

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230

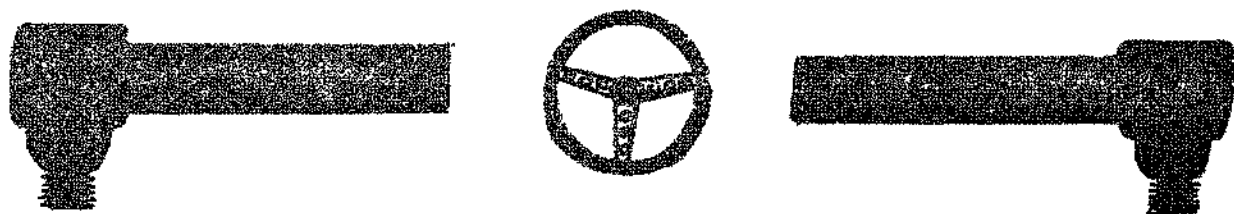
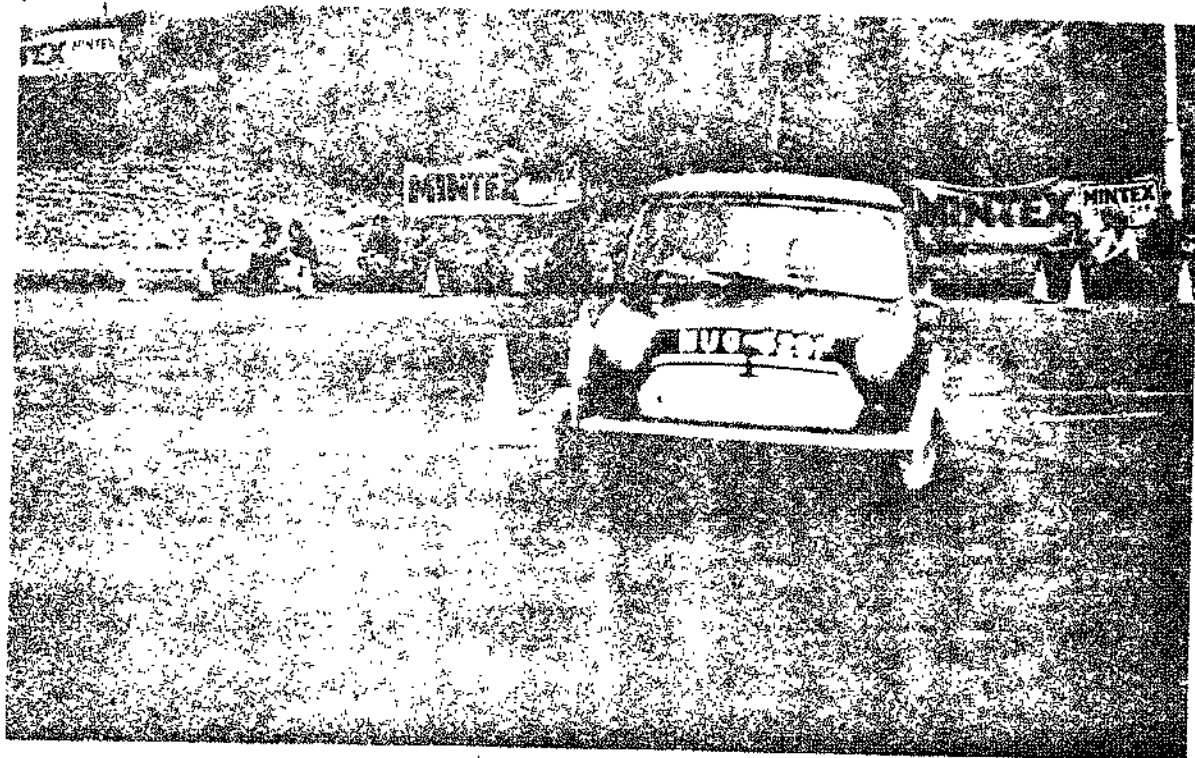


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OUR AUTOTEST ACE RICHARD INESON
DRIBBLING ROUND THE PYLONS AT
HARTSHEAD MOOR EARLIER THIS YEAR

OCTOBER 1975 - NO.60

TRACKROD MOTOR CLUB

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1975/6

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OCTOBER 1975

NO. 60

EDITORIAL

Once more the sign goes out "under new management", Richard Ineson having retired after his year at the editorial helm to take a well earned rest. During his period of office as editor, Richard has made great steps forward in the production of the club's magazine, and has reached standards which it will be difficult to maintain.

