

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

No. 133

NOVEMBER 1981

EDITORIAL

The past month has seen plenty of activity on all fronts - social, road and stage rallying, autotests and even indoor rallying. You'll be able to read all about each activity in this month's issue, and when you have, pause to reflect a little. Which other club can cater for so many tastes? For so little cost? So get your fivers to Mick Ogden, and roll on 1982!

On a personal level, the highlight of the past month, nay, past year, must be our visit to the Isle of Mull. This year's was one of the best yet, for many reasons. The rally, in its new, extended format, was a winner for the competitor, and a real test of man and machine! The social side, well, the Sunday night (and Monday morning) was the experience of a lifetime. Say no more. The welcome extended by the Islanders was warm and bountiful - who else would build a shelter for a service crew, supply milk, coal, cut wood, and even supply their daughter - all for the use of a rally team? (Allreet Ann?)

Don't forget our TRACKROD bonfire on FRIDAY 6TH NOVEMBER, at THE CROWN, BOSTON SPA. Please give me a ring (the number's 611132 to save you looking) if you have any wood to be collected on the Friday.

On a final note, you may notice one or two "In" or "Private" jokes in this issue of the magazine. In advance may I offer an apology to the below-named, in the hope that litigation doesn't follow:-

Messrs. Kitchen, Latimer, Gomersall, Hunn(s), Waters, Gwynne and Beacroft.

John Bean
Editor

COVER PICTURE

A bang-up-to-date shot of Gez Waters/John Bean on this year's Tour of Mull, "letting it all hang out" on a left-hand hairpin.

CHAIRMAN'S CHAT

What a busy month! Mull was its usual excellent self (apart from the weather!) this year run on Friday night, Saturday afternoon and again Saturday night. Niel MacKinnen was the local, popular winner for the second time, snatching victory on the last competitive section. The champagne breakfast at the Glenforsa on Monday morning (4.30 a.m.!) went down extremely well!

Our National Stage Rally ran extremely well, I can now get back to normal, whatever that is! Roll on the RAC!

Have you got your RAFFLE TICKETS YET! - better still sell some for us - see any committee member. We shall buy a Generator for those dark nights with the proceeds.

Rod Parkin

RAWLINGS FRUIT JUICES NORTH RIDING STAGES RALLY - OCTOBER 24TH

Hopefully, you will read a detailed report of our stage rally elsewhere in this or the next magazine, but I would like to take the opportunity to thank everyone who helped, in any way, to make the rally the tremendous success it was.

Minor problems on the day (such as landowners who had already given permission, deciding to block a stage, and competitors who seemed determined to emulate the landowner with their own rally cars!) were quickly sorted out. Several of you probably saw little or nothing of the competitive sections and it is to you that extra thanks must go, for without your and everyone else's support there would be no rally. Many thanks again - keep October 22/23rd free for next year's National North Riding Stages Rally.

Rod Parkin

RAC RALLY 21 -25 NOVEMBER 1981

Our stage this year is Boltby (surprise, surprise!) run from 'top to bottom' entrance and exit on Sneck Yale Bank as usual. Marshalls' meeting point is the exit ref (100/502872) 4 p.m. MONDAY 23RD NOVEMBER - enter stage by 4.15 p.m. AT THE LATEST - remember there is no parking at the start/exit, so you will be taken into the stage - latecomers will probably not get in. Please remember to bring a torch, fire extinguisher, warm clothing etc.

The MARSHALS' MEETING is on the previous Tuesday (17th November) at the Crown, Boston Spa.

This year YORKSHIRE is producing its own BADGES AND BARS - see Sue Broadbent for full details.

Marshals please give their names to NIGEL DRAYTON (Chief Marshal) who will appoint SECTOR MARSHALS to control the various sections.

John Richardson (Stage Committee)
Rod Parkin (Deputy Stage Committee)

FUTURE EVENTS

Special Diary

- 6.11.81 (Friday) TRACKROD BONFIRE, Crown Hotel, Boston Spa.
Pie and Peas, Firework Display etc. etc. Bring
the kids, lighting-up 7.30 p.m.
- 10.11.81 Rothman's Film Night, Peacock Hotel, Yeadon.
- 17.11.81 Film Show and RAC MARSHALS' MEETING, Crown Hotel,
Boston Spa.
- 24.11.81 2nd Round of the Indoor Rally Championship,
Crown Hotel, Boston Spa.
- 1.12.81 Noggin, Square and Compass, North Rigton.
- 8.12.81 Scalextric night, Crown Hotel, Boston Spa .
- 18.12.81 (Friday) TRACKROD XMAS PARTY, Peacock Hotel, Yeadon.

