

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

108 October 1979



TRACKROD MOTOR CLUB LIMITED

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TRACKRÖD MAGAZINE
OCTOBER 1979
No. 108

EDITORIAL

It's 3 or 4 years since I put down my editorial pen and relinquished all duties related to the production of this wonderful "rag". At that time, I remember breathing a huge sigh of relief and stating "never again", but time is a great healer and once more I find myself pushing along the editorial pen as a result of the annual Committee re-shuffle at the August A.G.M.

Those of you who read the earlier issues from my pen will know what to expect, but the newer members amongst you will, no doubt, find out that these editorials tend to give a bit of "needle" which isn't helped by the annoying tendency I seem to have for calling a spade a bloody shovel, so if the style offends, please write (assuming you all can) and tell me why you should be doing this b..... job and not me!

Any reports of events you have done, won, lost or would prefer to forget, would be greatly appreciated, though I can't guarantee that they will be included within the next issue, it's all a question of timing. It is intended to continue the practice of distribution by hand at the first Tuesday of each month, those being left to be entrusted to the G.P.O. hopefully on the Wednesday immediately following.

Finally I would like to single out two people for praise (nice to start on a good note!) John Richardson and Steve Mills who retired after 4 and 7 years respectively, of committee service. We should all be extremely grateful for the work they have done on behalf of the club and on behalf of all the members John and Steve THANKS.

That done, I shall now retire behind the shield of the editorial "we" and attempt to inject you with enthusiasm for our sport throughout the pages that follow.

RICHARD INESON
EDITOR

FORTHCOMING EVENTS

S O C I A L

2nd October.....Noggin at the Square and Compass, North Rigton

9th October.....Club night at the Mercury Motor Inn, Garforth (remember your club card)

12th October.....Shellsport Disco and prize presentation at the Mercury Motor Inn, Garforth. See you there, those with tickets that is!

16th October.....Noggin, The Castle, Spofforth

23rd October.....Club Night at the Lawnwood Arms, Otley Rd. (club cards)

30th October.....Noggin at the Shoulder of Mutton, Kirkby Overblow

6th November.....Noggin at the Square and Compass, North Rigton

13th November.....Film Show at the Mercury Motor Inn (Dale Suite)
York National

Films start at 8.45 prompt and you will have to pay a little entry fee (as well as remembering your club card)

20th November.....Noggin at the Castle at Spofforth

27th November.....Noggin at the Shoulder of Mutton, Kirkby Overblow

Social Events Cont...

4th December.....Noggin at the Square and Compass, North Ripton

11th December.....Film Show at the Lawnswood...Sedan Championships '78
West Cork '79

Yes, it'll be a small charge and club cards please.

Details of the Christmas Party will be in the next issue..

COMPETITIVE EVENTS

6/7th October.... 2300 club "Tour of Mull"..See you all there.

7th October.....Shell League Autotest also A.N.C.C. round, multi-venue
organised by Wakefield & D.M.C. Team situation critical
owing to Mull

7th October.....North Humberside Crystal Stages Rally.

13/14th October...Alwoodley M.C. Pennine Rally...A.N.C.C. round

14th October..... A.N.C.C. P.C.T. organised by Ripon M.S.C.

20th October.....62C.C. Scarborough Stages Rally. See Nigel Drayton who needs
your help to run the Trackrod stage.

21st October.....A.N.C.C. Autotest Championship round 12, organised by
Slaithwaite and D.M.C. details from Ed nearer the date.

27/28th October ... P.O.A.C. Highwayman Rally A.N.C.C. qualifier.

28th OctoberTrackrod (thats us!!) C.J. P.C.T. organised by Chris Miller
at Thorp Farm Guiseley. regs out soon.

28th October.....A.N.C.C. Autotest Championship, round 13, organised by N.H.M.C.
details from Ed nearer the date.

4th November.....Trackrod Bonfire Autotests A.N.C.C. championship round No.14
This promises to be a good do with Fireworks all day and in the
evening too. Bring all the family.

4th November.....North Midland M.C. A.N.C.C. P.C.T. no details available yet.

11th November.....Matlock and D.M.C. A.N.C.C. Autotest championship, final round.
details next month.

11th November..... Slaithwaite & D.M.C. A.N.C.C. P.C.T.

18th November..... R.A.C. Rally . Trackrod stage is Boltby(again) 1st car approx
midnight (gulp)

NEW MEMBERS

We would like to extend a warm welcome to the following new members. We trust their association with the club will be one which is long and happy.

Alan Lilley, 28, Park Grove, Swillingtn.
Graham Hawden, 54, Aberfield Drive, Belle Isle, Leeds IO
Peter Croft, 27, Toddington Road Tebworth, Bedfordshire.
David Riach, 50, Quarry Hill, Horbury, Wakefield.
Mrs Carol, Westmorland, 46, Hillcrest, Tadcaster.
Andrew Barber, 33, Langbar Grange, Leeds I4.
Steven Cousins, 65, Castle Ings Gardens, Leeds I2.
Ian Hofmann, 25, Oakleigh Avenue, Wakefield.
Michael Hudson, IO9, Fairburn Drive, Garforth.
John McNichol, I6, Janes Way, Kippax.
Mike Thorton, I2, Janes Way, Kippax

ED.

REFLECTIONS :-

OCTOBER 70

The first ever issue of Trackrad's Newsletter appeared, the club having just been formed by one of those "splinter groups" this one being a chip off the "Alwoodley Community Association Motor Club" block.

The key personnel involved in the actual forming of the club were Steve Lloyd, Howard White, John Wilson, Phil Myers and Ray Dickinson. Unfortunately, I am unable to relate more of those early activities as that first newsletter is missing from my archives. However, there was one of those indoor rallies, held at the Moortown Rugby Club and some eleven "crews" tackled the event which was organised by Dennis Dickinson, the winners were none other than Mary and Steve Lloyd.

ED.

SCALEXTRIC EVENING JULY I7th. I979.

An astonishing entry of 63 took part in this event, and although it is now history, it is worth recording that the IO fastest individuals over 3 timed laps went into a knock-out contest - the eventual winner being John Westmoreland from a very vociferous Haigh Parry.

A very enjoyable evening seemed to be had by all present and it might be a good idea to have a repeat performance (or two) during the coming winter months.

ED.

TEAM SHOESTRING

Elsewhere within this issue you will find a mention of this recently formed team who, so far, have to their credit, a 2nd place on a treasure hunt and a 65th O/A (4th in class) on the 1979 Rally of a Thousand Lakes!

As many of you know, the Team consists of 12 or so members (plus hangers-on) who got together with the principal objective of getting a result on the 1000 Lakes for the 1300 Escort of John Renny who was partnered on the event by John Millington (transferred from Team Beecroft at great expense). On the trip to Finland the car was looked after by Paul Glover and Graeme Bradford; photographed by Rod Parkin and Richard Spardens; (Hinge and Bracket) and leaned on by Bob Stoker and Richard Dobney and the remainder of the team of 12. They all, obviously "clicked" and made a real Team Effort to produce a superb result for the only British Crew to finish the event.

