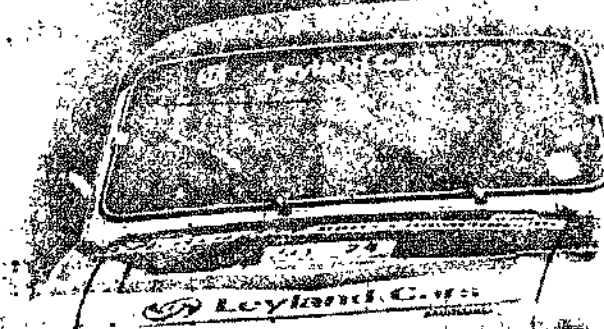


# Y TRACKROD

THE OFFICIAL MAGAZINE OF  
TRACKROD MOTOR CLUB

MAY  
1977  
no. 79

RAC. REGISTERED  
NO. 1230



QUICK CAR WASH. Leyland Cars rally Triumph Dolomite Sprint takes a dip. The Dolomite Sprint won the category for standard production cars in last year's Lombard-RAC Rally and since then has been a consistent victor.

NEGATIVE  
NUMBER  
270674



## TRACKROD

No. 79

May, 1977

### Future Events

3rd May	Noggin, Square and Compass, North Ripton.
10th May	Open Forum - Duke of Wellington, East Keswick. Come along and speak your mind. Its YOUR club. YOU tell us what <u>you</u> want.
15th May	P.C.T. - Our first 'clubbie' of this very wet season. Ably organised by Howard White, it will be at Stump Cross Caverns (99/089635). Regs available now! Marshalls too please.
17th May	Uniroyal film show and buffet at the Peacock, Yeadon. 8.00 p.m.
24th May	Sportonoggin - Fox and Grapes, York Road (105/401396). Find out how good you are at driving blindfold, or collecting the empties. All good clean fun. 7.30 p.m.
25th May	Round 1 - Leeds Crest Autotest Championship - see details.
31st May	Noggin - Shoulder of Mutton, Kirby Overblow.
7th June	Noggin - Square and Compass, North Ripton.
14th June	Treasure Hunt: Grand fun event for all the family. Keen eyes and a sharp brain are a must. Details from Phil Cartwright.
17th June	'Wild West' Disco - Village Hall, Pollifoot. 8.45 p.m., Bickets from Sue Broadbelt. Tombola prizes wanted too, if you can, please.
21st June	Noggin - Pie and Pea supper, Leeds Crest Motel. Also a raffle. Can't be bad, can it?
26th June	Autotest - Closed Joint event at one of our good venues near Leeds. Details later.
27th June	Autotest - Leeds Crest Championship, Round 2.
28th June	Noggin - Shoulder of Mutton, Kirby Overblow.
5th July	Noggin - Square and Compass, North Ripton.
12th July	P.C.T. - hopefully, change of date due to next item.
19th July	Leeds Crest Autotest Championship, Round 3.

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### Invited Events

8th May	De Lacy M.C. Autotest. Closed co-promoted event. Trackrod invited. Starts 11.00 p.m. Wakefield Theatre Club.
22nd May	Shann Trophy P.C.T. R.A.C. and A.N.C.C. Championship round. Start 119m/346769. 10.00 a.m. start.
19th June	Special Stage practice day. Tony Drummond's quarry. Co-promoted with Northallerton M.C. Regs soon.

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### Chairman's Chat

Our very own stages rally, the Leeds Crest, took to the roads and tracks on 3rd April. After a great deal of work by the organising team, the event ran without a hitch (well, almost) and was certainly different from your average farm track and airfield type stage event.

Despite our concern about the surfaces of one or two of the stages included, there were many compliments at the end about the composition of the event. Most people I think accepted that a lot of effort had been put into the thing and it seemed to be all worth while. Dick Rowland and Howard Cooper won it, despite falling over on one stage. Mick Schofield, Andrew Roddy took a class award and a top ten place and John Fairweather, Ronnie Moore, first time out in the Mini also took a class award. The best Trackrod award went to James Pick,

Keith Thompson which was justly deserved after all the help James gave us in getting the event off the ground. Very well arranged, that!!

