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**MAY
1991
MAGAZINE**

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THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB Ltd

No. 243

May 1991

EDITOR

Hi folks, it's time for me to exercise my fingers again, so here goes for another month. I hope you have all had an enjoyable months motor sport, and out of the 140 members in the club I have had articles from just three of you, two of them being regular contributors. So my thanks go to Richard, Nick and John Bean. I even did one myself!

Sunday the 14th April saw Selby & DMC run their Three Swans Rally at Melbourne Airfield. As yet I have not received a report, but I am informed that we had a few crews out enjoying themselves, but only a couple of people out marshalling. Same old story!

The next round of the Larkspeed League is Shipley & DMC Navigational Scatter on 12th May. The following Sunday is the fourth round Airedale & Pennine Autotest. This also clashes with our Go-Karting day, so just about everybody should be busy that day.

John Bean also informs me that he will be writing another report of his outings with Arthur, this time The Clitheronian, to be published next month.

Finally a note for the diary 30th June Boat Trip. See article in social calendar.

Bye for now.

DEREK LEE

**DEADLINE FOR THE JUNE ISSUE IS
TUESDAY 28TH MAY 1991**

FROM THE CHAIR

The letter last month from former Chairman and founder (honorary) member, Steve Lloyd generated quite a bit of interest from the longer serving members of the club. It also drew a response from another former Chairman, Richard Jackson, now of NiddVale Motors fame and former highly competitive driver of numerous vehicles be it in Hillclimbs, Rallies, Sprints or whatever. Of all the cars Richard utilised, perhaps the one that became most synonymous with him was his 911 Porsche, which bore the registration no. SPY 44 (first seen on Richard's Datsun 240Z and on our Trophy, this is where it took it's name!)

This car took part in many rallies, Richard being partnered by numerous co-drivers but, more often than not it was Steve Lloyd. As interest waned with time and other things took priority, the Porsche was sold and, one thought, forgotten. Not so, it is reported to have been located and re-posessed (not really the correct terminology) by its former owner who, would you believe is due to contact his former Co-driver with, possibly a view to reuniting the three of them on some historic events, watch this space with interest! We look forward to reading of any exploits of the intrepid team in due course.

Finally, what a farse this shooting game eh? All we can do is apologise most sincerely to those of you who were looking forward to a pot at some clay. However the organisers (nothing to do with the Club I hasten to add) failed to get the necessary waiver to licence requirements meaning that only you with the appropriate licence could partake. Air rifles offered as a substitute just can not be the same experience! Commiserations also, to Anne Moffat who worked very hard to get the event on only to have it fail at the last minute.

Richard Ineson
CHAIRMAN

SECS BIT

I see the Editor has threatened you with a double dose of yours truly this month as I was not around last month to bore you with my ramblings. Luckily things have BEEN quite busy so there's plenty to talk about.

Firstly an apology, I did try to get out and help on the York National but the jet lag got the better of me. I get confused for a week when they put the clocks forward! Sorry I missed a good event.

I did manage to wake up not too late for the Aprilfools Autotest (a late night at the N.E.C. Rod Stewart concert the night before did not help) and lent a hand and most of the rest of me to the intrepid organisers. I'm sure mention will be made elsewhere of this event which was well received by all; but then again, the autotest crowd are all pleasant people.

Week after saw me get up at 5.00am (that's very early in the morning and still dark!) to co-drive for Mark Brier at Melbourne on the Three Swans. This was the first time I had sat in a rally car for over a year (is my reputation that bad?) and what an enjoyable day I had with the "Works Whittaker" team. With the servicing, wheel changing, bacon sandwich making and tea brewing all ably taken care of by Tom, Jackie and Vince, I was free to concentrate on giving Mark the benefit of my advice and anyone else who wandered along come to that! Anyway thanks to all the team, a super day out, and we finished 14th O/A.

Looking to the future the Barkston Forest Rally is progressing well with the route and format finalised, now the hard work begins anyone wanting a job on the event have a word with Rod Parkin or myself.

You will probably have noticed that the Mobil 1 Rally challenge is not happening this year - financial considerations at Mobil being the problem - either the oil well fires in Kuwait are the problem or they can not afford to pay for the forest mileage any more!

