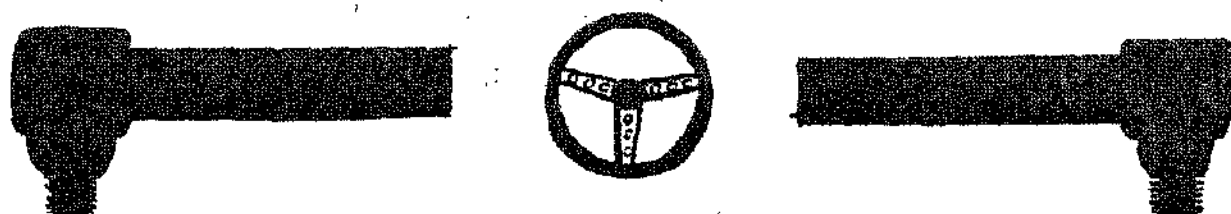


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



ERIC JACKSON / TONY VILES ON BOLTBY 2 DURING
THE 1975 MINTEX DALES
(PHOTO BY NIGEL DRAYTON)

JULY 1975 - No.57

TRACKROD MOTOR CLUB

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1974/5

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TRACKROD MAGAZINE

JULY, 1975

No. 57

EDITORIAL

This issue comes to you somewhat earlier than usual this month as your pen-pushing scribe is taking a well-earned break and is spending a couple of weeks on the sun drenched beaches of Cornwall, with a bit of luck!

Our cover picture this month depicts our guest speaker at the last Annual Dinner doing his 'thing' in Boltby. Thanks to Nigel Drayton for the piccy but extremely sorry for the somewhat drunken attitude of the whole of the front cover this month. I don't suppose it will make much difference to a lot of you, after a few bevies they always look like that, don't they? Well then this one will look straight won't it!! Seriously though, we should not mock, it is the first time this has happened and a slanting picture for nowt is better than a straight one for summat, not that our photographic printing costs us much anyway!

I am fast coming to the conclusion that as Editor of the magazine, one can print whatever one wishes in terms of criticism of any Club member and draw an absolutely negative response. My term of office is fast coming to a close and I have been somewhat surprised at the lack of written comment from Club members. Why the lethargy when putting pen to paper? It is after all the only place where your views can be heard by all the club members. However, I can't guarantee that all the club members will read what you write, some may even claim that they don't receive their copy! Well, all I can say to them is take the matter up with the Postmaster General! If you can't be bothered to notify us of a change of address, you don't deserve your copy!

If you think that these comments are a bit strong, for heavens sake put a pen in your hand instead of a glass and tell the whole club about it!

Finally this month, we must make mention of the '75 Costa. To my own inexperienced 'Rally Eye' everything seemed to be very efficient, effective and competitive, with an entry full to bursting three weeks before the closing date. This proves that we can put on a good rally and augers well for the event in future years. There were problems though, but an event of this magnitude is bound to have some, but all credit to John Richardson and Jack Coulthard and their team for keeping these to a minimum. Few people realise the tremendous amount of work that goes into an event of this size, it has literally been going on for months! Well done lads (and lasses!). So long does it take that thought will now have to be given to who is to organise next years event - any volunteers?

ED

FORTHCOMING EVENTS

- | | | |
|-----------|---|---|
| 29th June | - | Ilkley and District M.C. have invited us to their P.C.T. at Bolton Abbey (96/064560). Start at 10.00 a.m. Regs. from Rick Stevnes or Martin Kemp, but hurry! you should have just enough time to enter. |
| 1st July | - | Clubnight autotest at Tockwith. Regs are now available from Ron McKinnon. Drinks afterwards at the White Swan, Wighill. Marshalls are also required. |

