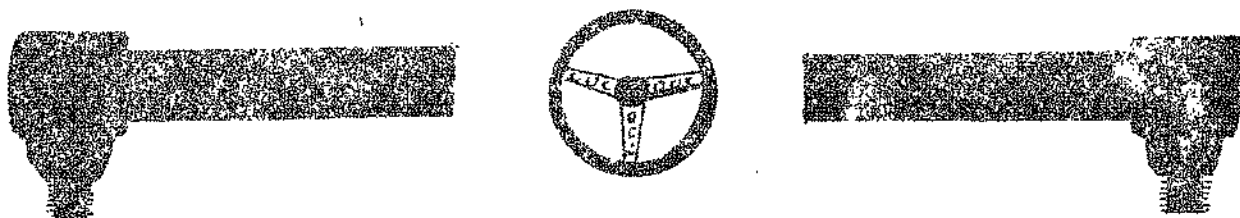


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



R. MCKINNON / C. PERKINS CONCENTRATING
HARD ON THE 1973 DALESMAN RALLY
A GLEN B. CLARKSON PHOTOGRAPH.

APRIL 1975 - No. 54

TRACKROD MOTOR CLUB

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1974/5

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Shell Motor Club League - Team Captain

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EDITORIAL

We must apologise yet again for the errors that appeared in the last issue, one of which has been rectified in this month's "Forthcoming Events" so those who noticed it last time will no doubt notice the correction! Another rather large blunder was in respect of the Elcar Trophy Rally, Round 1 of the Shellsport League, which was a stage rally and not a road rally as mentioned. We sincerely hope it didn't put anyone off either entering or marshalling.

Of late, you may have noticed we've had quite a lot of member's photographs within these pages but the supply is running out so please - more photographs (preferably black and white and a change from rally cars). It won't cost you much to have yourself and your car committed to print, just a pint at the next noggin! However, I should point out that cover pictures do come a little more expensive!

All the planned competitive events have so far come to zero this year with the exception of the 12-car rally. There seems to be a problem with venues for off road events, so if you know of, or have any ideas for, venues for autotests and production car trials please contact any committee member and we will endeavour to obtain its use for a day of your favourite sport. Being a young club, as we are by some standards, has its problems especially when it comes to procuring venues. Many of the older, more established clubs have regular venues which they have used for years or they belong to a member or a friend thereof and such venues are to be valued and safeguarded by lubricating the appropriate parts of the negotiating machinery. So, if you do find a venue, preferably one for long-term usage, please take care to ensure the owner's requests are acceded to whenever possible.

Finally this month, I would like to remind you to give some thought to the question of the Presidency of the Club. Do we need a President? And if so should he be an active Club member or more of a figurehead, I mean we could ask Harold Wilson ... couldn't we?

ED

FORTHCOMING EVENTS

- | | | |
|------------|---|---|
| 1st April | - | Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow. |
| 8th April | - | Official Noggin at the Square and Compass, North Rington Map. Ref. 96/281493. |
| 9th April | - | Committee meeting |
| 12th April | - | 12 Car Rally, organised by Ron Mackinnon/Lindsay Sutton and starting from Tockwith, Map. Ref. 97/454515 at 23.00 hours. Marshalls or prospective entrants can contact Ron at Tel. No.: 663714 |
| 15th April | - | Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow. |
| 20th April | - | Autotest. Y.S.C.C. have kindly invited us to take part in their Horsfall Trophy which is a perambulating event in and around Halifax. Regs. from Martin Kemp by the time you read this. |

- 22nd April - Film Show at the Clapgate, Sicklinghall. 8.00 p.m. prompt if you want a seat!
- 27th April - R.A.C./B.T.R.D.A. Autotest Championship event at Bolton le Moors. Regs. from Martin Kemp in due course. Trackrod are an invited club.
- 29th April - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow.
- 6th May - Official Noggin at the Black Horse, Askwith. Map. Ref. 96/168483.
- 13th May - Unofficial Noggin at the Shoulder of Mutton, Kirby Overblow.
- 18th May - P.C.T. Venue and organiser(s) required. Any volunteers??
- 31st May/1st June - Shellsport League Round 4. Our own, our very own 1975 contribution. The road rally of the year, the Costa Di Plenti. Plenti marshalls required together with entries. Information from Jack Coulthard, but fullest details will appear next issue.