In ending I must say I'm looking forward to the Go Karting. Is anyone running a book on the outcome? If you are reading this Susanne, there's been an accident on your way down here so don't bother coming, let the lads regain some of their lost pride, I can't stand to see grown men cry!!

See you all soon.

John McNichol
HON SECRETARY

APRIL FOOLS AUTOTEST

I would like to offer my utmost thanks to all SIX marshals who turned out on this years April Fools Autotest. Four in the morning and two recruits for the afternoon stint, saw some great driving, by our autotesting Chairman, J.R., Ronnie Mac, and all the rest. A special thanks to Neil du Cros, who was the Scrutineer, and also a testwatcher (not many good guys left).

This years Tour of Lincs must have been poorly attended, as it again fell on the same weekend as our own event. Last year it was : Autotest - 10 marshals, Tour of Lincs - 24 service crew, and 21 of them were for one car! This year it was something like, one car - 2 service crew.

Thanks again to those who turned out, in the fine weather for a good days motor sport, you know who you are and so do I !!

Cheers

Malcolm Jagger
Chief Marshal/Timekeeper.

DON'T FORGET TO USE THE CLUBS ENTRANT LICENCE

00789

SOCIAL CALENDAR

Another month gone. The Quiz Night on 11th April went down well, even though it was a poor turn out from members to support their Team. Trackrod were beaten by one point for 2nd place. Never mind, it would not look good if we won them all! (Well done again Team.)

Apologies on behalf of Nelson at the New Inn, for the Clay Pigeon Shoot not being open to anyone without a licence. Hope you all enjoyed your Air Rifle Shoot and Scalextric Night anyway.

MAY

7 Crown, Boston Spa (105/429 457)

OPEN FORUM

14 Admiral Hawke, Boston Spa (105/434 454)

FREE SANDWICHES

19 Sunday BRADFORD KART RACING

(See details below)

21 Beehive, Thorne (104/376 401)

28 New Inn, Eccup (104/288 429)

VIDEO NIGHT

Chris Searle and Roger Clark on 1981 RAC Rally

JUNE

4 Crown, Boston Spa (105/429 457)

OPEN FORUM

11 Admiral Hawke, Boston Spa (105/434 454)

FREE SANDWICHES

18 Beehive, Thorne (104/376 401)

25 New Inn, Eccup (104/288 429)

SPORTONOGGIN (Details in next Mag.)

30 Sunday BOAT TRIP - YORK

(See details below)

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FORTHCOMING.....

BRADFORD KART RACING - Sunday 19th May.
SPRINGMILL STREET, OFF MANCHESTER ROAD, BRADFORD

Be there for signing on at 12 - 12.30 **LATEST.**

Will those of you who have a balance to pay, please pay me by 14th May. If you can not get to clubnights, please send me a cheque made payable to - TRACKROD MOTOR CLUB LTD. Spectators are FREE, so bring as many as you like. I still have a few spaces left for anyone who would like to have a go.

SPORTONOGGIN - 25th June.

Being organised by Richard Simpson, who will publish details in next month's mag. Join in and have a bit of competitive fun based loosely on Autotesting with silly games.

BOAT TRIP - YORK - Sunday 30th June.

This year's boat trip is slightly different (again). I have organised it for a Sunday evening, with a get-together at MacDonalds beforehand.

5.30pm - Meet at MacDonalds in York. Your food will have been ordered prior to the day, and MacDonalds will have reserved an area for us.

7.00pm - Set sail from King's Snaith for a 2hour trip.

9.00pm - Back in harbour.

CHILDREN 12 and under do not pay for the boat trip. Adults and Children 13 and over = £4.50 (Food not included)

I will be taking food orders a couple of weeks prior to the trip so that we do not have a long wait at MacDonalds. Come along and have a leisurely day in York with the family. Tickets on sale soon.....

SPECIAL NOTE

In this month's magazine, you will find a ballot form for Clubnight Venues. Will you please complete it and return it to me A.S.A.P. so that the Committee can get a general idea on your feelings regarding our most, and least popular venues. Thanks for your help on this matter, as we hope it will help us find the best venues for you to go to!

See you anon.

Anne Moffat
SOCIAL SECRETARY

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Set of wheels (steel or alloy) for a Mk 2 Cavalier (FWD) or an Astra, 5 1/2 J x 13 preferably.