6th July	-	David Brown M.C. have invited us to their Closed CoProm. autotests in Huddersfield. Regs. from Martin Kemp in due course. Chase him for some if they aren't forthcoming.
8th July	-	Noggin at the Square and Compass, North Ripton.
9th July	-	Committee meeting
13th July	-	R.A.C./B.T.R.D.A. autotest organised by Airedale and Pennine M.C.C. Again we are an invited club - venue likely to be Hartshead Moor Service Area on the M62. Regs from Martin Kemp by the time you read this.
15th July	-	Noggin at the Shoulder of Mutton, Kirby Overblow.
20th July	-	Airedale and Pennine M.C.C. also invite us to their restricted P.C.T. - venue unknown but, again, see Martin Kemp for regs.
22nd July	-	Clubnight P.C.T. to be organised by Rick Stevens, venue is Stubbings Farm, on the right going down the new Chevin into Otley. Regs from Rick in due course.
26th/27th July	-	Calderford Trophy Rally organised by Wakefield M.S.C. - Regs are available from Steve Lloyd NOW!
29th July	-	Noggin at the Square and Compass, North Ripton.
3rd August	-	Special Stage Practice Day, organised by Martin Kemp/S. Holden/R. Stevens. Regs from them in due course, venue unknown at time of writing but keep pestering them for information and regs.!
5th August	-	Noggin at the Shoulder of Mutton, Kirby Overblow.
12th August	-	Official Noggin at the Chequers, Ledsham.
20th August	-	A.G.M. Square and Compass, North Ripton.

NEW MEMBERS

We would like to extend a warm welcome to the following, some of them familiar faces, re-joining after a lapse:

R. Ashcroft, 9 Bridge Garth, Clifford, Boston Spa.
 R. Chapman
 D.A. Lee, 70 Tennyson Street, Guiseley, Leeds, LS20 9LN.
 J. Spencer, 7 Woodhill Grove, Leeds, 16.
 T.K. Tidswell, Lambourn, 59 Baildon Road, Baildon, W. Yorks.

We trust that their association with the Club will be a long one (again, for some of them! - ED).

OPEN FORUM - 27th May, 1975

Not really a great deal to report, David Taylor complained about the lack of events so far in 1975, but the problem was attributable to the lack of venues, the discussion persisted and resulted in David and Steve Hazeldene netting themselves the task of examining the possibilities of running an autocross'!.

Apart from that, nothing, from your lack of criticism we can only assume

that we are doing a grand job (well we are, aren't we? - ED).

Interesting that nobody mentioned that, by now, infamous balance sheet! However, our Chairman offered the latest position in the saga of the balancing of the last year's 3000 books by the former Treasurer which has resulted in the said balance sheet (AS AT AUG. 1974) being enclosed in this issue!

ED

ANNUAL GENERAL MEETING

Enclosed with this issue you will find a nomination form for the members of your next Committee. I would remind you that in order for your nominations to be valid, it must reach the secretary no later than 7 days before the date of the meeting and each member nominated, must signify his willingness to stand by signing beside his name on the form.

