

TRACKROD MOTOR CLUB

Newsletter - July, 1972.
(No. 22)

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Future Events

4th July - Noggin at Beehive, Thorner.

By popular request of the "strong right arm" brigade it has been decided to institute an 'informal' Noggin on the remaining two Tuesdays in the month when our 'official' Noggins are not being held. These Noggins will not count for trophy points, but are just to give those members who have nothing better to do on a Tuesday evening, the chance to meet with and talk to friends in a reasonably handy place. All these informal do's will be held at the Beehive, so you know where to come!

11th July - Econonoggin.

No not a contest to see who can go the furthest on the least amount of beer! Howard White and Dave Taylor have once again devised a simple route over which to test your skill at getting the best m.p.g. out of your wagon. Results will be worked out on the same basis as the Mobil Economy Run, which I'm sure you are all familiar with! Start will be at the Shadwell Service Station M.R. 96/331401 at 7.00 p.m. onwards and the finish will be at the Beehive, Thorner. Competitors will be required to fill their tanks to the brim at the start, the tank will then be sealed, the route covered, and then the tank will be filled to the brim again, the amount needed to refill the tank being recorded off the hundreds of a gallon scale on the pump. As you will see, therefore, you need enough cash with you for two topping ups of your tank - so don't forget it!!!

18th July - Noggin and Natter - Another informal meeting at the Beehive, Thorner from 8.00 p.m. onwards.

19th July - Committee meeting - Ken Goodalls, 8 the Crescent, Alwoodley.

25th July - Noggin and Natter.

This time at the Bulls Head at Gomersal, mine host being non other than the father of our celebrated Flying Butcher, Ken Goodall - an excellent venue this with good beer and even better company. So come along and join the throng. M.R. 96/209251.

30th July - Autotests, Woodhouse Moor, Leeds. Start 1.30 p.m. Regs from Howard White's Mystical Motor Shop, so lets have a decent entry this time, the surface is loose and non damaging so tyre wear will be nil.

1st August - Noggin and Results night at the Beehive, Thorner. Come along and see how you fared on Sunday!

8th August - Sportonoggin - New Inn, Eccup from 7.30 p.m. on. Another series of ingenious blasts round the field accompanied by much quaffing of the excellent Tetley beverage on sale at this hostelry. M.R. 96/288½429.

Reflections

The month started with a bang (rather too much of one for several people) when Ken Goodall and Richard Ashcroft organised the first "Butchers Cup" Rally on maps 96 and 91. The night was one of the wettest and slipperiest in the clubs history, and the road conditions took an unfortunately large toll. The rally was in the current 'restricted' trend being like tight, man, with a fair few neutrals thrown in in non competitive areas.

On the 6th June we had a "Navigators Practice" which consisted of a series of simple, untimed, navigational problems to get budding rally crews to the Noggin venue at Kettlesing. Those who knew it all already or weren't interested were able to make their way to the pub direct. Everyone seemed to enjoy the evening and we intend to run another, slightly more advanced one later in the year.

Next on the list came the driving tests on grass at Kings Road, 13 crews venturing into the wild June weather to partake of a bit of mudplugging. The final two tests proved very popular and at one time the organisers thought that they were never going to be allowed to pack up!!

During the previous night our crews had been busy in various, far flung corners of the universe, flying the clubs flag on two restricted rallies, The Cartune in North Yorkshire and the Barnard Trophy in Lincolnshire.

Results for the driving trials were given at the Beehive at Thorner on Tuesday, 20th and a goodly crowd attended, including a lot of non competing crews, proving that our new 'unofficial' Noggins could well be extremely popular.

Social Membership

Any non vehicle owner who wishes to become a club member may do so by paying 75p per year (plus 25p initial joining fee). With this membership he (or she) may vote at any A.G.M.s, etc. and may gain points for the All Rounders Trophy in non competitive events (i.e. Noggins, etc.) or by marshalling on competitive events. Your

attention is drawn to Rule 21: "Social members shall not be permitted to take part in any competition held under the R.A.C. G.C.R.s. No person having on hire purchase a private car or motor cycle shall be eligible for election as a social member. Any social member who acquires a car or motor cycle must inform the club secretary immediately and he shall from the date of such acquisition cease to be a social member."