It seems almost impertinent, in view of the peans of praise heaped upon him elsewhere in this magazine, to hope that we will in the future be able to maintain Richards standards. I can only say that it will not be easy. We shall need the assistance of every club member to do so; you can all help, particularly in the production of photographs for our photographic pages, and articles for those of us who like words to go with their pretty pictures.

Seriously though, we do need all the news, views, opinions, articles and contributions that you, the club member, can come up with. After all, it is your magazine. You must forgive me if this harangue sounds familiar; all that I can say is that I promise not to do it again during the next twelve months!

It only remains for me to wish you all good reading, interesting writing and above all, a pleasant motoring month to you all.

ED

FORTHCOMING EVENTS

- | | |
|----------------|---|
| 30th September | Noggin at the Square & Compass North Rington
M.R. 96/281493 |
| 5th October | Restricted Autotest at Glanfield Lawrence Ltd.,
Wakefield M.R. 96/335203. Regs. from Bob
Chapman. Entry list closes 30th September
Marshals needed. |
| 6th October | Committee Meeting. |
| 7th October | Noggin at the Square & Compass North Rington
M.R. 96/281493 |
| 14th October | Noggin at the Shoulder of Mutton Kirkby Overblow
M.R. 96/326493 |
| 19th October | Scarborough Stages Rally. Start 8.30am at
Foreshore Road Underground Car Park Scarborough.
Marshalls please contact stage commander Nigel
Drayton. Regs. from Martin Kemp. |
| 21st October | Indoor Rally Square & Compass. 1st round of
Indoor Rally Championship. Organised by Ladies
Committee. Kap 102 (Imperial) roamer and pencil
required. M.R. 96/281493. |
| 28th October | Noggin at Shoulder of Mutton Kirkby Overblow.
M.R. 96/326493 |

- 4th November Provisionally Bonfire Party Night. No venue yet. Please bring plenty of wood and other inflammable articles to wherever the venue turns out to be, otherwise, we shall have to burn the PCT stakes!
- 9th November Restricted PCT. More details later. R. Ineson
Clerk of Course. B. Chapman Sec. O.M. see them for regs later.

LETTERS TO THE EDITOR

Dear Sir,

Firstly may I congratulate Richard Ineson for his superb twelve months as editor. A magazine is a lifeline of the club, especially to those members who are unable to attend meetings regularly. The quality of this last year's magazine was second to none, and the new editor has a lot to live up to.

I would also like to thank Stephen Lloyd for everything he has done for the club. As Secretary, and later as my successor as chairman, Stephen has done everything one could ask of a human being in terms of effort, time and dedication to the club. If other committee members followed Stephen's fine example, there would certainly be no worry about the strength and success of the club in future. Stephen was a founder member of the club and it is sad to see his retirement from office after such devout loyalty.

This year's A.G.M. has also seen the retirement of John Wilson, another founder member of the club. John's "behind the scenes" work on behalf of the club is also a tremendous example to any committee member. Apart from all the administrative work of "New members", organising autotests and printing virtually everything we have ever had done, John will certainly be remembered for the superb "Trackrod Trophy" which can overshadow even the biggest "pot-hunters" mantelpiece - and I should know!

With regard to Mr. Stevens' comments in the magazine, I can only say that some form of apology might have been appropriate. Following his remarks about the Stages Rally, I am a little bit concerned at being left in the dark, having now twice approached potential sponsors and land-owners. To now go back to them again and advise of further deferment must leave them with a curiosity about our administrative capabilities and a reservation about making their facilities available when we reapproach them in the future. Prospective stage rally organisers please note.

It was nice to see the list of club trophies printed in the September magazine, and I certainly take exception to the omission of the "SFY 44" Trophy presented at my retirement A.G.M. in 1974. A number of members have asked me for details of the award rules, and I would ask whoever is responsible to print the rules, hence allowing all those eligible to enter for the Trophy.

