

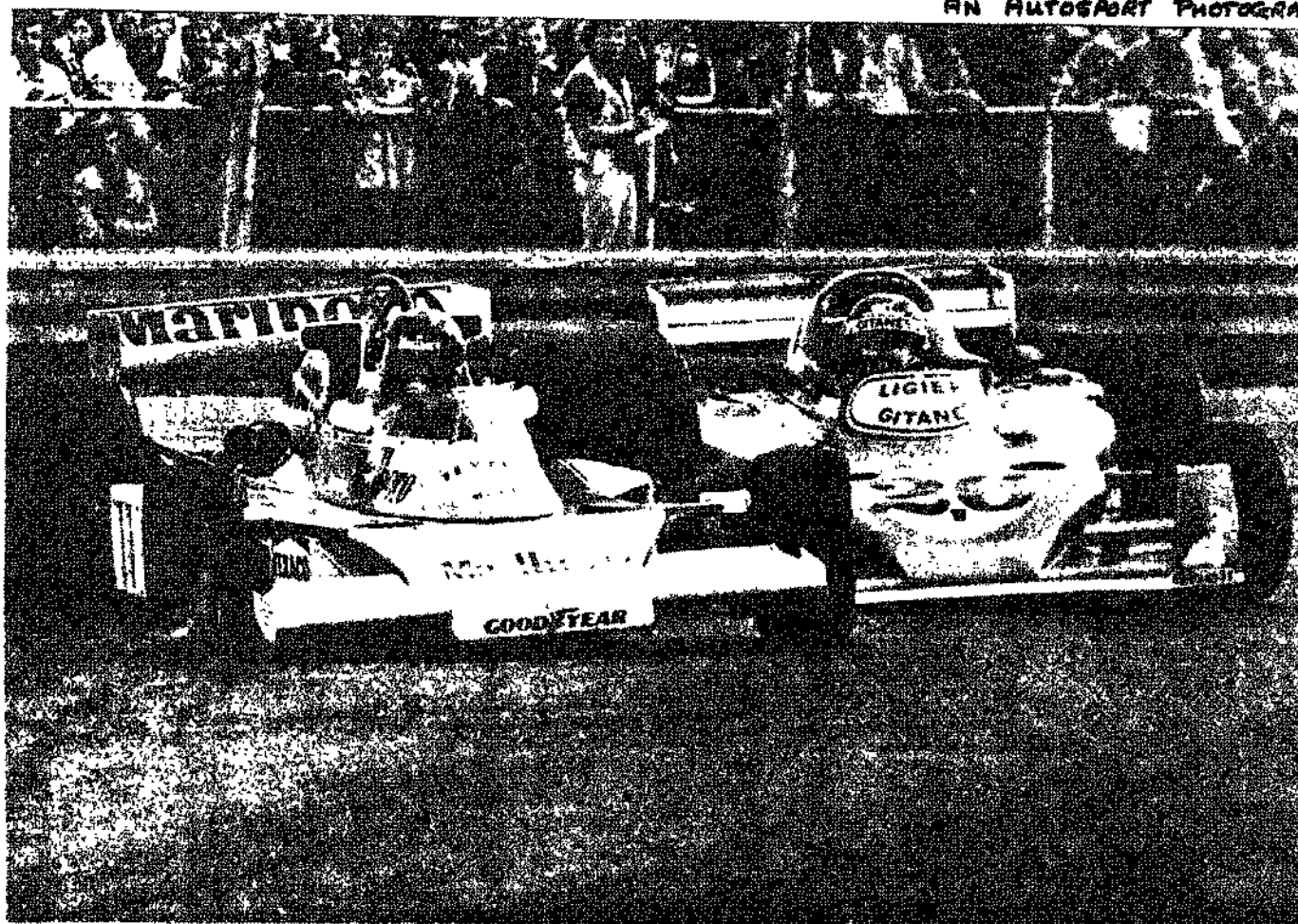
TRACKROD

OCTOBER
1977
No. 84

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

RAC. REGISTERED
NO. 1230

AN AUTOSPORT PHOTOGRAPH



1976 BELGIAN GRAND PRIX - HUNT AND LAFFITE
GET THEIR WHEELS IN A KNOT!!
GETTING TO BE A FAVOURITE TRICK OF HUNT'S AIN'T IT!!