Chairman's Corner

Since our last Newsletter appeared, we have staged a Production Car Trial, a "long" 12 car rally (for the "Butchers Cup"), a Navigators Exercise (on the road) and a series of autotests on grass. All these events appeared to have been thoroughly enjoyed by all those who took any part, either as competitors or marshalls, but we are still up against two major problems with regard to our off the road events and one very major problem with regard to our rallies. This is the question of the failure of marshalls to reach their control area in time to check all the competitors through and in some cases the total failure to arrive and operate as intended. From the organisers point of view, it is impossible to stress too strongly the importance of every control, whether it be a main Time Control, the end of a Neutral section or just a passing control. You might think that a control is not important because it comes at the end of a relaxed section where time is not so important, but that type of control is very important because if the marshal misses only one car, the whole control has to be scrapped and consequently the relaxed section has to be extended to the next manned control. This can let several people 'off the hook' and upset the whole timing of the event. In the same way, a passage control which is not manned when it should be can upset the rythm of the event. A manned passage control is used for two purposes: 1. to ensure competitors are en route and not taking a short cut to the next Time Control and 2. to act as a timewaster for the timing of the event, every manned passage control means upwards of two minutes lost by the competitor in slowing down, getting his card stamped and getting back into his stride again. Passage controls are often used for this purpose where a Time Control could not be operated because of the close proximity of other Time Controls. So, please, if you volunteer to marshall, please make sure your car is as mechanically sound as you would have it if you were competing. A modern car properly checked before an event, should not break down on a 50 mile run out to a Rally Control and secondly, allow yourself plenty of time to get to your control point, well before the opening time of the control, allow yourself ample time in case you have a puncture and have to change a wheel or if you run into fog or other road hazards. I know it is very nice to have a chat with the boys before they leave the start, but you, as a marshall, have a most vital part to play in the running of the event, without your Control, the whole scheme of the rally can be upset. This has occurred on our last three rallies, so please folks, if you are going to marshall, make a 100% job of it, try to realize how frustrated you would feel if you were a competitor, well in the running for a win, and then at the end you find that John Bloggs has beaten you by a minute because the one control where he should have lost time was not manned, so he got a clean sheet. To quote an old saying "If a job's worth doing, its worth doing well."

At the beginning of my notes I said there were two recurring problems with our off the road events, these are shortage of entries and late entries. For our last Production Car Trial we only mustered 12 entries, of which only three came before the day of the event. For the Autotests we managed 13 entries but only one of these came before the day. Both these problems cause frustration and disappointment for the organizers, as well as the risk of the

club losing money because there are not enough entries to cover expenses.

I cannot believe that 90% of our members only joined a motor club to display an attractive badge on their cars and to have the pleasure of a fortnightly 'pint' at some local pub. The majority of our members are young and I should have thought they would be keen to "have a go" at a driving test or production car trial, but the fact remains only 10% of our members are actual participants in our events, why? We as a committee would like to hear from the 90% of non competing members. Tell us if you think we are putting on the wrong type of event or if you do not like our organizational set up, but please, let us make "Trackrod" a motor club, not just a "Noggin and Natter" Club.

RAY

Hill Hops

The Lancs. Automobile Club held a Sprint at Blackpool on 18th June, which was a round of the Skipper Group Championship. Howard White and Barry Spinks were entered in their Cooper 'S' on what appears to have been a very hairy course. Just a 20 ft. wide road between two very stout sea walls. Barry Spinks was the winner of the class this time with Howard in 4th place, but just $\frac{1}{2}$ sec. separated the first four. Both our men scored valuable points in the Championship.

On 25th June, B.A.R.C. Yorks. Centre held a round of the Castrol-BARC Hillclimb Championship at Harewood. Five Trackrod members having entered this time, these being Howard White, Barry Spinks, Johnny Solk, Richard Jackson and David Taylor. Practice was held on Saturday as there was a 140 car entry. Unfortunately Richard Jackson had to retire due to some mishap with the car.