ED

MICHELIN FOREIGN CAR TEST DAY. SILVERSTONE. 21st MAY, 1975

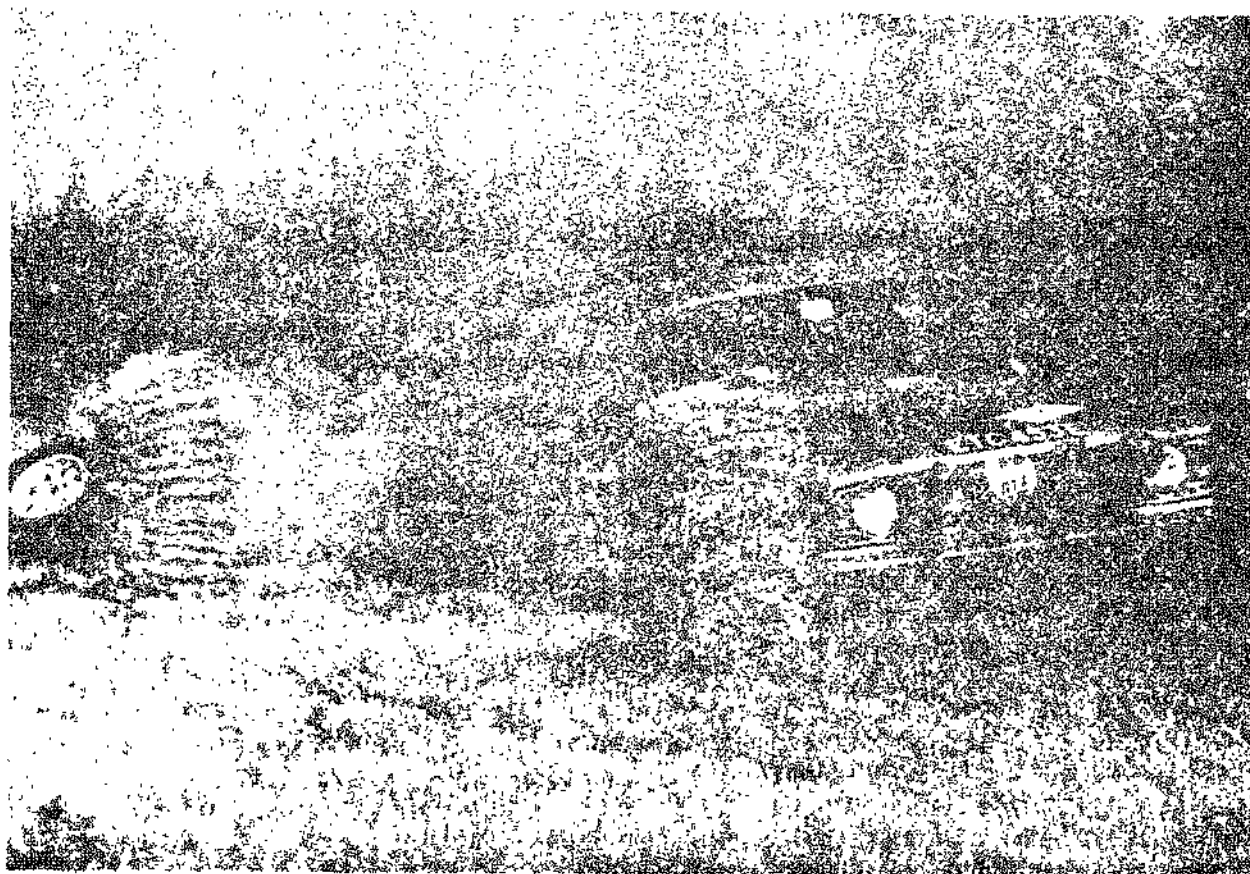
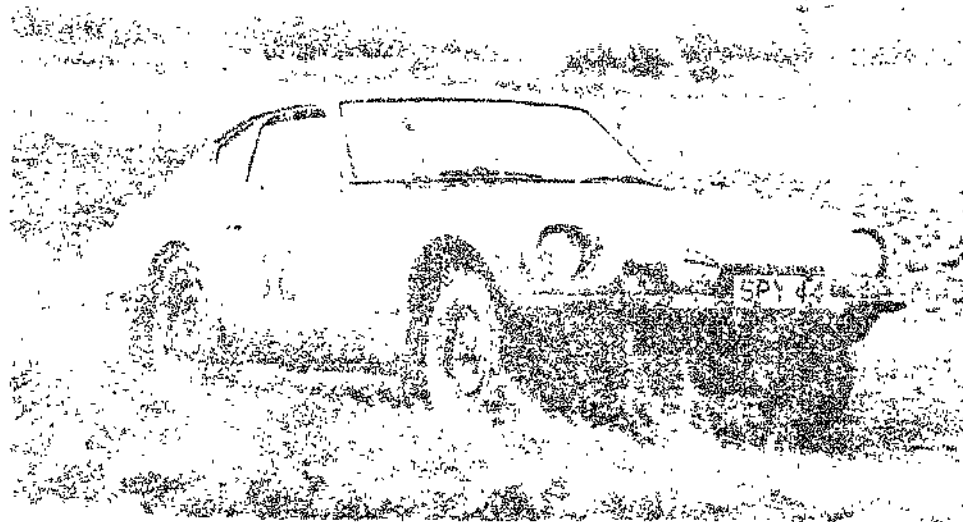
Once a year, the motoring press hot-foots it to Silverstone for its favourite outing - the test day for foreign cars. This may seem a wearisome task until you remember that Porsche and Maserati just happen to come from abroad.