The hard luck stories were many and varied, not least among our Shell League Team! Richard Jackson and Dave Lawton out with broken gearboxes, Alan Powell with run big ends after doing well on the Tour of Cumbria the previous day and Mike Fisher, with of all things, broken fingers after the wheel spun back on a bend. Our saving grace were new members, Neil and Mike Robinson from Hexham who joined the club and came a long way to do the event, thoroughly enjoyed themselves and won their class in the 1300 Avenger. Well done chaps, and thank you very much for competing on our behalf, you don't know how grateful we are!

Despite the incident of losing Richard Ineson's Mini, a sad end to a fine and competitive motor car, the event was an undoubted success and our sponsors at the Crest were delighted. They are already talking about next year!

Our Easter autotest was also a very good affair held out at Tockwith and organised by Ron Mackimmon and Lindsey Sutton, with assistance from one or two others. More help could have been used on the day so where were you all? Thanks anyway to those of you who did arrive.

Harewood hillclimb and Ilkley's P.C.T., both Shell League events, have also come and gone this month and I gather we didn't cover ourselves with glory at either event. Perhaps this year isn't going to be our year after all, but it lets the others in with a chance, doesn't it. Aren't we generous!!

Finally, may I remind you of the Open Forum on 10th May. Do come along and let us know what we are doing wrong, perhaps what we aren't doing at all. Its your evening to have a go at the committee if you are unhappy about any aspect of the club activities. I promise you that we will listen with interest to whatever you have to say to us.

JHR

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#### LEEDS CREST AUTOTEST CHAMPIONSHIP

Furthering our connection with the Leeds Crest Motel, a summer autotest series will be jointly promoted by Trackrod, YSCC, Huddersfield and Slaithwaite. These are all midweek, evening events and will take place in the rear car park of the Leeds Crest Motel (105/362278). Signing on and results will be in the Falstaff Bar. The dates for the events are:

Wednesday, 25th May	organised by YSCC
Monday, 27th June	organised by Huddersfield
Tuesday, 19th July	organised by Slaithwaite
Tuesday, 9th August	organised by Trackrod

Club members are invited to all events. Membership cards only are required. Each event will start at 7.00 p.m. and the entry fee will be £1.20 for each event. Entries will be accepted on the night of the event. The classes will be:

Class 1	Low test potential cars under 7' 1" wheelbase
2	High test potential cars under 7' 1" wheelbase
3	Low test potential cars over 7' 1" wheelbase
4	High test potential cars over 7' 1" wheelbase

Other details of organisation are at the discretion of the organising club.

The overall winner of the series will be presented with a voucher to cover the cost of two nights accommodation for two people in twin or double rooms, with early morning tea or coffee, full English breakfast, service and VAT included. It will be valid at any Crest Hotel who promote a "Crest Rest" weekend. It would, for instance, be worth in the region of forty pounds if used at the London EuroCrest Hotel in Empire Way, Wembley. Other vouchers of various values will be presented to individual event winners.

Regulations for this series will be available in due course from Richard Spurdens. If you want to have a go at all the events, it might be a good idea for you to tell Richard of your intentions. He will then make sure that you get the regs without having to fight your way to the notice board every club night!

JHR

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ODE TO - GUESS WHO?

There was a young man who with glee  
Rallied cars just as fast as can be  
When asked for his name  
He replied with disdain  
Can it be you have not heard of me?

His Magnum was once sadly bent  
In her front was a terrible dent  
With tears in his eyes  
He said once or twice  
It went where it never was meant.

The moral you will plainly see  
If famous you intend to be  
You must drive very well  
Like a bat out of hell  
And carefully miss every tree!

This handsome and sexy young driver  
Needed cash - yes even a fiver  
If a sponsor was near  
You had better stand clear  
There could only be one survivor.

An unlucky number was three  
Organisers were met with his plea  
Could you change it to seven  
They'll reward you in heaven  
Signed, you must have by now heard of me.

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The Quip Forest Stages Rally - 27th March, 1977

The Quip Forest Stages Rally started for me the preceding Wednesday chez "Yuk" with the complex planning associated with an event of such status - i.e. birds-booze, birds-booze, birds-more booze ... etc! Sunday saw my arrival at the start around 0825, having told "Yuk" to be there by 0830 in order that we could be scrutineered and sign on with the minimum of panic. 0855, no "Yuk" and beginning

to panic! 0900, still no Yuk, 10 mins to our deadline for signing on. However, I am not the only worried co-driver as I am joined by a similarly anxious Miles Cartwright, co-driver to Paul Stephenson at number 10. 0905 Yuk rolls in and I breath a sigh of relief. Scrutineering is completed in what must be record time, we sign on and make ready for the off.