On Sunday morning the main conversation seemed to be whether or not the rain would hold off which, fortunately, it did, at least until the Top Ten run off. After the first runs Howard was holding 2nd position, with Barry in 5th and myself, 9th. On the second runs Howard was given a failed run for going too wide at the top bend and eventually finished 3rd, 0.01 sec. behind the second placed man. Barry finished in 5th place with myself 9th. Johnny Solk was having a hard time in the Marque Sports Car Class being up against Championship leader Brian Kenyon in his very rapid Sprite. Johnny eventually finished in 5th place.

It was very nice to see a lot of Trackrod members spectating at a speed event.

On 3rd June, Jennifer and myself set out to compete on the BARC Scarborough Weekend which consists of 20 tests at various exciting venues. This year the venues were Tockwith, Full Sutton, Ottam, Olivers Mount, Seacliffe and the Whitby Old Road. Seventy-eight competitors took part. On the Saturday night a Dinner and Dance was held at the Prince of Wales Hotel with the Simon Peters Mobile Disco providing the music. On the Sunday morning many bleary eyed competitors arrived at the start to complete the remaining tests. I was unfortunate enough to incur 3 washouts which dropped me a long way down the field. However, it was an excellent weekend which I hope to compete in next year.

Dave Taylor

Rally Round-Up

SPY 44

At the end of the Trackrod Butchers Cup Rally on 3rd/4th June, Jim Gostin who had been navigating for Sue Waddington, commented: "I'm not navigating for David again, he's not quick enough!!!" More and more cars seem to be getting stuffed on Trackrod rallies and it is rumoured that in 1973 we will be running 12 car events with a special class for bicycles. Richard Jackson bent the Scimitar suspension rallying and the Escort back axle on normal everyday driving.

Dennis Dickinson's new car still hasn't arrived from Service Garage, Barnsley, and rumour has it that he's organising the first Trackrod walking race.

Future Events

8th July - Vagabond M.C., a newly registered club is running the Mecca Rally. It will cover the Peak District on maps 111 and 112. The route will consist of selectives and plot and bash. Entries £2 to Mrs. V. McConnell, 34 Canons Walk, Darley Abbey, Derby. Tel. Derby 58517.

19th July - For those who like rallying in Wales there is Rhyl and Dist. M.C.'s Club Y Lodge Rali Gogledd Cymru. 180 miles including selectives on private land (stages surely!). Maps 108, 107, 116 and 117. Entries to Mrs. G.V. Williams, Havlfen, Llanbedr, Ruthin, Denbighshire, LL15 1UT.

Notice to all Navigators: for those with an unmarked map 89, there is now a revised edition out.

One Ad. in Motoring News this week read as follows: Full race 1399 c.c. Mini, fitted with twin stones, alloy wheels, l.s.d., set of wet webbers, perspex laminated screen, fire-tyres and wheels, trailer, ready to drive away and race. £650. Phone Salisbury 6955/6.

Bramhall Trophy Rally

This was a Restricted event starting from the premises of C.D. Bramhall in Bradford. The club was well represented, with entries from Ken Goodall/Richard Ashcroft, Steve Mills/Mike Tempest, David Lawton/Duncan Gill, Mick Stores/Ian Buchanan and Richard Jackson/Dennis Dickinson, the latter crew causing quite a stir at the start by arriving in Richard's Reliant Scimitar GTE, as SPY 44 was still undergoing heart surgery.

Scrutineering was carried out very efficiently in the spacious workshops, and was extremely thorough, one crew being thrown out because a brakepipe did not look in too good a condition. The route was soon put onto the maps and our intrepid service crews, photographers, etc. told where to go (in the nicest possible way, of course!).

As 10.30 approached a large crowd began to gather around the starting ramp and at exactly 10.30 the first car, the Mexico of David Cowan rolled and banged its way off the very steep and non too safe looking ramp. On the run in to the first control, near Skipton one or two competitors were troubled by Police Radar traps, I am glad to say that no Trackrod cars fell foul of these as our "service crew" set up his first point round a corner just before the trap and warned us all of it! (No names mentioned in case the police are listening!)

The action started straight from the first control at Carleton with a two mile selective for which 4 minutes were allowed (on paper at any rate!). From here the route went over the top road

from Gisburn towards Settle and then used the long rough white round the back of Settle. Steve Mills cleaned this one with the others not far behind, although Richard Jackson/Dennis Dickinson lost some time here as they had no sumpguard and the road is extremely rough.