TRACKROD MOTOR CLUB LIMITED

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1977/78

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Club tie.....	1.80ea.	Trackrod T-Shirts (s.m.&l.).....	2.00ea.
Club stickers:			
internal.....	0.30ea.	Trackrod Rally Jackets.....	9.50ea.
external.....	0.30ea.		
"Team" stickers (external).....	0.40ea.	Cloth badges.....	SEE F.S.B FOR DETAILS!
.....	0.75pr.	Trackrod holdalls.....	2.50ea

ALL AVAILABLE FROM

FRANK STUART-BROWN

Social Calendar.

- 11th October - Duke of Wellington, East Keswick. First round of our Indoor Rally Championship, with this round organised by Ronnie Moore on Map 104. Starts at 8.00 p.m. Come on everybody, someone's got to beat Frank and Ian this year!
- 18th October - Noggin at the Barleycorn, Collingham.
- 25th October - Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 1st November - Noggin at the Square and Compass, North Rington.
- 4th November - Disco at the Square and Compass. More information further on in the newsletter, but donations for raffle prizes are needed
- 8th November - E.G.M. at the Royal, Boston Spa
- 15th November - Second round of the Indoor Rally Championship, at the Royal, Boston Spa.
- 22nd November - Noggin at the Leeds Crest Motel, Oulton.
- 29th November - Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 6th December - Noggin at the Square and Compass, North Rington.
- 13th December - Noggin at the Royal, Boston Spa. Also the third round of the Indoor Rally Championship.
- 16th December - Xmas Party, Tollifoot Village Hall.

Competition Calendar.

- 9th October - Autotest, organised by Wakefield & District M.S.C.
 - 15/16th October - Annual Trackrod mass pilgrimage to the Tour of Mull. For those not going, De Lacy M.C. are running the Cooper's of Oulton Trophy Rally.
 - 22/23rd October - Alwoodley M.C. Pennine Rally. A.M.C.C. round on maps 99,104.
 - 23rd October - Scarborough Stages, run by 62 C.C.
 - 29/30th October - Shipley D.M.C. have a rally on maps 98,99,103,104.
 - 30th October - P.C.T. To be held at Stump Cross, and we're organising it, so let's have lots of entries and marshals. All info. from Eddie Baker.
 - 12/13th November - North Humberide M.C. are running their Moonraker rally. Kirby Lonsdale also have a rally, on maps 90,91,97,98.
 - 18/23rd November - R.A.C. Our stage is Boltby (in daylight)-more info. later.
 - 3/4th December - Novice Rally, run by Beverley D.M.C. on maps 107,113.
 - 17/18th December - De Lacy M.C. are reviving the Seven Dales on 100,101,105,106.
- More detailed information, and regulations, can be obtained from the notice board at Club Noggins, or from Competitions Secretary John Renny.

Chairman's Chat.

This month has seen the conclusion of this years Shell League, with the A.x.1 P. Menston Stages and then the Huddersfield Hillclimb at Scammonden. We managed to finish fourth this time (after our second O/A last year) which may seem a little disappointing to some people. Of course with three hillclimbs and no roadrallies, the format of the League didn't really help us one little bit. Nevertheless, there have been some splendid performances by some of our members on individual events, and our success is due to these, plus the backup of other team members. I think we had a full team on every event, (no doubt Captain Ineson will correct me if I am wrong!) and that makes a tremendous difference when the points are added up.

Well done all of you, fourth out of 25 isn't bad by anybody's standard.