A short run out took us to the first stage, Cropton 1, with its very rough first mile - the car was bucking about so much that I thought we had entered a Rodeo by mistake! Cropton 2 was a short sprint which I know well and saw us second fastest. After a break for service in one of the many snow showers that were to occur during the day we began the long haul east to the Wykeham complex, where two stages awaited us. The second Wykeham, the infamous downhiller, starting on tarmac, resulted in a high proportion of the days car-nage (!) mainly in the form of rolls on the tarmac right hander. A  $9\frac{1}{2}$  miler in Langdale Forest was the penultimate stage of the morning and which saw our only drama of the day. Mid-stage was a  $\frac{1}{2}$  mile of really glutinous mud into which we flew at very high speed. I remember us sliding sideways towards a couple of marshals who seemed so fascinated by the sight that they were rooted to the spot! Fortunately our wheels found grip at the last moment and we flicked out of trouble. Broxa rounded off the morning's rallying in fine style with its vicious hidden cross roads and interesting (!) square left at the finish.

The lunch halt at the Flask Inn was the usual scene of service crews frantically refettling cars, our crew investigating a noisy clutch release bearing and "sticky" gearbox. Over lunch I succeeded in causing some panic in the Lockwood Camp by making a mistake when first adding up our penalties - I gained us some two minutes! However, a recalculation was confirmed by the organiser's results board and showed us 3rd on 1723 secs penalty with Guy Lockwood 1st on 1631 and Dick Rowland 2nd on 1678. Clearly we would have to drive 'mental' to stand any chance of beating Dick and Guy as things stood. Thus we elected to hold our position and wait for them to make the mistakes!

The afternoon provided a re-run of the morning stages with the Croptons run in reverse. Dick and Guy were having a real battle royal with Dick eventually coming out on top after a long tussle. Broxa the second time round was the scene of an amusing incident at the cross roads - flat in top on the approaching straight we both said in unison "That nasty hidden cross roads is on h - e - r - e!" as we shot through pulling so many "g's" on the bump that I nearly bent the foot brace bar. The afternoon Broxa stage also saw the demise of Jack Tordoff/Phil Short in the ex-works Saab 96 when a drive shaft broke mid-stage thus ending quite a respectable run considering how long he has been out of active competition. The rest of the event passed uneventfully with Yuk having a final fling on the last two stages, setting a fastest and second fastest times. Dick Rowland really sealed his victory with meteoric time on the last stage, a whole 26 seconds ahead of us, second fastest, a time all the more incredible considering the roughness of the last mile.

Sadly a good days rallying was spoilt at the finish as a result of the organisers losing their facilities (!) at the last minute, the alternative accommodation being rather cramped. However the greatest annoyance was being told at nearly 11.00 p.m. that the awards were not to be presented that night - the poor Clerk of the Course who informed us all nearly got lynched! The official results, published around 9.30 put us 3rd behind Dick Rowland, 1st and Guy Lockwood 2nd. Further, Dick, Guy and ourselves were the York team which meant we also picked up the Team Award, thus rounding off a great day's sport. Another Trackrod crew in the awards was Dave Lawton/Ron Mackinnon who finished 6th o/a and 2nd in class. Richard Jackson/Steve Lloyd came home 10th and Richard Spurdens co-driving for Mike Fisher fought a lack of brakes on their Escort to finish 13th.

David Curry

Darts and Doms - 30th March, 1977 at Shoulder of Mutton, Kirby Overblow

First of all I would like to thank all the lads and lassies who helped me make the game possible... I would like to thank Ron Moore who did a very good job in organising the game whilst I was at a marshals briefing. I would like to thank Lisa who did a wonderful job in the ladies darts and the mixed pairs. I hear that you had never played darts before, Lisa, if this is so, I think I had better retire. I would also like to thank Christine Goodall who helped make up the ladies doubles and also did a good job at darts and doms.

Marcel and Andre deserve thanks as well with their marvellous wins. Now for the results:

Overall Darts			
TMC	8	IDMC	3
Doms			
IDMC	5	TMC	3

All in all I think we had a very good nights sport. Thanks again Ron for helping me out.

