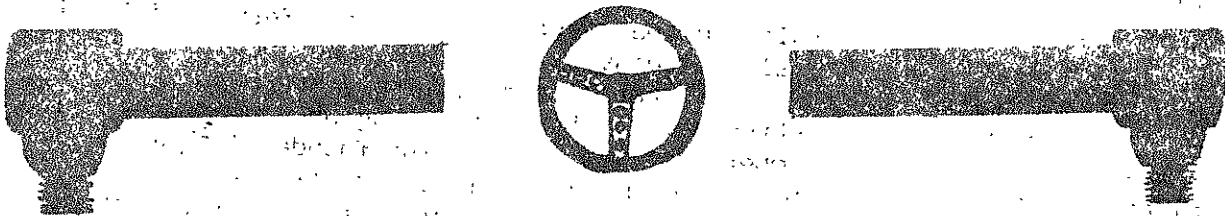


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



PHOTOGRAPHY BY PHILLIP STACON



STEVE MILLS "YUMPING FOR YOY" (ON AN AIRFIELD?) AT OUR
STAGE PRACTICE DAY AT MELBOURNE

AUGUST 1976 - NO. 70

TRACKROD MAGAZINE

AUGUST 1976

NO. 70.

EDITORIAL.

When I look around, I find it hard to realise just how the club has grown since I first joined it, hardly more than three years ago. Not only have we grown in strength of numbers, but also in depth of available talent. Not so long ago, Shell League captains might have had difficulty in compiling a team good enough to hold up their end in some forms of motor sport. There have always been those stalwarts who were good, but the filling of a five man team was never easy.

Why all these peans of praise you may ask? Well, it's a form of disguised warning if you like. It's all too easy to sit back on our butt ends and become complacent. Granted, that that is hardly likely at the moment; still we must remember that Trackrod as a club is attaining what might be called a respectable age and a number of the stalwarts who founded it in the first place have had to take a back seat due to various commitments. And in any organisation, run as ours is by volunteers, a hard core of enthusiasts is always necessary to keep things on the boil. Fortunately, we have plenty of those at the moment, but we must still look to the future. Any of you who think that you have a genius for organisation, now is the time to stand up and be counted.

Ed.

FUTURE EVENTS.

- 3rd August Noggin at the Square and Compass, North Rigton.
- 10th August Noggin at the Duke of Wellington, East Keswick.
- 17th August A. G. M. at the Square and Compass. Please be prompt, and please do turn up. We really want to know what you have to say!
- 24th August Economy run. Unfortunately, no details are at hand at the time of going to press, but they will be announced on the club notice board at meetings as soon as they are available.
- 31st August Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 7th October Noggin at the Square and Compass, North Rigton.
- 14th October Noggin at the Duke of Wellington, East Keswick.

CHAIRMANS CHAT.

Our float in the Lord Mayors parade was an excellent publicity vehicle and was very professionally directed by Steve Lloyd. Our particular thanks go to Monk Construction Co., who not only provided a vehicle from as far away as Warrington, but even resprayed it specially for the occasion!

The following day we had our very hot and dusty Midsummer autotest, followed by way of a change by our Navigational excercise. Since everyone arrived at the finish eventually, some words of wisdom must have fallen on fertile soil! Incidentally, any resemblance to a Motoring News round was purely accidental! Our Sportonoggin in the able hands of David Taylor was much enjoyed by all who took part, while our ladies rounded off our social month with their usual flair for organising good discos. This is the last Mag before the AGM and there is a nomination form attached. Many are the names floating around at the moment, but our Hon Sec still has no nomination forms, and they should be in by August 10th, so please send them to him as soon as possible.

SHELL SPORT LEAGUE 1976.

Slaithwaite M.C. promoted the latest round of this inter-club competition, an autotest held in Huddersfield and Brighouse. The Huddersfield venue was the readymixed concrete plant yard at the rear of the Red Doles car park (the start of the Elcar Trophy rally) while the Brighouse venue was on the premises of Tate and Lyle adjacent to British Car Auctions.

Our team of five consisted of Ken Goodall's RS2000, Steve Lloyd's Mexico, both in class 4; David Taylor's Mini 1000 in class 1, while Steve Mills (1275GT) and your Captain (Mini 1300) both came in class 2.