The Costa di Plenti has come and gone once again, and what an event it was. Twelve months hard work went into it and the organisers were rewarded with a tremendous event. The local crews thought it was terrific, the Motoring News chaps were very impressed with both our organisation and the event, and were most complimentary, which can only do us good. The National Parks officers were pretty impressed as well, particularly the ones who were jumped on by our very alert Marshals for sitting in villages with engines running or headlights on.

With Stan Peel/George Ward, and Dave Lawton/Rod Parkin in the top ten, and Steve Wood/Bob Spensley in the class awards, it made the presentation particularly pleasing. (Shame about Ken Goodall's alternator though, fancy giving up on the way to the start.)

To every one of you who were involved in whatever capacity, I thank you very much for contributing to such a superb event. You have helped to put Trackrod's name where we all know it should be, at top of the road rallying tree. Long may it stay there!

J.H.R.

ANNOUNCEMENT.

There will be an Extraordinary General Meeting of the Club on Tuesday, 8th of November 1977, at 8.30 p.m.

The motion for discussion will be that:-

A joint Membership will be introduced from January 1st 1978, the fee being £5. This will entitle both members to full club membership and voting rights, but the joint members will only receive one magazine per month.

Social Membership and Out of Town Membership will be abolished.

Club Accounts.

As Club auditor for 1976/1977, I have now checked through the accounts for this period, and they are correct, and as presented. They have now to be professionally audited, by an accountant, and this is to be done shortly.

Nigel Drayton.

The Shellsport Costa goes Motoring News!

In only its fourth year the Shellsport Costa di Plenti was selected as a round of the Motoring News Road Rally Championship- a sure reflection on the abilities of the organising team.

Problems began with the North Yorkshire National Park committee, such difficulties being dealt with diplomatically by certain club members, helped by the R.A.C. and other rallying enthusiasts in the area. The Shellsport Costa was to be a testcase for rallying in the Parks; with twenty-five independent observers in quiet and neutrals, it only needed one inconsiderate competitor, marshall or spectator to destroy any future prospects of rallying in the area.

Scrutineering and signing-on were dealt with in the usual efficient Trackrod way, showing once again how it should be done. Unfortunately, many of the regular M.N. contenders were absent, due to other preferences (the Manx) or bent cars after the Cilwendeg the previous weekend. (Spare a thought for Bill Gwynne, who borrowed a car to transfer his engine into, only for it to drop a valve on the Friday.) Thus there were several gaps in the top ten, the line-up being;

1. Byrom/Fletcher, 4. Bloxham/Harper, 5. Briant/Kirkham, 6. Wagstaff/Starr,
7. Rathbone/Coulthard, 9. Harper/Davidson, 10. Tordoff/Greenwood,
11. Bean/Raeburn.

Trackrod crews included Ken Goodall/Hugh Edwards at 15 (who unfortunately non-started as the alternator had blown;) Dave Lawton/Rod Parkin at 16; Stan Peel/George Ward at 19; and Alan Powell, still sorting the new Mk. II escort, started with Steve Hazeldine at 22. At 30, Bob Chapman/Tony Longstaff were hoping their R.S.2000 would last further than the 10 miles it managed on the Calderford. Just behind them at 32 were John Renny/Marcel Giradier in the rather down-on-power Mexico. Ian Mackay/Mike Tempest were in the rapid Mini Traveller at 55 and Steve Wood/Bob Spensely occupied the 62 slot. Martin Midgley/Steve Campbell were at 71, followed by Elvin Garnett (who had circuit racer John Fenton holding the maps) at 72, and Gordon Young/Nigal Latimer at 75.

The action started east of Northallerton, where Jack Coulthard failed to call the 90 left at the first spectator point. This worried a few spectators, as well as Jack because Steve Rathbone executed a tricky handbrake turn to get back into the action. Bloxham/Harper had problems on selective 2, as did Powell/Hazeldine who got lost. Renny/Giradier dropped a minute to everybody on selective 3, at the end of which the positions were Wagstaff/Starr 2:15, Byrom 2:19, Bean 2:21, Rathbone 2:39 and Briant 2:49.