Eddie  
(Team Captain)

PS Sorry, Steve, that you could not join us, we would have won more convincingly. (Flattery will get you everywhere - Ed!)

The Fisher-Mans Tale

After a fairly successful Quip Stages Rally where I finished 13th with Richard Spurdens co-driving, the next event was our Crest Stages one week later. A lot of time was spent sorting the brakes which didn't work on the Quip, but luck ran out on the Crest when I badly broke a finger on SS5. On this event Jack Coulthard was co-driving but the partnership didn't last long. A bad rut on a hairpin left caught the left hand front wheel on opposite lock and the steering wheel spokes did the rest. Off to Harrogate Hospital. No points for the Shell League.

Harewood hillclimb was done the next week in not a little pain but at least managed some points for the club. A good day, but the right hander before the farmyard was very difficult with one hand!

Mike Fisher

Leeds Crest Stages Rally - Sunday, 3rd April, 1977

Trackrod Motor Club, in association with Leeds Junior Chamber of Commerce, with major sponsorship from Leeds Crest Motel, at Oulton, ran the clubs first venture into stage rallying on Sunday, 3rd April. As a round of the Shell Motorsport League, it attracted a full entry of 120 cars, plus several reserves. The high class entry list began with Chris Lord at one, Colin Grever at two, Mike Fisher, three, Phil Cooper, four, in the Allegro, Richard Jackson, seven, in his Porsche Carrera, Guy Lockwood, RS1800 at 10, with Dick Rowland, RS1800, filling a reserve spot at 14. Steve Smith, in the Bonds of Pocklington Group 1 RS2000 had a similar placing at 27. There was some doubt in the organisers

minds about some of the new stages due to the wintry weather before the event, but two fine windy days dried things out nicely.

After a thorough scrutineering session at Phil Cooper's garage (some people still have dry powder extinguishers!) the first car was away at 8.00 a.m., to SS1, the long farm track at Barrowby. Rowlands set the pace, from Grewer, airing his ancient Volvo, and Stan Peel (RS2000). The next four stages were all in the Thorpe Arch Trading Estate, courtesy of Leeds Jaycees, and tended to favour handling rather than power. Alan Powell (Mexico) led the field on Autocross, Guy Lockwood at the Warren and Steve Smith (RS1600) at Railway. However, his Escort fell over on the next stage, Scansales, which had been carved by bulldozer over an old rubbish dump (shades of the Swedish?) and lost a lot of time. Chris Lord had fuel feed problems on SS2, and Colin Grewer retired on SS3 with deranged suspension. Mike Fisher broke two fingers when the steering kicked back at him, and Richard Jackson had selector trouble in the Porsche. After the mud came several miles of good tarmac for the fast lads, with two laps of Tockwith and Church Fenton airfields. Predictably, Lockwood and Lord shared the honours, but the Magnum seemed to have had a "flier".

A fine cold salad packed lunch at Full Sutton was followed by the stage there. A delay due to an accident to the course car, resulted in the cancellation of SS10, so the event restarted with SS11. At halfway, Rowlands led Lockwood by 23 seconds with Keith Hamnet, in George Hill's old Magnum, just one second ahead of Dave Lawton (Mexico) in third and fourth place. Rowlands set off as he meant to continue, with fastest at Full Sutton and Copmanthorpe. Steve Smith (RS1600) was climbing back through the field, while Steve Smith (RS2000) was getting progressively quicker. Rowlands again on the fine tarmac/loose of Wighill Grange, with Phil Lilley (Mini 1275) just behind him. Lockwood and Rowlands just cleaned Tockwith 2, with Chris Lord six seconds down. It was back to the mud of the farm tracks now, though, and the rain had started. Dave Lawton had a final fling at Bickerton before his gearbox expired at Thorpe Arch, while in third place overall. Keith Hamnet was fastest at Warren 2, and Steve Smith (RS2000) at Railway 2, which was by now a little rough. Rowlands nearly lost it all on Scansales 2, when the yellow Escort tipped onto its side! A band of spectators righted it immediately and he continued with hardly any lost time! Phil Cooper was not so lucky and the Alligator broke its crank on the final stage, Barrowby 2. Stan Peel completed a fast run with quickest on the last stage, which included a nasty 90 left over crest in the farmyard, several crews visiting the bushes!

