

TRACKROD

MOTOR CLUB

Newsletter - September, 1972
(no. 24)

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Editor: D. Dickinson (57563)

Forthcoming Events

12th September - Noggin at the Beehive.

Once again our informal night out is with us so come all ye and join the throng of honorable right elbow lifters and long yarn spinners for a good evenings entertainment.

19th September - Noggin at Shoulder of Mutton, Kirby Overblow.

24th September - Autotests

These are a co-promoted event and will be held in 'our' field at Kings Road, Bramhope (MR 96/266423) so come along and compete, or if you cannot compete come and marshal - all details from and offers to Steve Lloyd at 956 - 843574.

26th September - Quiz Night

This is the 'selection' night for the Castrol quiz series which will be starting shortly, so come along and have a go, questions will be on all aspects of motoring including racing, rallies, car manufacturers, etc, etc. The format of the quiz is similar to the familiar University Challenge series with a starter question answered by the fastest man on the 'buzzer', followed by a bonus question answered by the whole team. The action starts at the Beehive, Therner at 8.00 p.m. prompt.

27th September - Committee meeting - Chez Steve Lloyd at 8.00 prompt.

1st October - Production Car Trial

This time we re-visit Stubbings Farm on Otley Chevin signing on commences at 1.30, first test at 2.00 p.m. Approach venue from Bramhope and watch for Trackrod board and arrows half way down Chevin on the straight. More details and entries to Frank Stuart-Brown (783547).

3rd October - Unofficial Noggin - Beehive, Thorner.

All rumours that we are about to take this excellent hostelry over from the Brewery and convert it into a permanent clubhouse are totally unfounded (unfortunately - they turned our bid of £14.30 down!!). Still its as good a place as any to while away the hours of a Tuesday evening, so I'll see you all there!

10th October - Noggin Viking at Methley.

A new venue this, uncovered by those notable road builders, Steve Lloyd and Richard Ashcroft, who excavated it along with a few Roman ruins, so I am told, one lunch time, and have been forced to shelter there, from the monsoon type storms which only effect this area, every lunch time since!! However, these two well known connoisseurs of wallop thoroughly recommend it, so who are we to argue?

17th October - Unofficial Noggin

A surprise event this you have to find the venue yourself, the prize for the first to find it - the honour of buying the Editor a pint (I'll be propping the bar of the Beehive up, from 7.30 on - Ed!!). See you when you arrive.

24th October - Indoor Rally

We return to a very popular venue which we have not visited for some time - The Beehive, Thorner, for a change Martin (The Map) Cantrill is organising it, maps 96, 102, romer, pencils, etc.

Past Events

The Sportonoggin was held on 8th August and attracted an excellent entry despite foul conditions. Steve Lloyd taking the F.T.D. (Fastest Timed Drive). Our thanks go to David and Jenny for yet another excellent evening's fun.

Results as follows:

| | <u>Test 1</u> | <u>Test 2</u> | <u>Test 3</u> |
|------------------|---------------|---------------|---------------|
| D. Dickinson | 88.0 | 56.5-2nd | 62.1 |
| R. Jackson | 78.0 | 108.0 | 62.4 |
| Ken Goodall | 76.0 | 97.5 | 59.3-3rd |
| Steve Lloyd | 66.0-1st | 55.0-1st | 51.4-1st |
| Keith Marr | 75.0 | 105.0 | 78.0 |
| Lindsey Hudspeth | 91.0 | 80.0 | 82.9 |
| Paul Adelman | 80.0 | WO | 74.0 |
| Eric Parkes | 70.0-2nd | 81.0 | 64.0 |
| Marion Parkes | 77.0 | 78.5 | 69.0 |
| Richard Ovenden | 70.0 | 77.0 | 59.1 -2nd |
| Jeff King | 75.0 | 92.0 | 59.9 |
| Steve Mills | 70.0-2nd | 92.0 | 74.0 |
| Roger Tattersall | 83.0 | 75.0 | 60.2 |
| Steve Holden | 80.0 | 65.0-3rd | 164.0 |
| F. Stuart-Brown | 89.0 | 116.0 | 92.0 |
| Martin Kemp | 75.0 | 132.0 | 124.0 |
| R. White | 84.0 | 115.0 | 75.0 |
| Marshall Newman | 79.0 | 88.0 | 156.0 |
| Andy Mackay | 83.0 | 103.0 | 85.9 |

