

TRACKROD

No.93
July
1978

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

RAC. REGISTERED
NO. 1230



THE NUMBERPLATE SHOWS THAT IT'S PAUL FAULKNER'S ESCORT.

TRACKROD MOTOR CLUB LIMITED.

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1978.

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TRACKROD

£

"ENDS & ODDS"

£

- 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

TRACKROD.

July 1978.

No. 93.

SOCIAL CALENDAR.

- 11th. July Clubnight ICT on Otley Chevin, MR 104/223 447. Entries and Marshals for this fun event to Eddie Baker. Noggin afterwards at Lawnswood Arms on the Otley Road nr. Leeds.
- July 18th. Noggin at The Duke of Wellington, East Keswick. 104/362 442
- July 25th. Treasure Hunt, finishing at Shoulder of Mutton, Kirkby Overblow. More details further on.
- 1st. August. Noggin at the Square and Compass, North Ripton.
- 8th. August. Noggin at the Leeds Crest Motel, Oulton. 104/362 278.
- 15th. August. AGM at the Royal, Boston Spa. Start 8.00p.m.
- 22nd. August. Spotonoggin, to be finalised. Could be on the river!
- 29th. August. Economy Run, finishing at the Shoulder of Mutton.

COMPETITION CALENDAR.

- July 8/9th. C.D.Bramall Rally. Starts at 104/131½ 308.
- July 22/23rd. Calderford Trophy Rally. Motoring News and ANCC championship round, starting in Wakefield. (I think!)
- July 29/30th. Two CJ Rallies, organised by Morecambe and Lightning MCs.
- July 30th. BARC Harewood Hillclimb.
- August 5/6th. RAFMSA Harrier CJ Rally on 106. And it's Plot'n'bash!
- August 6th. Our Wharfedale PCT. Regs. from JHR, and lots of offers to marshal to him or Richard Ineson (I think).
- August 12/13th. Devils' Own. ANCC round on maps 90, 91 and 98. Also Ripon MC's St. Wilfred's Rally, which is a Novice event
- August 13th. Shell League Autotest, organised by York MC.
- August 26/27th. Two more CJ Rallies, organised by Garstang and Highmoor MCs.
- August 27th. Autocross, organised by Shipley & D.M.C.
- September 10th. Shell League Hillclimb at Scammonden, run by Huddersfield.

And don't forget our Costa di Plenti on 16/17th. September, and the Crest Forest Stages Rally on 23rd September. Helpers needed NOW!

Chairman's Chat.

Not an awful lot to write about this month, because being a mid-summer month and a holiday period, motor sport tends to slow down somewhat. Suffice to say that our autotesters did us proud once again on the ShellSport League perambulating affair organised by De Lacy. We were second on the day and remain in third place overall. Despite their roll on the Moonraker, Ian Gurnett and Frank Stuart-Brown still lead the ANCC Rally championship and Trackrod are the leading club, all very good stuff! The Barratt Oak Rally put on by Woolpack Otley was a good local event, mainly on that well known area of map 99. Many of our crews were out, and they brought home the team award for their pains! John Bean put in another good run to finish with a Novice class win and a top ten place to follow his good showing on the Lookout.

We did have that Open Forum, even if some of you blinked and missed it! With the exception of Steve Holden complaining about magazine deliveries to the middle of the Iranian desert, (we suggested a misguided camel!), no one had any points to raise, and the meeting adjourned to the bar very rapidly.

I took a few days holiday recently, and we went up to the Scottish border area where lies the very pleasant and peaceful town of Duns. This was the home of one Jim Clark, twice Formula I World Champion, winner of 25 Grand Prix, including seven in the one year of 1963 (still a record number), winner of the Indianapolis 500, and many, many other things. A collection of over 120 of his trophies are displayed in the Jim Clark room in the town, as a memorial to this great driver who was tragically killed in a Formula 2 event in Germany in 1968. If you are ever in the area of Duns, I commend you to visit the room. You will find it very worthwhile.

J.H.R.

Editorial.

As JHR has mentioned, the motor sport scene has slowed down a bit recently, it being midsummer; (theoretically, anyway! Has summer gone already? Maybe I blinked at the wrong time.) However, members are still giving me newsletter material, so that I haven't actually been reduced to writing articles myself as yet. Keep up the good work!

Two points: I am going to produce another set of newsletter covers in a couple of weeks. (I generally do four months covers at one time.) I need photos. for the front covers; so if any of you have nice action shots, or want to advertise a new sponsorship deal, get in touch with me. Photos. should be black and white, about 3" by 6" in size.

