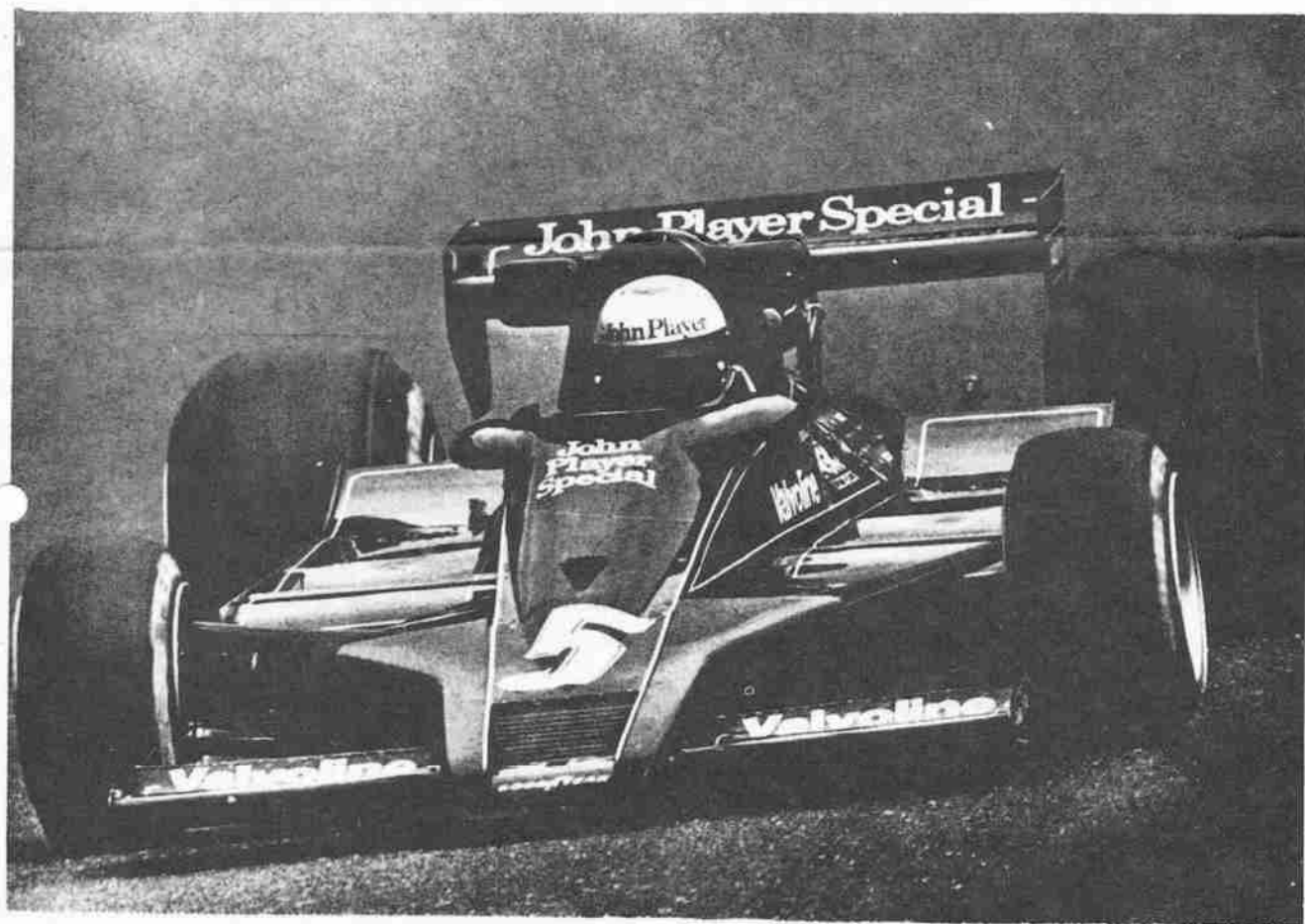


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

113 March 1980



TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

MARCH 1980

No. 113

EDITORIAL

Well, March is here again, and with it, the start of yet another season (do they ever end??), time for you all to dust off the cobwebs and put the lead back in your right shoe!