Classes 1 & 3 departed to Brighouse in the morning while classes 2 & 4 remained at Huddersfield, each group doing eight tests before lunch. The tests themselves proved to be very tricky at Huddersfield, being on a surface of loose, gritty concrete, which made high speed accurate control a bit of a farce, while the tests themselves were bordered by all the usual paraphernalia associated with readymixed concrete - buildings, diggers, Foden mobile concrete mixers etc, etc. The heat was playing havoc with Steve Mills' fuel supply, eventually traced to vapourisation in the float chambers, and this didn't help him at all, cutting out in the middle of at least two tests. Ken Goodall and Steve Lloyd were battling between themselves, both a bit off the pace of John England's Escort and one or two open sports cars, which, for reasons known only to the organisers, found themselves in the same class. Your captain with only 500 miles on the clock and two rebuilds in two months was hardly setting the tarmac alight either. I was treading carefully with the right boot, though as it turned out, not carefully enough to avoid a line fault on test 6. In fact, all four of us at the morning session managed to collect penalties, while David Taylor soldiering on at the other venue had managed to come through unscathed.

Lunchtime saw the groups change round and I for one much preferred the dry, clean concrete of Tate and Lyle's, and, the motor having stayed together in the morning, was prepared to have a real go in the afternoon; though it was too late to have any real effect, and anyway we couldn't manage to keep up with Chris Fishwick and Paul Swift!

Our success on the day, 2nd in the League, netted us a further £5.00 (Well done lads) bringing our total winnings to date to £20.00; was perhaps attributable to the fact that we all put in reasonably steady performances, though we wonder what the outcome would have been if the standard of marshalling/timekeeping had been better. (many a pylon was hit - not by trackrod members - without penalty being awarded!)

RESULTS.

	POINTS	
D. Taylor	83.70	5th in class
R. Ineson	81.40	4th in class
S Mills	67.10	6th in class
K Goodall	60.00	5th in class
S Lloyd	50.00	6th in class

LEAGUE POSITIONS.

1) Ilkley 1493.4 2) York 1476.1 3) Trackrod 1401.6 4) David Brown MSC 936.7

As you can see, we are now down to third, but the gap between us and Ilkley is far more acceptable than it has been of late and there are still six rounds to go.

Next Event - York MC autotest 15th August. Regs in due course

R. Ineson
Team Captain.

Having read last month's factual report on the Pye Stages rally by Steve Lloyd, now try this as seen from an entirely separate viewpoint. Now read on into:-

IMPRESSIONS OF A STAGE RALLY - BY A NIGHT ROAD NAVIGATOR.

It all started by having to leave home at the ungodly hour of 4.30 am!! I arrive at the drivers house to find the car bright and shiny and the driver very bleary. A quick cup of tea (breakfast) and off to join the service crew. Despite us being a few minutes late, these worthies are not to be found. When finally discovered, one half of them are standing on their doorstep waiting for the other half to arrive mit der barge. We proceed to house of barge driver. Thump on door. Thump some more. A face appears muttering "it can't be that time can it?". Indeed it is; with a few choice anglo-saxon phrases we instruct the barge crew to follow on.

Crossing the pennines, a pleasant morning turns into a wet and soggy one. The driver now muttering about these b----y new tires; must change them before the start. Such luxury, this dosen't happen on night rallies. Arrive at scrutineering in pouring rain, pass the noise test (Think of any number below 80 dba) and the scrutineer (Checks for four wheels and an engine) and we are through. Yes, this is the same sport; just like a night rally! Documentation also very familiar, wlose inspection of licences and mug shots but totally ignoring the insurance cover note.

I start plotting, only to be hoisted into the air for the wheel change (Thinks - does jim Porter have this problem?) (Yes - Ed.) Down to earth again for the first test, two laps of the international circuit. The kart circuit!! All good fun in the wet, but over in sixty-three seconds precisely.

Variety being the spice of life, the next stage is a sand race, which appears to involve a crossing of the Lune estuary. Down the ramp, across the boulders, over the sand, turn left under the pier and head for the Irish coast. Hope he spots the hairpin right!! Yes he does. Around the rock. no lighthouse, only a marshal with a flashing light in his hat; back across the sand, up another ramp and finish on the prom. The exhaust now falling off after hitting the water. Servicing is allowed before the next stage, but the biggest problem is getting out of Morecambe. You can see far too much in the daylight, all very confusing, not at all like a night rally.