To hear members of the Team relate the tale makes the whole thing seem like a fairy story, overcoming all manner of problems with their towing/service vehicle, plus the engine mounting problems on his rally car.

A report of the events of the trip is being produced for the Magazine (maybe this issue or November- ED) and once the photographic evidence has been processed and collated I'm told that on a suitable club night we'll all be treated to an entertaining slide show/talk on the whole trip.

Once again, Team Shoestring, very well done, and thanks for demonstrating to us all what team spirit is all about

ED

SEC'S PIECE

From the start of Trackrod Motor Club as we all know and love it today, there was a gentleman whose name may well be familiar with a lot of the older, long-standing members. The first time this gentleman wrote in the magazine under the secretary's banner was in May 1972 (Newsletter 20) and it was titled (this is where I give it all away) Sec's Pot, of course our one and only Steve Lloyd who left Yorks to live down South (Bath way), as he was offered a better position within his company (more money too I would think). His opening few sentences were:-

"Go on say it quickly. Again. Get it. Oh well please yourself".

In later years Steve was very well known as Sec's Pot as many wives and girlfriends of club members called (I can't imagine why). So what I hope to do, is contribute my piece to the present magazine, hence, Sec's Piece. But please all of you I don't wish this to stick in years to come, for obvious reasons.

In forthcoming magazines my piece will include general chit-chat about Club events before and after, and members achievements month by month.

So what's happened since I took this job on our Committee. Well, on the 14th August we saw the first Ladies Autotest at the Fox and Grapes, organised by David and Jennifer Taylor. There were Ten entries and twelve tests and everyone enjoyed the evening. We hope to organise this again next year, maybe on a Sunday afternoon. Next was the Wharfedale P.C.T. organised by John Richardson and Richard Ineson, again a well-received event by all who attended. I was not there because I was on my Holiday barge, (a great holiday for a group of people, really relaxing) The 21st August saw John Westmorelands Treasure Hunt, the third round of the Hunter's Trophy Championship which was won by our Editor (I only managed 8th, Lindsay had a day off). The York Shell League autotests were on the 2nd September, we only managed 4 out of 5 starters but still finished 3rd on the day with no retirements. On the same weekend 62 M.C. had their Sunrise Rally which by all accounts was a good event. On the Sunday again Knutsford M.C. held their P.G.T. and I believe Ronnie Moore was in attendance and a good day was had by all. Sunday 9th September saw 2 clubs cancel events the first being Huddersfield M.C. cancelling their Shell League Hill Climb at Scammonden due to lack of organisers. (all clubs seem to have this problem) and the Lancs/Cheshire A.N.C.C. P.C.T. due to lack of entries.

SEC'S PIECE CONT.

But Trackrod ran its fourth and last round of the treasure hunt championship, starting from the Square and Compass. A reasonably difficult event (especially for a Sunday) with 15 or so starters and once again won by the 'Editor'. The results and Championship points will come later. On to the 15th September which saw Dave Ashford and Bob Shilling on Gamston Airfield for a single venue Stage Rally. Dave finished 27th O/A and Bob 370/A. Well done lads. On Saturday night Bridlington M.C. ran their Wolds Rally which Ronnie Moore did, but retired, but Gas Waters had better luck and finished around 10th O/A in the Vauxhall. The same night saw our 'Chairman' and Dave Marshall out on their first rally in Dave's newly built Mk.2 Escort, The Stocktonian. They didn't finish as the engine cried 'enough' but the event was well run and had a good route. The 16th September saw 2 autotests run, the first one was Ilkley & D.M.C. at Boroughbridge to which I think 2 or 3 members turned up and by some remarks was a little rough on the cars, but was well organised. The 2nd was High Moor M.C. A.N.C.C. at Rochdale where yours truly, the Editor and Graeme Bradford were in attendance. A super event with a good mix of tests, but Graeme and I started the day on the wrong foot by having line faults, but we recovered. Ed took F.T.D. by 0.2 of a second from Mick Moore in a very rapid Spitfire. Graeme came second in his class and I came 1st in class but 2nd rear wheel drive. (I'll catch that Beetle of John North yet). And that's it up to the time of writing.

Well folks it only is left for me to say to all of you who have Trackrod rifle tickets, Please sell as many as possible as soon as possible for the benefit of your club. If you can't sell all the ones you have, either return them for re-distribution or buy them yourselves. I must have all the money and counterfoils by Friday the 2nd November. Any counterfoils not received will of course, not be in the draw.

Good Selling and Happy Motoring

Ron Mac.

R.A.C. CLUB NEWS LICENCES & FEES 1980

The most important change is that from 1.1.80 ALL competitors in all forms of competitive motor sport will require a Competition Licence issued by the Motor Sports Council. There will also be a form of Registration for Clerks of Course to cater for CLOSED TO CLUB, RALLIES, AUTOTESTS AND TRIALS the present trials licence is being renamed 'Clubmans C' and will remain at £4.00. For non-driving navigators in Closed to Club Rallies a new licence price £2.00 will be available, however, passengers to trials must not require a licence. The present Clubmans licence will now become the 'Clubmans A' and will cover the same events as 'Clubmans C' plus all closed and restricted speed events (other than racing).

The remaining fees are as follows:

	Rest.	National	Int.C.	B.	A.
RACE	£12	£20	£28		
SPEED	£7	£13	£20	£33	£65
RALLY	£7	£13	£20		
ENTRANTS					
Car	£26				
Kart	£12				
Clubs	Five copies free				
ADVERTISING	£30 (R)	£60 (N)	£125 (I)		
PERMITS					

FORESTRY

Charges have been increased to 60p/car/mile/starter, as from 1st September + V.A.T.

SHELLFALL LEAGUE 1979

It's some time now since you have had a report under this heading, in fact the last event reported on was the Sheffield & Hallamshire P.C.T. back in May.

Since then we have had our own Autotest on which we could only manage 4th on the day thanks to that devious Clerk of the Course, Steve Mills !!! This event was followed by another Autotest, this time at Ripon - and boy, what an Autotest!! more like a special stage practice day! It was that rough that the whole sports car class withdrew and the day ended with protests flying in all directions - Event Stewards, A.N.C.C. and Shell League!! When the dust eventually settled we were 3rd on the day having suffered a retirement in the shape of Chris Miller's Mini with a broken diff.

The Horsfall Trophy from Y.S.C.C. followed (yet another Autotest) and it was here that we were robbed of a certain first on the day when Ken Goodall's RS2000 cried enough - 3rd again, not bad though when you consider that 80% of the team were well and truly 'hung-over' that day.

The next round was York Motor Club's Autotest at Riccall and, alas, we only started the event with a team of four and the opposition proved quite stiff and again we finished fourth.