The Mintex has been and gone and the Costa Di Plenti is on the horizon, which generally means a busy time for the organising team. This is our premier event of the year and I'm sure only a few of you know the amount of work that goes into the organisation of an event of such magnitude. Martin Kemp and Steve Mills and their band of helpers have been at it ever since the date of the cancelled event in 1979. To these people, the club owes a great deal and we are all thankful that they derive pleasure from their task. Such is the volume of work, consideration must be given in the near future to the organisation of the 1981 event! - any volunteers???

Mention must be made of one of our newest members who, having only been of age to drive on the public highway for 2 weeks, took part in our Tockwith Autotest on 24th February "L" plates and all!!! He didn't disgrace himself either, in fact he displayed a degree of enthusiasm much greater than is apparent in many of our more established members and take note, he will be a force to be reckoned with in the coming months/years/decades!! - I am of course referring to Mark Tierney who is already known to a lot of you, - the rest of you will follow shortly. Mark, it's great to have you among our ranks, we need more members with your courage/determination/enthusiasm - good luck for future events.

ED.

ON THE COVER

1978 World Champion, Mario Andretti. Last month Ken Goodall, this month Mario Andretti, next month?

FUTURE EVENTS Competitive

- | | |
|-----------------------|---|
| 8th March, 1980 | - Dukeries M.C. National Rally |
| 9th March, 1980 | - Huddersfield M.C. C.J. Autotest (no details available) |
| 16th March, 1980 | - Slaithwaite M.C. C.J. Production Car Trial,
Trackrod are an invited club. |
| 29th/30th March, 1980 | - TRACKROD M.C. SHELLSPORT COSTA DI PLENTI RALLY
We need plenty of marshals, please see Derek Lee
if you are interested. |
| 12th April, 1980 | - David Brown M.S.C. Elcar Stages Rally includes 9
forest stages in a total stage mileage of 30.
Entry fee £42. Humberside M.S.G. qualifying round. |

FUTURE EVENTS Competitive contd.

- | | |
|-------------------------|--|
| 12th/13th April, 1980 | - North Humberside M.C., Moonraker Rally. Shell League event - team of 5 wanted see John Renny for details. 150 miles on Map 106 entry fee £14 |
| 19th/20th April, 1980 | - Springhill C.C. Ribble Rally. A.N.C.C. qualifying round on Maps 97, 98 and 103. |
| 20th April, 1980 | - Trackrod M.C. (That's us) Autotest. Organiser needed urgently. |
| 26th/27th April, 1980 | - Alwoodley M.C. Ridings Rally (C.J.) Trackrod are an invited club. |
| 27th April, 1980 | - Ilkley & D.M.C. Production Car Trial (R.) Shell League event. Give your names to John Renny if you are doing the event we need a team of 5. |
| 27th April, 1980 | - Bolton Le Moors C.C. A.N.C.C. Autotest Championship Round 1. Also B.T.R.D.A. event. |
| 4th May, 1980 | - Slaithwaite MC. Single venue stage rally. Shell League event. Team of 5 required. |
| 4th May, 1980 | - Trackrod M.C. (Us again)! Production Car Trial. Organiser required, see Nick Leuchars for info on how to go about it. |
| 10th May, 1980 | - Otley Woolpack M.C. Barratt Oak Rally A.N.C.C. event on Maps 98/99/104. |
| 11th May, 1980 | - Y.S.C.C. Horsfall Trophy Autotest. Shell League event. Team of 5 required, also A.N.C.C. event - Multi-venue. |
| 17th/18th May, 1980 | - Trackrod M.C. (us again)!! Lookout Rally (CJ) on Maps 105 and 111. |
| 18th May, 1980 | - Sheffield & Hallamshire Production Car Trial (no details available) |
| 18th May, 1980 | - Ilkley & D.M.C. Autotest (CJ) |
| 26th May, 1980 | - Huddersfield M.C. Scammonden Hill Climb (R.) |
| 31st May/1st June, 1980 | - De Lacy M.C. Rival Ride Novice Rally on Maps 110, 111 and 112. |
| 8th June, 1980 | - Lancs. & Cheshire C.C. A.N.C.C. Autotest at Burtonwood Service Area on the M62. |

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SOCIAL EVENTS

March 11th The last of the Indoor rallies at the Duke of Wellington, East Keswick.