The route then wended its way up to Kirby Lonsdale for halfway, and quick service from Keith, Lindsay and assoc. The remainder of the route consisted of a series of fast selectives to bring crews to the Cobble Haddock at Skipton for the finish and results. Unfortunately no detailed results have arrived in competitors hands as yet so we do not know exactly how we all fared, except to say that David Lawton finished in the first ten.

An excellent breakfast was enjoyed by the crews who were kept amused by Dave Lawton's tales of his five or six excursions into the greenery during the night. This was an enjoyable event which we will all be back for next year.

Butchers Cup Rally - 3rd/4th June, 1972

After a relatively fair day it could only do one thing during the evening, and it did, it threw it down, all evening and all night. Well it had to, there was another rally on .

The start was at the new Mobil Garage on Chapeltown Road and the first car was due to depart at 10.30 p.m. There was certainly a lot of activity at the start with competitors plotting in and on the cars. Dennis, complete with his Mini hired from R.N. Ashcroft Ltd. organizing the marshalls and several people viewing the very bent Mini of Marsh. The main stalwarts of the rally scene were entered including a well known M.G.B.GT. navigated by Dave Lawton's navigator in the shape of Jim Gostin. Frank Stuart-Brown was trying his luck for the 3rd time, this time with Paul Adelman. One unusual entry was a Scimitar G.T.E. (just seeing if he liked the sport I think).

The run out from the start led along the Harrogate Road through Harrogate to north of Ripley where the rally started with a vengeance. Most people had plenty of time to wait at this control so the time was spent watching T.V. (and they say marshalling is hard work). From T.C.1 the route went across a long straight smooth white over Pateley Moor, to an alternative white loop or yellow loop, some crews taking one, some the other and one not making it at all. Yes folks, Paul and Frank had gone into a ditch less than 1 mile from T.C.1. Whilst extracting their car from the ditch with the aid of Rick Stevens, Rick unfortunately left his handbrake off, so their next job was to unfold Rick's car from the tree which it had rolled up to, approx. 100 yards down the road. I think it was at this point Frank decided it was safer to don his photographers hat.

A neutral section through Wath to Lofthouse led us to the start of Fountains Earth and if you haven't clogged over this you haven't lived (or are you sane). A missing control caused Jon and I a bent wing as we took an excursion up an 8 foot grass bank which bordered a 90° left. The roads were like glass due to the rain.

Shortly after this section Martin Kemp and Ken went wall bashing and collected his 3rd retirement this season all on 12 cars, (wait till we get a Restricted). On one control, manned by Harry Buckley who shall remain nameless, had a watch that was 3 days fast although he insisted it was right. The first half finished with a run down the A1 to Rainton with a sneaky control on the white which leads to the back of the service area. The night was so terrible that most of the competitors filled up with petrol and drove straight to the start of the second half just

beyond Topcliffe to arrive before the marshal and course car. The course car with Ken at the helm screamed out of this control only to disappear in a cloud of dust at the next bend (it must have been a hard rally).

Several more whites led us to the foot of White Horse Bank where we found Steve Lloyd and it suddenly began to down on us! At this point we also found several other rally cars fortunately the majority of which were going the same way as us. Up the yellow and down the white and only 2 cleaned, i.e. a certain Scimitar G.T.E. with a dinnerless navigator and Roger Blamey in his Co. car (I don't know how he gets away with it). This was followed by 2 sneaky approaches, one round a gravel heap. A missing control caused one or two anxious moments for most of the competitors as to whether or not time could be made up at the next time control. After charging down a very rough white we found our route effectively blocked by a main railway line and 20 British Rail (workmen) sitting in a mini bus. Looks like a wrong slot says he, Aye, says I (or is it I says Aye). Having shocked the British Rail employees into activity we made a hurried exit and on to the infamous Brafferton white with its own private railway station. It didn't seem half so bad this time. The final run into Rainton for the second time was over the well used whites bordering the A1.

Once safely in Rainton most crews still seemed to have enough energy to eat, drink and be generally happy. Despite the one or two nasty moments I think most of the competitors will join with me in thanking Ken, Richard and all who marshalled for a very good rally and enjoyable night.