All this means that the overall positions in the League look like this:

1.	York Motor Club	2618.6
2.	Ilkley & Dist M.C.	2448.8
3.	Trackrod M.C.	2074.7
4.	Slaithwaite M.C.	2028.2
5.	Y.S.C.C.	1601.8

Clearly we have to try and maintain our position ahead of Slaithwaite. Hopefully we will have had a full team out on 30th September for Ilkley's P.C.T. at Bolton Abbey and following the cancellation of the Scammonden Hill Climb from Huddersfield M.C. the final will take place on 7th October in the Wakefield area (several test venues). Regs. have been distributed and it is hoped we can muster a full team as all or most of the regulars will be away on the Isle of Mull at the time of the event.

Richard Ineson
Team Captain

A.N.C.C. AUTOTEST CHAMPIONSHIP FOR THE YORKSHIRE BANK TROPHY

This report comes after eight out of the fifteen rounds have taken place, remember only the best eight scores count, so from here on people will start dropping their lower scores. Of the 43 registered contenders there are still 8 who have yet to put in an appearance and two of those are from Trackrod!! So far the scores accumulated by the top ten are:-

		<u>POINTS</u>	<u>NO.OF EVENTS</u>
1.	Richard Ineson, Trackrod 1275 GT	78	8
2.	David Goodlad, High MoorMC Mini 1000	73	8
3.	David Sowman, Ilkley & Dist 1275 GT	55	7
4.	Ron Mackinnon, Trackrod RS2000	49	5
5.	Mick Penrose, York MC Mini 1000	48	5
	Chris Cotton, Selby & Dist Datsun	48	6

A.N.C.C. AUTOTEST CHAMPIONSHIP contd.

		<u>POINTS</u>	<u>NO. OF EVENTS</u>
7. Paul Adelman, Ilkley & Dist	Midget	46	8
8. Ian Burn, Ilkley & Dist	Mini 1000	45	6
9. Chris Miller, Trackrod	Mini 1000	42	7
10. Graeme Bradford, Trackrod	Mini 1000	40	5

As can be seen Trackrod are well represented and it seems as though Ron Mackinnon is in with a real chance after a delayed start to his season. It looks like being a very close finish, so I will keep you posted.

Richard Ineson

HUNTER'S TROPHY FINAL ROUND

9th September,

Treasure Hunt Answers

- | | |
|--|---|
| 1. Six | 26. Dogs |
| 2. RIDING SCHOOL | 27. Stone |
| 3. A road (Princess Royal Way) | 28. Khaki |
| 4. 54 | 29. The Sleights |
| 5. Post and Wire | 30. One bell missing from church |
| 6. Drury Lane | 31. Four feet |
| 7. White | 32. 16 |
| 8. Players starting here | 33. Semi - circular |
| 9. Chief Executive, Council of the Borough of Harrogate. | 34. Leathley Methodist Church |
| 10. Low Snape Farm to Kirkby Overblow | 35. White |
| 11. Birdwell House | 36. Paddle |
| 12. Spring Fields | 37. All Saints |
| 13. Wine | 38. N.R.P.C. |
| 14. 4.572 metres | 39. 'His' |
| 15. Timber/wood | 40. 3 |
| 16. Teasdale and Metcalfe Ltd. | 41. Blue |
| 17. £100 | 42. The person opening/closing the gate |
| 18. 3 | 43. Profiles |
| 19. Ripon Diocesan | 44. Reflective warning signs |
| 20. Riding Centre | 45. Start fires |
| 21. 4 (332471) | |
| 22. The Corner Shop | |
| 23. Signs | |
| 24. Cliff House | |
| 25. Post Box | |

Somewhere answers:

Tallen & Co. make Post Boxes
 Glasdon & Co. make Gritstor bins
 Parrot at 230482
 Dob Park

Results

- | | |
|--------------------------------------|------------|
| 1. Richard Ineson and Julie Thompson | 182 points |
| 2. Team Shoestring | 160 |
| 3. John Westmoreland | 153 |
| 4. Neil Masterman | 138 |
| 5. Nick Leuchars | 133 |
| 6. Ron & Lindsay Mackinnon | 129 |
| 7. Steve Sanderson | 120½ |
| 8. Ronnie Moore | 109 |
| 9. Gerard Waters | 103 |
| 10. Paul Noon | 102 |
| 11. Ian Robson | 99 |
| 12. Deryck Wilson | 87 |
| 13. Graham Hawden | 65 |
| 14. John Williamson | 57 |
| 15. Simon Waterhouse | 47 |

HUNTERS TROPHY RESULTS
(Best three scores counted)

O/A Position	Name(s)	Round	Round	Round	Round	Total
		1	2	3	4	Best 3
1.	Haigh Parry	240	198	224	-	662
2.	Richard Ineson/Julie Thompson	220	168	256	182	658
3.	Neil Masterman/Brian Wainwright	239	-	235	138	612
4.	Steve Sanderson/Rob Buchan	155	196	246	120½	597
	John Westmoreland	233	211	-	153	597
5.	Paul Noon	230	-	154	102	486
7.	Graham Hawden	183	-	184½	65	432½
8.	Ronnie Moore	193	125	-	109	427
9.	Gerard Waters	208	-	82	103	393
10.	Nigel Latimer	-	154	198	-	352
11.	John and Anne Bean	-	132	196	-	328
12.	D. Holmes	-	117	172	-	289
13.	Ron & Lindsay Mackinnon	-	151	-	129	280
14.	Jim Stoker	-	95	176	-	271
15.	Ian Robson	-	154	-	99	253
16.	Graeme Bradford	244	-	-	-	244
17.	John Richardson	-	-	243	-	243
18.	D. Grace	237	-	-	-	237
19.	George Mathie	222	-	-	-	222
20.	Jack Coulthard	221	-	-	-	221
21.	Derek Lee	190	-	-	-	190
22.	Ken Goodall	172	-	-	-	172
23.	Jim and Janet Thirsk	-	162	-	-	162
24.	Team Shoestring	-	-	-	160	160
25.	Gerald Tumber	-	149	-	-	149
26.	Nick Leuchars	-	-	-	133	133
27.	D. Wilson	-	-	-	87	87
28.	J. Williamson	-	-	-	57	57
29.	Simon Waterhouse	-	-	-	47	47
30.	S. Smith	-	40	-	-	40
31.	R. Wharton	???	-	-	-	Still not returned

* * * * *

LETTERS TO THE EDITOR

Dear Sir,

May I, through the pages of the magazine enquire of other members (always assuming they receive their copy) views on the inclusion of all these brain teasers/crosswords in the magazine.

Personally I don't see the point, they are not even to do with motorsport - I find them rather tedious and tend to skip those pages as I prefer to associate their like with the humdrum of everyday life, and not find them within the parameters of the Motor Club as well.

Do other members agree???

(The Guardian crossword is much more of a challenge anyway)

Yours faithfully,

N.O.N. Descript

LETTERS TO THE EDITOR CONTD.

(Oh! well I can assure Ms. Descript that copies of this issue will reach all members - I feel sure John Westmoreland will wish to comment on the other items of the letter which seem to condemn his attempts to instill some general knowledge into our membership). ED.

