

TRACKROD

MOTOR CLUB

Trackrod Motor Club

Newsletter - October, 1972

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Forthcoming Events

1st October - Production Car Trial, Stubbings Farm, Otley Chevin.
Our first PCT for some time so lets have a cracking turn out to encourage our new organising team of Frank Stuart-Brown and Steve Holden to even greater things. Regs are available from Frank. Watch for the new Trackrod arrows on your way down the Chevin.

3rd October - Unofficial noggin and results of PCT.
So all you merry mudpluggers come and see how you fared, and help the rest of the members in our attempts to drink the Beehive dry - from 8.00 p.m.

10th October - Noggin, The Viking, Methley.
Climb aboard your long boats and head for map. ref. 96/390261. The invasion commences at 8.00 p.m., battle commanders Lloyd and Ashcroft will no doubt hack their way to the bar first so come early or there may be no beer left!! The Viking serves excellent "crusty butties", so eat, drink and be merry!

17th October - Unofficial noggin and Top Six run off for Castrol Quiz. Dave Taylor, John Lee, Richard Jackson, Ken Hodgson, Steve Lloyd and Richard Ineson will pit there wits against each other in a 60 question, quickest on the buzzer knockout to pick the final team for the Castrol Quiz.

24th October - Indoor Rally, Maps 96 and 102, organised by Martin and Lyn Cantrill. All you need is a romer, the above maps, pencils and a sense of humour! The venue is easy to find (in case the controls aren't!). Our usual 'Club Pub', the Beehive. Action commences at 8.00 p.m.

28th October - Clipstone Special Stage. Another step up for the club and a chance to show just how efficient we are at this sort of thing. The stage is just off the A617 near Rainworth (on map 112/6152). First car is due at 9.50 a.m., there are 180 cars

competing and the stage is 3 miles long. Due to the early start a skeleton crew (no not the thinnest people in the club!) will be required for setting up on Friday, 27th. All offers to Steve (the B) Lloyd.

31st October - Unofficial noggin at Beehive, need I say more?

6th November - MONDAY - CLUB BONFIRE AND FIREWORK DISPLAY. See inside for more details.

14th November - Film Show - Clap Gate, Sicklinghall. This should be a good one. Films include 'From Harrogate it Started (1971 R.A.C. Rally), 7 Dales 1972 (this features our stage at Sherburn) and Ride the White Horses, a power boat racing film plus films on rallycross and Formula Ford.

Past Events

On Sunday, 24th September we held our co-promoted driving tests at Kings Road, Bramhope. In taking the overall first place, Richard Ineson has shown the rest of the clubs that we have at least one autotest driver to contend with.

The new arrows and scoreboard added that little touch of professionalism to the whole thing - all we need now is a club caravan - an item which with a bit of help from members, in the form of a silver collection at noggins, could soon become reality. It would appear that one of our 'contacts' could get a suitable van for under £75. Now as we have a turn out of 50+ at most noggins, if everyone donated 10p a week, it would only be a matter of 15-20 weeks before it was paid for - and just think of the added prestige for the club at Autotests, PCTs, special stages and our own rallies!

The club has now obtained its own typewriter, the duplicator is still slowly, but surely, on its way!

Richard Ovenden has kindly written to the club offering some very useful suggestions plus the promise of his own help which we are pleased to accept. His suggestions will be discussed by the committee at their next meeting, it is nice to see that at least one member is interested enough in the club to put pen to paper in a constructive manner.

IMPORTANT - Will any member changing his address or who has recently moved please inform Keith Marr.

Chairmans Mousehole

As it is only a fortnight since I last put my thoughts to paper, my little store up hasn't exactly filled up yet. I have, however, noticed that there is a certain 'in crowd' again at our unofficial noggins. Remember to leave some space for my wife and we'll join with the masses again!

On the 9/10th September we fielded a large number of crews on the Uniflo. However, it was not a great success for Trackrod (or many other people by the number of finishers). I am forced to admit that my recent outbursts about 'friends' on rallies must have been unfounded! To all friends (without inverted commas, please note) go the sincere thanks of Sue and myself for assisting

us back onto the reasonably straight and not quite as narrow! The trials and tribulations of our other crews will, I am sure, be chronicled elsewhere, so I won't bore you further here.