The other point is that the AGM is due to happen soon, and all the posts on the committee are due for re-election. At the present point in time, it seems unlikely that I will be standing for re-election. So, in a couple of months, this mighty magazine will need a new Editor. It can be an interesting and gratifying task at times, and at least you get a chance to handle the Club's electric typewriter and duplicator (wow!) So if anybody fancies themselves (as Editor, that is!) get in touch with me, and I'll tell you all about this fascinating job.

The Editor.

Important Facts Dept.

Trackrod's A.G.M. will take place on August 15th. at the Royal, Boston Spa; starting at 8.00p.m. The posts of Chairman, Secretary, Treasurer and seven other posts on the Committee will have to be filled. Nominations, complete with the names of a proposer and seconder, will have to be handed to the Secretary before the A.G.M. (A list may be circulating at Noggins). All motions for discussion will also have to be handed to the Secretary before the meeting starts.

Please attend the AGM if you can. Remember, Trackrod is your motor club, so if you want to make any points or put forward any ideas, please come along. The club also needs enthusiastic people to help on the Committee: and if you feel that you would like to help, ask any committee member about what happens at committee meetings, (?), and then get someone to propose and second you.

Observant members may have noticed the disappearance of a scheduled Disco from the Social Calendar. This is due to a series of reasons. There have been problems finding a suitable venue, attendances at previous Discos have not been high, many members are on holiday during July and August; and finally, the Social Committee at present is operating with only three effective members, and they felt that they need more help before the next Disco is organised. There certainly will be more Trackrod Discos, and any suggestions for a suitable venue would be most welcome.

The Treasure Hunt on the 25th. July will start at the Lawswood Arms on the Otley Road (Map Reference IO4/270 402) between 6.30 and 7.00pm. Please use the car park at the back of the pub, which should be entered from Holt Lane; (which is the little side road south of the pub.)

The Economy Run on 29th. August will, as always, be organised by Richard Jackson. The start venue will be at Harrogate Motors at 7.00pm. (Map reference IO4/305 548, approach from the north.) These events are great fun, so go out and have a try.

Last Friday (30th. June) saw several Trackrod members present at De Lacy's Clubhouse at Brotherton near Pontefract. They were there to support Jack Coulthard, Richard Ineson and Nick Leuchars in the quarter finals of the Humberside Motor Sport Group's Motoring Quiz. The first match of the evening saw Selby & D.M.C. v. the Post Office A.C. Selby won quite convincingly, thanks largely to a mature gentleman named Harry, who seemed to know nearly all the answers in the General Knowledge section of the Quiz.

Then came the important part of the evening, with Trackrod playing 62 Car Club. For the first few minutes, the competition was very close, but then our team hit true form to pull out a twenty point lead which they held to the end; helped by the cheers from the Trackrod supporters! (Frank Stuart-Brown displayed his navigational expertise by protesting out as incorrect a question the opposition had just got right!)

Anyway, the next round will be the Semi-Finals on 28th. July, at De Lacy's excellent Clubhouse, when Our Team will face Selby and the dreaded Harold for a place in the final. Come along and lend your vocal support-it's really great fun.

ShellSport League 1978.

The latest event in the calendar, Round 6, an autotest organised by De Lacy MC, took place on 18th. June 1978.

Starting from the organisers impressive clubhouse at Brotherton, the event was to use various venues in the morning, finishing with 3 tests on grass at Nostell Priory, where the I.C.A.M. were staging a motoring festival! Our team comprised Chris Miller (Mini), John Ranny (1300 Escort) and Alan Powell, Brian Wainwright and Ken Goodall in 'other' Escorts. The first test saw John Renny get everything absolutely perfect to record a time that was only beaten by Gerald Taylor's Clubman GT, and then by only $\frac{1}{2}$ second! The rest of the team started less quickly, Alan deciding he would alter the layout of Test 1 by taking a bollard with him: (yes, it was a bit of a bollards!)

Tests 1 & 2 were also to be tests 5 & 6, but such was the volume of traffic going to Nostell Priory that it was decided that 5 & 6 should be cancelled; so after tests 3 & 4 at the Wakefield Theatre Club car park, the cars were left to make their own way to Nostell; where by all accounts things were a bit chaotic! Ken Goodall had been on the road for some four hours and had managed only 4 tests! Peter Croft, (the League Organiser), decided he would exit Nostell via the ford, and got stuck! Fortunately there was plenty of willing help around.

