

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

119 September 1980



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TRACKROD MAGAZINE.

SEPTEMBER 1980

No. 119

EDITORIAL

It seems like yesterday that I picked up my freshly 'sharpened' pen to start on the October 1979 issue of Trackrod magazine and here I am, twelve months later heaving a sigh of relief that this is the last (I'm sure I heard a cheer)! - for a while anyway! Those longer standing members amongst you will recall that it was 1974/75 when I first picked up the Editorial pen and I seem to have been unable to put it down for long periods ever since!! that is until now.

I have no doubt that my successor, Richard Moran, will have some fresh ideas on intimidating you members, if you don't give him the encouragement he needs. Please continue to provide written material, however small, it all helps and it is the only place where you can contact all our members!

Whilst on the subject of contributors I would like to thank all those of you who have done so during the last twelve months and as there are so few of them I shall name them:- Vince Fletcher, John Renny, John Westmoreland, Ronnie Moore, Nick Leuchars, John Richardson, Derek Lee, Mike Robson, Alan Powell, Mr. J. F. Midgeley, 'A dissatisfied member', A.N. Other, Ron Mackinnon and Lindsay Mackinnon. From that list, one name is missing, that of Julie Thompson, without her help every month, mine and other longhand scripts would not be transposed into legible type that you can all read - to her goes an extra special thankyou. (Uhh how embarrassing)*JCT} Your new Ed Richard Moran, tells me that he also will have no problems in the typing department, so things look set for a successful year ahead - It's his first term on Committee and for a relatively new member to take on the task of Editor shows a degree of enthusiasm that should be applauded - let's hope many of you can emulate this in the coming months.

So as I sink lower in my chair I bid you all an Editorial farewell and hope to maintain contact with you all at clubnights and competitive events!!

Richard F. Ineson

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ON THE OVER

A selection of photographs from the Susan Wilding Photographics Single Venue Stage Rally at Bramham Park back in March. The photos were taken by our member Chris English.

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FUTURE EVENTS (COMPETITIVE)

6th/7th September, 1980

62 Car Club Sunrise Rally, regs should be out by the time you read this. Trackrod are co-promoting.

7th September, 1980

Slaithwaite M.C. Restricted autotest details not yet known.

14th September, 1980

High Moor M.C. ANCC Autotest regs out.

Future Events contd.

27th September, 1980

David Brown MSC Elcar Trophy Rally,
HMSG event see Nick Leuchars for
details.

21st September, 1980

Lindholme M.S.C. Norking Alcan Rally
starting from Doncaster race course
at 08.31 (111/593030)

27th September, 1980

Tour of Cumbria Stages Rally,

28th September, 1980

Bridlington M.C. Single Venue stage
rally see Nick Leuchars for details.

4th/5th October, 1980

Tour of Mull, Say no more.

5th October, 1980

North Humberside M.C. Crystal Stages
Rally, HMSG event see Nick Leuchars
for details if you aren't going to
Mull.

12th October, 1980

Ripon MSC ANCC/Shell League P.C.T.
regs. from John Renny in due course
team of five please.

19th October, 1980

Wakefield & DMSC ANCC/Shell League
autotest.

25th October, 1980

Trackrod M.C. Crest Forest Stages
Rally, do not go away on this day, you
will be needed. 1980 ESSO/BTRDA
Championship final round.

26th October, 1980

North Humberside M.C. ANCC Autotest.

25th/26th October, 1980

Postel Highwayman Rally, Maps 92, 99
and 104. ANCC event.

1st/2nd November, 1980

Alwoodley M.C. Pennine Rally, ANCC
event.

2nd November, 1980

Trackrod M.C. Closed joint autotest.

9th November, 1980

Matlock & D.M.C. ANCC Autotest.

XXXXX ----- XXXXX ----- XXXXX ----- XXXXX

FUTURE EVENTS (SOCIAL)

2nd September, 1980

Square & Compass North Rigton.

9th September, 1980

The Beehive, Thorner.

16th September, 1980

Duke of Wellington, East Keswick.

23rd September, 1980

The Castle, Spofforth.

30th September, 1980

Shoulder of Mutton, Kirkby Overblow.

Future Events (Social) contd.