Award Winner: 1st O.A. R. Blamey/R.Drinkell

K.B. Marr

Syncro 68' Auto Club Cartune Rally - 17th/18th June

Club members running: Map Nos. 84, 85, 91.

- No. 13 Dave Lawton/Duncan Gill (Alias Miss Gill Duncan)
Cortina Mk. 1 - 1761 c.c.
- No. 54 Steve Rathbone/Jon Kitchell
Mini Cooper 1120 c.c.
- No. 55 Harry Buckley/David Lee
Mini Cooper S - 1293 c.c.
- No. 113 Martin Kemp/Ron White
Mini Cooper - 998 c.c.

It all started from Billingham's multi-storey car park, a blessing as the weather looked threatening. There were plenty of spectators looking at some fine rally machinery getting ready for an exciting event, we hoped. Dave running 13 for the second time I think. The last time on the momentous Bramhall Trophy, on which he tried to carve new routes through fields and walls. The car, however, looking no worse for it. The three Mins were running quite close together, thank goodness, making servicing much easier. Servicing was left to one car, after a service car carrying important spares did not turn up. A let down for the cars running. The scrutineering was scrutenously done for a change, surprising many crews, but our lads got through after minor adjustments. We arranged only four service points as there was only Mike Swan and his Daf to ferry Keith and myself to them.

The first car got away down the car park ramp to cheers from the crowds gathered round it. We decided to set out for the first

service area. By this time the rain came, making a monsoon look like a shower, have you ever wondered if Dafs float. We arrived at the first service point, a lay-by, in good time. First thing was to put the TRACKROD BOARD up and Keith was voted unanimously and out he went. We then waited hopefully. First car naturally was Dave. He flashed those 100 watt lamps at us which are quite amazing. During the next spell of waiting we tuned in on the police messages just in time to hear "control. We have just been forced off the road by a red mini possibly in the rally in the area, registration not known." Our first thought, "What's Harry been up to now." But he denied it all when in they came, Steve and Harry in that order. Harry was following Steve because he had no wipers and had difficulty seeing. They went out together, leaving us rather wet with one more car to come through. Very soon Martin and Ron passed playing a tune on his horn. We then voted Keith to bring in the Trackrod board, a decision taken throughout the Rally.

Next stop, half way, and as soon as we got there we headed straight for the cafe. Dave was already in and, YES he did go off! Only this time reshaping a marshalls and spectator car. On asking how it happened, he said that on the start of a bend, his tail swung out and seeing two cars on the outside of the bend, tried to avoid hitting them by yanking on the hand brake, but luck wasn't with him and he hit one into the other. He lost a vital ten minutes, as he was leading up until selective 6. The car was dented fairly badly, but I'd have hated to see the other cars. He was still game, carrying on for the team award. Keith and I eventually sat down for something to eat whilst Mike looked for the remaining cars. He came in 10 minutes later, saying Harry and Steve are in; Harry adding ignition light trouble to his wipers. We finished eating and went out to do our bit. I managed to get Harry's car going perfectly again, whilst Keith and Mike took care of Steve and Martin, who later joined us in the forecourt. After being so long at half way, we could only service in one more place before the finish.

It was getting quite light now, making driving a more relaxing task after the heavy rain during the night. The run to our last check point was when we took our one and only wrong slot. It was nobodys fault, as the road we should have taken was fairly well hidden. Thanks to Keith we were soon on the right road to our destination. We set up just off the road and waited for the cars to come through. We were expecting the Escort twin cam of J. Cockerill and M. Walker, but were surprised to see L. Dodds and A. Pearson, Cooper S, going through first. Later we heard the TC had retired. After car 15 had passed we began to get worried as Dave was, it seemed, out of place. He soon showed up with a screech of brakes and a shout of "OIL". We gave him all of 2 pints in his 2½ gallon capacity tank. He went off and as we looked on, his back off-side wheel was doing its version of the twist. Probably a result of his reshaping job. We were surprised to find some of the early cars slowing down to stop, thinking we were a check point, proving that navigators are as daft as the drivers! Not knowing the most important thing, the name of the organizing club. We then refreshed ourselves with coffee and sat back waiting for Steve and Harry. They too showed up well out of order, but they told us they had plenty of time to spare. Harry had fitted a new fan belt at the service point we couldn't make. I re-tightened the new one, but could not do anything for the mis-firing. They left, Harry's car sounding very sick, then soon after came Martin and Ron doing very well with only lack of petrol to complain about. All three minis had this in common.