Competition Calendar

- 6/7.11.81 Preston Regardless Rally.
- 6/7.11.81 Kirby Lonsdale C/J Rally.
- 27/28.11.81 Hall Trophy Rally. Clitheroe & District Motor Club.
(ancc) Maps 98 and 103.
- 4/5.12.81 Snowdrop Rally, Airedale & Pennine Motor Club.
- " " " Beverly Motor Club Beaver Rally (Novice).
- " " " Tony Mason Rally - Morecambe Car Club.
- " " " Buller Stages - Kirby Lonsdale Motor Club.

RAWLINGS FRUIT JUICES NORTH RIDING STAGES RALLY - 24TH OCTOBER

Organising the stages rally starts as soon as the previous event has finished. Having received notification of our forestry allocation, we have to go and see Sandy Calder, the Forestry District Officer for formal agreement to our running the event.

When this is done, it is then up to the Clerks of the Course to design a route. Each part of the Forest has its own Forester in charge, and he has to be contacted when we have decided which bits of his forest we want to use. All this takes a great deal of time, and numerous visits to the Woods to check out our paper theories. When we have a near enough final route, we again have to have Forestry approval, and also get written permission from any other landowners whose land we cross or use, even if not competitively, and the National Parks Authority.

While the route is being designed, the other members of the organising team have their jobs to do. Rod looks after the printing and documentation and the finance, Martin supervises the route PR, with help from Phil Sykes, Ronnie Moore has to write to all the Clubs asking them to run stages for us, and also ordering trophies, Hugh Mantle gets his press machine rolling, and Vicki prepares her documentation ready to receive entries.

Six months before the event a route tracing has to go to the RAC, for authorisation, and by then the format of the event is near enough fixed. A start and finish venue has been found, this year at Southlands Hotel, and somewhere to have scrutineering and noise, and a halfway venue - Flamingoland.

Three months before the event, the pace starts hotting up. I have to prepare nearly 40 sets of stage plans, produce stage information sheets, work out ambulance meeting points, arrange medical cover, radios, and talk to the Fire Brigade and Ambulance Controllers to ensure they are on standby on the day.

The regulations have to be out at least 2 months prior to the event, and these have to be despatched by post.

One month before the event we hope to have all the route detail complete, and all route PR finished.

During this final month we have to make up all the competitors' packs, including a service route, and make up the various information packs for stage commanders, stewards, sponsor, and the press packs. By now, the entries are coming in steadily, and on the Sunday following the closing date, we have a Seeding meeting. This takes all day, and once the final list is complete, Julie Thompson and Vicki type up the entry list, which is then sent for photocopying. Finals, with an entry list must be posted by the Monday night. Wednesday night is the marshals' meeting, our last chance to brief everyone, and to double check that we haven't forgotten something - and we usually have.

At last Friday arrives, the day it is hopefully all going to start happening. The hotel is all ready for us, Mike Kent's wheatecroft garage is all ready, the car parks are marshalled, the route arrows are out, and the first competitor arrives, and everything takes its course, as planned with close of scrutineering at 21.00 hrs that night.

Saturday dawns, and it's cold, damp and misty. Noise and scrutineering open up again, and the competitors arrive in a nice steady stream, no queues.

Steve and Chris Sanderson were first away, VERY early; putting out route arrows, followed later by Ronnie Moore and John Rennie, who delivered the watches to each stage, and then checked that the stage arrowing was satisfactory. Next came our timekeeper, John Richardson, piloted by Steve Hazeldine in his Saab, checking that the timekeepers and watches were functioning correctly.

The last car round before the competition was Ian Gurnett in his Magnum, with the Clerk of the Course, at the First Stage - Harwood Dale. We gave our hotelier, Harry Dixon, a treat, by letting him ride round in the course car, at speed. When we got back to the start, all he could say, through his grin, was "amazing, fantastic", and later on, when we put it

sideways in that ditch, I didn't think we would get out again! (and sometimes we don't! ND)

Following the last competitor round was Barry Dove in the course closing car, Keith and George in the equipment collection van, and Dave and Derek collecting all the road arrows.