Lunch was back at the clubhouse, following which the event went to Sherburn for 3 tests, Tockwith for 6, back to Sherburn for another 3, and then back again to the clubhouse! With some sixty odd entries, and them all going to one test at virtually the same time, the event inevitably became strung out. Some of our team had to wait up to $\frac{1}{2}$ an hour for someone else to arrive at a test before they could start and "demonstrate" the test to that person!

The bigger Escorts in our team were having a bit of a battle again with George Blades' Alfa. Alan Powell went the wrong side of a bollard, but the marshall hadn't seen him do it and gave him a time. Unfortunately George Blades was watching and corrected the marshall. If it hadn't been for that, Alan would have won the class: (Sod it! Bollards again!)

However, our team did very well and finished 2nd. on the day, netting us £10 into the bargain. We were beaten by York, who with four class wins deserved to be first. The overall positions are now:

Ilkley & D.M.C.	2252.7
York M.C.	2174.6
Trackrod M.C.	1992.0
North Humberside M.C.	1691.2
Slaithwaite M.C.	1602.5

Thanks once again to our team. The next event is a RCT organised by Trackrod (that's us!) on 6th. August at Rose Farm, Burley in Wharfedale. We need another very competitive team, to beat on the day at least one of those clubs leading us overall. Entries to John Richardson, and lots of marshalls please; names to Chris Staton. Regs. are out now.

Richard Ineson, Team Captain.

Barratt Oak Rally, 27/28th. May.

On Saturday 27th. May, Otley was invaded by rally cars for the Woolpack MC Barratt Oak Rally. Scrutineering was at a rather congested Silvertex Motors, followed by a short run down the old railway cutting to the start at the Auction Mart. Trackrod were out in force on this event, with Andy Mackay/Ian Buchanan at 4, Alan Powell/F.S-B at 7, Derek Lee/Ronnie Moore at 17 (all in Escorts); then G.Ellingworth in the Mini at 29, and Dave Tillotson's Escort leading the semis at 31. Ian Mackay/Nigel Latimer had the XJ6 at 37, followed by Ian Brown and Nick Leuchars in the Viva. George Mathie/Ian Watt were at 43, Barry Dove/John Bownass at 45, the Millers in the Mini at 47, one behind the VW/Porsche of Ges Waters/Vince Fletcher: John Bean/Chris Rolls were well up in the Novices at 55, R.Green/Graham Lovis were at 69 in the Mini Traveller, Alan and Roy Sutcliffe were at 71; and last but by no means least were reserves John Palmer/Marcel Giradier in the Britannia Metals Escort at 73. First crew to drop out were Ges and Vince in the VW, who had their fan belt go on the way to the start and had no replacement.

A short run from Otley led to the start just north of Huby, and a string of six Time Controls, which took the route round Farnley and out to Blubberhouses. These controls were followed by six selectives. Selective One started on Kex Moor and finished at Dacre, and saw another Trackrod crew fall by the wayside as Palmer/Giradier went straight on at the 90 right in I456. More problems came on Selective three, which ran along the Pateley Moor white to finish north of Wath. Ronnie Moore wrong-plotted the finish control and lost five minutes looking for it, while Brown/Leuchars got baulked by a spectator all the way down the white. Ian Mackay/Nigel Latimer had to retire the XJ6 when a hose burst. Selective five saw Lee/Moore in trouble again, as they got a bit carried away while being chased by another competitor, and slid into the bank at the 70 right in I783; although they only lost a few seconds. This section was followed by a long neutral, within which was a via at IO7894, and a secret Noise Check. One of the crews to miss this and incur a Fail was Ian Brown/Nick Leuchars; who were also suffering the problem of Nick losing his voice!

Selective six started at Westfield, to run north-west off map 99, onto 98 and back again onto 99. Many crews lost time looking for the right road at the cross roads in O59I, where cars were seen going in all directions. The selective finished just before the cross roads on Leyburn Moor. NTC 7 was just around the corner, and started a string of controls and the last selective. Some of the top crews collected controversial fails at NTC 7 for making up time in a neutral. The next sections were very fast, using the long straight roads south of Catterick to finish just before Patrick Brompton, with selective 7 using the yellows north east of the village to finish at Holtby Grange just before the A.I. A run down the A.I. to petrol at Bedale, and two Trackrod crews were in trouble with head-gasket failure; these being George Mathie/Ian Watt and Barry Dove/John Bownass, the latter crew returning to the finish via all the streams and rivers they could find to keep the radiator topped up with water!