We packed up and started for the finish, tired and thirsty. We were feeling satisfied with ourselves for the jobs we had done. It was not long before we were at the finish at Billingham again.

We parked up and looked for Dave's car and found it looking for the first time weary and battle tired. He managed to get through 5 gallons of oil on the rally, another record he could put under his belt. Watch out Steve! He may be after your's next. We had a little time before the other cars were to show up so we decided to go for a coffee with Dave and Duncan, but found to our amazement that only people with breakfast tickets were allowed in, leaving many crews and service crews very thirsty and disheartened. We went out to wait for Steve and Martin. And arriving outside, we saw a sad crew leaving what looked like a rolled Viva, but we later found out that the Viva had been ditched and a crew of ladies driving a Saab rolled on top of them. Steve eventually came in, not a scratch. Was he trying, we shall never know but congratulations on qualifying for his national licence. Not long after, to our surprise, came Martin, who quickly came over to tell us that Harry had spun his car about 5 miles out. Martin lead the way out to see what we could do. On arriving, found Harry's car in the grass facing the wrong way. He had broken all his suspension on the front drivers side and his drive shaft. He must be the unluckiest rally driver in Britain as a brick in the grass did all the damage, making it the 3rd rally in succession that he has been unable to finish, only a few miles from the end. He had his road book handed in and was hoping for a signature and a place. He was getting a fixed tow home.

After talking to the crews of a few cars, most seemed dissatisfied with the organization of the rally and the route, saying that the BHP was going to win. I hope comments like this will never be said about a Trackrod event. Winner of the rally was Mr. and Mrs. Ashford in an RS1600 from Masham. Steve and Martin were parted by 7 seconds in that order, coming the 40's they think, of 60 finishers. As far as the service crew, Keith, Mike Swan and myself are concerned, we thoroughly enjoyed playing our part in the rally and acknowledge the crews' thanks.

Final Positions:	S. Rathbone	44th
	M. Kemp	45th
	D. Lawton	55th.

Marshall Newman

17th/18th June - Stages in Lincolnshire - Barnard Trophy Rally

Two TMC crews - Ricky Jackson and Martin Cantrill plus Ken Goodall and Mike Tempest - ventured into the "flat lands" for a change on Saturday, 17th June. The event, starting from the sponsors Rose Bearings of Saxilby, near Lincoln, was a long one for a Restricted being about 280 miles with 16 stages.

Due to Ricky's new engine not being run in, there were many people laughing behind their backs as they looked at the smart, but very unprepared, Scimitar (No. 7) drawn up amongst the R.S.s, twinks and minis in the first ten! It was a new experience for Martin having to wire his potty into a tape stereo system - but the comfort was a definite boon where mile plus flat straights were the order of the day.

Mike, on his first event with Ken, decided to do his plotting in the car, and realized his mistake when he reached the last ten controls in the first half. The organizers must have put all four maps together when deciding on the route as they used every little loop just on and over the edges that was humanly possible. It was on this map edge section that they were to lose seven minutes later in the night whilst Mike was juggling three maps at once.

First car off at 10.31 was Lincolnshire team of Tony Newsam

rapidly followed by Bob Bean and Alan Greenwood, also venturing off home territory for a change. Third off was David Bell - another local in an (guess what) Escort. The first seven controls were to set the idea for all the on-road part of the event being just on. The first white through 104/8982 saw Ricky drop his first minutes as the muddy undulations were badly spaced for a large car. Ken lost time just after this section when Mike failed to find the unmarked white from 932859 to 930872. This was the first of many sections where local knowledge would have been an assistance. This white was followed by the first of the noticeably well arrowed night stages, this one on farmers land through 9287. A very tight section this and only the top boys having clean sheets

The next tricky bit followed closely with even the locals failing to find the entry through an open gate onto the peri-trac at 883873. From here we went into relaxed time section to fuel halt including three stages. The first of them the organizers had deemed necessary to provide a map for the two laps of an airfield. Stage 3 was also on an airfield - but the roads they found didn't correspond with the map so navigators could rest here (for a minute or two). Stage 4 was a well known one along a good piece of tarmac (which I still think is public - naughty, naughty organizers) from 104/927773 to 113/941739.