The Leeds Crest Motel were soon doing a fine trade in beer and food as the crews returned. Stage times and totals were quickly on display. However, a dispute over the service area controls delayed presentation of awards until 10.00 p.m. Dick Rowlands/Howard Cooper had won their second event in two weeks, while Guy Lockwood/Eddie Ganderton followed a fourth on the Plains, with second overall, in front of Keith Hamnet/Ron Varley in third. Steve Smith (RS200) was fourth and Phil Lilley (1275 GT) fifth. It had been a compact, well organised event with a good variety of stages to suit all levels of competitor. Crest Hotels (who are also sponsoring the Tour of Lincs) had enjoyed their involvement, which hopefully will be repeated with a bigger and better event next year.

S. Lloyd

#### Positions

1.	Dick Rowlands/Howard Cooper	RS1800	2618
2.	Guy Lockwood/Eddie Ganderton	RS1800	2662
3.	Keith Hamnet/Ron Varley	Magnum	2760
4.	Steve Smith/Tony Biggins	RS2000	2794
5†	Phil Lilley/Dennis Cunningham	1275GT	2815

6.	David Oldfield/Jeff Bell	RS1600	2826
7.	Stan Peel/Martin Johnstone	RS2000	2827
8.	Steve Smith/Richie Windress	RS1600	2830
9.	Graham Haight/John Green	Mexico	2837
10.	Mike Schofield/Andy Roddy	RS2000	2861

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This is the report I wrote for the national press, which is why it may sound a bit odd to you. Still, they did use some of it, so it can't be too bad.

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### Leeds Crest Stages

Well, it really happened. It long last, after so many false starts and disappointments, we ran our very own stages rally on 3rd April. Well, of course, you all know that already, cause you were all there in some capacity or other, or so it seemed. A really good turnout to help in this the biggest event the club has run to date. The organising team, led by Rod Parkin, worked incredibly hard to produce an event which had all the trimmings, and some brand new stages. Sue Broadbelt, Richard Spurdens, John Richardson and Richard Ineson all put many, many hours into the event to make it work. And work it did. The paperwork was worthy of a national event at least, and many crews commented on this.

The event ran smoothly, the only upset being the very sad accident to Richard Ineson's Mini which spelt the end of a fine motor car. It did demonstrate why recessed fuel fillers are a good idea. Even this did not affect the event too much, Full Sutton only being used once instead of twice. However, nobody told the service crews, who were still waiting patiently for their cars to return, when they were on their way to Bickerton! When they found out, they then held their own road rally back to Tockwith!

At the finish, penalties were very quickly displayed for all to see and check. There was some aggro over the service area controls, but even so, the results were final by 9.30, and awards presented by 10.15. Far better than many, many events can manage. The awards were magnificent, even if we did forget the cheques (!). Leeds Crest were delighted at the number of people who turned up on the day. Their takings went up about 800% and they are keen to support next year's event (plus autotests, etc.). Finally, a word of thanks to all who marshalled wherever, particularly those who got wet, to our super scrutineers, to our stage co-ordinators and to Peter Croft's fine results team.

Many thanks to you all. YOU made it all happen. Now for next year's bigger 'n' better improved edition. See you there.

Steve Lloyd

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### Bass Charrington National Rally

2½ Trackrod crews took part in this above event which was based on Grimsby. Part sponsored by Crest Motels the Road Book was housed in a blue edition of our brown folder. Our men in the event were David Curry, partnering Yuk Hodgson at 10, SPY 44 at 18 and Rod Parkin/Richard Spurdens at 106. Starting at 7.30 a.m. meant some very bleary eyed co-drivers were plotting furiously the quite complex route, using four maps, with several service areas, and umpteen tyre changes. The first two stages were narrow tarmac, with the prospect of an early bath in