Yours etc.,

C. Richard Jackson

Sorry about the omission of the SFY 44 Trophy - we will endeavour to print the rules in the next edition - Ed.

Dear Sir,

I would like to express my appreciation of the effort put in by the recently retiring editor, Richard Ineson. Something of a precedent has been set by the fact that every newsletter I received over the last year has arrived on time.

At the risk of giving him a big head, I would also like to congratulate him on picking up the premier award at the recent Huddersfield W.C. B.T.R.D.A. Autotests. The size of entry was very small, but the quality the best the country can provide, the latter fact probably explaining the former! Competitors from as far afield as Glasgow and Kent were all "blown off" by "our Richard".

Finally, I wish the fresh, new committee all success in their year of office, and look forward to competitive events as well as the Costa-di-Plenti.

Yours etc.,

Howard White

Dear Sir,

I would like to take this opportunity of thanking all the Trackrod members who were marshalling in Staindale Forest on the Marina Holidays Rally for their assistance in removing a shattered windscreen. I had thought of adding that I would do the same for you sometime, but I thought better of it since that would be tempting fate.

Thanks again,

Pauline

Dear Sir,

May I, through your columns, try once again to enlighten a few members on one point, namely when proposing to enter an event.

In co-organising the recent closed P.C.T., I was repeatedly asked if entries would be accepted on the day. I would have thought that after the fracas at the last event (reported in an earlier edition of the magazine) and organised by the same team; I would have thought that it was at last clear to everybody, that where an R.A.C. permit is issued, entries must be received by the date stated in the A.S.R.'s for the event, in accordance with the G.C.R.'s of the R.A.C.

Can the committee contrive some way of finally getting this fact through to the membership? One of those posing the question this time was in fact an ex-committee member - comes I believe from somewhere they have a lot of pubs we never visit!

Yours etc.,

R. Ineson

NEW MEMBERS

We would like to welcome as new members the following:-

John and Jean Lock

Andrew Tesseyman

We trust their association with the club will be a long and happy one.

CHAIRMAN'S CHAT

I know the above title has been used before and for that I apologise, but at least you will know who has written the thing before you reach the end.

Obviously my first task must be to thank the retiring members of our last years committee for all their efforts and to express the hope that their experiences can be beneficial to the "floor" of the club.

Our new committee shows considerable change in personnel and I think there is a good blend of enthusiasm and experience in its formation. However, the next twelve months will show whether this is so or not, and you club members are the best judges of the committee's achievements. Grumbles and moans do seem to have been very prominent at noggins in the past few months, but, providing there is justification, then this is not a bad thing. It shows to me that people care about our club and the way it is run and this is surely better than apathy. All I would ask is that if you have any criticism about the way things are progressing, or perhaps even more important, not progressing, then come and tell me. Bring along a spare pint and you will have my undivided attention. Seriously though, if I know about a problem I can rectify it, if I am not aware of it there is little I can do.

Turning now to the formation of the new committee; you will see we have made one or two changes in titles, the only person now having an assistant being the Editor. Jack Coulthard and Ron Mackinnon have taken on the very difficult job of producing our magazine and are hoping to maintain the standard we have come to expect. They can only do this with your assistance in the form of photographs and articles telling us how good you are, or the reasons it all went wrong. Do please support them with contributions, the magazine can only be as good as its contributors make it.

Steve Rathbone and Steve Mills are continuing as Merchandising Officer and Trophy Points Secretary respectively and they will be informing you of their activities from time to time. Martin Kemp is also continuing as Competitions Secretary and will provide you with regulations for all the events you want to enter., if he knows you want them!!! Make sure you tell him just what you do want, (there may be an award for the most original request of the year!!). Steve Holden is our new Membership Secretary and he will be very pleased to enrol all your friends when you bring them along to join us. Richard Spurdens does not have a specific title but will probably find he is the hardest worked committee member of the lot, being first in line for all sorts of duties which have to be done.

So there you are ladies and gentlemen; your new committee; on behalf of them I thank you for your confidence in us and can assure you that we hope to make this year a very good year for Trackrod Motor Club.