Selective 4 over Sneek Yate Bank and Caydale Mill saw Rathbone drop out, as did Chapman after a near roll on the way down to the ford. Lawton was baulked by a non-competing car and lost a minute, while Garnett's Mini managed Caydale but refused to go up the following hill.

Cockayne Leap was next, where Lawton/Parkin were fastest on 2.00 (well done Rod!) followed by Rathbone on 2.22, Bean on 2.28 and Wagstaff on 2.30. The second selective over Cockayne saw Bean and Wagstaff tie with 0.47, Byrom on 0.52, and Briant on 0.57. Selective seven was cleaned by ten crews, with Bean 37 seconds under the target. Rathbone, however, was out, his bad luck manifesting itself in the shape of a broken throttle pedal on selective 6. Positions at first petrol showed Wagstaff leading on 6.04, from Bean 6.14, Byrom 6.18, Briant 6.55, and Bernie Griffin (Mini) on 8.21.

Selective 8, over Blakey Rigg and through the difficult to find slot at 684988, was to prove decisive. Byrom missed the slot and went over a twenty-foot drop, damaging steering and suspension, Bloxham lost his gears, and Wagstaff disappeared. Powell had trouble finding the slot, and Chapman couldn't see it because of a Mini which had inadvertently parked itself across the entrance. John Renny had put the car into a ditch and stripped reverse gear trying to get out, while not far away Bernie Griffin's immaculate white Mini was now looking less so after yumping badly, hitting a bank, and spreading bits of Mini all down the road.

Selective 10 also had its fair share of problems, the main one being the potato field at 697064 which caught out Lawton and Chapman, not to mention the course closing car. This did not stop Lawton putting up second fastest time

to Bean, followed by Everett and Briant. The real trouble-maker was selective 12, which ran from 720046 via 738067 to a P.C. on a footpath at 742¹048 to finish at 763045. Many crews had trouble finding their way about, including Lawton, (not helped by Rod Parkin's seat collapsing!) Chapman, Mackay and Garnatt. Jack Tordoff started a trend by going off on a 90 right into a field, after some arrows had been removed; not on his heels so to speak were Everett/Bowie in the Robinsons (Demolition) R.S.2000, which proceeded to demolish itself and the SAAB. A helpful farmer was helping to push out Chapman/Longstaff when Partington/Cook arrived in a big hurry and ended up in the same field. Hobbs/Clegg had no trouble getting out, merely engaging 4 W.D. in the Land Rover; apparently straightening out the farmer's fence in the process! Meanwhile, John Fenton was suffering "mal de navigateur," which brought his and Elvin Garnett's run to an end.

This final selective was followed by 12 T.C.s before second petrol was reached. By this time Young/Latimer had gone O.T.L., and Chapman/Longstaff were so close that they had to cut three T.C.s. With both Wagstaff and Bloxham out on this section with gearbox problems, and Alan Powell slowing to conserve his piston rings, positions at second petrol showed Bean on 18.36 leading Briant on 21.57, these two pulling away from Piercey, Wilson, Peel, Collingwood and Lawton. The remaining 17 T.C.s ran over Moorsholm Moor via Commandale, Kildale and Ingleby Greenhow, south on the brown over Bilsdale Moor to Hawnby, then NW over Hawnby Moor to the finish at 462967, with a long run back to Leeming Bar. Midgley/Campbell put their Mini on its side on this section, but kept going.

With no protests, the results were quickly declared final. Bob Bean/Nigel Raeburn had won on 25.36 from Mick Briant/Dave Kirkham on 28.57. These two were some way ahead of Brad Piercey/Nigel Harris, Malcolm Wilson/John Teasdale, Stan Peel/George Ward, and Neil Collingwood/Harold White. Dave Lawton/Rod Parkin were 7th O/A and best Trackrod crew, with other Trackrod placings being Alan Powell/Steve Hazeldine 12th, Steve Wood/Bob Spensley 14th and third semi, Martin Midgley/Steve Campbell 27th, Bob Chapman/Tony Longstaff 30th, Ian Mackay/Mike Tempest 35th, and Gordon Young/Nigel Latimer 44th out of the 45 finishers.