A few points for those of you who may venture out to our new haunt at the Beehive for the Indoor Rally later this month. My wife and I have so far spent an evening of bending our devious minds to map 102, but I must say Lyn is more conventional than I, and anything that she can do the rest of the club should also be able to do. (Don't take that too literally, people!!). For those of you who don't know the Huddersfield map, my advice is to bring a magnifying glass - as well as the list recommended in last months bulletin.

The club can take pride in its new venue at Kings Road, Bramhope. As a venue for autotests this takes some beating as was proved by the enthusiastic reception from our outside entries on 24th September. With our aim being to obtain a restricted Autotest and PCT before the year end let us hope our increased attendance keeps up and all events continue the recent success story for our club.

Lastly, my apologies for any noted absence during the next month, but most of you will have noticed my impending fatherhood, which will mean my absence from Leeds over the next few weekends.

Secs. Pot

Fairly quiet now, after the rush of events in September. No specific invites, but don't forget those Shell Motor League dates. The rally on 7th/8th October, and the Hillclimb at Castle Howard on the 8th are both worthy of your support. Our teams are doing exceptionally well considering the talent available to the really big clubs. A good all round performance could see us in the awards at the finish.

On the 28th, Saturday, we are running one of the Clipstone Stages on the Dukeries Rally. This stage is easy to get to, just straight down the A1M to the end of the Bawtry bypass, then straight on down A614 past Allerton, turn right on A617 towards Rainworth. Approximate map ref. 112/583594 for the start. Its a daylight event, so we have to be there very early in the morning, and they might be using it twice, so we have to stay in the area most of the day. Its a good very fast, smooth stage which should be pretty exciting. I have several names already, but will welcome more. Just phone or see me at a Noggin.

I'd also like to say how pleased we were to receive Ray's acceptance of the Presidency. I can only endorse the views expressed in last months newsletter, and add that I'm quite certain that this clubs future is assured with the current enthusiasm of you all, and the guidance of an equally keen committee. We were very happy to appoint Richard Jackson as Competitions Secretary (specially cause it takes a load of my shoulders). He won't be in full swing, as it were, until the Blue Book is published with his name in it. So from now till then (January, we hope) him and me will split the job between us. If you have any queries re entries to any event, please ask either of us. We'll do our best to help.

You've had some evidence of the increased activity of the committee at the Autotests and the PCT with the new equipment on show. By courtesy of another bit of 'initiative' (if thats the word), we now have our own typewriter at last! U/S when we got

it, now fully tuned and capable of about 80 w.p.m. (words per minutes!) in stencil gear with reasonable economy, its obviously built to last (its lasted about 25 years already!) Next step, a duplicator, but the type-writer was the really urgent need.

Instant detune - yes detune. Well there's so many mags on tuning I thought I'd be different. You may remember the chat I wrote about my Mini Cooper when I bought it. Limited to 7500 in the gears and 7000 in top, the man said. And that seemed very reasonable judging by the Tacho, and the fact that it has a 3.9 diff. I couldn't understand, though, why people suddenly drove about 15 mph faster when I was in the Mini than when I was in the Fiat! Then I fitted my Japanese Tacho in the Min in place of the very English one that was in when I bought it (I'm not naming the maker, for what will be obvious reasons, but I wouldn't want to look them up in a phone book unless I knew the initial!)

Immediately revs in the gears dropped by about 1200, and in top by about 800 (why the difference I have no idea). After the first shock, I checked the speeds against the revs. and I'm afraid the Japanese are right! So the Mini will still pull 7000 in top, and in the gears, but it's one hell of a struggle. Be warned, gentle reader, and trust not the Tacho which operates with bent pointer. Or you too may be backing off too early. Think about it. (This isn't just one example, the S.... Tachos really do need checking for accuracy).

Sight of the month - Richards Jackson and Ashcroft, Ken Goodall and Dennis Dickinson all asleep at Topcliffe after the Stocktonian the night before. Watch for a repeat performance at Castle Howard on the 8th.