Halton army camp is next; a bit like an autotest at first, with pylons everywhere, but improving to concrete tracks and finally loose alongside the river. Here experience my first practical attempt at 90 left after flying finish. NO! NICE! Then on to Capernwray Hall, which I have used in the dark, but how different things look in the daylight!.

The driver remembers the next stage, Borwick, mainly because of the depth of the river halfway in. Charming! Especially with the weather trying to outdo Noah's Flood. Confusion reigns. When we arrive, every other car has been stuck in the river and the stage is cancelled. We get a signature and, since there is a huge queue at Slagheaps, we jump ahead by one stage, leaving only the name to cause a momentary qualm. We join the queue for Arnside Tower behind a familiar Porsche and begin muttered conversations about the clerk of the course resembling a well known cartoon character of a species preyed upon by cats. We then return to Slagheaps, where our worst fears are justified. A huge mound of slag dumped on the coast with an apology for a track and driving horizontal rain just to liven up the proceedings. Fortunately, the driver knows this one; just as well, since I never saw anything, just felt it all. I used to think that we had some rough whites on road rallies; never again!! (That's not a white - it's the world's largest pot hole - Ed.) Two reasonable farm tracks and a thrash around very greasy Cark airfield bring us to the lunch halt - at 2.00pm even!

The afternoon session is very much the morning session in reverse. Borwick was used again, suitably modified this time; only the shallower of the two fords being used (the one about four feet six deep - Ed.) We arrive here to find a car already stuck in the shallow bit, leaving us only the deep bit! We nearly made it the first time, a quick reverse and another attempt, assisted by verbal encouragement (I think) from a marshal and a round of applause from the spectators saw us through, though not without the loss of thirty or so vital seconds.

We blew a carburettor 'O' ring on the next stage, necessitating a roadside stop to change it, but we all had signed for an extra hour on the road timing due to delays, and so we had plenty of time in hand. We arrived at Halton about five minutes after the original closing time to find that the stage was still laid out, but that there were no marshals in attendance. Somebody had boomed. A quick dash around to the stage finish found the marshals engaged in the serious business of deciding which pub to adjourn to. When told about the extra hour (which the organisers had obviously not thought worth mentioning) they are very co-operative and dash about to get us through the stage.

There are however two more to go, and they won't have been told about the change in timing either. So there is a chance for a bit of fast road navigating after all. No time to remove the helmets; avoid the centre of Lancaster by taking to the back lanes and arrive at Salt Aire (another rubbish tip) to find the place populated by only two marshals, thankfully with the watches in their possession. Final fling is at the Kart track again, where we improve to 58 seconds, probably more in anger thinking about what might have happened than anything else.

Time now 7.45pm, but we have a finish, about 30th overall and 12th in class. Not bad for a Mexico when it has been lumped in with BDA's and the like. I eventually arrive home at exactly midnight after an extremely tiring day in which I have learned a great deal about stage rallies. Thanks a lot John, it's an interesting experience. Perhaps next the Yorkshire forests...

JHR

MIDSUMMER AUTOTEST.

As we usually manage torrential rain, snow, or frost (or a combination of all three) for our club events, we thought that the end of June might give us something different. Well it did. Though 90 degrees F and Sahara type dust storms were not exactly what we had in mind! However, eighteen competitors and just enough marshals eventually turned up at Tockwith and proceeded to staunchly ignore the conditions and get on with a good day's sport.

Well known autotest exponent and new Trackrod member Gerald Taylor was in fine form and obviously about to give our experts some stiff competition, and so it proved, with Gerald taking an early lead and holding on to it to take FTD. All sorts of battles were going on behind him; the halfway scores showing David Taylor, Ken Goodall and Steve Mills all within 2½ seconds of each other. In class 4, Ken, Howard White and Steve Lloyd were all very close, while DeLacy members Tim Bennett (Lotus Europa) and Dave Cowgill (Triumph GT6) were having their own private battle just behind.

On the very next set of tests Ken collected a washout and Howard a plus 10 penalty, which brought all the class leaders to within 8 seconds of each other with four tests to go. All very tense! Ken held on to his lead however to take his class from second man Howard White, while David Taylor won his class from Frank Stuart-Brown, who was competing in his first autotest, using Sue Breadbelt's mini, which really had done nothing to deserve the treatment meted out to it!

In class 2 , Steve Mills was ahead of Leeds comp .sec. Dave Wisw and class 3, which had been a Wakefield benefit was taken by their Comp. sec., Alan Warwick. Mary Lloyd collected the ladies award by not very much from Sue Croadbelt, while our third lady, Diana White retired through overheating even though the car didn't!