By good fortune I found myself at this wondrous gathering complete with a 38 cwt. service-charge and a Gp 1 Commodore GS/E, courtesy of Dealer Opel Team at 8.00 a.m. on a not particularly impressive day. Unfortunately, for me, the manufacturers are not as generous with drivers' passes as I would have liked and I had to settle for a passengers' licence. Not to be sniffed at considering the proliferation of works' drivers. Morning coffee, courtesy of Michelin, was followed by a hectic mornings testing. The Opel team suggested I might like to try their range, including the DOT/Broadspeed Turbo Manta. I accepted.

Whilst the track was still quiet we decided to give the heavy stuff an airing and elected to start at the top of the range with the Commodore GS/E. This particular model was an automatic though having driven a manual version the previous day there didn't appear to be a great deal of difference. With 175 BHP, limited slip diff, bilsteins etc. as standard it was going to be interesting. It was. Margin Legg, the works driver, who had been practising the previous day and certainly enjoyed himself then wasn't doing such a bad job of repeating the experience today. The quoted top speed of the GS/E is 120 mph and, allowing for a discrepancy in the speedo, I agree. For a large car, tipping the scales at 26 cwt. the handling is good, with slight understeer giving way to easily-correctable power oversteer. Body roll is negligible for a family saloon and curable as in the DOT version with stiffer Bilsteins. The automatic box was very well behaved, with the usual kickdown/manual N to D2 persuading me that it was manual.

Before I get to the Turbo, the Kadette 1200 Coupe deserves a mention. Although the top speed is only a shade over 90 mph, the handling is superb for a small car. The tail can be swung about with abandon, which didn't please the gent in the Turbo Porsche who had already selected his line through Beckett's and was sticking to it. One black mark for the car was its unnerving tendency for the front discs to lock up, a feature which can be cured by judiciously tampering with the limiting valve. Incidentally, DOT were toying with the idea of equipping one with a 1600 Xflow for rallying, but with their successes with the Asconas they haven't fully exploited the idea.

THE EX AND CURRENT
TRACKROD CHAIRMEN
C.R. JACKSON AND
S. LLOYD GIVING
SPY 44 A GOOD
BLOW THROUGH ON
THE 74 CRYSTAL
STAGES.



↑ E. CHEETHAM AND OUR
MAN JACK COLLWARD LOSE
A WHEEL OFF THEIR TWIN
CAM CORTINA ON THE 1972
SHUNPIKER.



CURRENT TRACKROD →
CHAIRMAN STEVE LLOYD
HURLS HIS WELL USED
'ANGLEBOX' ROUND THE
CRICHILL FARM (WHEREVER
THAT IS!) AUTOCROSS
IN 1966.

Undoubtedly the most exciting ride was the Turbo Manta. However, actually getting the car for the test took some doing. The Grimwood of CCU fame came round for a third try, as did most of the gang, so you will probably read all the hair raising details (for the Opel team) in his column, as a preview he'd managed to get a set of DS 11 pads smoking merrily. Anyway, at 3.00 p.m. I finally managed it and I can confirm that it goes. The handling was quite neutral, being an inherently well-balanced car in the first place, with a tendency to lift a rear wheel but that takes some doing. Stirling Moss called it 'classic' and I don't think he meant Ford Classic. Even Noel Edmonds didn't manage to hit anything! If you want one though you'll have to move quickly because there's only going to be another half-dozen produced as Opel are bringing out a new Manta, although there will probably be a few new Turbos to be had.

Although the day had begun as a production car test day, it wasn't long before some of the Gpl racers on static display were fuelled and taken out. With DOT's new sponsors - AC Delco - present we thought it would be a nice gesture to give their advertising a first look at the track, as well as making sure that the opposition knew exactly what was coming their way. My guided tour of the track with Tony Fall looked like being a petrifying experience as we left the new pits area at a breezy 80 mph. The DOT variety of the Commodore GS/E looks something like granny can buy to do the shopping in, being Group 1, etc. Some way! This particular car puts out 210+ BHP and won't fire cleanly on its straight-six engine until 4,000 revs. If granny did manage to roll it in the High Street she should be fairly safe with the equipment. Fortunately, we had been testing the car at Cadwell Park the day before and it still had the slicks fitted so there was no question of slouching around. Anyway, who the hell likes being beaten by some crumb in a Porsche? Bearing in mind that I didn't have a belt (cos they don't need to fit one) the first bend was a trifle worrying. I was surprised to find that far from examining the infield at Maggots we went round it, as we continued to do with the other bends. For the sceptics amongst you, Mister Fall is a very quick driver and seems to have outgrown his expensive habit of wrecking motor cars. He probably didn't like the works Datsuns anyway.