NEW MEMBERS

We would like to extend a warm welcome to the following new members and trust that their association with the Club will be a long and happy one:

Paul Noon, 10 Newlands Avenue, Yeadon, Leeds, LS19 7PG.
Patrick Braithwaite, 1 Knapton Lane, Acomb, York, YO2 5PX.
Paul Adelman, 66 Sandmoor Lane, Leeds, LS17 7EA.
Mr. J. Nicholson, 16 Bradford Road, Tingley, Leeds.
David Hobbs, 22 Manor Terrace, Leeds, LS6 1BD.
Miss Gill Edmonds, The Paddocks, Follifoot, Harrogate, HG3 1EA.
David Snoddy, Flat 2, 25 Leeds Road, Harrogate, HG2 8AA.

ED

ENTRANT - TRACKROD MOTOR CLUB

As most people will know, this Club possesses an Entrant's licence. The purpose of this document is to enable Club members to enter rallies, autotests, P.C.T.s, etc. in the name of Trackrod Motor Club. In this way, the name of the Club appears below competitors' names on the entry list and programme and helps enormously in promoting the name of the Club, but much more so if everybody uses it when entering other Clubs' events. Provided you can produce a copy of the licence when signing on before an event any Trackrod member can utilise this facility. Copies can be obtained from myself so there is no excuse in future for not having an Entrant - Join the "men" and enter as TRACKROD M.C.

Steve Rathbone

(Sorry to short-circuit your supply route Steve, but there is even less excuse now because you will all find a copy of the aforesaid document within these pages - so please use it - all of you!!!

ED).

CLUB REGALIA

Some of you may be aware that we now have an officer responsible for Club Regalia in the shape/form/or what have you of Vincent Girardier. After a brief meeting with the Committee Vincent has set about the task of procuring quotations for various items bearing the Club insignia.

Meanwhile I would remind you that car stickers for inside the windscreen and for the outside of the bodywork of your bolide are available at 10p each and Paul Davies still has a few "Team Trackrod" tee-shirts available - see him at the noggins for details.

Watch this space for info. on new items which, it is hoped, will be available in the not too distant future.

ED

SPECIAL STAGE RALLY TROPHY

A trophy will be presented by Mary and Steve Lloyd for the best performance by a driver in special stage events only at the 1976 Dinner Dance. The trophy will be held for 11 months and a replica presented to the holder at the next Dinner Dance. To be eligible for points, the entry must be made using the Club's Entrants Licence. Scoring will be on the class basis, based on the number of people beaten in the class. All events will count the same, regardless of status. No combined navigation/stage events will be eligible. It is hoped that the Trophy will be of 'original' design, and worthy of the winner in this ever expanding section of the sport.

Mary and Steve Lloyd



↑ MARTIN KEMP/IAN BUCHANNAN, 998 COOPER ON THEIR WAY TO RETIREMENT ON THE "C.D. BRAMHALL" 1973 - IT SEEMS THEY RAN OUT OF ROADS TO TRY AND EXHAUST SYSTEMS !!

PHOTOGRAPHY BY GLEN B. CLARKSON.

TEAR OFF HERE

THIS IS YOUR OWN COPY OF THE CLUB'S COMPETITION LICENCE SO DON'T SAY YOU NEVER CAN GET HOLD OF IT !!
GOOD LUCK TO YOU IN USING IT! BUT CUT IT OUT FIRST!

EXPIRES
DECEMBER 31

1975

COMPETITION LICENCE

LICENCE ISSUED WITH THE AUTHORITY OF THE
FEDERATION INTERNATIONALE DE L'AUTOMOBILE

The Royal Automobile Club, 31 Belgrave Square, London



Only valid if
Photograph of
Holder is
affixed here

IF IT
DOESN'T
PRINT TOO
CLEAR
THE NUMBER
IS: 09815!