Contact Arthur Heaton on 0937 584631 (W) or 0937 844557 (H).

Rims to suit Sunbeam, Ford 6 inch preferred, must be cheap unless someone buys my carb! Steel or alloy. Nick Stevens.

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Tel. Andy on Leeds 562393 after 6pm please.

G reg Black Nova GTE sunroof and all usual extras, one owner from new. Offers in the region of £6500. Contact Nick Stevens on Leeds 674326 or any club night.

4 Alloy rims (Alfa Guilietta) suit Alfa, Chevette or similar. Offers to Nick Stevens.

Brand new twin down draught Weber (still in box) complete with K & N, choke cable, etc. Suit 2 litre Ford - £100 see Nick Stevens.

The garage clearout continues, Escort mk2 Saloon Stox - 2.1 Pinto 4 speed box, welded diff. Must be worth £275 for the engine alone! Ring Nick for details.

Championship winning autotest Mini saloon 1100cc all the right bits. Not super pretty but loads of potential. £200 Contact Peter Cohan (via Richard Ineson Leeds 679329).

Rover SD1 V8 brake servo, New. Offers, ring Arthur 0937 844557

THE KEIGHLEY NAVIGATIONAL RALLY

13/14th APRIL 1991

I was pleasantly surprised to be asked by Arthur Heaton to "have a go" and navigate for him on the Keighley Rally. Arthur had entered the ANCC Road Rally Championship with Ronnie MacKinnon, but after a promising start on the Northern Lights Rally in march, Ronnie had been forced to curtail his activities for personal reasons. I had marshalled on the Northern Lights, and on the night gone home thinking "I could do that!"

Having sent in an early entry, I made enquiries to see how much Road Rallying had changed since my last event, some 5 years ago. Fairly straightforward "plot and bash" was the answer, and keep an "eagle eye" on the time allowed for each section - early arrival, by and large, is now heavily penalised. One person who's advice I sought was Roland Cross, who charged me a fiver for the "insider trading" tips. I thought that a bit steep until he told me I was now a registered contender for the ANCC Championship!!

The event started at a main dealership in Keighley, after the usual formalities of noise and scrutineering - no problem with Arthur's Cavalier 1.8 GL injection, which is bog standard apart from some Mintex products and a nice pair of full harness seat belts. Oh yes, and some of Phillips Megawatt type bulbs. We were seeded at 10, in the "Expert" class, and I was a bit disappointed to see only one other Trackrod entry at 24 Peter Rutterford and Mark Midgley in their very smart Golf GTi 16 valve. In fact, I noticed several "Smart", but standard, cars. You can now run anything you wish, providing it is absolutely standard, or if modified it must comply with "Road Rally" regulations.

The "Route" was issued 10 minutes before our due departure, and only gave directions to TC 2, plus a time a straight 34 Time Controls. It was clear that each section would be a "regularity" section, with various average speeds required. This format was to prove very tricky to maintain, due to the lack of other information, i.e. due time of Car 0, or distance between controls.

The early sections were defined by map reference, and fairly straightforward, although the maze of roads at Luddendenfoot were very tricky to decipher, and

one of the TC's was in this maze. It was in this area that we came to a cross-roads, following two other competitors. One turned right, the other went straight on. I called 90 left, and Arthur gave me a long, hard look!! Two hundred yards further on was the TC, phew!!

The route wound through Hebdon Bridge, via more hairpins than the Tour of Mull, and Scammonden Dam, over and under the M62 using straightforward map references etc handed out every 2-3 controls, until TC 19 on map 103 above Hebdon Bridge. The navigation then became more nefarious, using Herringbones, various diagrams on leaving map square etc. This was when I made an error on a herringbone, and mis-plotted the location of TC21. By the time I had realised I had slipped up, there was no way back, and no directions to TC's 22-24!! We eventually followed another competitor to these TC's, but I felt a bit like the proverbial "parrot"!! The rest of the navigation proved no problem, but once more Arthur gave me a long hard look when I took him down a very rough "white" in the final section. Whether it was me saying "It's flat" or the lack of a sumpguard - I don't know, but we bounced along at an average altitude of 3 feet - and once again I was really glad to see a code-board at the end of this white!!