Everything went to plan on the day. Overnight rain had made the stages very slippery, and there were several offs, spins and bent motors by the end of the day, but fortunately, no serious injuries.

For a detailed report of the rallying, I suggest you read Motoring News, which gave us a full page spread this year. Thank you Motoring News. Results were declared by 19.30, and the prize-giving took place one hour later. Bill Dobie had won it again and very convincingly too.

That night seems to be the end of it, but not quite. Although the event is over, the organisers have to see all the foresters and landowners again, to ensure there are no problems, and deal with any damage or PR queries. Numerous thank-you letters have to be written, not to mention reports for magazines.

The event has been a success, well received by the competitors and the BTRDA officials, and we now know that it will be in the BTRDA Championship again next year.

On behalf of the organising team, I would like to thank all of you who have assisted in anyway with the running of the event. We are now a National Rally, nationally known and without your help and support we could not possibly run an event of this size. Thank you very much.

Nigel Drayton.

Round 7

Shell Sport League Report 1981

Round 7 was Ripon Motor Club's Autotest. Our team consisted of R. Ineson, K. Goodall, I. Reid, R. Moore and yours truly. The event was a multi-venue affair, which made the most of the sites available - the day running very smoothly. On one particular test in an old quarry, there were one or two heart-stopping moments coming in to the finish, as it was a flat in 3rd affair. Ken Goodall lost control and ended up sideways across the track, dropping 20 secs and a certain 2nd in class. R. Ineson took a 1st in class from D.R. Sowman after a close battle. Yours truly got pipped at the post by B.A. Kitchen after an excellent battle all day (Rumour has it, it was the beer that reaches parts others can't, that did it). Chris Cotton took 1st in class as per usual by a mere 39 secs. I lost out to Brian Kitchen by 0.8 of a sec. Ronnie Moore had a bad day, finishing 7th in class and I. Reid finished 4th in class. So with a 1st and two 3rds to count, we finish 3rd on the day, consolidating our position of 3rd overall.

Round 8

Two weeks later saw the Shell League circus move to York for round 8 at Raylors yard. Ronnie Moore, Richard Ineson and R. MacKinnon were present and, of course, yours truly, making up our team. As one can imagine, the tests at Raylors were very tight, in and out of piles of scaffold and the slightest mistake could result in bent body work, along with plus 10. Furthermore, the overall positions were going to be decided on an index performance, so anyone could win on the day. Richard started as he meant to go on, taking 4 fastest times, dropping only 0.3 sec to David (Autotest) Souman in the first round of 5 tests. Chris Cotton started the same way, only dropping 0.6 sec on one test to J.R. Brian Kitchen was on form again and a good battle for second place was to go on all day between us both. Ronnie Mac, However, was not quite so lucky, having a plus 10 on test 5, putting him in 4th place with everything to do and with Paul Addleman sharing his car. Ron really had his work cut out. After a long, hard day, our team pulled through, as did the weather, a fine drizzle falling at dinner-time looking ominous. Richard fought off all opposition to take 1st Overall. J.R. kept Brian Kitchen in 3rd place and Ronnie Mac stormed through to finish 2nd in class, only 3 secs down of D. Haigh. Ronnie Moore finding things a little tight for an estate, but still finished a very creditable 6th in class.

However, one of the main talking points of the day was the way Mr. Rushton in his W reg GT1 stuffed it into a wall, pushing the whole of his front end over 2 inches. Not to be deterred, however, he hitched it up to an escort and after a few good pulls had things straight enough to continue. That's determination!!

Anyway, Trackrod finished 2nd on the day to York, with Selby just 0.6 of a point behind, leaving Ilkley and YSCC to fight it out at the front.

Round 9

Sleithwaite Motor Club ran round 9, and had to move out to Barnsley to obtain a site. Although not very large, or smooth, they had tried to set out 5 tests in the space available, keeping the tests simple. They were unlucky, however, because Mr. Braithwaite turned up and stopped 3 tests, leaving only 2. Memories of Trackrod's June Jester floated back (1980). However, 15 tests were eventually completed.

R. Ineson, R. MacKinnon and J.R. were Trackrod's team. None of which could really muster much enthusiasm for the test. Richard had the flying milkman, Russ Swift, to contend with, brought in by Ilkley to keep YSCC at bay. Class 3 saw its usual 3 way battle livened up quite considerably when on the 4th test Chris Cotton got a bollard, giving J.R. a 9.6 sec lead, which was to ensure inspired driving from both on very uninspiring tests. J.R. was winning out on the very last test when Chris Cotton had 5.6 seconds to pull back, and in an effort to get them back, made a further mistake, leaving J.R. 9.6 seconds in front for the first time.