ENTRANT — INTERNATIONAL

LICENCE NUMBER

E

09815
TRACKROD MOTOR CLUB,
MR. R. STEVENS,
416 OTLEY ROAD,
LEEDS, LS16 8AD.

Private Car Entrant



Kart Entrant



HOLDER'S SIGNATURE

Richard A. Stevens

- ED.

LADIES COMMITTEE

At their recent meeting, the Ladies Committee Chairwoman, Mary Lloyd, retired, as did Rosemary Ashcroft. I know I speak for past Chairmen as well as present, when I say that the work done by the Ladies Committee has been invaluable in the social life of the Club over the past years. Our very sincere thanks go to Mary and Rosemary for all their efforts.

We wish Alyson Barrett, the new Chairwoman, every success in her new role and welcome new members Pauline Phillips and Linsi Sutton to the team.

Steve Lloyd

A DITTY ABOUT OUR COMMITTY

Once a month at the Fox and Hounds
The Committee arrive in leaps and bounds
Steve Lloyd takes the chair before they commence
We all sit there in wondrous suspense

John Wilson comes and then soon goes
But wherever to nobody knows
Then theres Jack Coulthard and sometimes there's not
These two seem to leave early quite a lot!

Steve Rathbone, Steve Holden and Martin Kemp
Have eyes on the barmaid with wicked intent
Rick Stevens is scribbling which is usual
But what chance has he got with this load of bull?

Richard Ineson sits there with his steely glare
Could it be boredom? Or is it the chair?
Don't let's forget Mr. Ian Gurnett
I haven't quite weighed him up as yet!

Then there's Steve Mills with his predictable Coke
It would probably make all the others choke.
Finally, like a vision, in comes the dog
It's time to go home, Oh thank God!

A WELL WISHER

(Hmmm! Well it does rhyme and it does contain some very accurate points - yes the chairs are hard and yes they do talk a lot about rallies! Must conduct a handwriting check at the next meeting! - ED).

STAGE PRACTICE DAY - Sunday, 23th January, 1975

Approximately 50 crews turned up at Full Sutton Airfield at 10 o'clock on Sunday morning for what was to be a rather eventful day! The weather was dry brass monkey stuff and the tarmac had its rallyman's nightmare winter coat on.

After an hours delay due to disputes over crash helmets, the first car (guinea pig) left the start only to return some five minutes later with a modified near side, after having broadsided a stationary tractor nobbly tyre.

The grapevine didn't take long in letting everybody know it was "bloody hairy". It was not long before Ian and I got under way.

The first 300 yards was a small muddy Mickey Mouse affair which then opened up into a $\frac{3}{4}$ mile straight runway (poor Minis!) ending with 45° left and right on wet mud and into a long 90° right - long for some but not for us. Half-way round the front near side plunged down and an enthusiastic front wheel continued the manoeuvre on its own, spitting out a trail of wheel studs. After a little thought, we decided to take one stud from each of the remaining wheels and replace the "stray" with three studs. With a helping hand from our Chairman, Ian did a great job of getting us mobile (thanks Steve!) while "lazy bugger" gazed in astonishment as Steve Rathbone tried to level out a huge pile of rocks (100% for effort but commiserations for your motor!!). Steve, feeling somewhat upset, retired from any further participation. By this time, we were ready to roll and decided to return to the start for another crack. 5 - 4 - 3 - 2 - 1 - and off we went again; this time, getting all the way round the 90° through a chicane, past Rathbone Rocks, over the Jumps and through a slippery farmyard followed by a series of pretty fast 90's and down a long straight to the flying finish on a long sweeping left, a total of 2.9 miles for which we clocked 2 mins. 21 secs. Again we returned to the start to find that Steve Holden and Pauline had been playing ring-a-roses on the loose and, apparently enjoying it - and why not! Martin Kemp and Rick Stevens were having alternate drives in Martin's car and obviously trying hard according to their times. I wonder who won?

The day continued in much the same way - everybody trying to go a little quicker each time, including Eddie. (I've heard of going sideways round a bend but not backwards!) Alan Powell had the most spectacular spin of the day so they tell me. Unfortunately at the time, I was 2 ft. below road level, sitting in a ditch after trailing my tail out too much on those fast 90's (which fool said they were fast?).