1st - 6th October, 1980

Every evening at the Glenforsa Hotel,
Salen, MULL.

7th October, 1980

Square & Compass, North Rigton.

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ANNUAL GENERAL MEETING 5th August, 1980

The meeting kicked off on a bit of a 'downer' - barely a quorum (20) to enable things to proceed - at 8.07 pm there were 22 members present - tremendous!!

Secondly we were short of a nomination for Club Secretary - what a state of affairs.. Eventually after some long silences Peter Silberberg 'offered' his services, the other two officers remain as before, Richard Spurdens (Treasurer) and Roderick Parkin (Chairman) - To these two individuals we should all be grateful - they are again providing the necessary continuity on our Committee. The remaining 7 Committee positions were filled automatically by the 7 persons nominated, Ronnie Moore, Derek Lee, Frank Stuart-Brown, Sue Broadbelt, Mick Ogden, John Mason and Richard Moran.

There being no resolutions before the meeting 'Any Other Business' consisted of much discussion on the general apathy that is undermining our sport at present and with a promise from our Chairman that all avenues would be explored the meeting closed.

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YORK MOTOR CLUB SHELL LEAGUE AUTOTEST ROUND 7

A fine day greeted competitors for the 7th round of the Shell League at Ricall airfield near York and Trackrod had a good strong team out, consisting of Richard Ineson, Ron Mackinnon, Graeme Bradford, Derek Lee and myself. Mark Tierney was also present having a go and getting some useful practice against what was to turn out as very tough opposition.

Class one was very closely contested and unfortunately Graeme was to have an off day and by half way was down in fifth place, most unusual for him. Richard was also suffering from the same complaint and found himself in third place, Derek was trying his best to get to grips with his newly purchased Escort Estate and was finding it a bit of a hand full. Whilst I was fending off Chris Cotton which was a pleasant change and found myself 20 seconds in front at halfway. Ronnie Mac found B. Long going very quick and also D. Haigh and was in third place position which was to remain that way to the end. Graeme Richard and Derek fought hard through to the end and picked up places, Graeme finishing 4th, Richard 2nd and Derek 8th, but the pressure got the better of me and after a protest by a fellow competitor I finished with 2 washouts and 4th in class which showed the level of competition as in previous round I have had 60 seconds between me and 3rd place and Chris Cotton has had 60 seconds on me.

Unfortunately the day was slightly marred by protests at the end against Selby using three in one car after the organisers had accepted the entry in good faith and one would have hoped that the rest of the clubs could have also.

Anyway an enjoyable day was had and my thanks to those few members that turned out on the day to support the club in what is now a very strongly contested Championship with 21 clubs in the region having scored.

Shell League utotest contd.

G. Bradford	4th from 10	70.00
R. Ineson	2nd from 8	85.00
D. Lee	8th from 14	52.90
J. Renny	4th from 14	81.40
R. Mackinnon	3rd from 5	50.00
	3rd on the day from 11	339.30

Overall Positions

1. Ilkley	2644.80
2. York	2011.50
3. Trackrod	1859.40
4. Slaithwaite	1805.60
5. Y.S.C.C.	1716.00
6. Wakefield	1504.90

The NEXT EVENT IS WAKEFIELD AUTOTEST ON SUNDAY 19TH OCTOBER. Make a note in your diary and let's have more support. Also all you budding Roger Clarks the final round is SLAITHWAITE'S STAGES RALLY ON 9TH NOVEMBER so let's have plenty of entries and if any one needs a navigator please contact me any club night.

Team Captain
John Renny

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TRACKROD CLOSED CO-PROMOTED LADIES AUTOTEST
12th August, 1980

Eight entries were received for our annual ladies evening autotest and this year the Fox and Grapes was the selected venue. We looked forward to a smoothly run event so as not to unduly hassle the ladies, but it all went wrong on the night - well nearly all. The venue had been double booked - the track at the rear of the Fox and Grapes being 'occupied' in part by a group of 'travelling people' better known by some as 'Gypoos' who were not at all keen on the idea of having 8 lady drivers twirling round pylons in close proximity to their grubby little offsprings.

Some quick thinking and subsequent talking by organisers transferred the action part of the event to Tockwith - the course being set up whilst the cars/competitors were scrutineered/signed on at the Fox and Grapes.