We have recieved a splendid start with successes in National events, at the recent Eddersfield RAC/ETRDA Autotest

ex-editor Ineson put down his pen and picked up his steering wheel and promptly thrashed everyone else into the weeds! Not only did he win his class by one hell of a margin, but based on an Index of Performance he also took the major award of the day. This was followed by a fine drive on the Marina Stages Rally resulting in a class win for David Lawton and Steve Hazeldine in the Escort. Trust Lawton to get it all together properly on the big one.

Very well done chaps, keep up the good work.

By the time you are reading this, our second Restricted event of the year, the Autotest at Glanfield Lawrence's premises in Wakefield will be only days away. Steve Lloyd very kindly produced the Regulations and Ron Mackirnon and Bob Chapman are in charge. It is essential that sufficient marshals are available to assist on the day, so please give Ron and Bob your support and make this event a good showpiece for our club.

And finally the quote of the month, from Dave Lawton at the end of the Marina Stages on hearing about the Kemp - Holden end over end on Cropton, "I wouldn't have believed a Mini could roll with those two in it". Martin promptly sat on him but we think he may recover given time.

JHR

R.A.C./B.T.R.D.A. AUTOTESTS - 24th AUGUST 1975

Huddersfield Motor Club once again invited our membership to their National event, held at the somewhat confined area owned by W.G. Bailey & Co., of Bradford. However, the small entry and slick organisation saw the whole field complete ten tests in approximately three hours!

Trackrod had three entries; from Howard White, David Taylor and yours truly. All but three of the remaining nineteen were BTRDA contestants which presented a rather daunting task as far as gaining good results was concerned.

However battle commenced and Trevor Smith immediately made everyone look silly on test one, going so quickly it was fantastic to watch. In our own class, Class 1, David and I had a four cornered battle with the Cherry of Scotsman Gordon Aird and the Mini 1000 of Bryan Johns, who dropped out of contention when he collected pylons on a couple of the tests. David seemed to be doing alright until Test seven, when he produced a rather slow time, some nine seconds off par, which didn't do his final result any good!

Howard in class 2 was really up against it, with Dave Barney, Phil Derbyshire and John Larkin all chasing BTRDA points, resulting in an uncharacteristic 5th in class, even though the aforementioned had a pylon each. Gerald Taylor went well to gain a second in class here, and the award for the best Huddersfield M.C. member.

The duel of the day between Spridget men Trevor Smith and

Dick Squire and the Lotus 7 of Steve Stringer produced a real cliffhanger of a finish, Stringer piling on the pressure in the last four tests to take overall F.T.D. by 0.3 seconds!!

Yours truly managed to win Class 1 and was surprised to be awarded the Mitchell Trophy for the biggest class win of the day:- "could have knocked me down with a feather lad!!" (A roc's feather possibly? - Ed.). This ended a very pleasant afternoon's sport, well organised and very entertaining - thanks Huddersfield R.C.

Trackrod results:

Class	Name	Car	Total	Class Posn	No. in Class
1	R. Ineson	Cooper 998	291.9	1	4
1	D. Taylor	Mini 998	320.9	4	4
2	H. White	1275S	304.2	5	6

RI.

BOLTON-LE-MOORS MIDNIGHT RALLY

On the 30th/31st August, Bolton-le-Moors, fresh from the success of their recent closed "Clubmans Rally", organised the first restricted event they have attempted in the last six years. Despite the competition of the Stocktonian on the same night, there was a full entry, led away from the Thomas Motors start by the minisport minis of Brian Harper and eventual winners Trevor Roberts/Ian Grindrod.

With Trackrod being one of the invited clubs, as has been the case in a number of recent Bolton events, it was very pleasant to see one of the largest Trackrod turnouts for some time, with at least eight entries from the club.

The early section, comprising some ten or eleven tight time controls in the twisty lanes around Preston proved quite tight and slippery, though not causing problems to too many crews. Ray Sutcliffe, navigating the White Cross Motors Mexico of John Fairweather had a time consuming wrong slot here, but otherwise had an excellent night, a very good performance for someone on only his second rally. Rod Parkin and Richard Spurdens also had their problems here, a dose of none too good seeding, which meant they had to pass four competitors in the first three controls.