Ronnie Mac was however having an indifferent day, trying to keep with D. Haigh in his special and, eventually losing out to an error of over-enthusiasm and a suspect line fault, which put him last. Richard finished second, behind Russ, having tried everything to keep with him.

However, with a 1st in class and 2nd in class on the day we managed to stay 3rd overall in front of Selby.

Round 10

Round 10, organised by Wakefield Motor Club, was held the week-end of mull, so our team was a little down on strength, but we still managed to field a strong team with Richard Ineson, R. Moore and K. Goodall.

Richard took 1st in class yet again with a fine drive in what were rather bad weather conditions. R. Moore hit form right on cue to finish 2nd in class as Chris Cotton lost reverse gear early on in the event, but soldiered on to finish by pushing it backwards! (there's club spirit!) Whilst Ken Goodall still finding it hard to hit form again after such a long lay off, finished 5th in class, enabling us to finish 3rd on the day and 3rd overall again.

Final Scores

1st	YSCC	2446.9
2nd	Ilkley	2417.2
3rd	Trackrod	2060.5
4th	Selby	1845.7
5th	York	1707.4

Prize Presentation

The prize presentation, which was again held at the Wakefield Post House, was organised by Brian and Janet Kitchen and as usual was a great success and sell out.

YSCC again dominated things as they seemed to do at most events this year, and we finished in third place. I received a cheque for £124.00 to be put into the club funds.

I would, once more, like to thank on behalf of Trackrod all those who have attended any of the Shell League events, whether as a spectator or competitor, in doing a fine job and Hope I can rely on you all to support us again next year. I would also like to thank Shell in supporting what must now be one of the most hotly contested club championships in the country. So here's to next season and perhaps 1st overall.

Thanks again.

John Renny
Shell League Captain

N.B. The dates meeting will be held at the Richardson's Arms in Bradford at 8.15 p.m. on Wednesday, 4th November. If anyone wants to come along contact John Renny.

Wakefield D.M.C. Autotest

Sunday, 11th October, saw 42 entries but 36 starters for the final round of the Shell League. Since we were in third place, we needed a good team to keep our position, but there were only 3 entries from Trackrod. (YOU CAN'T ALL HAVE BEEN IN MULL). These were Richard Ineson

in class 2 with 3 starters out of 5 entries, Ronnie Moore (Escort Estate) in class 3 with 7 entries, and Ken Goodall (RS2000) in class 4 with 11 starters.

The start was at the Redbeck cafe with 2 tests set out and one other test site at the premises of Noxell UK Ltd on the Flanshaw Industrial estate, where 2 more tests were set out. The first car was away about 10.45 and the first test had one or two line faults missed by the marshals. One did the tests at the Redbeck Cafe and then to Noxell UK for the 2 tests there, but done twice, and then back to the Red Beck for 2 more tests, followed by lunch and halfway results.

On the morning tests, many cars had problems, such as Chris Cotton losing reverse gear, and having to push his car backwards, Ronnie Moore had a puncture on a front wheel halfway round test 4 and Ken Goodall was busy hitting pylons - 3 in all. Richard Ineson was having a battle for F.T.D. with the special of David Haigh. Halfway results were as follows:-

David Haigh	198.9
Richard Ineson	200.3
Ronnie Moore	2nd in class, 13 secs behind Adrian Tate.
Ken Goodall	7th in class

The restart was at 2 p.m. after a rather long break of 1½ hours. We started again at Red Beck Cafe with 2 tests and then onto Noxell UK Ltd. for 2 tests done twice and then back to the Red Beck Cafe for 2 more tests, done twice. Dave Haigh finally cracked under the strain and hit a pylon, which left Richard Ineson with F.T.D. Ronnie Moore hit one pylon and one line fault, but managed to keep 2nd in class. Ken Goodall did better in the afternoon and only hit one pylon and managed to pull back a couple of places.