From a competitors point of view, the event was long and hard- altogether a very enjoyable night, for which the organisers, notably Martin Kemp and Steve Mills, must take full credit. There were no reports of any complaints, so obviously all competitors, marshals and spectators played the game. This report would not be complete without a very large thank you to our generous and understanding sponsors, Shell U.K. Oil.

Roll on next year!

Bob Chapman.

If I can add a quick credit, then my thanks must go to Jack Tordoff; who, at very short notice, was kind enough to lend us a SAAB 99 from his JCT600 garage for use as the course closing car. Very impressive it was, too- went over the yumps superbly!

The Editor

Costa Comments - what the top crews said...

- Stan Peel. "One of the best events I've done for a very long time." (Stan has been rallying twenty years!!)
- Dave Kirkham. "As good as last weeks Cilwendeg."
- Nigel Raeburn. "I don't like road rallies outside-Wales, but this has been terrific."
- Mick Briant. (Before the start.) "If the rally is as good as your organisation it's going to be very good."
(After the finish.) "It was great!"
- John Bloxham/Richard Harper. "Terrific while it lasted."
- Bernie Griffin "Very enjoyable until we fell off."
- Harold White (Neil Collingwood's Navi. 6th O/A). "A Very fine event."
- Several anonymous crews who had good runs. "Bloody Marvellous!"

Fire Extinguishers.

New members may not be aware that the club has an arrangement with CHUBB FIRE LTD., which allows us to buy extinguishers at a good discount.

Current prices for BCF are;

3.6 Kg - £29.00

1.4 Kg - £13.00

These are metal cased, self-pressured extinguishers, and are of a very high quality and efficiency.

Were you competing before BCF was mandatory? If so, you might have a dry powder extinguisher surplus to requirements. The club is prepared to buy a few, for use by marshalls on stages, so if you are interested, please have a word with me.

Nigel Drayton.

Wharfedale P.C.T.

This years Wharfedale P.C.T. was held at Rose Farm, Burley, on Sunday 7th August. It attracted an entry of 23; (low- possibly due to the holiday period.) The event saw the debut of the Shellsport club caravan, which made a fine H.Q.- particularly when fitted up with Nigel Drayton's loud hailer system. The day was dry and warm, though rain overnight made the fresh hills slippery. However, the courses were very good, some tight bends but none that were impossible, and grip available if you knew where to look. All credit to Richard Ineson and helpers for their efforts in this respect.

Nine Minis contested class one, and it was on hill four that Ian Waddington and George Harrison pulled away from the field to begin their day-long struggle for class honours. In class 2, Harry Tregenza's Mexico proved far too strong for Adrian Tate's Escort Estate, building up a 40 point lead at halfway. Tony Holden's Cortina automatic was charging well up the slopes, but Alan Powell's Mk. II GT really didn't want to know. The M.G.B. of N.Hargreaves just led the Austin Ulster of M.Lee in class3, while Ken Waddington and Keith Phizacklea were locked in combat in their Imps in class 4.

The second half saw little change in positions. George Harrison stormed away in class 1, Harry Tregenza marmalized class2, Nigel Hargreaves took class 3, but in class 4, Keith Phizacklea snatched a last gasp win when Ken got a seven on test 30! Still only 3 marks in it, but it was enough to give Keith the Wharfedale Trophy on Index. Well done. (But it's about time it came back to Trackrod.)

Of the Trackrod entries, the results are below. As Ian had a second in class award, Steve Lloyd won the Best Trackrod on Index. Many thanks to the organisers and marshalls for a fine day's sport. All it needed was more competitors.