March 18th.....Lawnswood Arms are the host tonight for our Scalextric session . There will be a small fee for each timed run. C.O.C. Richard Ineson
Scrutineer Richard Ineson

March 25th.....Shoulder of Mutton, Kirkby Overblow.

April 1st.....Square and Compass, North Rigton.

April 8th.....1....One more Film Show at the Lawnswood Arms

April 15th..... Duke of Wellington, East Keswick.

April 22nd..... The Castle at Spofforth.

April 29th.....Shoulder of Mutton, Kirkby Overblow.

SEC'S PIECE

Hi folks, well here we are again, another month gone which saw the Mintex as the first major International Rally of the year. Our stage, for those who, due to other pressing commitments were unable to attend was Pickering, a new one for our club to command and quite good after the first $1\frac{3}{4}$ mile straight down Forest Drive. Unfortunately on the night it was a bit foggy which hampered speed somewhat.

The following day saw our own 'CJ' Autotest, the second in our club championship organised by John Renny at Tockwith. A well received event, good organisation and very slippery. This event saw 2 of our ladies competing, Sue B. in John Rennys Escort and Lindsay in my Midget. This was my first outing in the Midget and I liked the way she handled, but we ran out of brakes and fluid as the day progressed and we had to do the last 3 tests with only the handbrake, but I managed to hold on to my class win and took 2nd O/A by 0.3 seconds from Graeme Bradford who also won his class - small engine F.T.D FTD man was again our own Ed some 50 secs ahead of me. There were 18 entries on the day a good turnout by recent standards.

Forthcoming events now are the last round of the Indoor Rally championship at the D.O.W. we are co-promoting the Burgess Bowl Rally 15/16th March - marshalls appreciated. The Dukeries National on the 8th March we are helping with the Clumber Stage, M.R. 120/648744, which will be run twice. Stage opens 11.23, first car 12.08. I'll be there, so hope to see you, make sure you sign on and mention you're from Trackrod.

It will be our own Autotest on March 23rd organised by Ronnie Moore, the regs will be out soon.

Remember the Shellsport Cota Di Plenti rally on March 29/30th. We need plenty of help on this one please. If you would like to marshall just let Derek Lee know or turn up early on the night.

And last of all , anyone interested in running a stage on the Elcar Forest Stages on the 12th April please contact me as soon as possible

well thats it for now

Ron Mac

Hon Sec

NEW MEMBERS

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

Glenn Cox,
David Dawson, 103 Heights Way, Armley, Leeds LS12 7SS
Heather Ruddick,
Jonathan Palmer, 'Adel Brow' Stairfoot Lane, Leeds 17.

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GOSSIP COLUMN

To Derek and Jean Lee, a daughter, Katherine Ann, born on 11th February, 1980 and weighed in at 7lb 1oz. Congratulations to all, mother and daughter reported to be in good condition. Apparently, when learning of the time of the birth (6.30 p.m.) some wag suggested that she was just in time to watch Crossroads.

Just as an aside, to keep members informed of what problems exist behind the scenes, one of our regular hostilities is to introduce a charge for the use of their private room, rumoured to be £15 per evening. So if you know of a suitable venue for our club nights please let the Social Committee know - we don't believe in paying for a room and beer as well!!! Or are you prepared to pay sufficient to cover the cost of a private room???? - let us know.

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FOR SALE

1966 Ford Anglia 1200. Ideal Production
Car Trial vehicle/road car.

Lots of spares.

Offers to Ronnie Moore Tel. Rawdon 507780

£ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £

FOR SALE

My Simca 1301 GLS must be sold. Arrival
of company car means I've run out of space.