Things finally got underway approx $\frac{1}{2}$ hour late but we still managed to give the ladies 3 runs at the five tests which must have been one of the bargains of the year for a £2.00 entry fee.

Pat Murray from Ilkley & D.M.C. did all the winning overall but was closely followed by Janet Kitching from the same club who had to settle for a class win. The FWD class was won by our own Sue Broadbelt in her Fiasco - sorry Fiesta, which had a hiccup during the event with a major overheating problem which was resolved by all the all too willing male chauvinist onlookers!

Our other entry, Vicky Spurdons tried her damndest to catch Janet Kitching but one or two pylons interrupted her progress and despite her very spirited performance she finished some 16 seconds in arrears but still 2nd

Ladies Autotest contd.

in class.

The event finished with the chaps joining in a 10p thrash job which was won by Mr. Ruston in his 'W' reg. Golf GTI - he was so taken aback that he entered the Wharfedale P.C.T. on the 17th.

Finally results were announced and awards presented at the Barleycorn at Collingham - we certainly weren't returning to the Fox & Grapes after their earlier total disinterest in our venue predicament that they had caused.

Ron Mackinnon
Richard Ineson

MM
WW

TRACKROD'S WHARFEDALE TROPHY A.N.C.C. PRODUCTION CAR TRIAL
SUNDAY 17TH AUGUST, 1980

Twenty one entries were received for our annual contribution to the A.N.C.C. P.C.T. Championship, held again at Stump Cross, Pateley Bridge and this year run in conjunction with the Trackrod lunchtime picnic.

As befits a proposed largish picnic the day dawned with pouring rain (the Saturday had been glorious for setting up the tests)! which, it seemed ruled out the picnic and probably the P.C.T. as well!! However, things got moving at the allotted time of 11.00 am and not surprisingly after the first round of the 5 tests they had to be altered as traction was distinctly lacking on the approaches to a couple of the tests.

Things settled into a smooth routine with the regular A.N.C.C. contenders giving a demonstration of just how to make a car climb a greasy hill. Harry Treganza (Mexico) Richard Clark (HRG) Ken Waddington (Fiat 127) all enjoying varying degrees of success and often being beaten by our own men Ronnie Moore and Graeme Bradford.