Ian Waddington	Mini	129 marks	94.29 Index	2nd(of9)
Alan Whitehead	1800S!!	Retired, broken diff.		
Howard White	Mini	192	141.04	8th
Steve Lloyd	Mexico	193	104.89	3rd(of6)
Tony Holden	Cortina	254	138.04	5
Alan Powell	Cortina GT	263	142.88	6
Mick Ogden	V.W.	189	128.39	2nd(of 4)

Steve Lloyd.

Mastermind comes to Trackrod!

Humberside Motor Sport Group are organising an inter-club motor sport quiz. Our team is being organised by Jack Coulthard, but he can't answer all the questions on his own (not quite, anyway,) so anyone who would like to have a go, please get in touch with Jack.

CHEAP PARTS!!!!

The Leeds based firm of Auto Replacements have very kindly agreed to supply Trackrod club members with parts at reduced prices. All you have to do is go to the firm (which is opposite Palmer Tyres, Saxton Lane,) show a club membership card, and they'll give you parts at trade price; which can't be bad. Auto Replacements stock mechanical parts for most cars, so get your cheap bits from there and reward them for their generosity.

Shellsport League 1977.

The final event of this years' competition was a hillclimb at Scammonden, run on 11th of September by Huddersfield M.C. The first three places in the League were fairly secure, but we had Y.S.C.C. breathing down our necks, so to maintain our fourth place we had to put in a reasonable performance on the day.

Our team comprised Steve Mills, David Taylor (Minis), Howard White and John Renny (Escorts), and Richard Jackson (Porsche); who all suffered much hanging about all day for their 2 runs up the half-minute long hill. The event finally got under way some 45 minutes late, and it was apparent that some of our lads were going to be more than a bit outclassed in their road/rally cars against the full-house racers. David Taylor renewed his class battle with the Imp of Brian Kitching (Ilkley)- whom he beat at this event last year- but this time the honours went to "Kitch", leaving David to fill the second slot and score 60.0 points.

The "big" Mini class proved a bit "overpowering" for Steve Mills, who found his pokey road car no match for the specialised machinery he was up against. Nevertheless, he did beat Mr. Long (York M.C.) to take 6th out of 7th and score 24.3 points. Our Escort men, Howard White and John Renny, had the fearsome Escort of G. Swinbourne in their class. However, Howard's vast hillclimb experience netted him fifth place out of 13 to score 71.5 points. John, in his first hillclimb, was finding it O.K. on the hill, but all the hanging around seemed to be getting to him. Fortunately, this wasn't reflected in his times, and he turned in a very useful 9th to score 40.8

Our fifth man, Richard Jackson in SPY 44, put in a fine performance to win his class, and score 93.3 into the bargain!

Final Overall Positions:

1. York	3726.4 points.	£180 winnings.
2. Ilkley	3047.9	£100 "
3. Huddersfield	2948.2	£ 80 "
4. Trackrod	2452.2	£ 30 "
5. Y.S.C.C.	1944.0	£ 25 "

These top five clubs being followed by Slaithwaite, De Lacy, David Brown M.C., North Humberside and Leeds.

As can be seen we are still one of the top clubs locally, though who can say where we would have finished if we'd had better results on the Elcar and our own Crest Stages; the latter proving to be a disastrous event for us. Our relatively poor performance on these, the first two events of the year, got us off to a bad start, from which it became increasingly difficult to recover. It is important to start off well in order to maintain interest within the club, and encourage entries. Once again, those prepared to do the events were the recognised nucleus of our League teams of past years, with one or two notable exceptions. Our efforts this year have netted us £30 for the club. It's ironic, but it only cost about £500 in entry fees alone for our lads to do the series!

I would like to thank all those who have taken part in the events this year for boosting the entry lists, but especially those of you who have represented the club as team members, for your efforts. I hope we can make 1978 more successfull- we were second in 1976- we can do better than that- can't you!!

Richard Ineson, Team Captain.