And now, the story they said would never, could never, be told. The separation of the decade. Imagine Liz leaving Philip, Chapman leaving Lotus or Ashcroft leaving a pint. Impossible! Then how about this. Steve Lloyd has sold his Fiat! Yes, at last, the Grand Passion is over. Well it has to be. Have you ever tried grand passion in an M.G.B.G.T? I tell you hammocks and canoes just aren't in it. And there you have it, folks. I've bought a 'B' (I have had a couple of 'bs' before, but they weren't M.G.s). Its rather smooth, Tartan Red, quite fast, sticks fairly well, and is a great dolly puller (but see passion joke above). Just big enough for the kids too. So now its all British Leyland in the Lloyd stables. Sorry you Fiat men, but if you will buy this foreign rubbish. Lord Stokes for King, Say I!!

Steve Lloyd

A Bunch of Cherries

A recently became the owner of an unusual car, the Datsun 100 A Saloon (Cherry). Having just completed 8000 miles in this motor I decided last weekend to put it through its paces. Before the results of this, here is some background.

The car is front engine, front wheel drive with a 988 c.c transverse engine, separate gearbox and clutch and remote gears. Compression ratio 9:1. Breathing is by a compound carb. which devours juice of 2, 3 or 4 star rating - I use 2 star. Front

discs, rear drums - automatically adjusting (they work, too!) stop the car. Fuel consumption is 34/35 mpg on town driving, on a run I expect 45 plus. Oil at 1600 miles per pint is good. Here are a few other goodies: tyres 6-00-13, dual circuit brakes, alternator, fuses inside by driver, electric fan to front facing radiator, extra fuel filter, large boot, 2 speed wiper, electric washers, etc. etc.

Road Test

0-10 mph	1.2 secs.	Standing start 1/4 ml. 22.4 secs.
0-20	3.0	(very approx. 1/4 ml).
0-30	5.1	
0-40	7.8	1st gear 0-25 mph
0-50	10.8	2nd 0-45
0-60	15.0	3rd 8-70 (56 in manual)
0-70	21.0	4th 17-85+ (top reached 98 on yumping road)

R. Ovenden

Hill Hops

Things have been fairly quiet on the hill climb and sprint scene the last couple of weeks. On Sunday, 24th September, the final of the Castrol/BARC Hill Climb Championship was held at Harewood. Howard White and myself were entered in this event although we were not entered for the Championship itself.

Practice again took place on the Saturday and luckily the weather stayed dry all weekend leaving the track very fast. Consequently a few class and the outright course records were broken. In Howard's class (Class 2) Mick Flather broke Nicky Porter's record of 47.51 leaving it at 47.48. Howard managed a third behind Flather and Porter in this very competitive class. In my own class (Class 1) I finished 6th, but I did manage to beat my personal best time.

After the Championship runs, Chris Seaman emerged the winner in a Biota Mk. 1 BL just in front of Brian Kenyon in his M.G. Midget. This was quite an achievement for Chris Seaman since his own car (M.G. Midget) was crushed to nothing in an accident and the Biota was borrowed from John Houghton. Chris Cramer became the Shell Leaders Champion in his Mallock U.2 Mk.11 BL. Richard Thwaites in his McLaren made a superb run to break the course record well and truly, leaving it at 38.47.

The last hill climb of the season and the fourth round in the Shell League is to be held at Castle Howard on Sunday, 8th October. Please come and support your team in this event. See you there.

Dave Taylor

Rally Round-Up

SPY 44

Shipley and District Uniflo Rally

There is very little to say about this rally except that we had a number of crews entered and none of them finished! In fact only twenty cars in all finished the rally.

You will have no doubt heard about the tragic death of two spectators in a Ford Anglia. It was reported in the local press that they were on their way to the start of the event. This was supposedly at midnight. More reliable sources of information such as the car he was following, state otherwise. He was without doubt chasing a rally car down a selective. This is most certainly a tragic incident, one can only use this as an example for a lesson and advice as to what to avoid when watching or following a rally." One can only hope that you are taking note of the seriousness of this situation. In addition to the above remarks we must further consider what a situation like this does to the sport. It most certainly leaves a black mark especially with the police. This was shown later on in the event when there were more police cars watching the rally than competitors taking part.