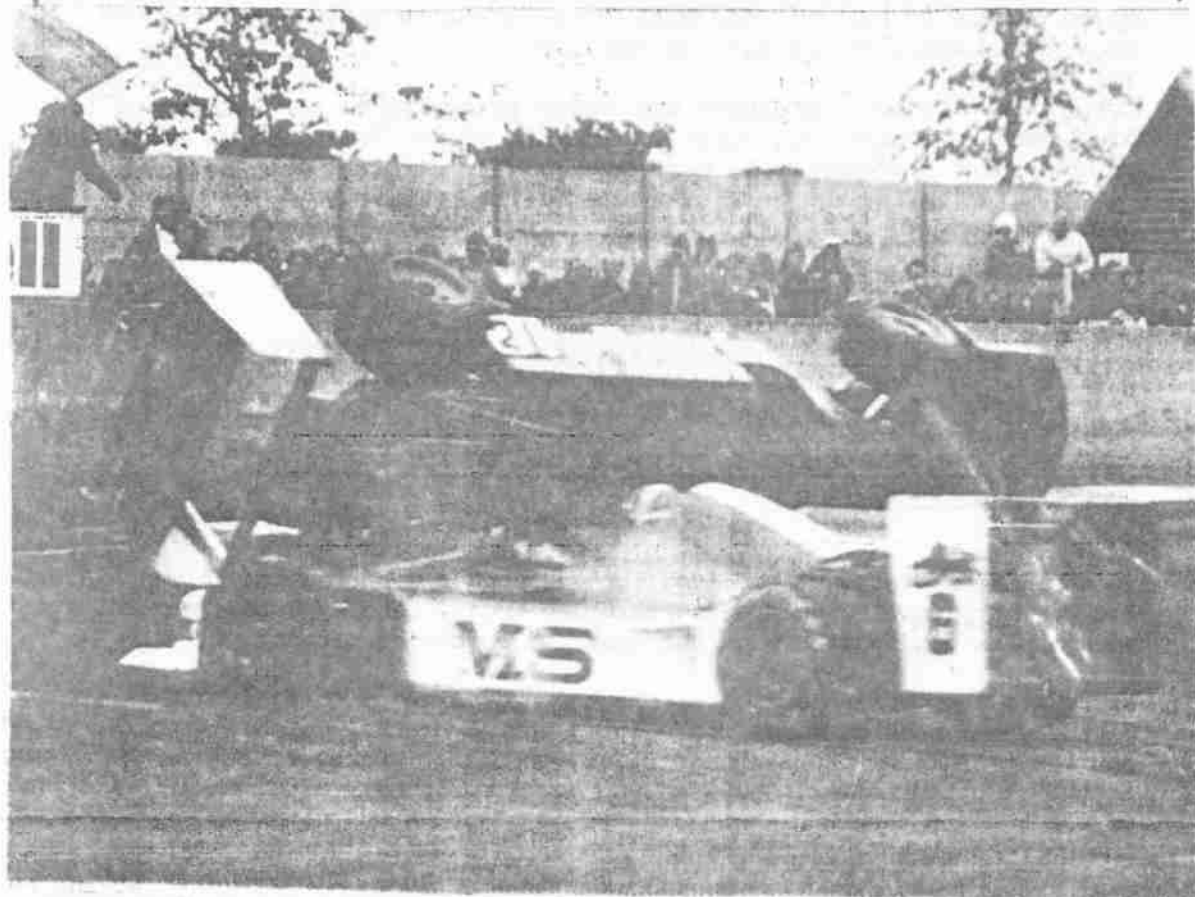
After 15 tests it was lunchtime and a fair old number of Trackrod members had appeared to join in the lunchtime bunfight, but whilst it had stopped raining, the temperature and wind, were not exactly conducive to spreading out one's lunch on a blanket, however, much intermingling of sandwiches and stories took place and just as we had all finished and prepared to re-commence the competition, - yes, the sun came out!!!

A further 15 tests were run in the afternoon making a total of 30, which was considered excellent after a decidedly 'WET' start to the day and at 4.00 pm the crowds that had gathered to witness the antics of the competitors drifted away as the event came to a close.

The results, announced a short time after the last card was handed in showed that, on Index of Performance, the winner was Ken Waddington, who, after a 'suitable' period for protests, was presented with the Wharfedale Trophy by Sec. of Meeting John Richardson. Mr. Waddington thanked us very much for the event which, he said, had caused some damage due to the roughness of the venue and felt a better site should be found for 1981!! - a real kick in the teeth from Mr. W. after all our hard work - if he finds us the venue, we'll use it!!! It's interesting that none of the other competitors said it was a rough event and all said they had enjoyed it. In all, two

PHOTO PAGE

↓ A PAIR OF MATING F2 MARCHES HEADING FOR THE DONNINGTON SAND.



↓ JOCH KLIENT, ASCONA 400, - PORTUGAL 1980



PHOTOS COURTESY OF AUTOSPORT.

Wharfedale P.C.T. contd.

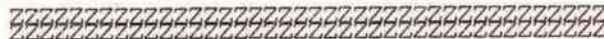
complaints were received about the event - both from Ken Waddington!

Other results showed that the top four places were covered by only 2.03% which reflects the standard of competition.

<u>Results</u>		<u>Marks lost</u>	<u>INDEX</u>
1st overall	Ken Waddington	113	83.33%
1st class 1.	David Potter	125	92.18%
1st class 2.	Peter Houghton	119	84.75%
2nd class 2.	Graeme Bradford	145	103.27%
1st class 3.	Harry Treganza	125	84.68%
3rd class 3.	Ronnie Moore	144	97.56%
7th class 3.	Richard Moran	208	140.92%
1st class 4.	Richard Clark	105	94.76%
1st class 5.	Philip Turner	136	94.70%

Best Trackrod: Ronnie Moore (Just).

Richard Ineson
John Richardson



THE NEW SEC'S PIECE

This is the first edition of the Concrete Mixers Gazette, or was it the Jewish Chronicle, or was it something to do with cars?