SEPTEMBER MAGAZINE

Due to an administrative 'hitch' among the retiring editorial staff, some of you received your copy late and some not at all!! For this we apologise most profusely and promise that we will not let it happen again - at least, not in the next 12 months.

ED.

HIGH MOOR MOTOR CLUB AUTOTESTS 16th SEPTEMBER, 1979

Subsequent to the A.N.C.C. Autotest report elsewhere in this issue, the above event, Round 9 in the Championship took place at a superb venue in Rochdale.

Clerk of the Course, Mike Elliott, himself a Championship contender, devised some superb tests which left F.T.D. wide open until the very last test.

Trackrod had three contenders present on the day, Graeme Bradford (Mini 1000), the secretarial RS 2000 of Ron Mackinnon and the Editorial 1275 GT.

Graeme got off to a bad start, collecting a couple of line faults on the tricky angled gates but picked himself up off the floor to record some ultra-competitive times in his class. Early class leader, Mike Penrose of York retired after four tests with a broken diff leaving David Goodlad of the host club with the class lead.

Class 2 saw your scribe exchanging quick times with David Sowman of Ilkley but just managing to keep ahead, though the real pressure was coming from the Spitfire of Mick Moore, also of the host club, who was just edging out a slender lead for FTD. Remember, in the A.N.C.C. sportscars and big minis are in the same class!

Classes 3 and 4 were amalgamated leaving Tom Riordan's Minor 1000 gasping for breath behind the 1800 Beetle of John North and the RS of Hon. Sec. who also collected two line faults on test 2, and try as he may, Ron could not make up such a huge deficit - but he did try hard holding the RS in superb stylish slides and 360's, often drawing the applause of the spectators.

At halfway F.T.D. honours could go any one of three ways, Mick Moore on 249.4, scribe on 251.8 or John North 260.2.

John North collected a pylon, which dropped him back into the striking distance of Ron who finally finished up 19.6 seconds behind him at close of play!! (oh but for those two line faults).

Graeme lying 4 out of 5 at halfway got hold of his mini by the scruff of the neck and started applying some pressure with great effect - elevating himself at $\frac{3}{4}$ distance to 3rd, then Ian Burn of Ilkley collected a wrong direction to move Graeme up to 2nd. All that pressure he had applied earlier now reverted to himself not having to make a mistake! - He didn't and finished 2nd to David Goodlad - great stuff.

Your Editor was having a tough time at the hands of Mick Moore though, not being able to make any impression on his slender overall lead. At the start of the last pair of tests it stood at 2.4 seconds, and having nothing to lose the

HIGH MOOR MOTOR CLUB AUTOTESTS contd.

editorial 'min' was driven with 'brains out', but the effect was unknown until the last car, Mick Moore, had done the two tests. With everything to lose he was obviously keyed up and he looked indecently fast, but not fast enough, the clocks showed him to be 2.6 seconds slower than the Mini!!! - PHEW! F.T.D. by 0.2 secs.

An excellent event and an excellent Trackrod venture over the Pennines. Thanks High Moor Motor Club.

<u>RESULTS</u>		<u>Position</u>	<u>Time</u>	<u>Championship Points</u>
Class 1.	Graeme Bradford	2nd	701.2	9
Class 2.	Richard Ineson	F.T.D.	589.6	10
Class 3/4	Ron MacKinnon	1st	649.2	9

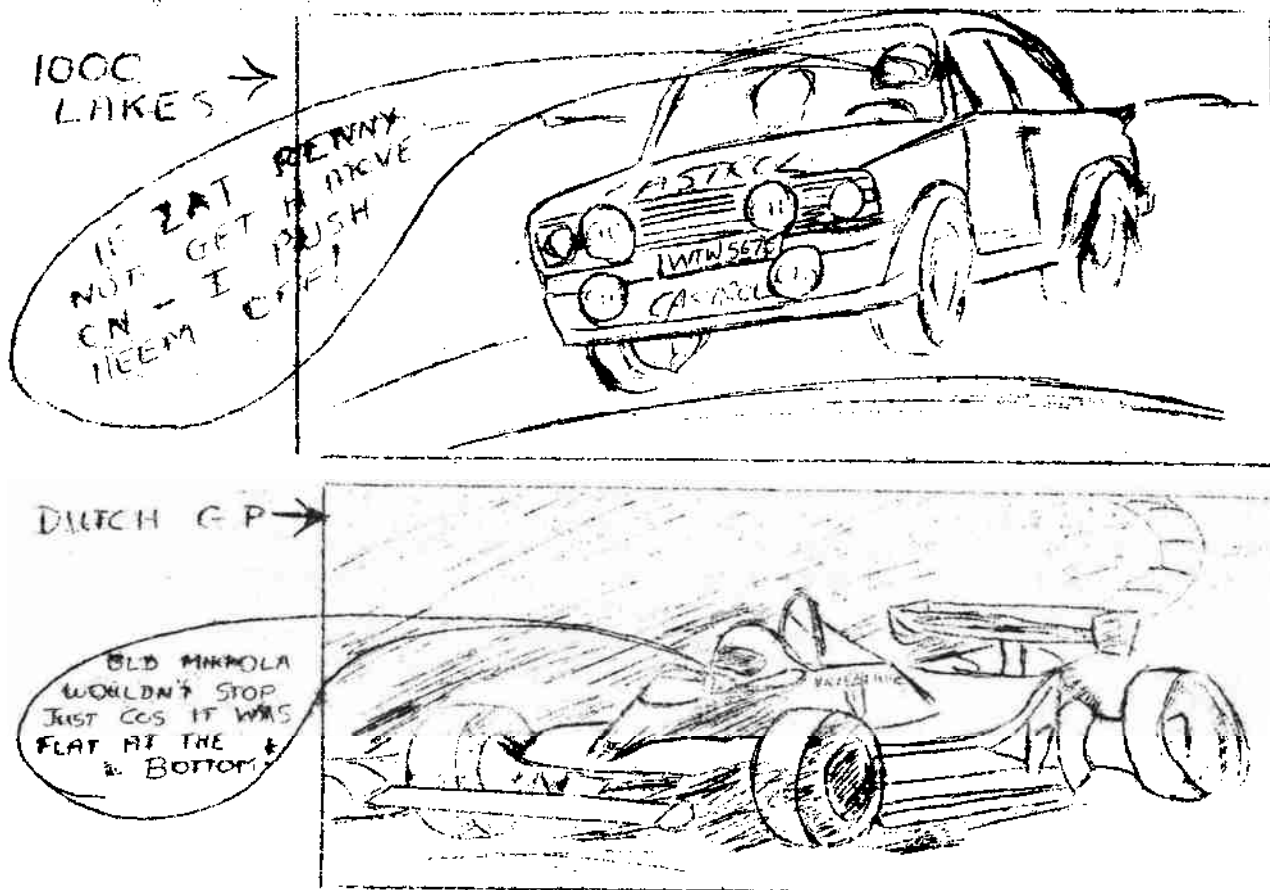
ED.