I hope you have all taken note of this serious situation, after all we would hate anything like this to happen to any of our club members or friends, for their sake and for ours.

The Semperit 72 'Bury 100' Rally

Trackrod crews entered:

- 19 R. Jackson/D. Dickinson - Escort S.R.2000 Turbo.
- 37 D. Lawton/D. Gill - Cortina (surely its a Lawton special, Spy!)
- 117 M. S. Kemp/R. White - Mini-Cooper
- 123 I. Buchanan/M. Stones - Cortina
- 129 S. Waddington/L. Hudspeth - M.B.G.T.

On arrival at the start (Templar St. car park) the first hazard facing the crews was a noise meter. No trouble here for our crews, with the exception of Dave Lawton who's Cortina was just outside the specified limits. Fortunately the scrutineer was 'persuaded' to see reason after it was pointed out that the tailpipe emerged from the side in direct line with the 'dreaded apparatus'.

No more scrutineering difficulties were experienced by our crews so it was just a matter of awaiting issue of the route one hour before due start time. Only crew with problems here was Martin Kemp/Ron White, who arrived at the car to find, or rather, not to find their maps. However, replacement maps were eventually gained from 'well equipped friends' with 30 mins. plotting time still left.

Additional plotting time was found, luckily, due to a long, easy run out to TC1 near Flaxby. From here the route headed North on to Map 91 and then West to start the first selective at TC10. This was a fairly long affair, the first part being a 'thrash' over Fountains Earth on Masham Moor, the rest being yellows, to finish near Jervaulx. Fountains Earth, unfortunately, saw the retirement of our all lady crew of Sue Waddington/Lindsay Hudspeth, when Sue's M.G.B. left the road into a peat bog. Dave Lawton, though, gave a good account of himself by collecting the award for the fastest on this selective.

Only two more time controls later the first petrol halt was reached near Catterick; and from here the route wound eastward, through Selective 2, a four mile half 'white, half 'yellow' affair; and via several missing time controls to the start of Selective 3. This consisted of a reasonably straight 3 mile moorland 'white', but was far too rough to be cleanable. It was just after here that Richard Jackson/Dennis Dickinson were beset by a broken exhaust system and in fact only managed to visit main time controls after this point. It was indeed

unfortunate as they were 1 minute ahead of George Beaver at this stage who eventually won the rally.

Selective 4 consisted of about 7 miles of yellows passing through the famous Caydale Ford, which was, much to the relief of 'mini' mounted crews, at a very low level. Even so there was quite a lot of water-logged machinery strewn about.

The route up the start of the first special stage, a 'bash' round Wombledon airfield, had many crews wondering whether the rally had been cancelled, with a long string of missing controls and checks. This brought the crews to the second petrol halt at Kirbymoorside. Ian Buchanan/Mick Stones turned up here, having had to cut from TC19 after several stops to doctor disappearing brakes. Dave Lawton/Duncan Gill were also having severe braking problems and a failing head gasket.

From Kirbymoorside the cars made their way to the second special stage via several TCs, the stage being about 2 miles of loose farm road, a short grass section at the end being cancelled due to wandering cows.

There now followed a long string of very tight road sections and 'micky mouse' marshalls watches, all crews losing time here, and down to map 98 and the end of road timing at TC44.

Two more special stages, however, had to be faced before the crews could refresh themselves at the Three Cups Inn with welcome jugs of ale. Stage 3 was being very ably run by our own club and consisted of about 2 miles of farmers tracks and fields; a tight left hander through the trees becoming the stage for one of Dave Lawtons famous performances when he succeeded in leaning his car against a tree, not much time was lost, however, restoring him to the road.

The last stage was another airfield at Cowthorpe which provided a good finish to a good event, Mick Stones caused some surprise to several photographers on this stage by leaning out of the window and taking their photograph!