We all finished the day very sticky, sunburned and covered in dust, but we think that it was worthwhile. Thank you all for entering and to everone who marshalled or otherwise helped, and not least, our thanks to James Pick for allowing us to use his mini-Sahara.

The Organisers.

A TALE OF THREE RALLIES.

After our experiences on the Pye Stages rally, we thought that we would enter for a real rally next time, so we went for the Hadrian Centurion, based on Redesdale and Kielder, offering a total of 12 stages with a total distance of 100 miles. We covered just 7½ of them (miles I take it - Ed.) before the Porsche pushed the self destruct button and tried to incinerate itself. The fire was swiftly doused by one dry powder extinguisher, but the other one managed to set itself off inside the car and wer'e still cleaning up the mess! Thus endeth the first rally!!

The second one more than made up for it though. This was the Lindholme MSC Impel Stages rally, which, being much close to home had a considerable trackrod interest. We were at 9, Vincent and Marcel started at 12., Alan Powell once more demonstrated to Ron MacKinnon just how to do it at 25: Ian Gurnett was after the mixed crew award at 31 and Dave ashford was around to notice where we had all gone off at 47.

Shortly before the event, Richard had aquired from Piggy Thompson, along with a quantity of other spares a set of hand cut racers that had apparently been intended for forest use. On the road, they seemed great, so we fitted them for the Impel, thinking that they might be OK for the whole event. Little did we know!!

Stage 1 was Lindholme airfield, where we waited for the 9.30 Vulcan to land before we could start. The car seemed a bit wayward, particularly on the hairpins, but still we managed to set a pretty fast time. After one loose stage and half of the next, something was obviously drastically wrong. A quick look at the tyres soon told us what it was. They were in fact wet racers and in this weather on dry concrete, had shredded to the canvas by the time we were part way through the first stage! We were stuck with them though, since we could do no servicing until after stage 4. At this point, good luck made up for the evil luck of the previous event, when the stage was later . after somebody went off and blocked it so that our ultra slow time didn't matter.

Thus we had to do the rest of the rally on SP44's, including the fast tarmac at Scofton Gamston and Lindholme again. The stages were quite good, each being a good length, with changes of surface and a number of tricky bends. One advantage of the metric maps is their clarity and this paid off considerably on the Impel, because a bit of canny guesswork can help considerably when confronted with blind brows over railway bridges etc. (All you budding Henry Liddon's take note - Ed.) It also makes for some pretty fast finishes on occasion and cases of cardiac arrest for the marshals!

At halfway, we were second, about 20 seconds behind Paul Bramford and 2 seconds ahead of Guy Lockwood in his twin-cam, which we found surprising in view of our slow start. Vincent was also pedalling the Local Garages

