburn Terrace, Leeds, 17. Tel.: 684172.

1300 T/C Alfa Romeo eng./Gearbox both in good condition. £65.
Two Karobe High Back Bullets similar to GT4 with U/V subframes £20.
F/Glass racing seat shell £1.50.
Ford 997 Flat Top racing pistons with balanced rods £5.00
K. Hutchinson, 14 Clarkson View, Leeds, 6.

4 $\frac{1}{2}$ J x 13" Ford wheels 5 no. £1.50 each.
Mark II Cortina sumpguard £6.50.
K. Goodall, 8 The Crescent, Leeds, 17.

28/36 D.C.D. Weber on Ford Manifold, heated, with air cleaner - £12.
12 volt battery - Exide - £3.00
S. Lloyd, Tel.: Leeds 689856.

A Happy Christmas and a prosperous,=safe New Year to all our readers.

TR CKROD ENDS