22nd August - Extraordinary General Meeting - Two proposals came before the club at this meeting, the first being to reduce the size of the committee to six elected members plus the three officers. The second was to alter the date of the clubs A.G.M. so that in future it would coincide with the A.N.C.C. dates meeting. The reason for this being that we would then have an up to date list of clubs officials printed in the R.A.C. Blue Book - instead of a list that was 9 months out of date.

Both of these proposals were passed without any real discussion so we assume everyone agreed wholeheartedly with them!

The A.G.M. was then convened, and the election of officers took place. As Ray Dickinson had decided not to accept nomination as Chairman, the only nominee was Martin Cantrill, the other officers remaining as last year. Elected to committee were John Wilson, David Taylor, Frank Stuart-Brown, Richard Jackson, Keith Marr and Dennis Dickinson. Steve Wren, Stan Hall and Ken Goodall all declined nomination and I'm sure the club as a whole would like to join the committee in thanking them for their help over the past year.

27th August saw the Treasure Hunt which was organised, par excellence, by Howard and Annette Rackham, starting at Mansion House car park and finishing at the Scotts Arms with an excellent buffet supper. Winners were Richard Jackson, Sue Waddington, Tony Woofenden and fiancée Sue, Lindsey Hudspeth and Dennis Dickinson - no not 3 crews sharing 1st folks - they were all in one car!! This being due to the fact that Ricky had broken the exhaust off SPY 44 on the previous evenings Semperit Rally and Sue had slightly bent her car on the same event, Dennis had burnt his clutch out on the Shell League Autotests, Lindsey was to have gone with Sue and Tony and Sue (2) just happened along for the ride!! (Suggestions that Ricky and Dennis are taking up International Treasure Hunting next season are untrue!).

Overall results were as follows:

| | |
|------|---------------------------------------|
| 1st | Ricky Jackson and a cast of thousands |
| 2nd | Duncan Gill |
| 3rd | Martin and Lynn Cantrill |
| 4th | Richard and Rosie Ashcroft |
| 5th | Peter Elliot |
| 6th | Keith Marr |
| 7th | Steve and Sal Holden |
| 8th | Ian Wilson and Kath |
| 9th | Mr. Jackson |
| 10th | Marsh Newman and Claire |

The 'Presidential Election'

At the E..G.M. on 22nd August, the committee was empowered to elect a President. A proposal that Ray Dickinson be nominated for this post was unanimously carried at the committee meeting on Thursday, 31st August, and Ray has since accepted the post.

There can be few members who don't know Ray personally, since he has made every effort in his two years as Chairman, to make contact with as many people as possible. By doing so, he has established himself as the figurehead of the club, as seen by both members and outsiders. His vast wealth of experience in motor sport has guided this club into a position which continues to strengthen, whilst his maturity has sensibly restrained the more impetuous of us. It is largely due to his contacts with other club officials that we have been asked to run stages on the R.A.C. and Seven Dales Rallies, and he is frequently invited by others to act as Steward on major events. We are obviously not alone in appreciating his values. He rightly sees the offer to run an R.A.C. stage as an honour, a reflection of our standing as a motor club despite our comparative youth.

We sincerely hope that, as President, he will lead the club as effectively as he did when Chairman during which period he overcame considerable personal tragedy whilst never relaxing

his efforts to improve the standards and reputation of the club, which is so very much a part of his life. As Chairman he enjoyed the respect and assistance of the whole club in a difficult job. We trust he will enjoy the same co-operation in his new role as President and the wholehearted support of all club members.