Pete and Marcel were giving the photographers problems - who really had all on getting the latest land speed record contenders on celluloid. Apparently the best result was an orange blur - and he was photographing the car in front.

Most cars continued to take a total five runs apiece and I think everyone will agree that an enjoyable day was had by all (well - not everyone) and I think it went to prove that we all need plenty more events like this one. Well done David Brown Motor Club!

V. GIRARDIER

RIPONIAN RALLY - 18th/19th January

Following our Hon. Eds. impassioned plea for accounts of rallies to be offered as copy for our beloved newsletter (sorry, magazine!) I will attempt to recall some of the more interesting moments of the night of 18th January.

This saw the debut of Vincent Girardiers new bolide, the ex Paul Faulkner R.S. 1600. For the benefit of those not yet familiar with the machine, this has a full house 1760 c.c. sixteen valve B.D.A. engine, rocket gearbox, atlas rear axle and all the usual belts and whistles to make it a very competitive Escort (like 180 B.H.Pee!). Vincent had asked me to ride shotgun for him on this event and it was to be a very pleasant ride, although not without some moments ... but read on.

A clear but very cold night saw the pre-rally documentation taking place at Croft and Blackburn's spacious premises at Harrogate. A full entry included such names as Keith Watkinson, John Evendon, Peter Kirk, Geoff Birkett, Mike Taylor, Phil Davies (often in a 240Z) entered in a Mitsubishi Colt Lancer, but actually starting in a works replica Saab 96. This proved to be an ideal car as North Yorkshire was to appear more like Lapland than our familiar green and pleasant land. Other entries included Geoff Whittaker in a Thomas Motors Twin-Cam who was to shatter his gearbox very early on, Ken Goodall with Steve Hazeldine and Ron Beecroft with John Millington.

The event qualified for both A.N.C.C. and A.N.E.C.C. championships and the action soon started with a quick thrash around the Washburn valley. It was sheet ice almost immediately and this was to stay with us all night. A rough footpath at 26,104N/2054 woke everyone up to find time lost at TC6 near Menwith Hill. The neutral through Blubberhouses gave Vincent time to regret having swapped the chunkies for the road tyres which he was running on and then it was back to action over Heyshaw Moor, Brimham Rocks and Harper Hill to the first selective west of Grewelthorpe. This was later cancelled due to confusion over direction of approach at the passage control, as was the second selective round Swinton Park although this was a watch problem.

Several sections of cleanable TCs brought us to the petrol halt at John Gill's garage at Bedale where Geoff Birkett/Dave Orrick in the Ascona were one minute ahead of a group of seven cars including ourselves.

The restart gave us a group of TCs leading westwards on to Map 90 and the next selectives. The roads over Barden Moor and Bellarby Moor are very straight but undulating and we were yumping while flat in top!!!. (you may recall 180 brake, sheet ice, road tyres???).. It was a very interesting exercise on how a car should land from a high speed yump. If any Escort owner in the Club has handling problems I would suggest a look underneath that B.D.A. at the spring and shock absorber ratings.

The third selective, a ten miler, ran over Cogden Moor, Redmire Moor and Cobscar Rake. These were covered in deep snow and gentle motoring was the order of the day although we were only 15 seconds slower than the fastest car, the Dave Fox/Brian Hughes Avenger. They were to lose a good placing later on by driving straight through a time control. Although they protested on a technicality about the control board position, the protest was quite rightly thrown out.

Ken Goodall had a moment on this selective, arriving at a cattle grid and narrow gateway sideways and not being able to do much about it. Apparently he had given up trying and was just waiting for the bang when the car straightened itself out and went through the middle of the hole! Ken pressed on, rather relieved.

Selective 4 proved to be our undoing, this ran northwards over the very hairy Oxnop Scar and we slid off at a downhill 90 left over brow. But for the snow there would have been no problem but the car just slid off the road due to lack of grip. The backwheels were unfortunately over a small bank and no amount of pushing or pulling would persuade the thing to climb up again. Eventually someone else arrived at a high rate of knots and went a long, long way off. He was obviously there for the rest of the night and the navigator joined me up to our knees in snow and the extra pounds push did the trick. Apparently many cars went off at this point later in the night and an army crew in a Land-Rover did a major rescue operation. I crawled back into the Escort frozen stiff and we carried on to the end of the selective.