My only noticeable incident of the day happened when a friend lent me his drivers pass. Taking what was interesting and available, I discovered it to be a Saab 99L CM4. As I buckled into a very peculiar safety belt, the friendly man at the pits told me to watch the understeer and he meant it. A fairly slow lap followed to have a look at the track and then a bit quicker. By the third lap I was enjoying myself and discovered that Abbey is a flat out bend. I also discovered that the 99 does about 105 mph. Normally, Woodcote is fairly straightforward and obeying the friendly pit-man's advice I chose my line. I was a little dismayed to find that the line I had chosen was on a grade A collision course with the Grandstand, the understeer was unbelievable, so doing the only thing possible I lifted off and discovered the joys of driving a Saab 99. For a heavy car it swapped ends with a simplicity born of lousy handling but I managed to catch it on the second time around and the only damage was caused to the nerves of the friendly pit-man who had witnessed it all.

The only genuine crash of the day involved a Mercedes 450 which also discovered the right line is important. From the hushed rumours circulating whilst the Merc team disposed of the little bits the driver hadn't even seen the slight deviation at Beckett's, all 135 of it. The driver was unhurt and Silverstone fans will be pleased to hear that the bend escaped serious injury.

T. K. Tidswell

COSTA DI PLENTI RALLY

On many occasions things often go unsaid but on this occasion Frank and I felt that we should echo the views of all who competed in the Costa di Plenti Rally, especially those crews representing Trackrod Motor Club.

Every crew we spoke to agreed that the rally had been superb in every aspect. Scrutineering was very thorough, but fair. Documentation was extremely efficiently organised by Jack Coulthard and given a touch of glamour by several 'beautiful' girls! The route selected by John Richardson was demanding as was the timing done by Rick Stevens but both route and timing were fair to expert and novice alike and there was no excuse for anyone being OTL. Ian Gurnett had done a superb job in organising the marshals with no control unmanned and standards generally very high. The finish of the rally was characterised by a very rapid and accurate results team who, despite petty bickering by a couple of crews, brought the event to a very satisfactory end.

Trackrod Motor Club as a whole should be proud at the prestige which this years rally has obtained and all thanks should go to the organising team and all the marshals who made the event possible. We know that we speak for all who competed and especially the Trackrod crews when we say that we enjoyed immensely a very fine, competitive event which enhanced Trackrod's rallying reputation throughout Yorkshire and the North of England.

Steve Rathbone/Frank Stuart-Brown

FOR SALE

Mini fitted with 1100 c.c. engine but whole car somewhat tired. Running at present, would require attention to pass M.O.T. - a lot of history but not much else! hence £40. Contact Steve Rathbone Tel. 655849.

COMMITTEE MEETING - 4th June

Not much of significance to report except that owing to pressure of business, Vincent Girardier has had to relinquish his post as merchandising officer. Steve Rathbone will be picking up the reins shortly as it is anticipated that the cloth club badges will shortly materialise.

We would like to thank Paul Davies and his good lady for the £2.50 they donated to the Club as part of the proceeds of the sale of their excellent Trackrod T-shirts - thank you!

ED

Costa di Plenti 75

The night of May 31st saw 118 crews assembled at Full Sutton airfield for our second Costa di Plenti road rally. A very high class entry was led away by the Firenze of Ron Shipp - Don Davidson, with the ex George Hill Viva, now in the hands of David Fox - Ian Irvine at two. At three was the Peter Kitching - John Wylie Avenger followed by John Potter - Brian Hughes Saab, Geoff Birkett - Dave Orrick in a Group 2 Ascona and Bob Wells - Simon Cork in a Magnum. The first Ford was our very own Mexico of Ken Goodall - Mike Tempest on their last year's winning number seven with Mike Crabtree - Ian Farnworth from County Durham in another Magnum at eight, (Some Sandwich !!!). Ron Beecroft - John Millington in the Mexico and Steve Smith - Gill Watson in the Cortina completed the top ten. More named crews were to be found lower down the entry with Dave Lawton - Steve Hazeldine at eleven, Alan Thurlow - Chris Grey in that incredible flying machine from Lealholm, the Lightspeed Magenta at eighteen and Steve Rathbone - Frank Stuart-Brown, destined to have a very good night in the Mexico, at twenty five.