Hill Hops

Things have been rather busy on the Hillclimb/sprint scene recently, Howard White being very well placed in the L.A.C. Championship has had an event every week for the past 5 weeks in his quest for more points.

The first event was a sprint at the fast Woodvale Circuit where Howard scored a 1st in class award and maximum points. Following this both Howard and Barry went to a hillclimb at Baitings Dam which is a short and twisty car damaging hill. Again the results were good, Howard being 2nd in class and Barry not far behind in 4th.

However, things were to take an unfortunate turn at the Longridge sprint when Howard, again trying for maximum points, took a right hander when the car touched quite a deep kerbstone and rolled, our man emerging quite unscathed and praising Britax Competition Harnesses and Aley roll bars. His first run time, however, was still fast enough to give him 3rd in class.

During the following week much hard work by Howard and Richard Sutherland of R.D.S. Engineering, saw the car repaired and not looking much the worse for wear at Baitings Dam on 3rd September. This time Howard was beaten by his arch rival John Casey by 0.02 of a second, very close stuff this hillclimbing.

Also on 3rd September Trackrod M.C. had a team of 5 cars competing in the Shell League at the M.G. Car Club Sprint at Topcliffe. The team was as follows:

| | |
|--------------|-------------------|
| K. Goodall | RS1600 (Class 3) |
| R. Jackson | RS1600 (Class 3) |
| D. Dickinson | Mexico (Class 3) |
| K. Marr | Cooper S(Class 5) |
| D. Taylor | 998Mini (Class 1) |
| J. Mitchell | Cooper S(Reserve) |

Unfortunately results of this meeting are not yet to hand but every member of the team scored valuable points in the Championship and we are now lying 4th behind, Y.S.C.C. B.A.R.C. and Huddersfield M.C., which I consider to be excellent considering the resources these other clubs can draw from.

10th September saw the Shell/R.A.C. Championship Round at Harewood which also coincided with the 50th Hillclimb held by B.A.R.C. at Harewood. Three Trackrod members were entered, Johnny Solk in Class 6, Howard White in Class 2 and David Taylor in Class 1.

Practice took place on Saturday on a slippery track and with threatening rain clouds overhead. Sunday was bright and sunny although very cold. First runs commenced at 12.30 and at the end of the meeting Howard had taken 3rd in class, Johnny 7th and myself 5th. The outright record was broken by Mike McDowell in his Brabham BT36X Repco and was left at 39.14. Sir Nick Williamson became the new Champion in his March. The next meeting is the Castrol/B.A.R.C. Championship Final Round at Harewood on 24th September.

Dave Taylor

Chairman's Niche

I would ask all club members to bear with me this month if you find this very short chatter spot too short. Due to my recent election to the exalted position it will take me some time to get into the flow of writing again. Since the last newsletter we have had many changes in the club of which I hope to be able to write more next month. However, suffice it to say that all the committee were very pleased to see a full room at the Beehive for our EGM/AGM. A turnout of fifty per cent is encouraging - although the meeting affects all members and 100 per cent would have been better. I know it takes courage to stand up and say your bit, but it's your club and all comments and criticisms on policy are appreciated. You might make fools of yourselves - but pity your officers - they stand up and do it all the time!

On the outdoor events scene we seem to be doing better in our own events. We have had the annual Sportonoggin which had a very fine turnout on what looked like a nasty night. This event was ably organised by David and Jennifer again and we would thank them for an excellent event which we hope they will organise again and get an even bigger entry for next year. The Treasure Hunt organised by Howard and Annette Rackham was, we hope, the first of a long line of very successful, very warped events from a new team. The results showed how important it is to fill the car up on this type of event! I think the Jackson car crew must have had many "discussions" - my crew certainly did (I wore ear plugs!!). Howard and Annette's offer of organising two more similar events will be accepted as enthusiastically by all members as it was by committee. Our thanks to them.