We had dropped 20 minutes due to our excursion and we thought this would put us out of the running. Little did we know at that time that the selective would later be scrubbed due to the finish watch stopping. It took three or four more TCs for me to thaw out but by the time we were crossing the Feldon firing ranges it was all coming together again. A run round Barningham took us to Kirby Hill where we found Ken and Steve straightening out a front wing having clouted the church wall after sliding on ice on a 90 left (would you believe, in a neutral!).

A group of ten TCs took us by way of Scotch corner and North Cowton to the finish at the Non-Plus Inn at Morton-on-Swale, where the declared results showed a win for Geoff Birkett and Dave Orrick in the Ascona. Ron Seecroft/John Millington were fourth, we were eighth and Ken Goodall/Steve Hazeldine ninth. We three crews had entered as a team and that was enough to give us the team prize which made it all worthwhile.

J. H. Richardson

MINTEX DALES RALLY, 1975

The Dales attracted its usual top grade entry again this year, with all the top names from British stage rallying present. Of the 120 entries in the Dales proper, No. 1 was Roger "It suits me fine" Clark, entered by Ford, since the demise of Team Uniflo, with Billy "Tatty Escort" Coleman 2nd, Jack Tordoff 3rd and 'my mate Nige' 4th. Drummond was 6th, Solater 13th, Phil Cooper 19th and Andy Dawson 22nd. 'Names' appeared in the list right down to No. 95. Clive Holker and Jack Coulthard were at 32 in the wellknown 'multi' Escort, Alan Ruddick and Tony Longstaff at 83 in the Imp, and CRJ/SL at 95 in the refurbished 24 oz. Our 'reserves' Steve Rathbone and Frank Stuart Brown got a run at 48 in the Mexico, while Vincent and Ian had to wait for a run in the Mini Mintex starting from Scarborough on Saturday morning. They were in the ex Paul Faulkner three wheeler, RS1600.

The route was contained in tulip diagrams with 'Halda' mileages, so apart from plotting the stages, romers were not required. A couple of stage cancellations resulted in the start being put back to 6.30 p.m. Just before we were due off, at 8.05, we heard that Clark had come back with a blown engine! Being unable to find a farmer to block the stage, to give them time for repairs, retirement was their only choice. So now the event was wide open! We took a deep breath and shot off into the darkness. It was dark, too, 'cause being daylight stagers we did not have our lights set up right (But you knew in advance that this event went through the night - surely - ED). The wide open spaces of Mintex I proved a bit daunting, but we tend to know that one rather well, anyway. Next was Fair Oaks, down by Eggborough, a sort of half tarmac farm track, quite good. Then off to Melbourne, being run by Ilkley and District, and a right good long thrash it was. A very wet right hander halfway through made things very slippery as the cold night began to freeze. Church Hill was SS6 (but actually 4 due to cancellations), which was run backwards way to the Crystal Stages, so our gateway (where we had an off) was now the first ninety left. No bother this time, though it was badly rutted on several bends, and not really worthy of

a national event. Full Sutton was also run about face for a change, but its just as fast! Stage 7A was in to replace SS3, a short set of tracks. The finish marshall here had his car right next to the stop line, so he could sit in it. But Nigel Rockey thought it was too close, so he shifted it a bit. Bent fronts on both motors! Very silly place to put a car! (Biased, biased, Mr. Lloyd cos 'Nige' is a mate of yours, isn't he! -ED).