SCARBOROUGH STAGES 1979

This year the event is on Saturday 20th October, and we have been asked to run Wykeham North, the stage we had on last years R.A.C. The only information I have at present is that it is one of the early stages, open about 9.00 am which means an early start.

Lots of marshalls will be needed for this excellent forest stage, so please let Graeme Kellett or myself know if you will be able to come.

NIGEL DRAYTON



THE CHANCE OF A LIFETIME

In about April 1979 a certain well known navigator in these parts, John Millington rang me at home wondering if I would be at all interested in going over to Finland to compete on the 1000 Lakes Rally. I immediately expressed great enthusiasm then asked what the cost was going to be. He said at this time he was not too sure, but the entry fee was going to be approximately £100. I then left it at that and he suggested we get together within the next couple of weeks to discuss it further, which we did.

Four months later on 17th August I found 11 people at my house at 4.00 a.m. ready to set off on the trip of a lifetime. We were heading for Finland and I was starting to awaken from what had seemed only a dream for the previous four months. We had decided to call ourselves Team Shoe String as that was what the whole trip was being done on, even though we had received sponsorship money from Jewsons, Magnet, Filtrate, Ziebart, M. & M.J. Milnes, J.B.S. Renny Ltd. along with trade support from Tates of West Park, Ford, Dunlop, Castrol, John Gill's and Champion and Quip. The twelve strong team comprised of a real cross-section of people from mechanics to Bank Managers, Electricians to Teachers. They were: Graeme Bradford Paul Glover, Bob Stoker, John Rawlings, Geoff Newis, Richard Dobney, Richard Spurdens, Rod Parkin, Glen Cox, John Millington, myself and last but by no means least Joan, the one and only girl!

After three days and nights of travel we arrived in JYVASKALA suffering only from aching sides caused mainly by the antics of two of the more boisterous members, Bob and Richard Dobney. With four hours sleep John Millington and myself got straight down to the task of making pace notes. It had already been decided that John M. was going to make his own notes seeing as he had previous experience with Ronnie Beecroft. After completing three stages just outside Jyväskylä, we went back to check and see how they would go. Great, no problems, so we returned to base, which was at a superb camp site next to the lake on the outskirts of Jyväskylä, fully equipped with sauna. Following tea we spent a quiet evening checking things over and had an early night. The next two days John M. and I went round making notes of the whole route only driving the stages once in the majority of cases as time was short, arriving back at camp site at 11.0'clock or later each night.

Thursday had been set aside for the last major check over on the car and to put all the advertising stickers on the car as you are not allowed to go on the route prior to the event with stickers on. Paul and Graeme stripped the car down for it's last time, renewing anything that was at all suspect and giving it a good service whilst Bob and Richard again kept us amused by their antics. By now the camp site was buzzing with enthusiasts from all over Europe and we were getting a lot of on-lookers, who were all supplied with relevant stickers and went away smiling and promising to cheer us on.

Friday morning saw the start of scrutineering and we were all up in plenty of time to see the Works Teams go through. As we were running at 99 we were not due through until the afternoon but were there early in the hope that we might get through scrutineering a little earlier, but no such luck. The organisation was impeccable and there were still hundreds of people watching the tail-enders which was encouraging. Our time was due and John and I moved into the queue feeling very nervous as there were one or two things on the car that did not quite conform with Group 1 which we were hoping to run in, one of which was our strut brace. As soon as the bonnet was lifted the Scrutineers gathered round and showed great concern about it and for the first time we had a bit of a language problem, but John M., in great broad Yorkshire, eventually got them to understand that we would take it off for them and we were through. Only six hours to the start now, so it was back to the camp site, a quick meal and sleep, then up to the start.

The Chance of a Lifetime contd.

The first stage, only 200 metres down the road, was a spectator stage and the whole 4 kms. was lined with people. As John and I sat at the start we were getting very nervous, fortunately the start marshall spoke good English and counted us down 5 4 3 2 1 which was very helpful as we had no idea what the Finnish version was! Three minutes and 17 seconds later we were at the finish of the first stage and what a relief that was, I was still so nervous it took me 5 minutes to get a cig out and light it. On to stage two and we were escorted from the main road to the stage start by a marshall on a motor bike, clearing the way, most impressive. Stage 2 is one of the famous ones with a nasty series of yumps in it so I decided to take it carefully over the bad bit and the rest flat. John and I were now starting to get over the nerves and were working well together.

Stage 3 is the one with the biggest yump, which we had marked in the notes, and John warned me about it, so I backed off a little bit, we still must have flown 20 yards!! you literally looked out of the window to see hundreds of tiny objects watching in amazement. It is like landing at Heathrow Airport. Once that was over we got down to it, the stages were really fantastic, very very fast and very very smooth and great fun.

On stage 7 I was bubbling over with enthusiasm and slinging the car around with great glee, trusting everything John said until, bang!!! There we were in the middle of a corn field. John was quick to admit that it was his fault and shouted his apologies as he got out of the car, but looking back it was as much my fault as his, I was on cloud 9 but came down to earth with a bump. However, we were soon back on the road with the help of 20 or so spectators. On the next few stages I started to think more about my style of driving and we started going a little faster, or so I thought, as on stage 11 a long one of some 20 odd kms. I was overtaken by not one, but two Talbot Avengers - I couldn't believe it, I didn't think we were going that slow, then we caught a Datsun PA 10 so our morale was lifted a little.

Everything was going great, the car was running well, we were meeting Paul and Graeme in all the right places and we were thoroughly enjoying ourselves. Then we came to stage 21, a flat in 4th stage, with nothing bad marked on the notes, but just before the end of the stage we took off on three consecutive brows and landed heavily on each. We got to the finish and as we stopped at the line there was that well known noise of crank on sump!! All sorts of things were flashing through my mind, I thought that was going to be the end of the dream, but John doesn't give up that easily and had already mentioned half a dozen ways of fixing it, so off we went to find Paul and Graeme, who up until now had only put petrol in. They were all keyed up for a wheel change as previously arranged when we came screeching in. They knew straight away all was not well, John gave them a quick run-down of what had happened. The engine mounts had gone. Fortunately halfway was next so we could use some of our lateness at a cost of 10 points a minute. Paul and Graeme got straight into it and after a few screams, as they burn their hands on the manifold, the job was done, the crank was off the sump and we had new engine mounts. Off we went to the halfway dropping 12 minutes.

Halfway meant, for the leaders 6 hours of rest, for us it meant 4 hours, 1 hour for food and chat with the others, 2 hours of sleep and 1 hour travelling to and from the start.

At halfway we were lying 4th in class and ? overall, we were being beaten by No. 81 which was an Escort Sport as well and he was 75 seconds in front after 21 stages, having beaten us on 10 stages and drawn with us on 2 and we had beaten him on the others. We were also only 6 places behind the only other English entry, and they were in a full Group 4 RS 2000 so we were rather pleased with ourselves.