Not a rot-box, in fact it's quite smart for it's year (1971 'K')
Interior is poor man's Rolls Royce. M.O.T. to
July 1980, Tax expires March.

Wanted: cash offer - no time wasters though, or exchange for
motorbike, boat or anything interesting - come and have
a look. Ring me (0904) 793819 Home
(0532) 450724 Work

£ £ £ £ £ £ £ £ £ £ £ £ £ £ £ £

FOR SALE

2.3 Firenza Coupe, fully rally prepared
plus extras, (Regrettable sale)

Telephone Mick Ogden 757121 Day (Leeds numbers)
786256 Evenings

REFLECTIONS - MARCH 1971

After our first rally in February, we got stuck into the Autotest scene in March, though these were preceded by a talk by Alan Staniforth on his successful breed of Terrapin single seaters and another of the already popular table top rallies, this time at the Coach and Horses Rothwell. The 21st March saw several members take up the invite from L.U.U.M.C. (Some of you will know what it means)! for the Spring Slalom (an-autotest without reversing) on Woodhouse Moor for which there were 28 entries in all. Some familiar names appear in the list : David Taylor, Steve Lloyd, Alex and Jacqui Jackson, Steve Mills, Dave Lawton, Dennis Dickinson, Dave Wise, Geoff Northmore, and a bloke calling himself Ineson. Trackrod members picked up 5 of the 11 awards. Your scribe starting his rise to world-wide fame by taking F.T.D.

A week later, Howard White masterminded our own autotest at Acaster Malbis and it is worthy of note that the entry fee was an enormous 75p! 24 entries included, Ken Goodall, Steve Lloyd, Richard, Alex and Jacqui Jackson, Richard Ashcroft (former navi for Ken Goodall) David Taylor, Steve Wren and Jim Rawlings. Ed triumphed again, closely followed by Steve Mills. Messrs Northmore and Wise again figured in the team award.

Next month sees our first production car trial at a superb, now defunct venue at Whin Park, Bramhope - Watch this space for a revival of your memory banks!!

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SHELLSPORT COSTA DI PLENTI RALLY - 29TH/30th MARCH, 1980

As you are all no doubt aware, the above event is included within the Motoring News Championship, and in order to maintain our previous, very high standard of event a veritable army of marshals is required.

If you would like to offer your services please contact: Derek Lee who is the Chief Marshal, at 16 Coppice Wood Avenue, Guiseley, Leeds LS20 9JS
Telephone - Guiseley 75231 (before 8.00 p.m.)

SHELLSPORT LEAGUE 1980

Although last month saw no competitive motoring events in this year's calendar, we did have the first local rounds of the Shellsport Quiz, held at the Lawnswood Arms on 12th February.

An eventually large gathering witnessed the battle of wits between the competing teams and the artful questionmaster, George Asquith of Y.S.C.C. who masterminds the contest on behalf of Shell.

The first round, between the Jowett Car Club and Leeds M.C. saw victory go in favour of Jowett with 180 odd to Leeds's 30 odd.

Our own team of Jack Coulthard, Nick Leuchars and Ed., took on the might of Otley Woolpack M.C. and scored a resounding 385 to their 5!!!

The final match of the evening between the two winners saw an extremely close battle, neither side knowing the outcome after 20 minutes play. Peter Croft kept everyone in suspenders in reading out the scores: Jowett 210, Trackrod 225!! Phew!

The fourth round matches are to be played at the Whitecliffe Mount Sports Centre

SHELLSPORT LEAGUE 1980 contd.

Cleckheaton on an, as yet, unknown date, but rumour has it that we will be playing B.A.R.C. who have Dave Scratchard in their team who, last year just failed to win the title - single handed!!!!