The first half finished with a fine selective over the Trough of Bowland, run this time West to East. Unfortunately this was cancelled when a farmer decided to close and lock a gate on a narrow white. At the halt, Geoff Birkett and Dave Orrick were leading in their Ascona by virtue of being quickest over the preceding selective, no road time having been dropped by the top 3 crews. Best Trackrod at this point was Vincent Girardier/Jack Coulthard, lying fifth overall with three minutes dropped. In the novices class a tremendous battle was developing, with the class being contested by two Trackrod crews, Roger Blamey/John Richardson and Rod Parkin/Richard Spurdens.

The second half contained two long selectives over the moors onto sheet 89, with a number of short time controls

thrown in on the bottom corner of sheet 89. Brian Whitfield and Jeff Brown were beginning to get on song in their 2300 Viva after a slow start in the first half, but were stopped in their tracks by a mysterious ignition fault.

The infamous Barley Bank hairpin caught out many competitors including first time visitor Roger Blamey, whose Firenza had to be bodily lifted around by spectators after getting stuck across the apex of the bend. Pete Germaine, still recovering from an enormous yump in the first half, had a minor dose of brain fade and went off for a short time, only to be followed at the same bend by team mate John Fairweather, both crews continuing without much damage.

Unfortunately the good run of Rod Parkin/Richard Spurdens came to an end when they suffered steering box failure. Elvin Garnett and Steve Mills stopped to help, Rod eventually buying the remains of a Mk1 Cortina at a local garage for £10 in order to get going again!

With the finish in sight at Forton, Jack Coulthard blotted his copybook (and several other things I believe! - Ed.) when he suffered his first ever bout of navigators lergi, (I put it down to the coffee! - Ed.) and the resulting wrong slot very nearly cost them a class place. Plastic breakfast accompanied quick and comprehensive results, which showed two first in class awards for Trackrod and the same two crews Girardier/Coulthard and Blamey/Richardson also making the top 10 overall.

Navricomp

ODE TO A RETIRED MAGAZINE EDITOR
(No Names Mentioned)

For editors when they retire,
We'll have erected to their ire,
A monument constructed high,
Of editorials, and why.
Because when pen is put to paper
And given to the Editor,
One finds the efforts changed and cut,
But leaving in the portions that,
Are worthy of an Ed., to comment,
Complain, and in the end prevent
The members saying what they will,
For fear of sarcasm, Ed's quill.

For presentation, an award of 10,
For punctuality again,
But content marks are rather low
Excepting Lloyd, I'm sure you know,
Are normally the Ed's comments
And frequent words of detriment
Of others who do not create
Each month for Ed to decimate.

The critic who is just as blunt
On those who write as those who don't.

So why take time and write for one
Who only re-writes what you've done,
And then complains in every issue
He's not receiving enough tissue.
His parting shot has been a threat,
To use a hammer if he met,
A Chairman chasing with a stick,
Well, on his own 'Ed be it!

(Mmmm - editors beware - you are being watched!- Ed.)

PRODUCTION CAR TRIAL - 7th SEPTEMBER 1975

Once again Stump Cross Caverns was selected as the venue for a closed P.C.T. though this was not without trying for a suitable alternative. This unfortunately resulted in the late publication of the A.S.R.'s when all the other irons fell out of the fire.

A rather disappointing 14 entries were received but they did all turn up on the day!! The classes were divided into just two, with appropriate penalties being given to those with M & S tyres and L.S.D.s and it is perhaps significant that none of the vehicles so equipped figured in the awards, nor would they have done even without their penalties.

The start was delayed some 10 minutes but eventually got underway minus 4 of the entries who turned up mid-way through the 1st round of the tests; one of them, Vincent Girardier completed the 2nd test and then decided he needed petrol!! Steve Hazeldine and Allison Barrett were other late arrivals, Steve being late up following his class win with Dave Lawton on the Marina Stages the day before. (He probably needed holding up - Ed.). Andrew Roddy completed the field after forsaking his water skis at Windermere at 12.00 and arriving at 1.20!!