Stage 22 was another spectator stage and was the roughest of the event, at the end of this there were funny noises coming from somewhere, so we got Paul and Graeme to take a look around underneath! nothing to be seen. It was okay on the link

The Chance of a Lifetime contd.

sections so we carried on with another two stages and the noise was still there but only during the stages when the power was on. On stage 25 John traced the noise, it was the gearbox resting on the tunnel! a closer look at service showed that another engine mount had gone. There was no time to change it there and then so we carried on taking things a little easier. John worked out where we could do the change with the least time lost and Graeme and Paul got stuck in again. This time it did not go so smoothly and we lost 17 minutes, on the road. But we were still in the Rally.

After stage 32 we had another short halt of ten minutes to re-group. Just before going in Paul and Graeme checked the engine mounts to find the one we had just replaced was starting to fail again!!! Things didn't look too good but to try and ease the strain on the mount we jacked up the engine and stuffed as much rubber under the engine as possible. We set off again knowing that one good jump and it would go, so all brows had to be treated with caution. Luckily the stages were very fast and still very smooth. Stage 35 was one I had been looking forward to ever since we had made pace notes. It is the classic of the rally, just like a roller coaster, 20 km. long and fast, very fast. We again managed to catch the Datsun taking 14 minutes 2 seconds and beating No. 81 by 6 seconds, so we still had a chance of catching him if the stages stayed smooth. The engine mount was not getting any worse so we started going a little quicker. Had we not lost so much time on the road we could have had a real fight for 3rd in class, as it was we were still having great fun trying to get time back on him and on the next 6 stages took 18 seconds back. We were now getting close to the end and only had a final loop south again over some of the first stages. We did 2 and 3 again and the first half of 7. The final few stages were the real sting in the tail as they were some of the longest stages of the event, being 35 km. long. I was very relieved that we were not caught on this one, in fact we nearly caught a 2 litre Opel driven by a very jovial frenchman.

We arrived at the start of stage 47, the final stage, about 10 minutes early and sat and waited, and as we waited we got more and more nervous, eventually we drove up to the start line and waited for the marshall to count us down and after 47 stage count downs I still had no idea of whether they were starting from 10 or 5 but the flag lifted and we were off, a classic stage again and when we got to the finish we were most relieved. We drove straight down to where Graeme and Paul were waiting and as we rounded the corner the look of relief on their faces was amazing. We had just completed a dream, 60 hours of the best rallying one could ever wish for, and we were only 1 hour and 25 minutes behind Markku Alen in his full blown Fiat!!!!

I cannot see why English rally enthusiasts do not invade Finland to do the 1000 Lakes rally as they do the R.A.C. It must be one of the cheapest events in the World Championship for an English clubman to do. We only used one set of tyres on the whole event, the entry fee is only £100 and petrol and the cost of living over there is very similar to ours. All in all we shall remember it for a very long time.

I would like to take this opportunity to thank once again Team Shoe String for all their support, all families and friends, Jim Stoker and Tates for all their help, Jewsons, Magnet Southernns, Ziebart, Filtrate, Champion, Castrol, John Gill, Ronnie Schofield, Quip, Dunlop, Fords, Budget and J. B. S. Renny Ltd. and M. & M.J. Milnes. I also hope that Torline and Silja Line will allow us to travel with them again as we intend going back to Finland to compete again.

JOHN C.D. RENNY

BRIDLINGTON WOLDS RALLY 15th/16th SEPTEMBER

The Wolds Rally was the first road event organised by the Bridlington & District Motor Club and they were ably supported by the North Wolds Council who provided excellent scrutineering facilities, start facilities at the Bridlington Town Hall and even came up with a Lord Mayor (with Flag, real R.A.C. style!!) as official starter. The organisers had put together an extremely fast 150 mile route on maps 100, 101, 106 and 107 which seemed to favour the higher powered cars.

Although of only closed status a fairly respectable field had been attracted with Graham Burton/Ron Shipp occupying pole position, Pete Smith/Jeremy Mathews with a late entry managed the No. 2 slot in a standard 1.2 Opel! while the No. 4 slot saw the welcome return to rallying of Bob Bean, Gez Waters/Vince Fletcher, John Marfitt/Ronnie Moore were also in with the experts at Nos. 13 and 17 respectively, with No. 8 R. Kassell/Dave Lambourne making up the Team Trackrod entry.

After an extremely early scrutineering time crews found themselves with 2 hours wait for the road books, Trackrod's representatives decided to put this time to good use by pace noting Bridlington town centre, this being Ronnie Moore's suggestion (just in case they use it) unfortunately the issue of road books proving this to be a waste of time.

After a fairly easy plot and a short run out the rally commenced with two selectives which took the crews on to map 107, Graham Burton recording fastest time on both of these. Five T.C.'s then took crews on to map 106 and the final two selectives these using the very fast yellows from Hutton Cranswick to Middleton-on-the-Wolds, Graham Burton again recording fastest time on selective 3 with half of the crews cleaning selective 4. The halfway halt saw Burton/Shipp leading the field by only 0.20 secs. from McDonald/Barr and Gez and Vince lying five minutes adrift of the leaders, and for John and Ronnie unfortunately the rally was over after a cracked alternator pulley kept shredding fan belts.

The second half was to be all T.C.'s with crews heading North from Shiptonthorpe through Millington Pastures back on to map 101, unfortunately due to the very slack timing crews went from TC 10 to TC 20 having to wait for their minute at each control. Timing tightened on the last four T.C.'s which took crews back to the finish at Bridlington where results were delayed nearly 4 hours, which slightly marred an otherwise well organised rally.

Finally results were confirmed eventually and Graham Burton/Ron Shipp won by 2½ minutes from A. Towse/G. Craven with Pete Smith proving what a remarkable driver he is finishing 7th in the 1.2 Opel, whilst Bob Bean failed to finish when his gearbox packed up. Gez and Vince finished 10th while the remaining members of the Trackrod Team R. Kassell/Dave Lambourne finished 14th after an 'Off' on the last section cost them 5th spot.

Apart from the results delay it was not a badly organised rally although most crews thought a more testing route could have been used.

VINCE FLETCHER

Lombard RAC Rally 1979

Our stage on the RAC Rally this year sees a return to Boltby. This will take place on the Sunday evening, the 18th November and the first car is due at approximately midnight. That means you will have to be present by Ten 11 on the stage. These times will be confirmed or amended in the next magazine.

Nigel Drayton is once again acting as Chief Marshal so if you intend to be there, let Nigel know. He cannot allocate you a place if he doesn't know you are coming!

The 'Yorkshire' branch of the organising team will once again be producing year bars as last year. The differences this year are that they will be available BEFORE the event..... and they will cost slightly more! Once again Sue Broadbelt will be looking after these so tell Sue if you want one.

More information will be available in the November magazine.

JHR

Wharfedale Trophy PCT.

After a very late date change brought about by circumstances completely outside our control, the Wharfedale Trophy, our major (and first) PCT of the year took place at Stump Cross Caverns on the 19th of August.