Back to the start for petrol then on with the 1 mile flat straight 90 right at end sort of stuff. Two more stages in the night section were to follow. Stage 5 an airfield again. Ricky on being passed by Bob Bean decided to follow his better lights - and so he did - short cut and all. Stage 6 which closely followed it was another farm road through 8960 with a lot of spectators and some diabolical parking of marshalls and spectators cars close to the stop (??) line. Will they never learn that rally cars don't stop too easily on gravel from 65+?!

The night now turned relatively tame through to night halt at Horncastle 18 time controls away. All of it was on - if you had a car capable of the ton plus down the straight and a navigator with three pairs of hands and eyes. Martin made his gross boob just by village of same name when he forgot which of the two T junctions, in 113/1161, he had just passed. They lost 3 minutes here whilst he woke up and found his position. However, he has three pairs of hands and eyes and wasn't bothered as Mike seemed to be by the thirteen map changes (involving all four maps) which followed.

By the night halt many gaps were appearing in the entry list and bent machinery was definitely on display. Nos. 4 and 5 had disappeared long since, leaving No. 7 running fifth. Restart was supposed to be down white through 114/358710 but organizers had deemed the second ford impassable so it was virtually all yellows from here to breakfast at Caister. The one white which was included through 105/2387 is good by Yorkshire standards and didn't bother either of our crews.

The locals in Caister are somewhat anti-rallying so a mini-bus service took all crews from the service station to breakfast. Typical rally breakfast which Bob Bean's delicate stomach could not face! It was here that the trouble and confusion started over interim results. Of the first eight starters Ricky and Martin were the only ones to pick up all six route check boards as one at least had been placed on a very fast straight - excuses, excuses! They contended and still do that as they followed the correct route and got the lot everybody else should have done. However, a point to note budding organizers, the route had not specified positions for code letters - but it is only common sense that they must be somewhere on loops which aren't checked in any other way! My advice is to specify positions as it

doesn't lead to so much confusion.

Well, the 280 miler still had a sting in its tail as the surviving crews had ten stages to do in daylight, only one of which was airfield, the last. The first four were mainly along the edges of fields and were quite interesting, but as with most of the morning stages were not strictly in accordance with the Blue Book. All Flying Finish and stop lines were much too close to main roads. Ken slid off into a farmers wheat field trying to stop on one of them and Bob Bean ended up on the far side of the A15 trying to stop for the end of SS14!!

The majority of the morning stages, after a belt around a quarry with everybody stopping at the top to watch the next few cars through, were the whites in the triangle between A15 (B1218) and the B1204 at the top end of 104. These must all have been timed at about 60-70 m.p.h. as there were very few clean sheets.

Last stage was a belt around the airfield at Redbourne - which wasn't even ready when Ricky got there. After waiting ten minutes whilst they cleared the stage he was first car off just as it started to rain. A combination of rain and gravel meant a spin on both the first and second corners but he then got in his stride only to have a nasty on the last lap when he clouted a bank on the very narrow part of the circuit, leading to him crying over the bills for his front suspension. Ken also had a spin on one of the narrow muddy bits here, whilst another competitor in a mini was heard to yell at spectators to 'put me the bloody right way up so I can finish and stop trying to yank my bloody doors off! after inverting it.

Provisionally, with more protests still to be heard, David Bell won the event, Ken/Mike came 9th and Ricky/Martin 11th. We think a good night was had by all and the writer will definitely venture down there again if he's given a ride - hint-hint!!

Thanks from both crews to service crews - even though they weren't needed - fortunately - as they got themselves bogged down whilst white hunting! Tut, tut, Andy, lucky for you the editor was around!

M.C.

Outside Events

The onus of providing proof of entering in Closed Joint and Restricted events must be provided within one month to Keith Marr if they are to count for trophy points. As the trophy for which they count is a new one results dating back to 1st January this year will count on providing written proof of entry and results, etc. Also would all event organizers please see to it that Keith has the signing on and attendance sheets within seven days of the event.