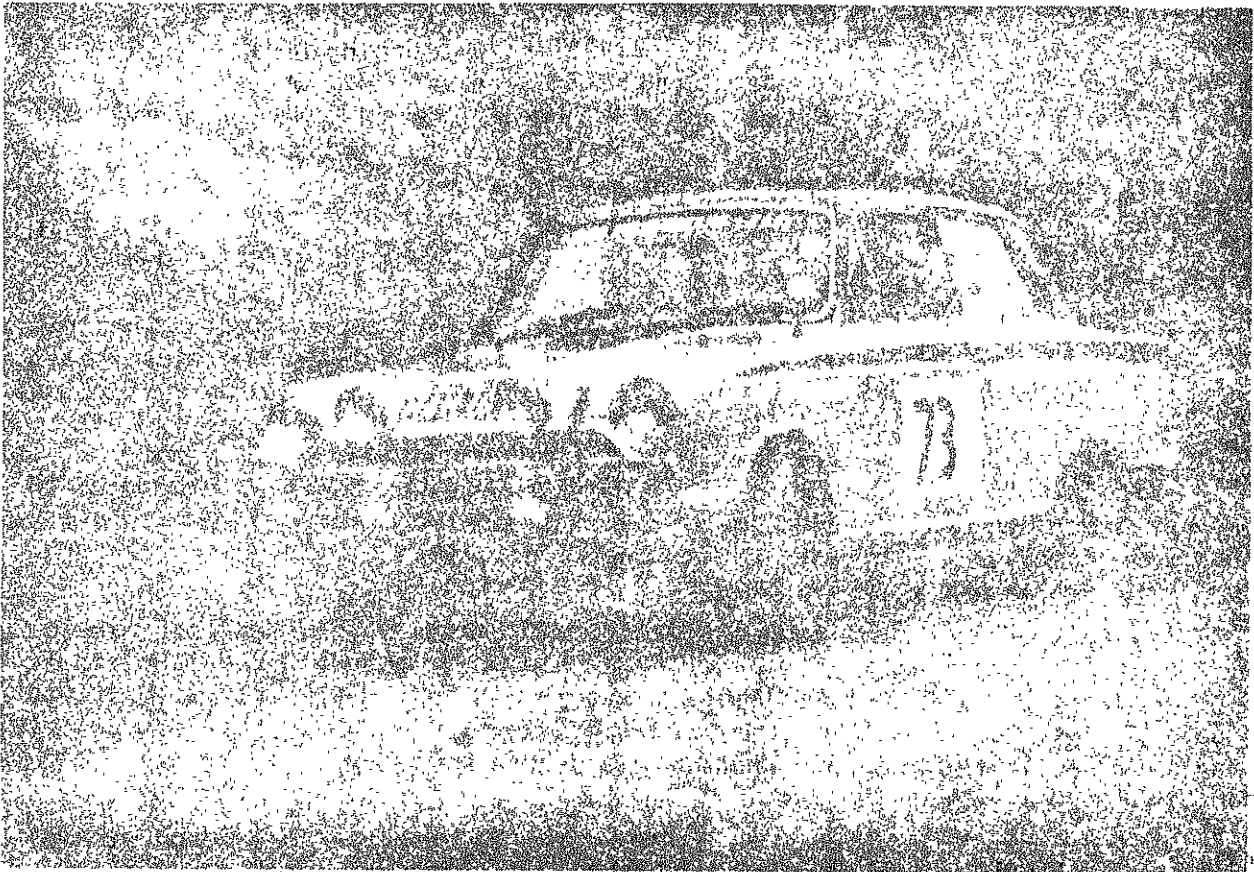
Ascona around to good effect and was well placed (it's not true that it's all due to a lightweight navigator - Ed!) Alan was putting up his usual polished performance, proving that power isn't everything, while Dave Ashford had been having a steady rum. Ian however had had two bad times on stages 8 and 9, due to unspecified maladies and had had an excellent run spoiled in consequence.

We set off for the afternoon stages determined to catch Bramford, and we did, though not in the manner we were expecting. Halfway into the first stage after the restart he was stopped with an ignition fault, which cost him 40 minutes and handed us the lead. All we had to do now was to stay there! Guy Lockwood had other ideas however, though running behind him meant that we were able to keep a check on his times, and he eventually finished up 20 seconds down. We were fastest on every stage from there to the finish, with the exception of the last one, where Stuart Fenwick beat us by 1 second. Very satisfying an outright win. Should happen to everybody at least once.

Meanwhile Vincent had been having a great battle of his own with Graham Lepley, winning it on the last stage to come in third, while Alan and Ron came home to eighth overall and first in class 3, making for a very good club result. Dave Ashford was 28th, but Ians Morning disaster dropped him to 67th. All were agreed that it had been a good, no nonsense event and that we would be back next year.

Just one week later, we were in Frome for the start of the Bath Festival stages; a Triple C round. We had drawn number thirteen and had managed to convince ourselves that this meant nothing! As it turned out, Richard had a stinking cold, the gear selectors jammed in the start car park, the wipers failed in torrential rain on the first stage, we went off through a fence at 100 mph, the car again tried to set fire to itself and we were given 1800 road penalties that we hadn't earned (later scrubbed). If that isn't bad luck then I never want to get any. (You are now devoutly superstitious - Ed)