RFI and JHR were concerned about various aspects before the day. Would the date change deplete the entry and promote another cancelled event? With groups of our regulars either on safari to the Thousand Lakes or the Formula 2 final at Donington, would there be anyone left to marshal? Over-riding all that was the thought of running a trial at Stump Cross in the middle of the British Monsoon season! Such are the pleasures of motor-sport.

However, came the day and we had sixteen entries, not large, but ten ANCC championship contenders gave us quality if nothing more. After a week in which Yorkshire almost sank, the weekend turned out to be probably one of the best we have had all year. (Either the sun shines on the righteous or the devil looks after his own, take your pick).

The other doubt had been marshals, particularly after recent showings on our autotests. But what a turnout, it became almost embarrassing and we were able to put four to five marshals on each hill, this without calling on the Stewards, Clerks of Course, sundry kids etc. Thank you all for coming out and assisting in this way. All this, together with "Rent a Crowd" picknicking above hills four and five and giving loud applause when deserved, made everything very easy.

That was apart from the hills of course, these had been constructed with typical Ineson cunning and extremely good tests resulted. Harry Tregenza in his Mexico mixed his normal superb climbing with occasional touches of brain fade by hitting nines and eights, even once a twelve! Not one of Harry's better days. Adrian Tate in his Escort Estate and John Spencer's Mini were also going well as was our own

Brian Scoreby in his Imp. Ronnie Moore and Chris Miller were just a little off the pace on the day but were enjoying themselves immensely. The performance of the day however was undoubtedly that of Richard Clark, campaigning his superb H.R.G. sports car and losing only fifty three marks on the thirty tests during the day. This included thirteen cleans! a magnificent performance.

When the results were all worked out it was seen that Adrian Tate had just taken the Wharfedale Trophy with an index of 65.75 from John Spencer with 69.57.

Richard Clark was third and of course won his class. Frank Baker was best of a class of one in the non-mini front wheel drive class and Brian Scoreby just won the rear wheel class by three marks. Harry Tregenza still won the rear wheel drive class, despite the twelve, and Ronnie Moore collected the best Trackrod not winning anything else!

We all cleared up and went home in the late afternoon sunshine, despite the early doubts the event had been superb, particularly from the more than adequate marshalling. Thank you all once again for turning out as you did.

RFI/JHR

WHARFEDALE TROPHY P.C.T. - RESULTS

NAME	CLASS	TEST NUMBERS																														TOTAL	AGE	CLASS POS.	O/A POS.
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30				
BAKER	1	8	6	7	2	9	8	9	7	3	5	8	6	6	0	5	6	6	3	10	6	5	9	7	10	3	2	10	6	11	6	189	100-0	1	7
SPENCER	2	5	5	6	0	4	6	3	4	0	6	6	1	3	0	3	0	0	1	0	3	0	4	5	0	1	0	1	4	3	1	75	69-57	1	2
MILLER	2	7	9	8	10	7	8	9	7	10	6	7	9	5	10	6	6	3	3	7	7	5	9	7	3	4	2	4	6	5	7	196	181-91	3	13
RAMFORTH	2	5	5	5	1	5	7	6	5	0	4	7	4	5	0	3	6	1	2	5	6	2	4	6	1	3	2	4	5	2	7	118	109-66	2	9
PATTISON	2	RETIRED - BROKEN DIFF!																																	
TATE	3	0	3	4	0	5	0	2	3	3	2	0	2	3	0	3	5	1	0	1	2	0	3	8	8	3	0	9	4	7	0	81	65-75	1	1
RUSHTON	3	4	5	7	10	4	7	3	8	2	10	8	3	5	2	4	6	2	1	8	6	6	4	8	10	9	5	4	8	6	8	173	140-4	5	4
MOORE	3	2	6	6	1	5	3	7	7	3	5	1	5	5	2	6	6	2	2	7	5	5	4	7	8	3	5	3	7	6	7	141	114-4	4	10
TREGENZA	3	0	8	5	0	0	0	9	12	0	0	0	1	1	0	3	6	0	0	6	0	8	9	7	8	0	0	9	4	9	0	105	85-23	2	4
ELLIS	3	1	4	6	7	4	2	3	4	1	3	5	1	3	0	3	5	1	0	8	4	5	2	7	0	3	4	3	8	11	8	116	94-16	3	5
CLARK	4	2	3	3	0	2	7	2	4	0	2	0	0	4	0	2	5	0	1	0	0	0	2	3	0	0	0	2	2	7	0	53	81-33	1	3
HARGREAVES	4	0	4	9	0	6	1	2	5	0	4	4	2	3	0	4	6	1	2	2	6	5	3	6	7	2	4	9	4	6	6	43	173-8	2	12
HOLLINGS	5	RETIRED - ENGINE DIED!																																	
SCOREBY	5	0	5	6	0	4	0	2	5	1	6	0	1	3	0	4	5	7	0	1	6	4	3	5	0	3	3	2	4	2	5	87	99-3	1	6
ELLIS	5	0	3	12	0	5	2	2	3	3	3	5	2	1	1	3	6	0	0	6	6	0	2	8	2	2	0	1	4	4	4	90	102-7	2	8
WRIGGLESWORTH	5	NON-STARTER																																	

AWARDS :- 1st O/A "THE WHARFEDALE TROPHY" - ADRIAN TATE

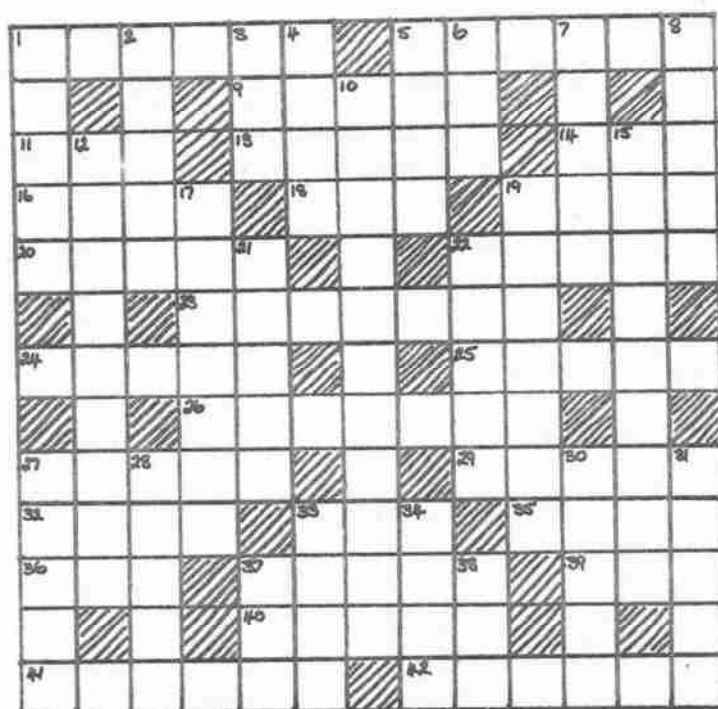
CLASS AWARDS : JOHN SPENCER, HARRY TREGENZA,
RICHARD CLARK, BRIAN SCOREBY.