Results were up fairly quickly and showed YSCC winning on the day, with Ilkley 2nd and Trackrod 3rd, which also were the final placings in the Shell League. Results were as follows:-

Richard Ineson F.T.D. 472.2

Class 1

1st	Carl Davis	517.8
2nd	Alan Murray	523.2

Class 2

1st	Dave Sowman	511.9
2nd	Alan Tindall	550.7

Class 3

1st	Adrian Tate	625.9
2nd	Ronnie Moore	643.6

Class 4

1st	Peter Carhart	587.3
2nd	George Oldfield	593.8
5th	Ken Goodall	639.3

Class 5

1st	David Haigh	494.2
2nd	Paul Adelman	511.7

A very good event but spoilt by a lot of waiting to do tests and a rather long lunch break. So let's have some support next year because it's about time we won the Shell League. So get your machines together and have a go next year.

Ronnie Moore

RAWLINGS FRUIT JUICES NORTH RIDING STAGES RALLY

I would just like to thank all the members who marshalled etc. on this event. Once again, it was a great success. This was only made possible by the members who turned out to marshal for us and a fine job you all did too. Once more, thank you from the organisers. Hope you will all do the same next year. Thank you.

Ronnie Moore
Chief Marshal

P.S. If anybody requires results for the event, they will be on the noticeboard, or give me a ring on Rawdon 507280.

HAIR TODAY, GONE TOMORROW

First off we mention a member, guess who?
On changing his image, said "I'll know what I'll do!"
I'll dye my hair yellow or maybe bright blue.
So he's off down to Chemist, then locked in the loo.

It says, leave it for 10 minutes,
No more or no less.
But poor member lies sleeping
And now it's a mess.

He looks at his hair
Thinking "I can't do a thing.
'Je suis un rocke star'
I just look like sting".

He walks into the front room
Where his family are cheery.
They all rub their eyes
As if they were weary.

Is this an illusion
Or maybe a dream.
Is Carl's hair really yellow,
Or violet or green?

His dad gets the car out
And off they all treck,
Down to All-night Boots Chemist
He acts off the spec.

A harmony tint
Is this fellows answer.
A light ash blond
Like a 'Legs and Co. dancer'.

It's settling down now.
It can't get any worse.
So this is the end
Of our hair raising verse.

By Boots the Chemist Staff.
Alias - Nellie and Rudd.

TOUR OF MULL 1981

TRACKROD's only representatives on this year's event were Gez Waters/John Bean; Gez, making his first visit to the charismatic Isle. Arriving on the Wednesday morning, we joined our service crew, Nigel Latimer, Dave Harrison, and the chef, Barry, at Killiechronan Farm, an ideal base near the centre of the Island.

That first day proved eventful, to say the least. A bend was christened by Nigel, who met the E.A.R.S. service transit, coming the other way. Nigel reckoned it was his contribution to the rally, especially as the transit had to be towed away, whereas Nigel's capri was a runner after the coming-together. Very much later that night another incident occurred when my Cortina Estate (the barge) ended on its side in a rather deep ditch. To find out how it got there, either visit the scene next year, or be prepared to fork out!

The rally itself got under way on the Friday afternoon, with scrutineering and the noise test being a very strict affair, compared with previous years. After signing on, everyone went home again, to await the 11 p.m. start.

The tree-lined harbour front of Tobermory saw the usual pre-Mull activity as the start drew near. There was plenty of opportunity to examine the engines of the competing cars as crews produced their "Wonder Sprays", in view of the weather, which was wet to say the least. The rain probably saved some crews from embarrassment, as the organisers produced a "secret" tyre check just before the off.

The questions were being asked - Could anyone match the pace of the local hero, Neil MacKinnon, using a very potent, hired, Sunbeam Lotus. Could Beecroft or Gwynne triumph - what about Morton, in his Irish Tarmac racing car?

The first night section answered many questions. Morton was almost in a class of his own, going into a lead from the word go. Gwynne and Beecroft were seconds apart, until Gwynne first, then Beecroft both retired with mechanical problems. Gez/John had a puncture some two miles from the end of the second selective, and decided not to change the wheel - very expensive!

By the end of the first night, Morton had a couple of minutes over MacKinnon, the rest being nowhere near their pace. Gez/John were well down, having a steady run and lying 62nd. The carnage seen when running at no.88 was considerable, one bend resulting in 5 cars off in a field, only 400 yards from the end of the first night section.

After considerable re-fettling, and a few hours sleep, the rally continued on the Saturday afternoon with stages in Lettermore forest (1), Fishnish forest (4), Fishnish bay "old" tarmac road, and Dervaig forest (1). These did not particularly alter the course of the rally, although Gwynne's re-fettled car set some very commendable times.