the deep dykes for anyone trying too hard. Airfield stages next, with lots of mickey mouse stuff among the old buildings, and not a lot of flat out runways. Even so, Richard was fastest on Ludford, after a fine chuck-it-at-the-bends drive. The next two similar stages saw two fast spins and time lost to the fast men such as Lepley and Ward. An inspection of the A2s showed why. The rears were bald! Yuk also lost his racers on these fast dry dusty stages. We also did a pair of SP44s so our tyre stocks were dwindling rapidly. Two stages in the Blue Circle Cement quarries were rough and dusty, the second one having a vicious sheer drop into a lake on a left hander near the finish! Next, two laps of the very mixed tarmac/concrete/loose airfield at Hibaldstow, where we caught a mini, and Yuk was given a demonstration of RS2000 handling by Bill Gwynne. These Group 1 RS2000s are incredibly agile, and no slouches on the straights, with upwards of 150 bhp on tap. The only forest stage was last before lunch was taken at the Humber Royal (packed cold salad, would you believe!). Halfway results showed us in 11th spot, with few seconds between us and sixth place, with Yuk just a bit further back. Delighted at the prospect of a top ten place we set off to SS13 after lunch. 13 is definitely our unlucky number, because the rear offside trailing arm bust over the yumps, jamming the wheel up into the wheel arch. So that was that. The gnomes of Stuttgart had struck again. Our service crew stripped the bits, welded them up in the quarry fitting shop, and replaced them. We left the stage five hours after we had entered it! Yuk and David went on to fifteenth overall, Steve Ward winning easily.

But what of Rod and Richard, I hear you ask. Well, you remember Ludford, that fast airfield in the first half. They were proceeding down the runway at a rate of knots when this wheel and halfshaft passed them. Funny, they thought. Then they thought a whole lot of different things as the RS tipped over, dug in and rolled mightily! They escaped unhurt from the wreck but very dispirited. The remains were collected next day, and yet another rebuild commences. Tough, Rod.

Steve Lloyd

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Another disappointed crew were Steve Rathbone and F.S-B, in the Magnum. They got stuck down a white on the Burgess Bowl, when wda placed. This cost them an hour and a half, which was far too much to stay in the event.

However, John Millington must be very chuffed with his first place on the Motoring News Border Rally. What a nice one! Ron Beecroft had a hand in the win too, but he ain't a member (yet). Well done, the pair of you. A great result.

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We must apologise for the rather odd look of the last newsletter, this shortened version being due to pressure of work on some stages rally or other. Sorry, gentle reader. It won't happen again.

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Congratulations to Lisa Rothery and Andrew Roddy on their recent engagement. That's another stamp about to be saved!

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Service crew required for Scottish Rally. Most expenses paid.  
FOR SALE - Five 195-13 MS Mk.2 Dunlops. Almost as new. £10 each.  
Phone Mike Fisher, Calder Valley 3166.

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Easter Autotests - 9th April

On 9th April 25 competitors turned out to compete in the Easter autotests at Tockwith. Sixteen tests gave good value and plenty of variety to sort everybody out. Several regular competitors were conspicuous by their absence, two for reasons we all know about. This gave a healthy change to the leader board, although competition was as fierce as ever with less than a second separating David Taylor and Ian Waddington at half way, the pressure finally getting to David. The usual battle took place between the class 4 Escorts, the result largely being due to Steve Lloyd getting a rare WO. It was a pleasure to see John Brown competently winning class 2 and God help us all if Tim Riordan gets a more powerful car.

I hope the efforts of the organisers Ron Mackinnon, Lindsay and Steve (WO) Mills were rewarded on the day, because as usual only half a dozen entrées were received by the Tuesday night. This seems almost unbelievable when every Tuesday night I have such difficulty parking my car, never mind getting to the bar. Of course, people join motor clubs for different reasons. Some people in pursuit of success acquire very specialised cars which obviously can only be used for a particular purpose, and a few people do autotests and P.C.T.s. There isn't any other reason to join except to spectate, but you could do that anyhow, So where do all the remaining cars disappear to when an event is held.

However, on behalf of all the competitors I would like to thank all the marshals for a very enjoyable days sport.

Howard White

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ARE YOU AN ACTIVE MEMBER?

Are you an active member?  
The kind that would be missed?  
Or are you just contented  
That your name is on the list?

Do you attend the meetings  
And mingle with the crowd?  
Or do you stay at home  
And creb both long and loud?

Do you ever go to visit  
A member who is sick?  
Or leave the work for just a few  
And talk about the clique?

There is quite a programme scheduled  
And means success if done  
And it can be accomplished  
With the help of everyone.

So attend the meetings always  
And help with hand and heart  
Don't be just a member  
But take an active part.