A long haul up to Kilburn and Boltby ended the first 'section'. Boltby was a bit rough in parts, though several friendly faces eased the route. As we reached the forests proper, it got really cold, and roads began to glisten and sparkle in the lights. Handing in our first set of time cards at the control on top of Sutton Bank, we set off for petrol at Wrelton, and then north to the forests proper in Cropton. And our first spot of bother. Our lights began to flicker on and off, very quickly, and then dim as the revs. dropped. Switching off the four spots we continued on biodes, but it still persisted. No time to stop after Cropton 1, but after Cropton 2 we stopped to have a shift. Opening the bonnet, we could see all was well, by the light of the marshall's torch. But when we tried the underbonnet lamp, it was dead. So was everything else. No lights, no ignition, nothing. Then someone spotted the master cut out switch in the 'off' position! Must have got nudged at the petrol, then gradually vibrated off. A quick tweak, and bingo, let there be light! No further trouble in that direction. Pickering was next, then a run up to Dalby 1 and 2, and Staindale. All very good stages, very slippery and quite a few cars off in ditches and trees. SPY was not liking the ice at all, too much right foot causing a burst of the Johann Strausses with no bother at all. I spent more time looking where we were going through the side window than ever before.

Then Langdale. And all those happy, smiling frozen faces. A real goer, this one, with the hairpin through the gate a spectacular start. Just a little nudge on the post as we passed, then all the way up into fifth on the long straight over the top. A really good long stage, very enjoyable, but really icy. Being so exposed it seemed to get more than its fair share. Still, we made it O.K. and could take our helmets off for the first time for half an hour at least. Really close together those stages. Broxa was next, with its 90° bends and big chunks of open air, invisible in darkness. Tony Longstaff's rally ended here, the Imp crying enough. The nasty yumps of Harwood Dale, which caused Paul Faulkner to roll over the finish line, brought us to the end of the first leg, and into Scarborough for a brief rest. Just time to catch one of the Oscar lenses before it fell off its wire, top up the oil and cadge a map light bulb from Eddie, the first one having been lost when it fell out in the midst of the lighting panic.

Steve and Frank seemed to be quite happy with some very good times, and another bent front. Vincent and Ian were ready to go, but looked as though they'd already done at least 2 rallies that night! Clive and Jack had already gone on the short sharp loop, cars now running in order of arrival at Scarborough.

Off we went again, to Wykeham South and North, two Dalbys, Staindale and Langdale again, then Broxa and Harwood Dale. Again a very concentrated section. It got even colder towards dawn, and 10° of frost were recorded! As it got light, it was possible to see just how slippery everything was! We had quite a dice in Dalby when we passed two Escorts off the road, they both got going again and tried to catch us. Didn't quite make it! Langdale seemed faster but our time was slower. In Broxa, all that open air was now visible, and an Avenger had tried to sample some. Harwood included a yump over a crest, down through a gate across a road (!) through a gate and yump up the other side. Very hairy. Then, Scarborough, again, for breakfast. At least, it was supposed to be breakfast, but was largely uneatable, very poor food indeed. We needed the exhaust refixing and new door numbers, all else was O.K. There was a greater number of

bent cars around now, but most people were determined to press on. Vincent was doing very well in this Mini Mintex, having got the hang of ditch hooking after a couple of stages.

Refreshed, we left Scarborough for good, pausing only for a trash at Olivers Mount. After the Scofton caper on last years Lindholme, we now only had to pass point X once, a great shame. The marshalls set us off just in front of an Escort, who nipped inside us at the first hairpin right, then held us up all the way up the hill and around the top! Still, a good stage, very exciting. Wykeham South 2 was even more exciting, because halfway round we met a LandRover laden with bods, head on! And he wouldn't move over. We drove into and out of the ditch, only to find a Unimog truck crashing through the brushwood at the next bend, also full of bods! Whatever happened to that R.A.C. rule that all side roads must be physically blocked so as to prevent access? One can't expect a marshall and his bird to persuade a dozen men not to use that bit of track, if they really want to! Nicely on the boil, we screamed out of the stage, back to the start, and waited while the incident car sorted it out. The bods had vanished, and eventually off we went again. But its a very unnerving experience and makes you think a bit about what's round the next bend. John Midgely rolled his little Rent-a-car Toyota Publica at the end of this stage. The exhaust had dragged loose on the Z again, but we were now running rather late, so we couldn't fix it. The excellent Pickering and Cropton stages, where we nudged a soft bank, no damage, led to Kilburn with a semi spin on Coleman's hairpin, then Boltby, where some friendly faces were seen both on the watches and in the watchers.