Documentation was carried out most efficiently by the girls in the Shell caravan, the only complaint apparently being one of dizziness by competitors going round and round to try and find the right girl.

The route went Eastwards for a loop on the Wolds and the Birkett - Orrick Ascona was soon in trouble before TC2 with the bonnet up for at least five minutes. However, Orrick conned the Marshal into giving him an incorrect time and they were back in the running. (We would at this point mention that the Marshal concerned has still not forgiven himself, and we doubt if anyone will get even a second from him on future events !!!)

The first retirement was the North Humberside Saab of Martin Williams - Ian North who landed badly after a yump and had a monumental roll. This resulted in a shorter, narrower, lower, lighter (no doors!) vehicle which suggests that the statement "Saabs are strong enough to roll without a cage" really does not stand up.

It really was a bad night for the Trolls with the Potter - Hughes version losing a wheel before TC3. It took them seven minutes to find and refit the wheel and although they put up some good times on the Selectives up to half way, they eventually had to retire due to exhaust problems suffered at this time.

The next car to have the bonnet up was the Wells - Cork Magnum, but although they "tried an Orrick" the five minute penalty at TC5 stood.

Selective 1 Acklam Wold saw Shipp set the pattern for the night on 1.17 with Wells on 1.25 and car ninety nine, Derek Rogers - M. Mack in a Mexico on 1.26. This crew is well ahead of any other novice until trouble after Selective 6 saw them have to crawl back to Stamford Bridge with a rather sick motor car. Selective 1 also saw the Fox - Irvin Viva and the Smith - Watson Cortina parked upside down in the hedge within 100 yards of each other and the Avenger of Phil Moulson - Peter Lythell with the sump ripped off.

Sadly, Martin Kemp - Steve Holden in the mighty Mini missed the passage control and the resulting fail dropped them down the results somewhat.

A few TCs and a neutral through Malton brought the event nearer to the heart of things, the North Yorkshire Moors. Selective 2, Gallowheads, saw Shipp again fastest with Wells leading the chase, a pattern that was to be repeated on most of the selectives with one or two notable exceptions.

Selective 3, Cropton, saw the retirement of the Escort GT of Steve Hardy - Colin Vinter after demolishing a cattle grid fencing, and the Mini of Dawson - Moore, (all the way from Morpeth) who parked too far into a ditch to be able to get out without a tow. We understand that several crews met, would you believe, a Vintage Car rally on this selective, the mind boggles !!!

Selective 4, Lyke Wake used the yumpy tarmac road from Hartoft End to Egton Bridge and is really only for the very brave, Shipp dropped 0.47 to Beecrofts 1.12 and John Laley - Brenda Cartwright on 1.14. A measure of this performance is that none of the Semi-Exports or Novices were under two minutes and very few were under two and a half ! Notable exceptions to this among our own people were John Birch Mick Abbott on 2.11 and David Snoddy - Tony Frazer on 2.25.

Selective 5, Egton Bank, caused all sorts of navigational problems with a very acute junction at the bottom of Limber Hill. Penalties here varied from Shipp's 1.25 to Derek Staker's 21.37 ! Many of the leading crews did not get it right first time and lower down the field it was rather like City Square in the rush hour with vehicles milling about in all sorts of directions. Some never did find the correct route and consequently went OTL at the main time control which followed this selective.

After petrol at Scaling Dam a mobile canteen in the lay-by brought welcome refreshment and then it was back to business with Selective 6 over Danby Beacon. A hard to find passage control manned by the girls from the signing on caravan caused some problems but most crews managed to find it in the end. Again Shipp on 1.02 and Wells on 1.21 were fastest but Alan Thurlow's 1.37 gave an indication of what was to come, and Steve Rathbone's 1.40 was one of several top six times to be achieved by this crew in the night.