After a six week drought, the weather was atrocious, pouring with rain throughout. Some of the stages were muddy farm tracks, which didn't suit us at all, they just arne't like wide open airfields! Some stages were used twice, immediately after each other, started at thirty second intervals. Very odd, but effective. Makes life hell for the marshalls though. Bath MC did this five times in all, which made for a very interesting comparison of times (I usually find that one goes slower the second time after having seen all the bad bits on the first run - Ed) The forest tracks were quite good, being almost up to Welsh forest standards, but all flat of course. Other stages were a mixture of old army camps, farm tracks and quarries. The cardboard arrows sagged badly in the rain, which resulted in some competitors wrong-slotting when they curled up in the wet (the arrows, not the competitors). There was a very detailed and complex system of road timing in use, with target times for every section of the route, including the stages. A little thought was sufficient to sort it out, but it caused a considerable furore at the finish. Many were the penalties for being too early at time controls. Possibly it was a bit too complicated for a restricted event. (Not at all, some of these stage navigators have had it too easy all their rallying career - Ed) One interesting feature was the videotape of the event played over at the finish while the results were being computed. No shots of us of course - the cameraman couldn't hear us coming!! No detailed results to hand at the moment, but we were sixth, and the event was won by John Ferguson in an Escort. After such a night, we were amazed that we had managed to get so far up the list, but very happy with the result. Time now for a bit of a break and to sort out the car for the restart in the autumn.



GENE WOOD/PAT BRATHWHITE SENDING THEIR MK1 CORTINA
BARBARA WYKHAM ON THE 1975 SLARROUGH STAGES RALLY

PHOTOGRAPHY BY
SPATCOGRAPH

VINCENT LECHARDIER APPLIES A LITTLE BIT OF CORRECTIVE
LUCK AT MELBOURNE DURING OUR STAGE PRACTICE DAY

PHOTOGRAPHY BY
MULLER SYSTEM



DATES FOR YOUR COMPETITION DIARY.

August.

- 8th We have our Wharfedale PCT, with restricted status. It is an ANCC round.
- 7/8th One-Eleven MC Nocturnal Trophy Rally. Restricted.
- 14/15 Ripon MSC St. Wilfrid's rally. An ANECC round starting from Ripon market place.
- 15th Restricted autotest run by York MC as their Shell League round.
- 21/22 Bolto le Moors CC Midnightrally , starting from Crooklands Service Station. MR 89/535835. Restricted.

September.

- 4th Kirkby Lonsdale MC Lakeland stages rally. Restricted.
- 4/5 62CC have one of the promised half night rallies which North Humberside MSG have been arrangeing. This will be a closed joint event with a maximum of 60 entries and regs will be available soon.
- 5th Ilkley autotest, co-promoted by Trackrod.
- 18/19 COSTA-DI-PLENTI RALLY. The years best rally organised by us of course. Regs out very soon
- 12th A & P MCC have their Menston Garages stages rally, another local restricted event for you to have a go at.
- 12/13 Furness & District's R.L.Brown trophy rally.
- 19th Northallerton Autumn stages rally.
- 25th York Motor club are running their national rally under the Raylors of York sponsorship.

October

- 2/3 Post Office AC Highwayman rally, this year co-promoted with Trackrod .
- 3rd North Humberside crystal stages rally, on which we are running a stage, but for which no details are as yet available.

Richard Spurdens.

PAT ON THE BACK DEPT.

A number of people have asked me to thank the lads from White Cross for the excellent PCT which they laid on at the last club night. All are agreed that it was an even more praiseworthy performance since it was their first real attempt at organisation of an event. I learned a number of things, such as Imps will not go up 1 in 2 slopes and that PCT's are better than cricket matches for producing sudden downpours. Now who was it said they were going to write a report?

Ed.

NAVIGATION EXERCISE.

In response to all those who have been threatening to flay me alive if they wernt told why they dropped that minute at TC umpteen, herewith the results and penalties after the recent navigational excercise. Protests in accordance with Jack regulation no J1477½ on £20 notes, non-returnable under any circumstances:-

Competitor	TC1	TC2	BCA	TC3	PCB	PCC	TC4	PCE	TC5	TC6	TC7	TC8	Posn
G Young/N Latimer				1					1	1			2
P Cartwright/S Clark				1					1				1
N Gledhill/P Silberberg							3			3	1		3
J & A Fairweather	1			F					F	F	F		12
P Germaine/P Hawley										3			6
R Moore/C Dobson				1			1		1	3			5
R & A Sutcliffe	1								1	1			4
M Danby/C Anderton	1	F					1				5		8
S Wood/P Collinson	1			1			F		2	2	5		9
A Tussyman/P Noon	2		F				F		F	F	F		11
G Waters/TMcGrath	1	F		5			5		4		1		10
T Kitchen/G Moorhouse2		1		2			1		5		2		7

In case your eagle eyes have spotted an apparent anomaly in these results, I'll explain now en masse. The first three places went to those crews who not only visited all the controls, but did so within the time allowed. All the others, officially were OTL, but I classified them as finishers anyway.