I am your new, super efficient, deluxe model Secretary, (or something like that). I have been out of the club scene now for some time, but have been thrown back into it with vengeance (Thanks Rod)!! I hope that I can take an active role in whatever Trackrod/Trackrod members are doing or plan to do and justify my existence as Secretary. At this point may I take the opportunity to thank my predecessors, Mr. & Mrs. R. Mackinnon for all the hard work and dedication that they have put into the job and I am sure that all the Trackrod club members will join with me in wishing them all the best for the future.

John Westmoreland is still compiling his Marshalls Register and up to press has had one phone call, from someone who shall remain nameless, offering assistance and wishing to put their name forward. So come on all you would be marshalls, experienced watch grapplers and people of disrepute who go wandering in the dead of night, come forward and register. I would have thought that this was particularly important, especially with the R.A.C. being so near and I believe the stage Trackrod is handling is a non-spectator stage so only marshalls will get a look in.

September looks like being a reasonably busy and interesting month. Firstly there is the 62 Car Club's Sunrise Rally which Trackrod is co-promoting, then there is the Elcar and the Norking Alcan Stage rallies, not forgetting

Sec's Piece contd.

the Slaithwaite M.C. and High Moor Autotests.

It is hoped that we will be publishing a special edition of the magazine for Trackrod's 10th Anniversary with the October issue, so contributions of past memories about almost anything to do with the club will be most welcome, in fact I insist you put pen to paper.

Well that's all for now folks, so if I can be of any assistance to anybody please phone or write or send a telegram or let off a flare, I'll be only too pleased to help where and whenever I can.

Peter M. Silberberg
Hon. Secretary

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THE ECONOMY RUN

Tuesday 29th July saw 13 crews turn up at Leaffield Filling Station, Yeadon for the start of this year's Economy Run.

Signing on started at 7.00 p.m. and finished at 8.00 p.m. with Graeme Bradford and Richard Ineson making it just in time.

After signing on crews received a route card with directions to get from the filling station around the 29 mile route. From Leaffield it went up to JCT 600 and turned left up to Yeadon Airport, down Pool Bank and into Otley. From Otley they went to Menston, turning right at the Hare & Hounds and over the moors passed Dick Hudsons and through Morton, then left on A650 to Bingley, left in Bingley to take them over Eldwick and Baildon moor and down into Guiseley and then a short run back to the garage.

The first two crews were back in just over an hour, Alan Lilley and Garry Price in Mini 1275GT and Jayne Moulson and S. Moulson Mini 1000. Unfortunately as the results show it seems that these two crews were fighting to see who could be the fastest round, not the most economical.

The antics of John Renny and Paul Glover in the Fiesta, at the finish to try and reduce their fuel consumption ended up on the garage forecourt with a splash back.

Best performance was by Ron and Lindsay Mackinnon in the Bowater Scott sponsored Cortina 1600 (it is rumoured that a team of Andrex Puppies pulled them round half the route).

At 9.45 pm I had completed all the individual results but one, which was Graeme Bradford and Richard Ineson Mini 1000 who were seen pushing their car out of the garage at the start. I hoped that they were not still pushing as the garage was due to close at 10.00 pm, then with 5 minutes to spare in they rolled. Tank full and results finished and a quick dash to the Station pub to announce the results which were as follows:-

1st	R. & L. Mackinnon	235.02%
2nd	R. Moore	147.7%
3rd	J. Westmoreland	128.6%

Economy Run contd.

4th	G. Bradford	125.11%
5th	P. Walton	123.9%
6th	V. Spurdens	116.26%
7th	M. Tierney	115.03%
8th	S. Sanderson	110.7%
9th	J. Renny	103.73%
10th	H. Mantle	92.71%
11th	M. Robson	91.27%
12th	J. Moulson	88.19%
13th	A. Lilley	87.88%

The winning crew Ron and Lindsay received a bottle of Champagne from the landlord Mr. R. Medley while the last placed crew of Alan Lilley and Garry Price received a large can of beer also from Mr. Medley.

The event was enjoyed by all the crews and for the less enthusiastic of our members the Station and its beer seemed to be enjoyed.

Many thanks to everyone.