The second half was very fast, with only two neutrals separating I7 Time Controls; which really kept both crew members on their toes. The re-start was just west of Bedale, with the route running west to Spennithorpe Wood and taking in the big yumps in I988, then turning east then south to Masham and a neutral. Alan Powell/F.S-B. were having trouble with their exhaust system, but were helped out by Lee/Moore who

gave them an exhaust clamp. The next section took in the short white at Mecklebury before turning south. Alan and Frank's rally ended when their gearbox packed up, and they limped to the finish. The route used the slippery white at Bagwith, and then down the yellows over Swetton Moor, east to Grantly, (a lot of crews just missing the cattle grid fence at 199 $\frac{1}{2}$ 706), then past Fountains Abbey, to finish on the long straight yellow which runs over Scarah Moor. Then it was a long run through Harrogate to breakfast at the Post House, Bramhope. Results were very quickly posted, and declared final by 8.30, when the results were presented. Winners were Graham Burton and Alan Hill in their Magnum. Trackrod crews collected a few awards: Andy Mackay/Ian Buchanan were 3rd, and John Bean/Chris Rolls 9th. o/a and 1st. Novice. The Sutcliffes were 20th, the Millers 25th, Derek Lee/Ronnie Moore 26th, and Ian Brown/Nick Leuchars were 30th. Despite Dove/Bownass retiring, they still won the team award, along with Trackrod team mates Lee/Moore and Brown/Leuchars.

All in all, a very good route, and very well organised for the first rally Woolpack Otley M.C. have done.

Ronnie Moore.

Letters to the Editor.

The first letter in this section is from the husband and wife team of Wilf and Al Jones from Southampton, who won an award on the Crest Stages, despite breaking the car on the first stage! (It is addressed to Crest Clerk of the Course Rod Parkin.)

The second letter is from Trackrod member Ric Jefferson, who is planning to emigrate. (His 'selling up' advert appears later.)

(Any opinions expressed in this section may not be those of the Editor.)

Dear Rod,

I did say that I would try and write an article for your club newsletter, but after making many attempts, I came to the conclusion that it would make a lovely "British Rail sandwich", that is, a lot before, a lot after, but not much in the middle. Perhaps you can publish this letter instead.

I was absolutely thrilled at receiving your Clerk of the Course award, even though I haven't seen proof of it in print; (not even in your own results/awards list!) At the moment it is in pride of place above our fireplace. I am sorry if I did not thank you and all your organisers for all the hard work that you had obviously put into the Leeds Crest—you can put it down to the late time of night. Nevertheless, Wilf and I were very impressed with your excellent organisation, friendly marshals, co-operative organisers, and super Rally H.Q. So thank you, Leeds Crest management, and last but not least Trackrod Motor Club. I might add that we felt this before you presented me with the award!

My reference to 'a lot happened before' at the beginning of this letter refers to the fact that the Wednesday before the event, we realized that the road tax expired on March 31st. on our Escort rally car; only we were staying at parents in Wrexham, and the log book/insurance was at home in Southampton! So you very nearly had another non-starter on April 2nd. But not to be beaten by a few hundred miles, we travelled to Southampton on Wednesday, picked up the necessary bits,

back to Wrexham, then onto the Escort which we had left at my parents in Llandudno after competing on the "Cambrian": all in all, a round trip of 400 miles before we even made it to Leeds! Perhaps I had a premonition that we shouldn't cancel.

Many, many thanks to you all, and we hope to be able to make the trip to Yorkshire again next year.

Al and Wilf.

Goodbye T.M.C.

I shall explain why I'm saying goodbye to Trackrod, and the reason for me selling all my bits. I'm shortly off to Los Angeles, and a minimum temperature of 85 degrees; need I say more? But before I go, because of all the fun I have had, I would just wish to thank John Richardson, Rod Parkin, R. Spurdens and all the committees for all their hard work, and all the enjoyment they have given to Trackrod and myself over the past three years.

When I joined Trackrod, there were about 150 members, and it was just a club and not a limited company. Since then the membership has doubled in number, and the number of Trackrod events have tripled. Despite this, not an awful lot has changed. When organising events, the same 150 original folk seemed to be called upon. Our membership has gone up, but there still seems to be never enough marshals or officials or helpers. Surely people don't join the club just so that they can have a Team Trackrod sticker and talk about rallying? To show your appreciation of people's hard work, all you need do is turn up to open forums and help on the rallies. Instead of making great demands from the committee, get out and about and help to assure the good future of Trackrod. Let's see those 150 new members as enthusiastic and involved as the 150 regulars!