J. RENNIX

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WE'RE RIDING ALONG ON THE CREST OF A WAVE

It seems that the Scout movement is having a big Jamboree at Temple Newsam House, Leeds on 27th/28th June as part of their Friendship 80 campaign and have asked if any club members would be available - with their rally cars, to chat to the scouts and tell them about their car and rallying in general. Further details will appear on the Club Notice Board, but those of you that may be interested should contact:

Mr. J. A. Hull, 'Appeldore', 19 The Spinney, Sandal, Wakefield WF2 6JN
Telephone Wakefield 256764.

Seems like a good idea if you've nothing to do competitively that weekend.
Ging-gang-goolie-goolie-goolie-goolie-watcha-ging-gang-goo!!!

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'IN AT THE SHALLOW END' - A number of articles on basic rallying

With many of the established members of Trackrod taking a breather from rallying due to exhausted motor cars, mortgage rates, production of offspring etc., the majority of active rallyists in the club may turn out to be people who are just starting in the sport and who are wondering what it's all about. In years gone by, when Richard Ineson was but a lad, people used to learn about it on 12 car rallies, and plot 'n' bash navigation - but 12 cars are defunct and everything is now done to ease plotting, timing and above all speed. However, there are still rallies designed for people entering the sport. Wakefield's Diplomat rally will (of course) have run by the time this is published, but then there is Trackrod's own Lookout rally on 17th/18th May, De Lacy's Rural Ride in June and a Slaithwaite event in July. Finish a couple of these and you will be ready for one of the big championship restricteds.

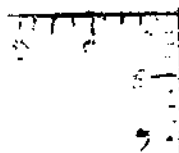
Anyway, let's assume that you plan to do the Lookout - (verywise). This article is planned to be the first of three, covering navigation, timing and event procedure, which will be completed by May. I'm not going to tell you how to drive a rally car, because (a) it's best learnt by experience and (b) I don't really know anyway. If you can navigate already, there is nothing to stop you going out with different drivers each time. People might start to talk, of course, but you can get away with nearly anything these days.

So I'm going to concentrate on simple navigation and when I say simple, I mean really simple. Let's go right back to basics. Nearly all rally routes are defined by map references e.g. TC27 WSW 516 213 SSE, so how do you work these out??? (I told you it was basic). If you look at a map, you will see that it is divided into kilometre squares by grid lines, then the horizontal ones - "into the house and up the stairs." The grid lines are given by the first, second, fourth and fifth lines i.e. 51 and 21. Where they intersect gives the south western corner of a grid square and is taken

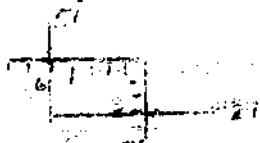
to refer to the whole square. Thus we have grid square 5121 - which on Map 105 lies just to the West of Cridling Stubbs.

Now on to the third and sixth figures. Imagine that each grid line is divided into tenths. So for 516 213, go six tenths along grid line 51 and 3 tenths along gridline 21 - and where lines to these points intersect gives your reference point - which should be (roughly) the crossroads just west of Cridling Stubbs. You can do this by eye, but the easiest way is to use a romer which looks like this:

piece of card
plastic etc.



To use romer, place on map. Find grid square - (i.e. 5121) for reference 516 213 position is as follows:



and hey presto! wonders of modern technology the corner of the romer gives you the point desired. By the same principle 519215 gives the junction in Cridling Stubbs, 517211 gives the junction by the quarry and 510210 is the South West corner of your grid square again. You can make your own romer, but it is much easier to buy one. The best one is produced by Don Barrow, but this is usually only available by mail order, and any other commercial romer will do the job just as well - try your local goodie shop.

The letters before and after the reference give, respectively, the direction you approach the point from and the direction you take when you leave. So 15 TC26 is at WSW 516213 SSE, you approach it from the West South West (i.e. Darrington) and leave to the South South East (i.e. towards Spring Lodge and off the bottom of the map).