JC

NEW MEMBERS.

This month's new members are:-

Jenny Bently
Stephen C Sanderson
Victoria Spurdens
Ian Corner.
Rob Buchan
T Kitchen
Ian Metcalf
G Moorehouse
Steve Pullan
Patricia Snell
Gerald Taylor.

We welcome them, and hope that their stay with the club will be a long and happy one.

Ed.

WHITE CROSS PCT RESULTS.

With commendable speed and efficiency, Peter Germaine has the White Cross PCT results ready for publication, so here they are.

<u>NAME.</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>TOTAL</u>
<u>Class 1</u>																
D. Taylor	9	11	12	12	4	7	11	11	9	11	5	12	12	7	1	134
C Miller	11	11	12	9	7	4	5	0	2	6	6	10	12	7	3	106
I Waddington	0	10	0	0	0	0	0	0	0	0	0	5	4	0	0	19(Award)
A Marshall	6	10	10	2	3	2	0	0	0	1	1	0	8	7	2	52
A Whitehead	12	12	8	9	7	1	4	0	3	9	1	10	8	4	1	89
S Broadbelt	4	12	1	2	4	1	3	0	7	3	3	10	7	5	1	63 136.3%
R Ineson	6	12	3	2	7	0	2	0	7	1	0	9	4	2	0	55
K Millman	0	11	1	9	0	0	0	3	3	0	0	7	6	2	0	42
<u>Class 2</u>																
B Schilling	11	12	7	10	6	0	11	6	11	6	0	11	10	5	0	106
S Lloyd	12	12	8	6	4	0	0	0	9	3	1	10	12	6	0	83
M Lloyd	10	12	9	9	5	3	11	0	11	6	2	11	12	8	0	119
A Roddy	11	12	9	8	5	0	11	4	9	8	1	11	9	7	0	105
R Spurdens	11	11	5	9	7	0	2	0	9	0	0	8	9	6	0	77
S Peel	0	10	0	5	0	0	0	0	10	0	0	3	2	0	0	30(Award)
R Parkin	0	11	0	9	7	0	0	0	2	0	0	6	5	0	1	41(+20%)
M Schofield	12	12	8	10	6	2	11	2	5	6	4	10	7	8	7	110
R Jackson	9	12	0	9	2	0	0	0	4	0	0	10	7	3	0	46
S Jackson	8	12	3	9	7	0	0	0	5	0	0	10	5	7	0	66(Ladies Award)
J Richardson	11	12	10	10	7	0	4	5	8	6	3	11	7	4	0	98
R MacKinnon	9	11	8	9	7	0	2	3	7	7	0	6	5	2	0	76(+20%)
R Chapman	R E T I R E D															
A Margel	6	12	11	11	3	3	11	9	9	9	3	11	9	4	1	112
<u>Class 4</u>																
K Waddington	0	10	0	5	0	0	0	0	0	0	0	2	2	3	0	22(Award)
S Waddington	11	11	0	5	0	0	0	0	0	0	0	4	4	0	0	35
A Westward	11	12	0	6	7	0	0	0	9	0	0	5	4	0	0	54
J Coulthard	0	12	1	5	2	1	0	0	5	0	3	4	4	1	0	38
I Gurnett	12	12	3	9	2	1	5	3	5	5	4	11	7	6	0	85
P Collinson	7	11	0	9	0	0	0	0	0	0	0	2	0	2	0	31
P Womersley	0	11	0	8	5	0	0	0	3	0	0	3	2	1	0	33
C Jones	11	12	1	7	6	0	0	0	3	0	1	5	5	4	0	55 176.0%

* * * * * M A R S H A L S W A N T E D * * * * *

FOR THE CLUBS PREMIER EVENT OF THE YEAR, THE SUPER

SHELLSPORT COSTA-di-PLENTI RALLY

As usual we are crying out loud and long for marshals for the event. If you can marshal, contact me at any club night or Phone Leeds 625294 and let me have your name and address, together with any previous experience (Marshalling of course!!) which you have had.

Steve Mills
Chief Marshall

AND IN CONNECTION WITH THE ABOVE FANTASMAGORICAL EVENT:-

Ian Brown would like to take on a semi-expert or fairly experienced novice navigator for the Costa. Phone Ian at Leeds 641389, or at any Club Night