RESULTS

R. Jackson/D. Dickinson	59
D. Lawton/D. Gill	18 (1st - Sel. 1)
M.S. Kemp/R. White	29 (2nd Novice)
I. Buchanan/M. Stones	53

R. White/M.S. Kemp

I would like to thank the above mini bound gentleman for writing this interesting account and would further mention that all contributions for rally round-up and indeed the whole magazine are gratefully accepted. It is easy to run short of ideas when writing a long column every month. SPY.

These are the latest blackspots for our area as published by the R..A.C.. Anyone wanting them for other maps should contact Keith Marr who has the full list.

<u>MAP 96</u>	038523	054575	072539	078524	083543
	087537 $\frac{1}{2}$	089538	094495	094514	122491
	159587	170482	170552	171531	180529
	181516	194532	195542	200478	207505
	220573	225489	225568	232471	232578
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to finish. Tim Bennett decided to risk burning out the remains of his clutch to have a go, and in fact, lead the field at halfway. Of our visitors, F. Carl Davies, F. Bryant (Midget) and Alan Forrest (Crostone Mexico with L.S.D.) were going very quickly. The new scoreboard was also very popular, allowing an instant check on progress. Steve Wren's autocross Mini raised the dust well, and made suitable hairy noises. Also a rare sight was Ray Dickinson's Escort wheeling merrily round.

The course was much drier for the second runs, and times improved. None so dramatically as the 'Peter Noad' of Trackrod, Richard Ineson. He fairly flew round to take the lead from Carl Davies by a whole 8 seconds. That's a lot in the Mini class. Tim Bennett dropped to third in his ex-works lightweight Mini. Test 5 was sorting out the field with a vengeance. It was a frightening wiggle-wobble, but it was on, with care. Frank Bryant, in the Midget, had a real advantage with all round vision. He took Class 2 by 15 secs. from Alan Forrest with Dave Lawton third, only 20 secs. away. A fine drive this, including two washouts! Other notable performances were by Eric Parkes in the Husky, to win Class 3 from Peter Walker by 9 secs., by Ian Burnett who had a very good second half, and by Richard Ovenden in the 'whispering' Datsun. John Solk completed half the tests before making off on his social rounds once more, thus getting six washout times!

At the finish, everyone seemed happy, the one or two queries being easily resolved. It had been a good event, with Richard Ineson's outstanding drive in the second half the highlight of some very good motoring. We enjoyed it as organizers, and would like to thank all marshalls, competitors and spectators for making it such an enjoyable afternoon.

R..N. Ashcroft
S. Lloyd.

RESULTS

1st O/all	R. Ineson	Mini	1st Class 1
2nd	F. Carl Davies	Mini	2nd Class 1
3rd	T. Bennett	Mini	
4th	I. Gurnett	Mini	
5th	F. Bryant	Sprite	1st Class 2
6th	R. Ovenden	Datsun	
7th	A. Forrest	Mexico	2nd Class 2
8th	D. Lawton	Cortina	
9th	B. Shaw	Viva	
10th	S. Wren	Mini	
11th	T. Cashman	Mini	
12th	R. Jackson	Mexico	
13th	J. King	Mini	
14th	E. Parkes	Husky	1st Class 3
15th	K. Marr	Escort	
16th	P. Adelman	Escort Sport	
17th	K. Goodall	RS1600	
18th	D. Dickinson	Mexico	
19th	P. Walker	-	
20th	L. Hudspeth (Mrs.)	Escort	
21st	R. Clayton	-	
22nd	S. Holden	Viva	
23rd	R. Dickinson	Escort	
24th	J. Solk	Spitfire	
25th	M. Parkes (Mrs.)	Husky	

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7th	A. Forrest	Mexico	2nd Class 2
8th	D. Lawton	Cortina	
9th	B. Shaw	Viva	
10th	S. Wren	Mini	
11th	T. Cashman	Mini	
12th	R. Jackson	Mexico	
13th	J. King	Mini	
14th	E. Parkes	Husky	1st Class 3
15th	K. Marr	Escort	
16th	P. Adelman	Escort Sport	
17th	K. Goodall	RS1600	
18th	D. Dickinson	Mexico	
19th	P. Walker	-	
20th	L. Hudspeth (Mrs.)	Escort	
21st	R. Clayton	-	
22nd	S. Holden	Viva	
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