Closing date for Newsletter material

Due to the time taken in editing and piecing together the Newsletter, then getting it typed, printed and distributed, will all budding authors please let me have material for inclusion in the next months Bulletin not later than the 23rd of the month.

There is a Restricted Status Autocross meeting at Swalesmoor Inn (pub open all day!!) Queensbury, Near Bradford, on Sunday, 9th July. The event being run by Shipley and District M.C. is sponsored by Lookers, Bradford. Those interested in entering or spectating ring me at Leeds 681892. Come along and see at first hand what is involved and cheer me along - I certainly need it. The course is good for spectators and competitors so hope to see you there.

Steve Wren

Adverts

For Sale - Lotus Cortina Mk. 1 1966 model good condition, new oil and water pump, Rostyle wheels, taxed and tested until March, 73. £475 or near offer. Contact Jim Rawling, 11 Alwoodley Gardens, Leeds, 17 or ring Leeds 672911.

"Smiths" slim line impulse tachometer 0/8000 r.p.m. for 4 cylinder 12 volt positive or negative earth. £6.50

Lucas sealed beam quartz halogen spot lamp (new condition) £3-75

Lucas sealed beam quartz halogen fog lamp (new condition) £3-75

5½' diameter illuminated magnifier £1-50

Ring Leeds 681299.

Rally Cooper S for sale - 1965 dry suspension, new subframes, twin tanks, oil cooler, Mambas, new SP44, front and rear roll cage, two full harnesses, two reclining seats, full instrumentation, all inside lines, 1293 c.c. engine with 45DCOE Weber, L.C.B. and 649, straight cut, close ratio gearbox, full sump guard, reverse lamp, four Oscars and quartz headlamps all relayed. Many other mods too numerous to mention. There are over £300 of accessories on this car. £390 o.n.o. For further details contact Howard White 684020.

Renewed Members

Miss S. Waddington
R.S. Hazeldene

Change of Address

M.S. Kemp - 185 Stanningley Road, Leeds, 12.
Mr. and Mrs. H. Rackham, 59 Ingledew Court, Sandringham Drive, Leeds, 17.

Trophy Points as at end of June, 1972

All Rounder

1.	K.B. Marr	115
2.	R.A. Dickinson	93
3.	D. Dickinson	87
4.	Mrs. L.V. Hudspeth	83
5.	R.S. Haseldene	79
6.	S. Lloyd	64

Ladies Trophy

1.	Mrs. L.V. Hudspeth	35
2.	Miss S. Waddington	15
3.	Mrs. D. White	9
4.	Mrs. C.J. Taylor	6

Autotest

1.	R.F. Ineson	29
2.	K.B. Marr	25
3.	Mrs. L.V. Hudspeth	15
	D. Place	15
5.	S. Lloyd	14
6.	I.H. Gurnett	12

P.C.T.

1.	R.S. Hazeldene	19
	K.B. Marr	19
3.	D.R. Lawton	18
4.	Mrs. L.V. Hudspeth	14
5.	D. Dickinson	12
6.	E.S. Garnett	10
	C.R. Jackson	10

RALLY

Driver

1.	C.R. Jackson	26
2.	R.H. Blamey	23
3.	R.A. Dickinson	15
	K.B. Marr	15
5.	E. Parkes	11
6.	Miss S. Waddington	10

Navigator

1.	R.S. Hazeldene	26
2.	J.M. Cantrill	15
3.	J.H. Kitchell	14
4.	J.M. Gostin	13
5.	I.M. Tempest	12
6.	R. White	9

Service Crew

1.	M.S. Newman	15
	K.B. Marr	15
3.	Mrs. L.V. Hudspeth	12
	M. Turner	12
5.	Miss S. Waddington	9

Novice

1.	R.A. Dickinson	93
2.	D. Dickinson	87
3.	Mrs. L.V. Hudspeth	83
4.	J.M. Cantrill	62
5.	R.N. Ashcroft	57
5.	F. Stuart-Brown	57
5.	M.S. Newman	57

TRACKROD ENDS