The first round of the 6 tests saw the development of a three cornered battle for Class 1 with 3 marks covering, Andrew Roddy, Steve Hazeldine and Allison Barrett. Class 2 was not quite so close, Lindsay Sutton gaining a comfortable 7 point lead over Ron Mackinnon. Round 2 saw Andrew Roddy pull out a lead in Class 1 hotly pursued by Allison, Steve having dropped 7 marks on both of them!! The Class 2 battle saw the emergence of Richard Spurdens in 2nd spot in his Viva behind the Marina of Steve Lloyd.

So the final round with tests amended slightly (yet again!!) Andrew in Class 1 was determined to make his dash from the Lakes all worthwhile and firmly stamped his name on the pot with a final round total of 7 marks lost, Allison maintained her progress and finished a delighted 2nd. Class 2 remained a cliff-hanger to the end. Richard Spurdens turned in a brilliant last round with a total 5 marks lost and took the class in a very convincing manner. Steve Lloyd continued to get well up the hills but he didn't count on Peter Germaine. Peter, on the last round, finally seemed to get the measure of his recently acquired Escort and turned in a magnificent final round only dropping 3 marks!! This however, brought him dead

level with Steve Lloyd for second place and no matter which tie-deciding method was employed Peter had made 2nd spot!!! Ron Mackinnon also finished on the same score but once his penalty for M & S tyres was added he dropped back to 4th in class.

Stump Cross Snippets:-

The day's proceedings were enlightened by a Motor Cycle Trial in the field opposite which brought out a vast number of spectators.

Vincent Girardier established that his B.D.A. was not really the car for P.C.T.s, it being very reluctant to trickle up the hills and with the power on the tail took a distinct dislike to any stake within 20 feet!!

Elvin Garnett's Mini was mistaken for a lawnmower on Test 3 proving that M & S tyres are good for something besides a 10% penalty on P.C.T.s.

40% of the new committee turned up on the day to partake in the proceedings, a further 20% failed to arrive because of a major "off" on the Larina Stages (commiserations Martin and Steve). A further 20% failed to honour us with their presence after offering to help and the rest were on holiday!!

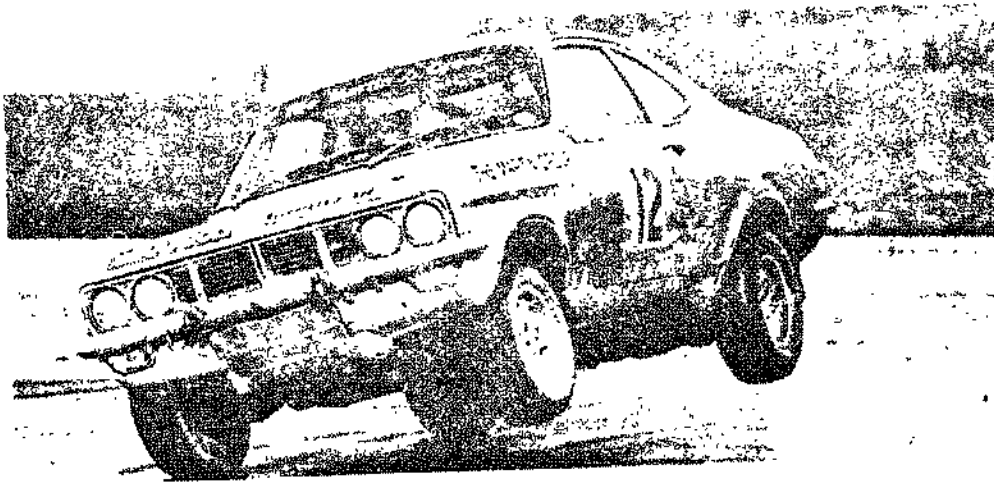
Finally, a big thank you to all the marshals for making the event a success and to the weather machine for keeping the rain away.