A few minutes later found the finish venue, a good class restaurant, normally, and when I walked through the door the most welcome sight of the night - a barmaid saying "Yes sir, we are open!", well, after 4 1/2 hours calling without a break!

The results took ages to produce, but initially confirmed that we had 1 Fail for the missed control. There were then so many queries from other competitors, that apparently no-one, including the Clerk of the Course, understood the timing system!! Eventually the posted results (a week later) showed us as having 54 mins and 1 Fail, for 12th overall. Peter and Mark had a mixed night for 61 mins and 13 Fails, but finished 28th overall. Winners were car 39 Peter Bently/Richard Norbury, from Alwoodley Motor Club, in a 950cc Fiesta Popular, with a total of 13 mins penalties!! Those who know Peter Bently will cringe - he has been in the sport for about 20 years, but this was his first road rally in 10 years. When asked how he did it, he just said

"All I did was drive, steadily, when we reached each control, until Richard had it plotted"

My conclusions from this event are as follows:-

1. I had fun, as did Arthur.
2. It makes you THINK about timing, and puts much more emphasis on teamwork.
3. Road Rallying still lives. There were times when we really needed to "get a move on", and that is still a challenge for a car and driver.

John Bean

(It's nice to see one of our mature members rekindling his rallying skills again. Well done John. Also belated birthday greetings, and congratulations for last week - now life begins, so they say....!! - Editor)

EVERQUIP STAGES. MANBY - 27th April 1991

Following our distinctly unprepared effort at Flookburgh we pushed the boat out financially for this event - new water pump, new wheels, new tyres, hired a van and trailer - mega money in the hope that we would do well!

We were ready well in advance, loaded up at 5.30pm the night before and off at 3.30am Saturday morning. Arrived at Manby in plenty of time and went to noise, just scraping through, scrutineered and signed on 2 hours before our start time.

09.51 and car 42 sets off on the first of 8 stages but due to tyres that were too hard we sat on the start line for 5 secs before moving and continued for a hairy 4 1/2 miles with loads of tight chicanes and long straights (at least Dave caught up on his sleep here!). The 2nd stage saw us on better tyres but arriving at a chicane 20mph too fast, bent the body work! (More filler required, eh! - ED) Stage 3 and more problems at a tight hairpin where car 52 took off our

rear bumper, but we blew him away down the next straight. (Ha, ha that was fun.) Stage 4 was our 1st clean stage and the last all tarmac stage of the day.

A switch to forest tyres for the next 8 mile stage and a big jump smashed an already marginal exhaust, with exclusion looming, out came the coke cans, jubilee clips and the famous exhaust paste and blow lamp, to help save the day yet again. Stage 6 saw us catch car 60 on the loose only to stop dead due to dust in the filters causing a lack of induction and loss of 1 1/2 minutes before we got going again. Before stages 6 & 7 we finally traced a lack of power fault to the points having slipped, only to catch car 60 again on stage 7. Discretion being the better part of valour, I backed off, but not before trying to put the Sunbeam in a ditch at a kink right. The final stage - helmets on and No Intercom!! 30 secs to start time and frantic hand signals are the order of the day. Bettering our previous time by nearly a minute, but totally knackered the exhaust over the same jump. Will I ever learn!

Thanks are due to our service crew Barry and Paul, without their enthusiasm I would have gone home after the first stage.

Just one sore point, why were there no other Trackrod crews there? This was a Larkspeed League Round and, apart for Andy Shaw co-driving for car 40, we had no other representatives at a cracking event with over 50 miles of stages. Only two minor grumbles with them, the road timing was poor and the chicanes far too tight.

Disillusioned and skint we returned home with 2 big boxes of scrap and a lowly 40th O/A and 13th in class.

Nick Stevens and Dave Coates - car 42.

(Congratulations on a finish, and thanks yet again for a superb article. I agree with you it would be nice to see a few more Trackrod crews out on these events. Maybe we will get a few more now that the weather is getting warmer and drier, as they come out of hibernation - EDITOR)

MEMBERSHIP MATTERS

Membership now stands at 140 constituted thus:

3 Honorary Members; 83 'single' members; 27 joint/family members

Andy Shaw, Membership Man.