That's all there is to it. Easy, isn't it? When you get used to it, you should be able to plot each reference in 45 seconds at the most. In fact, it is so easy that you will be amazed how often people make mistakes. So watch directions of approach carefully, and references like 519215 (work it out yourself). But, above all, CONCENTRATE, absolute total concentration is what separates the top navigators from all the others, and PRACTICE as much as possible. Scrounge old rally route cards off friends, and plot them out. If possible, ask your driver to read the references out to you as you plot the route. It's usually best for him to do this each event, as it enables you to concentrate on doing the job quickly and properly, and it will stop him from getting lost five minutes before you are due to leave. It is doubtful whether it will stop him spotting each bit of talent that walks past, but then no-one's suggesting that you should give up all your pleasures to do rallying.

What else can you do for practice?? Read as much as possible. 'Rallying' by Stuart Turner is an excellent book, or try 'Introduction to Rallying with Navigators in mind.' (can't remember the author) and magazines such as Triple C and Motoring News. Try and do Indoor Rallies - the next one 11th March at the Duke of Wellington, East Keswick using map 110. The navigation will be tricky, but such events do give you experience in handling maps - which is what you're after. Go marshalling on a top event, (such as the Costa Di Plenti) and watch how the top crews act in time controls - an invaluable experience.

And what, you may ask, about reading bends, and distances, and yumps, and pace notes, and all the other techniques that will help your driver go faster?

Don't worry, that will come with experience and only with experience. You're job at first is to get your driver round the right route. It is no use doong 100 mph if you're going in the wrong direction.

Final point, don't be afraid to ask questions, and gain by other peoples experiences. Rally people love talking about their sport (and themselves) and that's half the fun of being in a motor club.

Nick Leuchars

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1980 MINTEX RALLY REPORT

This year, an intrepid team consisting of Martin Kemp, Haig Parry and myself decided to follow the Mintex, with the intention of seeing as many stages as possible.

Noted 'local' crews competing included Frank Stuart-Brown sitting alongside Chris Lord at No. 20 in the familiar Vauxhall Chevette, Charlie Payne/Hugh Edwards at No. 32 in the Colman Tyres RS 1800 and Mark Desort/Dave Lambourne at No. 58 in their RS again backed by Coleman Tyres.

We decided to travel up the A68 on to the first stage, or so we thought, at Witton Castle. On arrival, at the finish of the stage instead of the start, we found as many others did that the instructions had been printed wrongly with stages 1 and 3 becoming 2 and 4 as well.

Having been joined by Sidney Burton of the 'Evening Post' fame, we selected, along with the U.M.P. and Y.T.V. film crews, a right hand kink where the tarmac came on to loose, which was seemingly the best part of the stage which was very 'Mickey Mouse'.

Everything was uneventful, until Anders Kullang appeared in the new Ascona 400. Quieter than the Saab, we thought, but unfortunately he had had his clutch fail just 400 yards into stage 2. Geoff Fielding at No. 23 slid wide hitting the wall and leaving his rear lamp with us. The rest of the first run was uneventful as was all of the second until a certain Mr. Payne appeared. He entered the corner very quickly and very sideways, and a certain Mr. Edwards seemed to have a hand over his eyes. Anyway it was all gathered together, and we followed competitors up to the Otterburn ranges for stages 9 - 16.

In the service area at Otterburn, we spoke with Frank Stuart-Brown who seemed glad to be back in 'harness' and Charlie Payne who had conveniently forgotten his moment at Witton Park, and was pleased with his performance so far - only 3 seconds behind a certain R. Clark. Haig even had a few words with Jim Porter.

We watched on stages 12 and 16 on a hairpin right after a series of bends. I don't know which was more interesting watching the cars or Martin drooling, mumbling about Ireland, and threatening to return in the future! It was on this stage that we first noticed Toivonen, who in the Sunbeam, was the most impressive on this and other stages to come. This was a good spectating point and a place that I would like to go back to.

Positions up to Otterburn were predictably, Mikkola, and Vatanen 1st and 2nd, with Peter Clarke 3rd. Unfortunately Clarke had an off on Otterburn losing 10 minutes and dropping down the field. Blomqvist also had an off, rumoured to be a high speed roll, but he only dropped off the stage and unfortunately was unable to regain it before going OTL.