As I won't be here, I would just like to wish Jes and Diane all the best for the future. I shall expect a piece of cake.

So having said this, all I can do is go. I shall go to Los Angeles and spread the word of Trackrod. To avoid being arrested I shall shout very quietly. All the best.

Ric Jefferson.

For Sale.

Unused new Laminated windscreen for Escort Mk.I A must for rallying, road or stages. A give-away at £22. See Dave Lambourne at any club night, or ring Otley 3760

1973 (M) Mexico, Red, no stripes, 58,000 road miles, £900.
 Pair 40 DCOEs, with Inlet/exhaust, for Imp. £55
 Two 13" by 7" Mag. Minilites, one with near new Ultragrip. £70 inc. nuts.
 English Axles: £25 complete.
 2000E boxes £30
 Diffs. 4.1 and 4.4 (English). Other bits, cash offer or exchange Ford parts.
 Yamaha DT 250 1976 (R) 1062 miles. Good cond. £400 o.n.o.

All from Mike Brown, Leeds 678299.

THE GREAT RALLYING CIRCUS (Part I).

Forgive them all at Abingdon
 For the things they have and have not done;
 And those wise men that did contemplate
 not a TR7 but a TR8.
 Oh, where have all the Culceth's gone?
 Gone to Opel everyone.
 The Granite City and the Texaco Sprint,
 Gave the TR8 quite a lucky stint,
 but in the dust and grime of the Scottish rally
 Something didn't seem to tally,
 the TR8, and it's the truth,
 gave a spectacular performance on its' roof!

Now at Boreham it's a different case,
 Home of Clark the super ace;
 The dad of rallying may look over the hill,(?)
 But at forty-odd he's winning still.
 The Ford Escort is the car to use,
 The records show you can not lose;
 The raughty motors growl in song,
 And with results like their's you can't go wrong.
 With Hannu Mikkola in the team,
 Success is bound, or so t'would seem.
 But will their success always remain?
 And must all rally men drive the same?

The answer to that question's no.
 The new Chevettes, they don't half go;
 With a lunatic Finn now at the wheel,
 A few good results they're bound to steal.
 Fennti Arrikkala's fast and mad,
 Whilst Jimmy McRae is not too bad.
 But on last year's Scottish the Finnish trier
 Went off the road and caught on fire.
 Poor Bill Blydenstein's teeth did gnash
 When his "Silver Baby" was reduced to ash.
 One thing Vauxhall have to learn,
 Add some fire and Chevettes DO burn.

Wrongsloot.

This 'n' That.

Following on from last month, I can now inform you of the O.S. maps that are printed in the Second Series (redrawn maps). They are as follows: 85, 86, 87, 88, 93, 94, 99, 100, 101, 105, 106, 107, 110, 111, 112, 113, 115, 118, 119, 127 and 128. There are more, but they do not relate to our area.

After watching the Scottish Rally on T.V., I think the best comment I have heard was made by the Ford service crew, when Mikkola arrived at one of the service points towards the end of the rally, when he was leading by about 7 minutes. The service crew emerged from their barge clutching sandwiches, and asked if Mikkola could come back later as

they were having their lunch break! No prizes for guessing who won the Group One category. After Vauxhall's problems with their cylinder heads, the advert. proclaiming Penntti's 2nd. o/a on the Scottish was perhaps slightly tongue in cheek. The title was "Pentti keeps his head." It shows someone at Shepreth has a sense of humour.

Provisional dates for further rallying on BBC TV are 26th. August for the Burmah and 23rd. September for the Manx, as the BBC are covering all remaining rounds of the Sedan Products Open Series, and their coverage will be in Grandstand the week following the rally. The report on the RAC will be more extensive than for the above, and no date of showing has yet been fixed.

The Central Tyres Championship is at the moment being led by a Mini. An unusual feat in an Escort-dominated world, but there is another Mini in the Championship top five; which also includes an Anglia!

A couple of Trackrod crews have been mentioned in the motoring press recently, although John Renny/Rod Parkin will probably want to forget their mention, as it related to the exhaust manifold breaking up on the Weatherill Centurian Rally. However, Ian Gurnett/Frank Stuart-Brown were probably more pleased after Rally Sport commented on Ian's recent good drives, and especially his win on the Mini Miglia.