BONFIRE DISCO

on

FRIDAY 4TH NOVEMBER

8.00^{pm} - 12.30^{am}

at the

SQUARE and COMPASS
NORTH RIGTON

TICKETS ONLY 60p, AVAILABLE
FROM GILL KNOX, DIANNE MANN,
WICKY SPURDENS and JULIE THOMPSON.

RAFFLE

BAR EXTENSION

Menston Stages- the True Story.

This years A. and P. Menston Stages Rally was run on Sunday 4th September. The event was a round of the Shell league series, and as such attracted a very good entry, the top ten including Bob Bean, Guy Lockwood, Chris Lord, Phil Cooper, Dick Rowlands, Peter Clarke and our own Richard Jackson at no.8. Both Bean and Lockwood non-started, and Colin Grewer came in at 13 to reinforce the mighty York team. Trackrod's team comprised CRJ, Dave Lawton at 14, Mike Fisher at 15, Alan Powell at 22 and John Renny at 59. Also running were Dave Ashford, Steve Hazeldine, Pete Collinson and Pete Silberberg.

Stage 1 was Fearnley Hall, a mixture of grass and narrow tarmac. Charlie Payne used his new Drummond motor to lead on 1.38 from Rowlands on 1.46. SPY 44 started slowly with 1.52. However, with two stages at Tockwith, a tyre change to our new "Clubman" pattern A2s enabled us to set second fastest time behind Rowlands, twice. Back onto chunkies for the Thorpe Arch Stages, (three of the best from the Crest,) which were not as rough as expected. A fairly quick time on Railway was followed by fastest at the Warren!, but Colin Grewer threw it about over Scansales to leave us by seven seconds. Mike Fisher had an off here, followed by clutch trouble, while Dave Lawton/Steve Holden had trouble getting the references to line up with the stages!

Melbourne next, and another change to A2s before 2 laps of the old airfield. A spin cost us about five seconds, but as Rowlands had lost time in Thorpe Arch, we were in the lead as we headed for the stages at Full Sutton before lunch. The stage started at the NW end, with all that long straight to play with before the gravel heaps.

However, as we headed down the straight at 130 mph plus, a car appeared on our track, also approaching the corner. At first we thought it was a competitor, but the speed we were catching him at showed otherwise. We were on top of him as he got to the corner, lights and horns on full. It was a farmer in his Volvo, and he was just not aware that any rally was on. As he turned across our bows, we stopped, and pulled off the track. All this had happened in the full view of the marshalls and the Clerk of the Course. So, we followed Rowlands slowly round, got our road book signed, and went round again. And again. Cleaning the stage both times. The mutterings of 'force majeure' etc. started at once, as did slanderous comments due to Trackrod running the stage. However, this kind of thing has happened to us before, and we have had re-runs before, even on Internationals. Short of cancelling the stage it's the sensible thing to do. So two fingers rampant to all who say otherwise! (Editor's note.- Convention seems to be totally against re-runs on stages; yet nowhere in the Blue Book do they appear to be directly, or indirectly forbidden. Can anyone provide a definitive answer? What if the problem occurred on our R.A.C. stage? Any comments welcomed.)

Just to add to our lunchtime pleasure, we heard that Tockwith had been cancelled, which neatly demoted us to second place behind Grewer. As his car sounded like a bag of nails we thought we could win. Yuk Hodgson was just three seconds behind us in his new Mk II Escort.

We re-started with Burtonfields, by now nice and damp and slippery after the lunchtime rain. Both Grewer and Yuk took 3 seconds off us, so the battle was really on. Mike Fisher was out by now, and John Renny had distributor troubles at Melbourne in the second half, but Dave Lawton cleaned Full Sutton the second time round, and continued to make 'The Tank' fly around Melbourne. We knew this was our only chance to make a real dent in the opposition, as the rest of the stages were all short and twisty. Sure enough, Richard laid that hammer down, and the Carrera went into orbit. We took eight off Grewer and seven off Yuk; but Dick Rowlands, complaining of clutch slip and no brakes, took ten off us!