Think this over, member  
Are we right or wrong?  
Are you an active member?  
Or do you just belong?

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### Shellsport League 1977

After our rather indifferent start to the year we were looking forward to great things on our own Crest Stages Rally. Alas, it was not to be! Our potentially invincible team abandoned their vehicles at various places between Leeds and Full Sutton and back!! Our only salvation was the inclusion in the team of the Robinson Brothers from Hexham who came second in class in their Avenger. Richard Jackson/Tony Holden lost all the gears in SPY 44 as did Dave Lawton/Frank Stuart Brown in the Mexico. Alan Powell/Ron Mackinnon ran the big ends on the Mex after the long right hander on Church Fenton and Mike Fisher/Jack Coulthard retired in Thorp Arch when a pothole caught a front wheel and set the steering wheel spinning with Mike's hand through the spokes - result, two broken fingers and a trip to hospital!! So endeth Round 2 with 141 points scored and would you believe 17th on the day!! Overall we were then in 10th place with 451 points.

Round 3 brought the first of the 3 hillclimbs, this one by BARC at Harewood. Our team of 5 was reduced to 4 on the morning of the event when Richard Jackson fired up SPY 44, after burning midnight oil to repair the gearbox broken on the Crest the week before, and it emitted a terrible rumble initially diagnosed as "big ends" but later traced to a loose flywheel!

Our four, John Fenton (Mini), Tony Marshall (Mini) Mike "broken fingers" Fisher (Escort) and Ron Mackinnon (Datsun 240Z). John Fenton set the event going with a bang when he went straight through the hedge on the 2nd corner having hit a damp patch on his "un-warmed up slicks" - that was his excuse anyway. The remaining 3 did quite well, however. Tony Marshall, in his first ever hillclimb finished 8th out of 15 which wasn't too bad in a standard 1275S. Ron Mackinnon had his work cut out in the sports car class being up against a gaggle of lightweight E-type Jaguars and did very well to finish 4th out of 11. Mike Fisher, spurred on to the top of the hill by the pain from his broken fingers couldn't quite catch the Escorts of Tony Drummond, Yuk Hodgson, Stan Peel and K. Hammett but finished 5th out of 12, which netted us a grand total of 208 on the day and pulled us up to 7th overall.

Round 4 was the familiar P.C.T. by Ilkley and DMC at their superb Pateley Bridge venue. Promises of a large entry from Trackrod fizzled out to five, sufficient, just, for a team. Our team on this occasion included some new faces, Sue Broadbelt (Mini), Chris Miller (Mini) and Gerard Waters (VW) were under the close scrutiny of "old hands" Richard Spurdens and Steve Lloyd. There was a bit of aggro prior to the event when it was discovered that Steve Waddington had been conned by Ian (his brother) to drive for Ilkley on this occasion, much to the disgust of yours truly as Steve had more or less committed himself to Trackrod again for 1977, however he did see fit to do the only sporting thing left and retired on the day, which all goes to prove that it ain't what you score for us it's what you don't score for anyone else! Anyway, back to our quintet who, unfortunately, didn't fair too well but managed to score a collective 255, helped in no uncertain terms by a magnificent 101 from Steve Lloyd for his 2nd in class and Richard Spurden's 63 for 12th in the same class. All this resulted in our being 7th on the day and raised us to 5th overall albeit some 600 points behind York who have got to be headed in this year's competition.

Round 5 on 1st May will have been held by the time you read this but at the time of writing several persons had expressed a keen interest - wonder how many will enter. Remember, these events aren't only for team members so the more of you keen folks we can get entered the larger the classes and hence the more points available for the successful clubs.

I know it's all very nice to be in the team, it boosts your ego no end but this shouldn't be your only motive for doing the event, it is motor sport and that's why your a member, isn't it? - to take part in motor sport!

Richard Ineson  
Team Captain

STOP PRESS (FOR THE I.A.M. TEAM)  
(THIS WEEK)

JUNE 1st MAY - I.A.M. RALLY  
AT NOCTELL FRIEDLY -

WE HAVE A TWO DAY DISPLAY  
AT THIS EVENT - CARS (FOR  
THE I.A.M. AND ALL OTHERS)  
(FOR ENTERING THE I.A.M.)  
I HAVE BEEN IN CONTACT

STEVE LINDEN

TEL. 663 714