I recently had my car tuned on a rolling road run by GRC at Littlebrough in Lancashire. One of my reasons for going there was that I had been before, and knew they did a good job. However, it is a long way, and I see there is a rolling road advertised at FCA Motorsport, Skipton. As they prepare the Total Oil Gp. 4 car, Peter Clarke's RS 2000 and an Escort I300 for Ian Hughes, one would presume that they know what they're doing. If anyone has first hand experience of their services, or indeed any other specialist firms that warrant a mention, please let me know.

Ian Brown.

Selling Up Sale.

I pair Cibie Oscars, Fog.....	£10.00
Stone Guards for Oscars/Super Oscars.	£1.00pr.
6 Bosch h/d Realarays	£1.00each
I set Bosch Air Horns (new)	£5.00
I Intersport Steering Wheel (new)	£8.00
I Bosch search lamp (new)	£4.00
I Astrali Steering Wheel	£5.00
I Bosch marshals roof lamp	£1.00
2 Britax 3 point harness	£5.00each
2 Hella spots (small)	£5.00 each
I pair club lamp brackets for Viva HB	£1.00
4 BRM Alloy wheels I55 by I2.	£20.00
4 Rostyle steel wheels I95 by I3-fits Vauxhalls, Opels	£10.00
5 Cosmic Mag/Alloy 5½J by I3, and I tyre	£50.00
I Chevette SD Roll Cage., full cage	£30.00

Plus spanners, sockets, torque wrench, tool boxes. Viva I300 engine, gearbox, back axle, and various engine spares. Smiths instruments - oil, vac, volts, amps, £1.50 each.

For full list of spares, prices, etc. see Rick Jefferson any clubnight, or ring Leeds 655914.

TROPHY POINTS.ANCC Rally Driver-best of 6

I. Gurnett	297.8	4 events
S. Wood	187.0	4 events
I. Harrison	96.9	1 event
J. Marfitt	93.9	2 "
M. S. Kemp	75.0	1 "
A. Powell	70.0	1 "

ANCC Navigator-best of 6

F. Stuart-Brown	300.8	4 events
R. A. Spensley	187.0	4 "
R. Parkin	93.9	1 "
R. Moore	90.9	2 "
S. Mills	75.0	1 "
J. Coulthard	73.5	2 "

S. & M. Lloyd. Special Stage Rally

C. R. Jackson	369.3	6 events
A. Powell	161.9	2 "
J. Renny	138.4	3 "
M. Watkins	97.8	1 "
I. Gurnett	96.6	1 "
S. Daysh	87.1	1 "

Rally and Speed Autotest Trophy.

D. Taylor	20
J. Miller	18
R. Moore	16
H. White	16
C. Goodall	10
A. Powell	10

All-Rounders Trophy.

F. S-B.	104
R. Moore	92
I. Gurnett	87
R. Leuchars	74
R. Parkin	67
S. Mills	57

Mr. and Mrs. Newman All Round Lady.

. Broadbelt	54
. Spurdens	35
. Thompson	30
. Palmer	22
. Thirsk	18
. Mann	16

F.S-B. Rally Driver-best 8.

I. Gurnett	77	5 events
C. R. Jackson	72	6 events
P. Silberberg	39	4 "
A. Fowell	35	4 "
G. P. Young	28	2 "
J. Bean	25	3 "

F.S-B. Navigator-best 6.

F. Stuart-Brown	66	5 events
J. Coulthard	51	5 "
R. Parkin	44	4 "
C. Holdsworth	39	4 "
R. Hurst	34	3 "
N. Latimer	31	3 "

Off Road Events Trophy.

H. White	179.8
P. Silberberg	122.5
C. Miller	103.9
K. Goodall	87.6
A. Roddy	75.0
A. Powell	75.0

Shell League

A. Powell	246.0
H. White	179.8
P. Silberberg	132.5
J. Renny	130.8
C. Miller	103.9
C. R. Jackson	59.7

Marshall Trophy.

M. Ogden	20
J. Palmer	20
C. Palmer	20
Miss C. Palmer	20
R. Moore	20
45 other members on 15 or less.	

SPY 44 Trophy.

C. Miller	165.9
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Service Crew.

J. Wilson	30.0
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Lady's Challenge Cup-best Lady Competitor.

S. Broadbelt	3
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TRACKROD

ENDS.