Now to our participation in other clubs events. Whilst our competitive side are continuing to fly the Trackrod flag successfully all over the North we are also getting invitations to help out on the organisation side. In last months newsletter it was reported that we have been asked to organise a stage on the Dukeries Rally. We have now been asked to organise a stage on the York Moss Rally. These events are only a week apart and we have had to decline this latter offer. The committee's decision was coloured by the fact that we had only seven Trackrod members out to run our stage on Castleford M.C.s Bury 100 Rally. If you want the clubs name to be recognised you must support these events. Steve Lloyd still wants names for the Dukeries Stage - don't let your club down.

Let us hope that the increase in attendance at our own events is continued and extended to our participation outside the club, so that the New Year may be at least as, if not more, successful than the one just finished.

E.G.M. of the Trackrod Motor Club

On 22nd August at the Beehive we held the E.G.M. as detailed in last months newsletter. Although the changes proposed were of a fairly sweeping nature, all business was carried unanimously. The proposals were, basically:

- a) That the committee be restricted to six members and three officers.
- b) That the committee be empowered to elect a President.
- c) That the date of the A.G.M. be changed from January each year to August.

The meeting was then closed and re-opened as the Annual General Meeting. The minutes of the previous meeting were read

and agreed. An apology for absence was received from Ray Dickinson, who was on holiday. There were unopposed nominations for Chairman, Secretary and Treasurer, therefore Martin Cantrill, Stephen Lloyd and Richard Ashcroft were returned. There were seven nominations for committee, so a ballot was held. John Wilson, David Taylor, Dennis Dickinson, Richard Jackson, Frank Stuart-Brown and Keith Marr were elected. The meeting then discussed the 'mini-van' service vehicle, which it had been agreed to drop as a club project due to expense. It was, therefore, agreed to use the money collected at a previous noggin to buy a service kit of parts to be carried by any service vehicle. It was also agreed that a summary of results be included in each months newsletter, covering that months events.

The meeting closed at 9.45 p.m.

New member

To Mrs. Lyn Cantrill, 40 Blackmoor Court, Leeds, 17 a hearty official welcome, to an already well known face on the club scene.

Changes of address

1. Keith Marr, our honorable club Membership Sec. has now moved residence to 128 Otley Road, Guiseley, Nr. Leeds. Phone Guiseley 6007.
2. Lindsey Hudspeth now resides at Garforth House, Selby Road, Garforth.

Thought

Sue Waddington and Lindsey Hudspeth competed on the Castleford Bury 100 Semperit 72 Rally and went off on the 1st selective, to remain stuck therefor the remainder of the night. However, they got a bigger 'mention' in both the local papers and in Motoring News than the chap who won the event - must be a moral somewhere!

Autotests

Autotests on grass at Kings Road, Bramhope, Sunday, 24th September.

This is our first co-promoted Autotest meeting. We have invited Ripon, M.C., Yorkshire Sports Car Club and Shipley and District, so all we have to do now is ensure a fair entry from ourselves, and make certain that the organisation is impeccable as ever. To do this we need marshalls to cope with timing, signing on, etc. so please volunteer, if you're not entering. Contact Richard Ashcroft or myself, Steve Lloyd, as soon as possible. We've been to other clubs events now, and not been disgraced. Lets show them we're just as hard to beat on our own ground. Don't forget, 24th September, Bramhope. See you there.

Steve Lloyd

Shell League

The first event in the League was the Huddersfield Motor Clubs driving trials on 27th August. Our team consisted of Dave Taylor, giving his newly acquired, ex Ian Hardy, 998 Mini its

first competitive outing in his hands. John Solk attempting to demoralise the cream of the BTRDA championship drivers in the sports car class, Richard Ineson in his immaculate 998 Cooper, Richard Jackson driving Dennis's Mexico following the demise of SPY the previous evening, and Dennis Dickinson also in the Mexico.