The meat of the rally came in the Saturday night road section. The first two selectives were a re-run of the previous night, i.e. The Tobermory-Dervaig road (8 miles, 20+ hairpins) followed by the 25 miler down the west coast of the Island. The battle up front continued, with Morton and MacKinnon separated by mere seconds. Further down, Gez/John were making much more of an effort, having dropped a few places to 72nd on the afternoon stages. After 3 more selectives, including the extremely fast Aros Bridge-Dervaig Road (7,000 in top for Gez!), Morton was one minute up on MacKinnon. What turned out to be the last selective of the rally (the final run to Tobermory being cancelled due to a waterlogged watch) saw Morton go off for some 10-12 minutes on the infamous "mountain" road, handing the rally to MacKinnon, Morton finishing an unfortunate 3rd. This road also showed the problems of making pace notes at steady speeds, Gez/John finding a previously unknown (to them) yump, resulting in a sore neck for yours truly, and lockjaw for Gez, who was still laughing some fifteen miles later at the end of the selective! Still, we pulled up 20 places on the night, finishing 52 O/A and 12th in class. The lesson to be learned was that although Gez drove quicker than ever before (and a lot quicker than I did 2 years previously), the standard of competition on this rally is extremely high, with familiarity of the Island counting for much.

Sunday night cannot pass without a mention, the (in)famous Glenforsa Hotel being the "Inn" place to be. Talk about a rave-up. A certain Otley-based Talbot dealer was seen to go "down" for the fourth consecutive night, and a west-Midlander, small in stature, caused a riot donning his arch-rival's Mini-Sport rally jacket. The evening progressed into morning, with the arrival of breakfast, consisting of smoked salmon sarnies, oysters and champagne.

A hardy few braved the gales and waves of a choppy sound of Mull to leave on the Monday (God help their stomachs) with the remaining few seeing it out, testing the last of the "Tobermory" scotch before the ferry on the Tuesday.

May I take this opportunity to express my sincere thanks to those who made this year's visit such a success, especially:-

Dave and Nigel, for their untiring, wet, and often unpleasant fettling of the car, in all weathers.

Barry, for his Sunday lunch (I still have the menu?)

Ann, for her energy and help in the house!

Ian and John, for turning out of bed at 4 a.m. with their range rover, and not laughing when they saw why.

Editor.

Indoor Rally Championship 1981/2

"Willie Wonka Trophy"

Round 1

Tuesday, 20th October saw the first round on the 1981/2 Indoor Rally Championship. The round was held at the Crown Hotel, Boston Spa and was organised by John Westmoreland. Also at the same venue that evening was the marshals' meeting for the Rawlings Fruit Juices Forest Rally and was possibly the reason for the low entry of only 4 teams taking part. Several regular Indoor Rally participants were busy discussing details for the outdoor event, and missed a good indoor event.

The four teams which took part consisted of 2 experts, a novice team and a team of first-timers, who only officially joined the club that night. I would like to welcome this team of Chris Watson and Graham Steggles to the club and wish them every success during their association with us. If their performance on the indoor rally is anything to go by, watch out you regulars, they learn quick.

The first crew to start were experts, Mike Robson and Gerald Tumber, who got stuck into the event with gusto, only occasionally rubbing out bits with the comment of "crafty bu---r". Next away, was our "tackle anything" team of Keith Hunn and Martin Holmes. After several changes of driver and navigator, Keith once again decided that his metric o/s maps are different to any others. Third team away were new members Chris and Graham. They had never heard of indoor rallying, let alone seen one, and every credit is due to them for having a go, and go they did. Last away was the second expert team Roger Close with a press-ganged assistant as his wife Rosemary was ill at home. Roger was obviously engrossed and enjoying himself as his consumption of ale was dramatically halved as his pencil darted over the maps.

Well done to those who took part, let's see more of you on round 2 in November.

Results

<u>Name</u>	<u>Points</u>	<u>Position</u>	<u>Trophy Points</u>
M. Robson/G. Tumber	65	1st	27
K. Hunn/M. Holmes	10	4th	12
G. Watson/B. Steggles	38	3rd	16
R. Close/R. Close by proxy	57	2nd	21

Round 2

November 24th CROWN HOTEL, BOSTON SPA.

O/S MAP SHEET 111 SECOND SERIES

ORGANISOR JACK COULTHARD

John Westmoreland