Results

No.	Name	Class 1		Total	Class Posn	
		Car				
1	A. Marshall	1275 GT	65	4		
2	A. Roddy	Clubman	42	1		Award
3	S. Broadbelt	Clubman	68	5		
4	S. Hazeldine	Mini	54	3		
5	A. Barrett	Mini	51	2		Award
6	E. Garnett	1275 GT	105.6	6		
Class 2						
7	P. Germaine	Escort	56	2		Award
8	R. Spurdens	Viva	50	1		Award
9	S. Lloyd	Marina	56	3		rd
10	M. Lloyd	Marina	79	7		
11	V. Girardier	Escort B.D.A.	106.8	8		
12	R. Sutcliffe	Datsun	72	6		
13	L. Sutton	Escort	69.3	5		
14	R. McKinnon	Escort	61.2	4		

N.B. Tie decided in accordance with G.C.R. T31

K. Goodall
R. Ineson



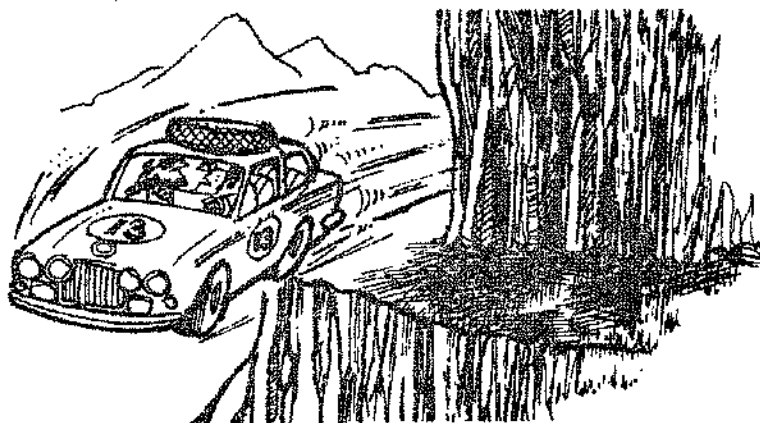
←
GEORGE HILL DOES
A TWO WHEEL
BALANCING ACT IN
THE MARTIN GROUP
FIRENZA

PHOTO BY
AUTOSPORT.



↑ D. LAWTON / S. HAZELDINE EXAMINE A
SOMEWHAT DERANGED FRONT STRUT
ON THEIR ESCORT TC.. THE WHOLE
THING 'FELL OUT' ON THE LAST CORNER
OF THE MELBOURNE STAGE ON THE
1975 CALDERFORD TROPHY RALLY - IT WAS
ALSO THE LAST STAGE!!! - PHOTO BY AUTOGRAPHICS

"... Flat out for half a mile,
then a sharp left-hander..."



1975 R.A.C. RALLY

Our club have once again been asked to organise a stage on the forthcoming R.A.C. Rally, and as last year, the allocated stage is Boltby. For club members not familiar with Boltby, it is a typical Yorkshire forest stage and is situated at 92-502872, north of Sneck Yate Bank. This is about three miles north of Sutton Bank.

The time for the stage is the morning of Wednesday, 26th November, and the opening time is approximately 07.15. This time will be clarified nearer the date, so watch this space!!

Steve Hazeldine is Chief Marshal for the stage and will be requiring names for Stage Marshals. He will no doubt be speaking to you.

- - - - -

As you may have read in the motoring press, the format is somewhat changed this year in that the "Yorkshire Thrash" is for starters on the Saturday, and not at the end of the Rally as in recent years.

The order of stages is as follows:-

Bramham	09.30
Harewood (Hillclimb)	09.50
No Esholt	Shame!
Olivers Mount	14.40

then into the forest complex for:-

Wykeham	15.17
Broxa	15.32
Langdale	15.45
Staindale	16.04
Dalby North	16.17
Dalby South	16.24
Pickering	17.03
Cropton	17.13

returning to York on the Saturday evening.

A very early start (about 04.00) sees cars going by way of Clipstone down through the Midlands to the West Country and then overnight through Wales and the West Midlands returning to York on Monday evening.

Tuesday morning sees the cars going North-West through the Lake District and into Scotland overnight, and then returning by way of Scotch Corner to Boltby and Kilburn to be back in York by mid morning on the Wednesday.

The Yorkshire Stages are usually regarded by competitors as the standard that other people should endeavour to achieve. Consequently people from other areas are often on the lookout for badly supported stages, which they then complain bitterly about.