It became obvious from the very first test that BARC and YSCC would score maximums with the top drivers in the country representing them (in fact a dispute blew up over the eligibility of BARC's team, as some of their drivers were imported from up to 200 miles away! Not really in the spirit of the competition)

Dave Taylor finished 8th in his class and took the Novice Award while Richard Ineson had a very good run to take 3rd in class an excellent result in this class of competition. Johnny Solk took 7th in his class, a good result considering that 5 of the top BTRDA men were also in this class. Richard and Dennis had an unhappy day finishing by having to take four washout times a piece when the Mexico burnt its clutch out, at this point Richard was lying 7th in class and Dennis 4th.

After this round Trackrod were lying 4th.

The next round came at the Topcliffe Sprint on the 2nd of September. More details of this appear in Hill Hops but suffice it to say that we are now within 10 points of third place with Huddersfield and YSCC unlikely to field a strong entry in the next round, the 111 Club's rally on 7th/8th October. We will therefore be fielding the strongest possible entry in this and the Castle Howard Hillclimb the following day- so how about coming and cheering your team on - they always go better with an audience of friends around them!

Secs. Pct

Well, the AGM has come and gone and we are now in a new club year. If its anything like as successful as the last one, we can all expect some great motoring during the next 12 months. You can rest assured that your committee will maintain the terrific momentum built up by the club over the past few months. But we need your help, of course! And not only at the events, but also in the running of the club. Please don't hesitate to contact any committee member if you have any query, or idea, on the running of the club. We'll be only too glad to hear from anyone.

The last thing the old committee did was to sort out a calendar of events for 1973/4. We hope to get this printed into a fixture card for issue to all members, so you've no excuses for not getting to events. With the restriction on 12-car rallies, this means at least one event of higher status next year, for certain, and probably another one also. Add to this some new ideas we've had about some different types of event, and a fuller social calendar and you will see that we are sparing nothing in our efforts to give you a club to enjoy.

Now those invitation. The first rounds of the Shell Motor League are over, but here is the revised list of dates for the remainder of the series.

7th/8th October - 111 Car Club Rally (112, 103, 104)
8th October - YSCC Hill Climb - Castle Howard

5th November - North Midlands M.C. - P.C.T.
12th November - YSCC (Final) - Autotests.

Our lads could do with some support at these events, so lets be having you.

Apart from these events we only have one invite, to the Airedale and Pennine Uniflo Autocross on 8th October (but see above).

Don't forget our own invitation to other clubs on 24th September, at the Kings Road venue in Bramhope. We want plenty of marshals and helpers, please, to keep up our high standards of organisation.

Steve Lloyd

Rally Round-Up

SPY 44

Servicing

It is time to express our thanks once again to the lads who come out servicing, their encouragement and assistance is appreciated by all the crews. I would like to mention one point which has sprung to mind recently and when considered is quite worrying. On certain rallies where servicing is allowed there are no problems. There are, however, events where a service crew just happens to be a crowd of friends!!! It is on the latter events where we must be more cautious. It would mean exclusion from the rally for the crews if it was discovered as being organised service, we must therefore, avoid advertising the fact that we are servicing, this especially refers to the large Trackrod board, this is not only putting the crews in a tight spot but is also putting the club at jeopardy which is even more serious. So service crews, whilst we appreciate your conscientious support let us be discreet in unofficial meeting places!

Stocktonian

Three crews from Trackrod, Richard Jackson/Dennis Dickinson, Ken Goodall/Richard Ashcroft, Ian Wilson/Cathy, drove to Teeside on Saturday night for the 8th round of Castrol/Motoring News Rally Championship, the Stocktonian.

Selective one went through the tank traps on Catterick Camp to be remembered by Richard and Dennis who yumped some incredible distance and whilst in the air saw spectators fleeing from the side of the road, when they landed it was apparently touch and go - Richard is still wondering how they managed to keep the car upright and on the road even! Another member, Bob Salt flying under Ripon colours, ended up in the moors after quite an excursion.

Selective two was eventually cancelled, a gate having been mysteriously closed.