1980 SHELLSPORT LEAGUE (contd.)

The next competitive round of the 1980 league is the North Humberside Moonraker Rally on 12th/13th April, so let's have the same support as we had in the first round, and take the lead from Ilkley. Regs. for the event are now available from me so get your entries in quick.

During the past four years that the Shell League has been run, all the results were kept in order by our previous captain. I have now analysed all that information and come up with some interesting, albeit, useless facts:

During the last four years, 48 Trackrod members have represented the Club and of those 48 only 2 have competed in each of the four years, these are Ken Goodall and David Taylor.

Ken Goodall has scored the most points for the Club in those 4 years with myself 2nd (from the last 3 years) Alan Powell 3rd, Howard White 4th and David Taylor 5th. Nine members have scored in 3 of the 4 years and the rest 1 or 2.

It is a complete falacy that only the best drivers get in the team as on rallies there is generally a novice class, together with one for semi-experts as our performance on the Three Swans proves: top scores were Ian Gurnett/Jack Coulthard with 106.00 points but 2nd were John Stephenson/John Bowness with 97.5 points and they were novices, their high score resulting from a high placing in the novice class, had they won that class they would have scored more than Ian and Jack as scores are based on the number of starters in your class and your finishing position in that class. So the larger the class and the higher you finish, the more points you score.

John Renny
Team Captain

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TOCKWITH AUTOTEST - 24th FEBRUARY, 1980

With an entry of just 17 for this closed joint event, at the very popular Tockwith venue, things weren't looking too rosy and with the weather a bit on the bleak side it was surprising that the outcome was very successful. 16 tests were run and things flowed very smoothly all day, thanks being mainly due to the very few marshals that did turn up.

All 5 classes had the minimum entry of 3 so there was no need for amalgamation. In class 1 we had the youngest ever competitor putting many of our older members to shame, not by setting startling times but for his display of sheer enthusiasm. Mark Tierney has only been driving on a provisional licence for two weeks and had the guts to come out and compete on his first event against some of the Club's best competitors and I think he learned a lot from his days sport and enjoyed himself into the bargain! Class 2 was again hotly contested with Glen Cox, another new member having his first go, Richard Ineson will certainly have to keep an eye on him in future! Class 3 saw the first of the lady competitors, Sue Broadbelt having a go in a borrowed car and it is to be hoped that we can look forward to more of you ladies having a try in events. Class 4 was the largest class with 5 entries, and saw some more unfamiliar autotesters in Richard Dobney in his 1.8 Marina and doing very well, Brian Wainwright, Paul Glover and John Bean also having a try. Although Paul is seen annually on the Boxing Day event to win his annual 'pot' he obviously has a lot of potential, but Alan Powell was in his class and was obviously the man to beat. Class 5 saw Ron and Lindsay Mackinnon in their new (to them) Midget against very fair opposition in Paul Adelman.

After light liquid refreshment, we journeyed to Catterick, where despite being hustled by Air Force Police, we watched a marvellous stage where the sight of Toivonen completely sideways at very high speed and Mikkola and Vatanen dicing side by side neither giving an inch through one bend, with Vatanen having to give way at the next leeting Mikkola go through on the inside. Phew!! close stuff.

Brookes in the Andrews Sunbeam did not turn up to service at Catterick, and we later learned that he had crashed and retired.

At Catterick they were one and a half hours late, and we thus carried on to Cropton, where we missed the front runners, as they were now only half an hour late - a moral there somewhere, perhaps!

A little fed up, we moved on to Scarborough where breakfast was being taken at the ubiquitous Corner Cafe.

The computer gave out the stage times to date, twenty eight in all, in seeding order. No problem, except it had not totalled them. Such is progress.

After a mouth-watering(?) breakfast cooked by chef Mantle at Olivers Mount, we journeyed up to the top hairpin, for what was to be the highlight of the rally. A sea 'fret' had obliterated the view of the sea, but this did not seem to bother anyone.