S.S. 12 was Acaster, with another of those nasty greasy 180 left, where the markers took a lot of hammer. Dead level with Grewer, and one ahead of Yuk. Back to Thorpe Arch, with Scansales first. We were faster than before, but Mad Dan did it again and pulled back seven seconds. Yuk got one back. Tight! Next came the Warren, slippery after the rain. SPY was really motoring, but eventually the S.P.s gave up the struggle, the resulting understeer off and reverse costing us five precious ticks of the clock. Grewer was now only eight seconds ahead,

Yuk four behind, with one to go.

We screamed over Railway, with me holding the gearlever in second, as it had been jumping out over the bumps all afternoon. Result, 33 seconds, equal with Yuk and Dick Rowlands. But what's this? One ancient Ascona in the service area, on ramps, not having done the stage! Could it be? But no. Grewer had done a wall of death in the Warren, narrowly missing Richard Ineson in the process, and had ripped out his handbrake cables. He was soon away again, and we waited nervously for him to re-appear at the finish line. His time would have had to be 42 to let us in. The blue and white Opel appeared at the end of the rough, and literally flew over the yumps. His time? 31 seconds. So had Dan won by ten, and we beat Yuk by four.

Bask at the Crest, we soon had some times to check, and the talking began. The York contingent wanted to protest about our rerun at Full Sutton. However, after losing the event due to the Tockwith stages being scrubbed, we were in no mood to let this go unchallenged, and they soon backed down. At the very early hour of 8.05 the results were eventually declared final. We had also won the team prize with Team Ziebart, being Yuk and Dave Ashford (17 O/A.) Dave Lawton, minus gearlever, finished 10th, Alan Powell 24th, and John Renny 49th. Pete Silberberg was 74th, while Steve Hazeldine and Pete Collinson were both second half retirements. Not a bad event, within its obvious limitations, and all credit to the organisers for their handling of the results.

Steve Lloyd.

Indoor Rally Championship, 1977-78.

Once again we come to the winter months, and the sharpening of pencils, cleaning of maps, etc., ready for this year's Indoor rally championship. Now the main aim this year is to conquer that as-yet unbeaten couple, Frank Stuart-Brown and Ian Gurnett. They have been winners of the last two championships, but all good things must come to an end sometime!! The format has been changed this year, with the best four of the six rounds to count; (so you can now make two total cock-ups, and still get away with it!- Ed.)

So come on everyone, let's give them some competition, all you need are pencils, rubbers, (for those of us who make mistakes,) Romers, Maps as specified by the organiser, and devious minds to crack the clues! The time allowed is usually an hour, with a 30 minute penalty section before you go O.T.L. (although no one gets excluded)- so there's plenty of drinking time when you've finished. It's all good fun and good practice for budding navigators! See you for the first round, at the Duke of Wellington, East Keswick, on 18th October.

Sue Broadbelt.

To be disposed of- must go- at any price- or free!

2 5J steel wheels with baldies, for MGB.

Inlet manifold for BMC 1800, 1½" S.U.s, new.

2 pairs front brake shoes, Anglia 997, new\$

Contact Steve Lloyd, Boston Spa 843574.

Editorial.

Well, newsletter readers, you now have a new Editor. Don't be surprised if you don't see any changes; the format will certainly not alter until I get used to the job. I would like to keep the newsletter as full of news and information as before, but that needs lots of contributions from members- I'm not going to write it myself! As you can see from our calendar, there are going to be lots of events happening in the near future, so I trust I will be given lots of reports; but it would be nice to have something else in addition to reports- how about the exploits of a service crew, or articles on reading pace notes, or how to marshall on a winter's night and still survive. Any bits can be advertised for free- and will we hear again from our secret poet? So, any articles you've got, or any ideas, please tell me.

One final point. If you want to save the club money, turn up on the first Tuesday of every month to collect your newsletter. That will cut our very high postage costs. It would also mean I wouldn't have to write so many envelopes!

TRACKROD

ENDS.