Selective 7, Fry Up! proved the point that local knowledge can help a little. The route went up the long white from Glaisdale and then dropped into Fryupdale, straight through the middle of Alan Thurlow's farmyard. It then went by Houlseyke to finish near Danby. Thurlow dropped only 0.27 to Wells 0.49 and Beecroft 0.55. No one else was under one minute and less than a dozen crews were under two minutes in all the classes. Perhaps at this point we should mention that for the whole of the rally, Thurlow had no first or reverse gear, and the clutch had to be nursed somewhat to keep it all together. Consequently all starts were very carefully done and any overshoots of which they had several, resulted in the crew having to get out of the car and push it back to the junction required. We think you would agree, a truly remarkable performance.

Selective 8, Danby Castle, saw the cars turning South for a long climb over Rosedale Head to finish on the old railway line near Blakey House. Again Thurlow was fastest on 1.04 from Shipp on 1.06 and Wells on 1.27 less than a dozen crews were under two minutes.

The last Selective 9, was Blakey Ridge and down the loose of the Lowna White. Here Shipp reasserted his position with 0.02 to Wells 0.18 with Beecroft and Rathbone on 0.25 and Thurlow on 0.28.

The watch at the first control after the Gillamoor neutral surprised most people being obviously wrong, everyone dropped a minimum of four minutes but no one bothered to query it at the finish so the penalties stood.

A short neutral through Hovingham brought a series of targa sections, through Snargate Farm and the Whenby white through Witherholme Farm, the combination of which was only cleaned by Shipp and Birkett. Snargate produced two more retirements through rolls, the Mexico of Jennings - Kemp and the Imp of Michael Arden - John Mlyn. As with the previous incidents, we understand that no personal injuries were sustained.

A relaxed section through Sherrif Hutton and Bulmer caused a situation which was to delay the declaration of the results by some considerable time. The Birkett - Orrick Ascona stopped in the control and refused to start again by its own means. Eventually a tow start produced life from the engine, but of course this constitutes receiving outside assistance, the penalty for which is exclusion. Although this was common knowledge among both competitors and officials at the finish, the matter had not been reported in writing by a marshal and consequently nothing could be done about it. However, this crew had taken two minutes over the allocated time to complete the section and they then indicated that a protest would be forthcoming if this two minute penalty was applied, based on an obscure technicality related to neutral and relaxed sections. As most of you are no doubt aware, the penalty was applied and in the event, no protest was lodged within the allotted period, but sadly this sort of thing does occur from time to time, even in the good sport which road rallying is.

However, back to the event, two targa sections through the Castle Howard estate produced problems for a number of the competitors who completed the second section in less than $\frac{1}{4}$ of the allocated time and picked up a fail. These included Dave Lawton - Steve Hazeldine who spoilt a very good run and dropped to 60th overall as a result, David Snoddy - Tony Frazer who would have been in the Novice awards but for this fail and John Fairweather - Raymond Sutcliffe, who added this to several others collected on the event but did carry on to get a finish on their first big road event.

Three more controls brought the event to a conclusion at the Corn Mill, Stamford Bridge where the first half results were produced very quickly. Second half results were displayed as soon as we were able and after the thirty minute protest period the awards were presented by our friend from Shell, Terry Rundle. Ron Shipp won 12.03, Ron Beecroft second on 16.38, and Geoff Birkett third on 17.15 with Alan Thurlow an incredible fourth overall on 17.55. Steve Rathbone and Frank Stuart-Brown were rewarded for their consistently good times by winning the Ford Award and Ken Goodall Mike Tempest were in the winning team.

We would like to take this opportunity to thank everyone in the Club who assisted with the event. We must mention the girls at Signing On who brought a new standard to this area which on some events is, to say the least disorganized. To Alyson, Sue, Gill, Judy, Pauline and Ann, thank you. To our Scrutineering team and to our Results team and to all who turned out to Marshal or assist in any way, and also to our Stewards whose assistance was invaluable, thank you all. We hesitate to name names when so many people have assisted, but we feel that it would be wrong not to mention the efforts of new member Bob Chapman. Bob looked after the competitors car park with an efficiency which had to be witnessed to be believed, and then in the early hours of the Sunday morning he was out manning a time control. Thank you all for your efforts.