A long run to Rufforth next, in a hurry due to the time element. We just made it O.K., had a brush with an officious marshall about service, and enjoyed the very fast lappery. We included a bit of autocross, just for variety. Interesting to see a motor cycle cop on the stage too, enjoying a thrash. Wonder what the car he caught up thought about it, though! Incidentally, there's no way Andy Dawson's Datsun could have been fastest here. It was just a power stage, and the Violet was a bit poorly by now.

Feeling we were home at last, we tackled Bramham Park, with its dodgy 'step' in front of the house, but otherwise a very good stage. Here we were told that we had an extra half hours lateness, from Rufforth, which we needed. We also learned that Clive and Jack had stopped at Kilburn with a severely deranged engine. Exhaust loose again, Harewood was next. We spun once on the way down and twice on the way up, and got stuck in the mud! Livened the crowd up a bit though. Clutch slip was a problem now, so Esholt and Mintex were taken very slowly to ensure a finish. A quick wash (courtesy of Wilson/Ogle car wash inc.) and back to Selby Fork for damage scrutineering, then the final control. Steve and Frank had finished, but had had a longish off and several spins in the daylight. Vincent and Ian were second in the Mini Mintex, again after an 'off' and a puncture at Esholt. A definite case of the 'if onlys' there.

It had been an excellent event. The road timing had been impossibly tight with a 50 mph limit, Selby Fork was too small, and the breakfast was poor. International next year? Well, the R.A.C. are in favour, and thats why it has the Mintex sponsorship, too. But it's hard to see what it can, really, offer, apart from experience of the 'English' forests. Replace the old "London-Gulf"? Not in these days, when even the 36 hour Welsh is considered "too exhausting". Still, it could happen and De Lacy deserve all credit if it does. I hope there's still room for a few clubmen, though. They put it where it is, after all.

Steve Lloyd

A word of thanks for our service crew, Bob and Ted (but not Carol and Alice) and John Wilson, and special thanks to Dave Ogle who kept them all on the right track.

And to Vincents crew of Eddie and Marcel, whose jack we borrowed and whose maplight bulb eased my burden in the night. Thanks, fellas, you are really appreciated, though you may not think so at the time.

Just to see how our lads fared against one another you can compare their times below as compiled by member Eddie Baker:

STARTING FROM SS19 - START OF MINI MINTEX

	Vincent Birardier Ian Gurnett	Richard Jackson Steve Lloyd	Steve Rathbone Frank Stuart Brown
SS19	6.04	6.12	6.08 Wykeham S1
SS20	3.31	3.46	3.35 Wykeham N1
SS21	13.32	15.04	12.55 Dalby 2
SS22	3.16	3.31	3.14 Dalby 3
SS23	10.00	11.12	9.57 Staindale 2
SS24	9.15	10.26	9.47 Langdale 2
SS25	3.47	4.04	4.16 Broxa 2
SS26	2.37	2.57	3.02 Harwood Dale 2
SS27	4.45	5.04	5.39 Olivers Mount
SS28	5.18	6.21	6.34 Wykeham S2
SS29	3.05	3.22	3.34 Wykeham N2
SS30	6.43	6.51	7.04 Pickering 2
SS31	4.33	4.49	8.08 Cropton 3
SS32	5.06	4.42	5.16 Cropton 4
SS33	3.48	3.52	3.58 Kilburn 2
SS34	5.37	5.53	6.01 Boltby 2
SS35	5.45	5.51	6.25 Rufforth
SS37	2.44	2.56	6.31 Bramham
SS38	2.35	4.26	2.44 Harewood
SS39	3.27	5.09	3.34 Esholt
SS41	2.18	3.37	2.32 Mintex 2
	2nd in Mini Mintex	67th o/a	69th o/a

(Unfortunately for Vincent and Ian, the Mini Mintex received abysmal coverage, i.e. none, and I suppose that all those in the know will be aware of the number of finishers in the Maxi-Mintex, I haven't seen the written word, only heard it spoken - does 71 sound about right! - ED).



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