Selective three went over the dreaded "Oxnop" where Richard Ashcroft threw his maps on the back seat - who was the ordnance survey inspector there. The car in front of Ken and Richard was apparently practising for the Olympic Gymnastics.

Selective four "Buttertubs" has a long concrete fence on top of a cliff - and if you go through that you go dow...n.

Selective five -- Birkett Common. Richard Ashcroft selling map references of the nasties on this one. If he sells any it will pay the hospital fees to cure his ulcers.

Selective six was narrow whites into Kirby Stephen and then to the fuel hat.

After filling their thirsty cars selective seven was a twenty two miler and by they were sweating at the end of it. This was all blind brows and nasties and yumps and more blind brows. Selective eight was also long, long with a long, long, long white and turn right at the cross roads at the end unless you over shoot at 6,000 in top like Richard Jackson.

Selective nine was over the Pennine Way again with an elongated white and then hairpin round the cottages. Selective ten was in Stang Forest. There were some fantastic yumps through the forest. This is in fact the stage to be run by Trackrod on the forthcoming R.A.C. Rally.

Selective eleven over Gaylesmoor went down one side of a valley and the hairpin and back up the other side. The final selective twelve proved to be nothing exciting being a few miles on normal roads!

Although the results are not yet to hand, Harold Morley, the current leader in the Championship, won the event. Ken and Richard were about 20th, Richard and Dennis about 30th and Ian and Cathy we don't know.

Richard Jackson who had severe gearbox trouble over the last few selectives found it ceased completely on the way to breakfast. Ken came to the rescue and having removed the propshaft towed SPY to relieve his famine. Ian who also finished suffered a blown engine also on the way to breakfast. A rally thoroughly enjoyed by all. Good support again from our service crews, credit here to Steve Holden in his Viva who made all the service points even with a blown head gasket.

Group One

It has been suggested to run a Group One category in next years Castrol/Motoring News Rally Championship. This idea has been praised by many sectors within the sport. I, in fact, do not agree with the general support given to this idea.

It is suggested that it will resolve the problem of car potential based on how much one can spend on a rally car. It would suggest that those who can afford to spend a lot on rallying will buy all the possible homologated parts and then on the engine side will blue print and balance same and against a standard production lump this could mean an increase in power of anything up to 15-20%. Is this evening things out! It will also push things even more towards Escorts. Ford have so many more parts homologated than any other firm.

When you consider that cars have got into their present day form to cope with the arduous condition of todays rallying how are very standard Group One cars going to stand the pace. There are bound to be a few that will - but what about the majority. This again boils down to how much you can afford to hold the thing together, as is Group One achieving anything. When you consider how much trouble people have with new and standard cars today how are they meant to cope with rallying conditions.

One of the main advantages as I can see it is that the cars will be more like those used by the general public. This may

provide more interest within spectators and also the general public. You will notice, however, that I have used the expression "more like those". Yes, more than Group Five cars, but when examined closely when a Group One car has been rebuilt from top to bottom and has had a fully balanced and blue printed engine at great expense, how much is it exactly the same as a normal car on the road.

Nobbling for Beginners (or How to Sport a Nog)

The annual party games on wheels was a great success. Despite very wild weather, a very good entry was received, and many spectators attended (at least the Noggin part). It all went very well, to the credit of organisers Howard and David, and, of course, the best man won. It was a close thing, though. I had to draw on my vast experience over the years to add my cause.

For instance, test 1. Well, I mean, empty cups! The obvious thing to do is get them back to the bar and filled up. Ray kept taking them off me as I was on my way to the bar, so I thought he was doing to honours. Bit of a shock at the end when they were all still empty!

Test 2 required a bit of skilful manoeuvring to get myself installed as Ken Goodall's 'navvy'. He was obviously a real threat to me, so a quick dose of 'left hand down, left, left, no sorry, I mean right' soon put paid to his hopes. He was decent enough not to do the same for me, so on to test 3.