BEST TRACKROD : RONNIE MOORE

SEPTEMBER BRAIN TEAZER ANSWERS

1. 49, they are snooker and billiard scores. A potted black is 7, a cannon 2, a pink 6, and a blue 5. Therefore: $7+2=9$; $\times 6=54$; $-5=49$.
2. Purple. Gules (red) + azure (blue) = Purple.
3. Also 8. In snooker, red=1 and black=7, hence 8. Blue=5 green=3, thus equalling 8.
4. When you are fishing. They are both flies used in fishing.
5. Pink, black. The colours are the order of ascending value of snooker balls.
6. On a ship or in a siege. They are various forms of guns.
7. Princes and Princess.
8. They are both moons of Mars.
9. They are all guns.
10. They are all North Korean footballers who played in the 1966 World Cup Team.
11. The devaluation of the pound.
12. Carlisle, which has a state public house, and Hull, which has a free enterprise telephone service.
13. Ireland (1851: 6,574,278). All Ireland (1951: 4,329,587).
14. Windsor - which gives its name to Brown Windsor soup, (Brown) Windsor soap and the Windsor Chair.
15. Fill the 5 pint jug. From it fill the 3-pint jug and put the remaining 2-pints into the bucket, and repeat.
16. Basil - this herb was used in royal baths.
17. -40 degrees.
18. Bosworth Field, the last battle in the Wars of the Roses - the others were battles in the Civil War.
19. 100. $40\% \text{ of } 30 = 12$; 12 is 20% more than 10; 10 is 10% of 100.
20. 180. The difference between the two numbers outside the brackets, multiplied by 3.
21. 48.
22. Being both subject to gravity only, they will reach the ground at the same time.
23. Rome in 1960.
24. You bet £25 and won £500.
25. (a) Southampton, (b) Fulham, (c) Charlton, (d) Peterborough.
26. Leonard Ford and Diane Towler won the world Ice Dance Skating Championship (at the Broadmoor World Arena in Colorado Springs).
27. Dominoes (28 pieces).
28. Shrove Tuesday or Ash Wednesday. The Royal Ashbourne Shrovetide Football is played on both days. (This has been known as Royal Football since a visit of the Prince of Wales in 1928 when he started the game by throwing up the ball.)
29. 802 pages. (If you arrange the books on a shelf you will see that the first page of the first book is on the right-hand side, and the last page of the last book on the left-hand side. Therefore the worm does not eat his way through the first and last books.)
30. 14 minutes. In 3 minutes all the taps together supply 21 galls. Taps B and C supply together 3 galls/min, so they will take 14 mins to fill the tank which holds 42 galls.

N.B. Question 15. Unfortunately due to a typographical error on my part and not the magazine staff, part of the question was missing. Now you know why you couldn't work it out. So So Sorry, JW.



OCTOBER CROSSWORD (Solution next month)

ACROSS.

1. Capitol of Colombia
2. Hairdresser
9. Hunter Constellation
11. Frozen water
13. Copper coin
14. Pale
16. Guard-dog in 'Peter Pan'
18. Tot up
19. Fish of the cod family
20. Go in
22. Encirclement of city
23. Hold in honour, reverse
24. Greek fable writer
25. Memento, keepsake
26. Discredit, insult
27. Mix of two metals
29. Arouse
32. Scottish dance
33. Rod vegetable
35. Mislay
36. Specific verse
37. Australian wild dog
39. Poisonous snake
40. Bury
41. Agree
42. Minor part, accessory

DOWN.

1. Salty water
2. Welsh county
3. Summit
4. Region
5. Link, connection
6. Every
7. Inventor of hunting-knife
8. Extent
10. Self-governing, autonomous
12. Scrapped, annulled
15. Curiosity
17. Hairspray can
19. Exactly as written
21. Answer
22. Threaded nail
27. Pleasant odour
28. Yorkshire city
30. Australian bear
31. Himalayan kingdom
33. Liquid measure
34. Elderly
37. Row, racket
38. Petalic vein

SUNRISE RALLY.

We had one aptly named rally called the Lookout, now we have another called the Sunrise, for those who manage to finish, and both are for novices.

About 3 weeks ago I was asked if I would like to have another go at this game called road rallying. So with our entry accepted I was duly installed into the left hand seat again and we proceeded to the scrutineering and start venue at the Ganton Service Station. At scrutineering about 50% of the competitors had to do one-thing or another, we had to mark the ignition switch On/Off. With scrutineering over we proceeded to size up the opposition, but after seeing the route decided to keep it on the road and not try any heroics.

Trackrod crews consisted of M.Thornton/J.McNichol at 2 in a 1700 escort, G.Waters/V.Fletcher failed to turn up at 11, due to still having water problems (not the driver). Vince was seen wandering about and looked set to have a good nights spectating. At 12 was J.Stephenson/J.Bownass in the Mexico, P.Halstead/M.Callaghan at 17 in the ex Colin Grever 1900 ascona. In the beginners class was P & B Howell at 26, G.Tumber and myself at 31, S & I Hoffmann at 35, and S.Cousins/A.Barber at 45.

An hour to plot the route did not seem long, but it was easily completed. As though the start of the first car away signified something it started to rain, and did not let up until the early hours. A short run out took the crews to the first time control at Sherburn. This took us up to the A170. A short run took us to the first selective, which used the white at 101/9431828, which leads up into Wykeham Forest and back down into Wykeham village. There was then a long run up Forge Valley to the next string of time controls which took us down Troutsdale and along the yellow from Yeddingham to Low Marishes; with its succession of 90s it also contained an extra one, where the council had dug up the road and put in a temporary bridge over a stream.

After a short respite the fray started again on the yellow at 100/796855, and with it down came the fog to add to the miserable weather. This took us up towards Stape to the next selective on the white at gale hill and finished at Egton Bridge. The route then ran round Glaisdale, with the 45 right at 94/785056 causing numerous problems with a lot of crews overshooting and one car finished up against a tree, and then the yellows on both sides of the main coast road to Whitby. The last road section consisted of a thrash down the main road from Whitby to Pickering with the white at 94/852028 catching a lot of crews out not being able to find it first time. Thus on to the finish at the Fox and Rabbit at Lockton. A mix up with the results resulted in everybody going home early.

By the time this is read everyone should have their results, but for the others who would like to know, they were:- M.Thornton 3rd O/A, P.Halstead 8th O/A, J.Stephenson 12th O/A, G.Tumber 16th O/A, P.Howell 18th O/A, S.Hoffmann 21st O/A, and S.Cousins 39th O/A and last out of 54.

A good rally organised for the first time by the 62 Car Club but marred by P.R. problems, route changes, clashes with other rallies, and small start and halfway venues. The route covered was good but there were long stretches of road without time controls etc.

MIKE ROBSON.

PHOTO PAGE

IAN GURNETT/JOHN RICHARDSON ON THE 1976 MINI MIGLIA, HEADING FOR RETIREMENT WHEN 2ND IN G.P.I.