To watch Mikkola and Vatanen was good, the cars obviously handling well on 10" wheels and Racers, with beautiful crisp sounding engines, but Toivonen was pure magic, controlling the car beautifully, Uncle Albert who, to press, had looked out of sorts, seemed to be getting it together, but went out a short time later in the forests with engine failure again - shades of Galway?

With the second run being run with the first at 30 second intervals, and coming through the hairpin twice on each run, it started to get exciting with three or four cars arriving at once. Charlie Payne half spun and rather than stop drove up and over the banking shifting the spectators in the process. Mark Desort overcooked it, and only a brilliant piece of driving averted an accident with car No. 69 and on the next three laps, he got it right and looked very impressive. There were innumerable other incidents, but too many to remember. All in all one of the best stages ever.

Now the difficult bit began, trying to get to Dalby. Firstly, we avoided a six mile queue into Wykeham and then a five or six mile queue into Dalby. We avoided this by going into the forest via the service area at the Fire Tower and continuing down the Forest Drive, to Dalby 3. Here, we watched the sadly depleted entry through a hairpin left followed by a left hand kink.

Between Olivers Mount and Dalby apart from Clark, Toivonen had retired after crashing, Elsmore had retired when his car caught fire and burned out, Kaby had retired with problems unknown. At this point, Willie Rutherford, waiting for his new Mazda Montrose, was driving the rally of his life in the ex-team Total Escort HHJ 703N, in 3rd place having been in 1st place at one time. However, between Dalby and the finish he had an accident and electrical failure which dropped him further down the field. Thus the Mintex finished predictably with Mikkola 1st and Vatanen 2nd. The top ten results are as follows: 1. Mikkola 234.54 2. Vatanen 236.25 3. McRae 242.21 4. Brise 244.27 5. Dawson 247.40 6. Hill 251.56 7. Carter 252.20 8. Rutherford 252.48 9. Clarke 253.01 10. Fielding 255.52

Trackrod results Charlie Payne 14th overall - Mark Desort 22nd overall
Chris Lord with Frank Stuart-Brown 11th overall

An event that we really enjoyed watching, but I was glad to see a bed again on Saturday.

HUGH MANTLE

Tockwith Autotest contd.

The tests started off being relatively easy, having in mind the new members but the wash-out kid alias Bob Stoker struck on the very first test probably due to his over enthusiasm and new LSD. By the lunch halt, things were very close in most classes, Graeme Bradford was leading class 1 from Ian Burns and Graeme's arch rival, Richard Ineson was leading class 2 from David Sowman, Paul Woodford was just holding Bob Stoker at bay in class 2 and Alan Powell had a handsome lead over Richard Dobney in class 3 whilst Paul Adelman had a bare 2 seconds in hand over Ron Mackinnon.

In the afternoon things started to hop up with an evil test 11 and 15, although it only caught out two people, one of which very nearly lost his class position because of this error.

By the end of the day it was obvious a Mini was going to take FTD, but which one??? Graeme and Richard had been tussling all day but eventually FTD went in favour of the Editorial GT (now very tired). Graeme settled for 1st in class and 3rd overall, and Paul Woodford won class 3. Alan took an expected victory in class 4, although Richard Dobney put up a very worthy performance in a very unsuitable car and proved that it can be fun in anything!! One also wonders how close Paul Glover would have been had he not still been dreaming about Mikkola!!!!???? Class 5 was a real cliff-hanger of a finish as Ron Mack lost all his brake fluid when a pad fell out. despite this setback Ron just snatched victory from Paul Adelman.

Honours for the day though, must go to Mark Tierney with his valiant effort only resulting in one washout all day!!

Lindsay Mackinnon managed to keep Sue Broadbelt at bay, but only just, and with a little encouragement I think we could get a good ladies autotest battle going on future events.

My thanks again to those marshals who did turn up to help out and I shall look forward to organising another event in the not too distant future.

John C. D. Renny

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PHOTO PAGE

1978 RIDINGS RALLY - CHRIS + MARTIN MILLER AT CASTLE HOWARD - THEY WON THE "QUIETEST CAR" AWARD!



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