Derck Lee

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Letter to the Editor from our Middle East Correspondent

Dear Richard,

Well, I said I'd write and tell you about the motoring scene out here, and I've finally got round to it. I am still getting the Club mag. sent out here, and it makes interesting reading. As always, you seem to be short of active members for PCT's and autotests but there are plenty of emerging rally men.

Sounds just like Kuwait. There is a motor sports club here, but it only runs rallies as the Kuwaitis can't see the point of doing anything other than blasting flat out round the desert! The club runs 4 or 5 one day stage rallies each year, which ususally consists of one 20 kilometre stage run 5 times. There are no arrows, just road books and passage controls. It's all very basic, but they do seem to enjoy themselves. The desert tracks are not closed, of course, so the cars have to contend with sheep, goats, camels, lorries, buses etc. but apart from the odd roll there are few accidents.

Back in March we had the Rothmans International Rally. I was offered a works ride as navigator in a Toyota Celica, driven by a Kuwaiti, however, as I would have needed a week off work to practice, it was not on. (he did not finish anyway). Navigation was very tough, as the desert is a pretty featureless place, one track looking much like another. The road book was good, but had such directions as '26 kms, turn left at dead camel' and 'quiet through Bedouin Camp' Practice was essential, and to help things along, some crews took to spraying bushes, oil cans, dead donkeys etc. different colours to indicate which side of them they should pass!! Most of the event was held at night, so a missed junction was serious. The desert tracks are generally firm, but do rut badly. It calls for a definite

CALDERFORD TROPHY RALLY26th/27th JULY 1980

On Saturday 26th July, Wakefield & District Motor Sports Club, ran their annual Calderford Trophy Rally on maps 94,99,100,105,106. The start was at the Mercury Motor Inn, Garforth.

Only four Trackrod crews turned out for this the 9th Round of the Motoring News Championship. They were, Ian Gurnett/Jack Coulthard at 23, Tom Whittaker/Derek Lee at 59, Roger Jackson/Roger Close at 109 & Gez Waters/Vince Fletcher at 125.

Crews were given 1 hour to plot the route of 19 Selectives, 26 Time Controls & 31 Passage Controls/Standing Give Way's. (Yes 31!!)

The run out was up the A1 & A64 to Tadcaster. Selective 1 started just outside Tadcaster on the road to Wighill, up to the church & left, then right by Thorpe Arch Trading Estate, straight up passed Tochwith Airfield to finish at the next crossroads. (Fastest- Jones/Watts TR7) A long Neutral section through Cattel & right at Whixley to Sel. 2 which took in the back road round Little Ouseburn & Great Ouseburn to finish short of Aldwark Bridge. (Gwynne/Felloww Chevette) Two short sections took in Youlton Moor & Thelthorpe Moor. Followed by a long Sel. 5 north of Easingwold down the long straight over Yearsley Moor round a junction triangle & round Grimston Moor. (Cooper/Staker TR7) to Sel. 6 which looped round to finish just short of Hovingham. (Gwynne/Fellows & Cooper/Staker) Sel. 7 started just of the brown road north of Hovingham, & was competitive through Nunnington and up to Welburn finishing near Wombelton. (Cooper/Staker) A short Sel. 8 passing Wombelton Grange & up to the A170. The route then turned right at the edge of Helmsley. A damage check was given about a mile up the road, before Sel. 9 took in Cockayne loop, which finished at 100/658927. (Beecroft/Millington Sunbeam - on these two) Followed by Sel. 10 SW of Fadmoor, which was a short burst down to the dry ford at 678855½, then left to finish by the A170. (Farrar/Jones Fiat 131) So endeth the first half & to Wrelton to fill up.

Positions at halfway were:-

1. Beecroft,	2. Briant,	3. Morton,			
	13.19	14.05	14.35		
4. Hill,	5. Caddy,	6. Cooper,	7. Bloxham,	8. Watkins,	9. Boyes,
14.47	14.57	15.12	15.50	16.17	18.04
10. Wilson.					
18.14					

Trackrod crews:- Jackson 20, Whittaker 28, Waters 49 & unfortunatley for Ian Gurnett the Gremlins attacked his car & he had to retire (Good luck next time).