Here, the sight of a vast black cloud approaching was quite enough to spur me on before the deluge began (but Dickinson and Jackson in that lime green Fordie were 'orribly close. Methinks sand in ther carb, next time')

Test 4 was run on the 'Bob a Nob' principle and someone or other won it in one of those Ford devices (Andyman, Ableman, was it? Something like that anyway). This test kept the marshalls employed well into the night, since everyone wanted to burn out their wiring by using all six lights at once.

At the close, everyone agreed it had been a 'reet gradely do' (especially me). I'm already brushing up on my gamesmanship for next year.

Steve Lloyd

The Italian Scene (or Reg azzoni, who's he?)

For those faithful readers who remember the epic tale of last years holiday in Italy, which sent Armco shares rocketing, here is this years breathtaking account of how I drove around Northern Italy, challenging the gods of death and destruction with a smile on my lips, a song in my heart and two screaming kids in the back. So what happened. Nothing!

Yes, absolutely nought. That is, no leanings on, bouncings off or slidings in. But I did learn a lot about Italian motorists. For instance, did you know that a Ferrari Dino, A Fiat 124S, an Autobianchi A112 and a BMW 3.0 CS will all fit side by side on a two lane Autostrada. I didn't. You see, I was motoring along in the gathering gloom between Milan and Genoa. Every so often, there being a lot of traffic, I would move from the fast lane in response to a flash of lights from

behind, only to find a Fiat 500 or Autobianchi A112 (small but pokey) come buzzing past. Then, at the next jam, they would get in my way as they wound it all up to their 120 kph, or whatever. So I took to ignoring such flashings and continuing in the fast lane until such time as I could easily move over. So it was that after two such doses of brighter than brightness from the rear, which I thought were going a bit quick, I discovered that Autostrada are much wider than I thought! I was surprised to say the least, but no one else seemed to worry about it at all. A very enlightened attitude.

I also had a couple of laps around the Monaco Grand Prix Circuit, which must have shrunk since May. I mean, no-one could possibly belt round the streets I saw in a GP car. Ridiculous. No, they must have moved the buildings back a bit, for the race. Well, let's face it, I'm at least as good as Emerson on that sort of track, but not if they're going to change it specially for these already overpaid, pampered F.1 men. I tell you, if they widen it again next year I shall write to Raymond Baxter about it!

One of the studies which I voluntarily undertook during those long hours on the beach in the hot sun was the Italian youth at play (I could write a book about the current trends in bikini styles, but the strain might prove too much). Anyway these lads play, with fanatical zeal, a game wherein they form a track in the sand and flick little plastic balls around it. Childish, you say, typical of them Ities, you mutter. But wait, the tracks formed by pushing a football around in damp sand, are replicas of the various GP circuits around the world. The plastic balls represent cars and there's a strict system of penalties for leaving the track. The one who gets round first with the least flicks wins. It's quite an absorbing game, the care with which they lay out the track is an art in itself. So, next time you're at Filey or Brid. you can have hours of fun on your miniature Wurburgrin, or Harama (Indianapolis is cheating).

Cheers

Steve Lloyd

Adverts. etc.

Martin Cantrill would be obliged if the gentleman(!) who borrowed his stop watch about two/three months ago would kindly return it.

T. R. Lightowler, Burton Salmon, Nr. Leeds

There is a 4-wheel vehicle trailer service operating 24 hours a day, 7 days a week. Call out charge will be £2 minimum. Round trip mileage based on 20p. per mile. Phone South Milford 2515. Home phone No.: Knottingley 3154.

For sale (or to let)

Well furnished Lotus Mk. II Cortina never raced or rallied on a Wednesday. Very good condition. Apply to Andy Mackay, the Bar, Any Noggin Night - £625.
No seriously, Andy's Lotus is up for sale and represents excellent value as a well prepared fast motor for a serious enthusiast. Andy can be contacted at most club events!

Wanted Loan (permanent or otherwise to the club) or cheap sale of long arm stapler. All offers to John Wilson or Dennis Dickinson.

TRACKROD ENDS