Without your presence on Boltby, our stage will be badly supported.....?

As I mentioned earlier Steve Hazeldine will be speaking to you.

J.R.

INDOOR RALLY CHAMPIONSHIP

We hope, if we can receive sufficient support, to run an indoor rally championship. We propose to run one round of the championship on every third Tuesday in the month. The regulations are as follows:-

Entries 1) Entries will be accepted (free of charge) from crews of two, who should remain together throughout the championship.
2) Prospective entrants should register as soon as possible with Richard Spurdens, who anxiously awaits your coming!

Points 1) Will be scored on a 20 for the winner down to 1 for 20th place basis, the team with the highest number of points at the end of the series will be the winners.
2) Competitors 4 best scores will count towards the final total, one event will have to be dropped. This is so that those entrants who are unavoidably kept away from an event may not lose too many points to remain in competition.

Ladies Award There will be a separate ladies award, subject to 3 entries from ladies crews.

We hope to run the first event on October 21st and championship entries close one week before that date, so get yours in to Richard Spurdens now!

AROUND THE CLUBS

4th/5th October	Morecambe Car Club have their Illuminations Rally starting on Morecambe promenade as usual, this is an ANCC and Motoring News Championship Round.
11th/12th October	The Alwoodly P.C. Pennine Rally is on these dates, co-promoted by Trackrod, and regs will be available from Martin Kemp in due course.
4th/5th October	On the same weekend as the Illuminations is the Highwayman Rally, run by the Post Office Automobile Club. The start is at the Selby Fork Motel and marshals are needed (see the Lutterings Column).
19th October	We have a stage (as last year) on the Scarborough Stages. This is again on Marine Drive which is an entertaining stage. If you are not doing it, why not come along and marshal - Regs from Martin Kemp and offers of marshalling to Nigel Drayton. Stockhill Garage are sponsoring and first car will leave Foreshore Road Underground Car Park at 08.30 hours.
25th/26th October	Sees Kirkby Lonsdale's Devils Own Rally, for which Regs. will be available from Martin Kemp when he gets some. On the same weekend, there is North Humber-side's Moon-Raker Rally - further details later from Martin Kemp.

29th/30th November University of Bradford have their Berwick Trophy Rally which we are again co-promoting. The start will be at Berwicks in Canal Road Bradford. Maps will be 90, 91, and 104 metric. Martin Kemp will have regs soon.

MINTEX INTERNATIONAL

We have once again been asked to marshal stages on the Mintex. This years event will be a two day offering, with no night section.

This however poses a problem, as, if we are to run a stage each day, then we shall require marshalls on FRIDAY 20th February I would be grateful therefore if anyone who can get the Friday off work will approach me as soon as possible.

Martin Kemp

MUTTERINGS

Two cars in the club have recently received sponsorship from ATS Tyres; the mini of Martin Kemp and the Escort of Vincent Girardier. Along with this, Associated Tyre Specialists have generously offered 20% off any make of tyre purchased from them. So get your privilege purchase cards now from either of the gentlemen above or from Steve Holden.

Congrats to Dave Lawton/Steve Hazeldine on finishing 1st in class on Marina Stages Rally, and incidently, the first car with a non-overhead cam engine. (At 30th place, a sign of the times perhaps - Ed.)

Brian Whitfield wants Marshalls to help out on the forthcoming Highway Man Rally. The Post Office Automobile Club are very generously offering £40 worth of prizes for marshalls! So get along and give your names to Brian as fast as you can.

Clanger of the month, the Fickle Finger of Fate award to Glanfield Lawrence, whom, sad to say, forgot to fetch any films to the Vauxhall film show we tried to organise. In fact they forgot to turn up at all. Hum!

Will all holders of club equipment please return it to Steve Mills as soon as possible so that we can take stock of wot we got.

Please try to get all those wonderful articles you are writing of past wonderful events you have done to the Editors as soon as possible in the month, and at the latest by the fifteenth if possible. It makes our jobs so much easier - ta - Eds!

Sue Broadbelt, (who organised a terrific disco) would like to thank all those people who came, and all those people who helped out, most especially her lum. Incidentally, the disco made a profit of £67 - well done Sue.

JC & RMc