Second half began with Sel. 11 starting about 1 mile north of Wrelton, round a couple of tight 90's to Cawthorpe, then right & up towards Cropton Forest finishing at 94/797920. (Beecroft/Millington) Neutral through Stape to the long Sel. 12, starting at the Cropton Forest toll going north, round the hairpins ½ mile in, down the rough white over Rutmoor Beck, up over Wheeldale Moor & down to the hairpins at 94/801992, where Whittaker/Lee took a slight excursion straight on at the first one due to the road being wet. This just after we had passed the car in front! We managed to slither out backwards & catch up to him again. Then upto Key Green & Hollins & down to finish at 821005. (Beecroft/Millington) Also with trouble on this section was Roger Jackson/Roger Close who spent 15mins. trying to find an electrical fault, which rectified itself as mysteriously as it had appeared. This also happened later & caused them to be OTL at a couple of TC's.

However this was followed by a short section Sel. 13, down through the 90's & under the bridge at Moorgate to the A169. (Briant/Parker Sunbeam)

CALDERFORD contd.

Then a long neutral down the A169 to Pickering and back to Wrelton for more petrol if required, before starting Sel. 14 SW of Middleton, round High Carr & straight down through Great Barugh to finish halfway down the white above Appleton-le-Street. (Popperwell/Millane Avenger) This was followed by the usual run down Castle Howard straight for Sel. 15, but with a difference, the route turned right at the first cross-roads & through Shaw Wood to the junction before Ganthorpe. (Cooper/Staker) Sel. 16 was after Ganthorpe going SE to junction then left to pick up the last section of Castle Howard down the twists to the A64 at 100/721654. (Watkins/Leuchars RS 2000)

So to the last three selectives, 17 starting after Kirkham & with 4 Passage controls to visit, the route went first up to the hairpin right junction at 785678, then down passed Westow Grange & left near Leppington to finish right on the edge of the map between grid lines 76&77. Sel. 18 started after Barthorpe Bottoms with 3 map changes around Thixendale to finish at the A166. On the other side was Sel. 19 which had 5 PC's in it, two of which were 50 meters apart, this went round Millington Pastures, north of Millington & round to 805½505 & finish. (Watkins/Leuchars on all three)

A steady drive through Pocklington, Barmby Moor & Wilberfoss on A1079 to MTC 4 in a layby just before the York bypass. Then a long drive back to the Mercury for breakfast & results.

The event & route were very good, but the weather did not compliment it, with mist early on turning to thick fog. Which contributed to a lot of carnage, with only 52 of the 90 starters finishing. In the top ten the first to go was Neil Jones/Peter Watts on Sel. 2, followed by Mike Patterson/Dave Taylor who exposed the underside of their RS 2000 to the sky on a 45' right junction. Then Mike Hutchinson/Nigel Harris blew their new engine on Sel. 5. Bill Gwynne/Steve Fellows were the last of the top ten to go when a propshaft bearing broke.

Trackrod lost only Ian Gurnett/Jack Coulthard. Tom Whittaker/Derek Lee had no problems besides their slight excursion & a wrong slot over Thixendale. Roger Jackson/Roger Close managed to keep the car going after their electrical fault cured. Gez Waters/Vince Fletcher ended up in a farm yard in convoy with three other cars, the car in front decided to reshape Gez's front wing as he reversed out. But surprise, surprise - Mick Watkins/Nick Leuchars had a trouble free run & were placed 1st Overall, which caused a bit of a conflict from the top boys.

However everything stood & Mick & Nick were declared winners, 10 secs. in front of Ron Beecroft/John Millington.

Results :-

1. Watkins/Leuchars	- 36.43,	2. Beecroft/Millington	- 36.53
3. Briant/Parker	- 39.22,	4. Hill/Jones	- 40.47
5. Caddy/Kirkham	- 41.23,	6. Popperwell/Millane	- 42.12
7. Bloxham/Harper	- 44.40,	8. Smalley/Kemp	- 45.00
9. Harrison/Meadows	- 45.11,	10. Wilson/Wilson	- 45.13

Trackrod :-

22. Whittaker/Lee	- 58.22-1F	(16th in Class)
42. Jackson/Close	- 72.08-4F	(8th in Class)
41. Waters/Fletcher	- 67.39-4F	(7th in Class)

This event was well organised, well marshalled & enjoyed by all the competitors who will be looking forward to next year.

Derek Lee.