A final thought for those of you who like to consider all sorts of possibilities. Had our rally been held twenty four hours later, the moors were covered in six inches of SNOW!!!

Trackrod Members Results

		<u>O/A</u>		<u>Class</u>	
Steve Rathbone	- Frank Stuart-Brown	20.46	5	4	Ford Award
Ken Goodall	- Mike Tempest	21.22	6	5	Team Award
Dennis Dickinson	- Hugh Edwards	27.03	15	12	
Alan Powell	- Stan Peel	31.42	22	18	
John Birch	- Mick Abbott	34.57	32	4	
Ed Baker	- Marcel Girardier	36.05	37	4	
Mick Scofield	- Kim Millman	36.34	38	5	
Elvin Garnett	- Steve Mills	44.44	47	9	
Brian Whitfield	- Jeff Brown	45.27	48	7	
James Pick	- Keith Thompson	52.59	55	11	
Dave Lawton	- Steve Hazeldine	1F 22.03	60	32	
David Snoddy	- Tony Frazer	1F 30.43	61	16	
Martin Kemp	- Steve Holden	1F 43.57	66	15	
Ken Crook	- John Spencer	2F 57.02	72	23	
Mike Kent	- D. Carnforth	4F 39.31	76	26	
John Fairweather	- Ray Sutcliffe	10F 55.28	80	29	
Ron White	- Bob Atkinson	14F 39.59	81	17	
Steve Wood	- Pat Braithwaite	24F 23.13	87	34	Last Finisher Award

Peter Germaine - Peter Noon were OTL at MTC 2 but they had not seen Whitby or Scarborough by night before, and Graham Bagshaw-Paul Allen retired on the route for reasons unknown. We hope they are not still out there somewhere.

The Organisers.

Balance Sheet for Period;
22.8.1973 to 28.8.1974.

INCOME:

Subscriptions	208.75
Rallies	22.00
P.C.T.'s	96.75
Autotests	52.00
Dinner Dance	249.60
Sportnoggin	4.20
Sale of Programmes (Seven Dales)	10.00
Economy Run	8.00
Proceeds from Social Committee	65.97
Costa di Plenti	19.04
	<u>£736.31</u>

EXPENDITURE:

Trophies and Awards	117.75
R.A.C. and A.N.C.C. fees	16.50
Special Stages	20.90
Publicity - Lord Mayors Parade	1.69
Bonfire	3.00
Dinner Dance	278.87
Expense on :- Rallies	7.20
P.C.T.'s	60.89
Autotests	52.23
Scrutineer for P.C.T.	5.00
Posters	7.50
Club Pens	5.60
Gas boiler - Caravan	11.86
Newsletter / Reg. covers	47.50
Sportnoggin	2.00
Fitting glass and repair to caravan	13.35
Membership cards	1.10
Duplicate Entrants Licence	1.00
Receipt Book	42
Stencils, Stationary, Postage and Typing	28.55
Hire of cones. (Outstanding from 1973).	3.00
	<u>£685.91</u>
Income to 28.8.1974.	736.31
Expenditure to 28.8.1974.	685.91
Cash balance	50.40
Cash in hand c/f 28.8.1973	219.62
Total cash 28.8.1974	<u>270.02</u>
Owed by K.B.Marr	30.32
Owed by adverts from Costa di Plenti	16.00
Cancelled cheques	3.25
Actual cash in hand	220.45
	<u>£270.02</u>

- Notes:
- It is considered unlikely that the club will be able to recover the £30.32 from K.B.Marr, although efforts are being made to this effect by the R.A.C.
 - £16.00 still outstanding from adverts from Costa di Plenti.
 - Subscription cheques cancelled before cashed in, £3.25.
 - Assets:- Caravan less 50% of £80 = £40
Watches (1 missing) less 40% £9.50.

Original signed by R.N.Ashcroft.

Treasurer 1973/1974.