BOLTON AUTOTEST - 21st April 1991

R. MacKinnon, Ineson's junior and senior are our team for the day and full of optimism.

Weather lousy, pours down for 1st three tests! Yellow Beetle catches fire on the start of test 2 - everyone blames MacKinnon! Fire extinguished and VW continues and immediately collects a washout. MacKinnon rubs his hands (but forgets about Chris White's Escort which overtakes him! Ineson senior just off the pace, while Ineson junior 8th out of 15 after 3 tests and is chuffed.

Ken Irwin in a Mini saloon makes David Haigh look slow (rain gives FWD the edge you know!) and Glenn Simpson edges ahead of D. Haigh too. Dave Sowman gets a washout and Ineson senior rubs his hands, then head gasket blows 3 tests from a potential 3rd in class, resultant loss of power demotes him to 6th!! Ineson junior demoted to strong man of the class as it dries out in the afternoon and the regulars find their pace.

Ronnie Mac finally puts the White Escort in its place and snatches the class win.

Excellent event, 77 applications for entries with 57 accepted, thats the way to do it!!

Richard Ineson

Fellow members,

Have you noticed how things have changed for the worse over the last four years? Previously the club could guarantee to provide 10 to 15 marshals for any local event and man entire stages for major rallies. On April 14th 1991 only two members signed on for the Selby & DMC, Three Swans Rally at Melbourne Airfield. You can't get more local than that and it is our venue.

Does this mean that the membership has lost all interest in motor sport?

It seems a shame that smaller and newer clubs are turning out more marshals than Trackrod (The North's Leading Motor Club), and to our embarrassment we have found on several occasions that we are the only Trackrod representatives on an event. People may disagree with us, but we feel that it is high time, for the club's sake, for people to get their fingers out and get out there in the field (or forest) and EARN the position of the North's No1 Motor Club.

Phil Andrews and Arthur Heaton.

P.S. Come on Trackrod, you can do it !!

RETROSPECTIVE

From the pages of the Trackrod Newsletter of May 1972.

Steve Lloyd relinquished the post of editor to Dennis Dickinson and took up the role of Secretary. Dinner Dance still not happened, maybe next month! Howard White wrote a rather concise piece on the techniques of Hillclimbing, basically go like the clappers but stay off the green bits on each side! No good for rally drivers. Hewspin had now got the Mini reliable, actually done three events without breaking!

Ken Goodall/Richard Ashcroft and Dave Lawton/A.N.Other had been out on the Holderness Rally along with the likes of Phil Cooper, Bob Bean and Don

Fotherby (more names from the past). Anyway Ken and Richard ended up 11th O/A after literally sailing through Caydale Mill Ford. (That landmark was only mentioned in last month's mag, being used on a recent event - ED) Dave Lawton's Cortina proved to be very competitive, finishing 8th O/A.

The Denmar 12 car rally (run by Dennis Dickinson/Keith Marr) was won by Roger Blamey/? Drinkall from Hugh Edwards/Ian Wilson. Richard Jackson/Steve hazeldine were 3rd with Stephan Charters/? Firth 4th.

Alwoodley Motor Club's 12 car had some more raves from the grave partaking, Steve Mills/Mike Tempest; Keith Marr/ Lindsay Hudspeth-Sutton-MacKinnon; Marsh Newman/Frank Stuart-Brown and Sue Waddington (later Jackson)/Richard Jackson. Stephan Charters/Dennis Dickinson emerged as winners after an eventful rally, which left Marsh/Frank stuffed through a wall!

Steve Lloyd hit the headlines in "Motoring News" (you just couldn't keep a good man down!), his recent fairy tale "How the Trolls learned to Fly" got into the hands of "Verglas" and was published for the world to read (but it was read first in the Trackrod Newsletter!), perhaps we should run it again for the benefit of the uninitiated!

It was also reported that recent changes to the law meant that you could now park your car after dark, on the road, without lights subject to :

1. The road has a 30mph or less speed limit.
2. No part of the vehicle is within 15 yards of a junction.
- 3the vehicle is parked close and parallel to the kerb with its nearside to the kerb (except for one-way streets).

So there!!

Trackrodends

Richard Ineson

APRILFOOLS AUTOTEST - 7th April 1991
WEST STREET CAR PARK, LEEDS.

After weeks of preparation the day finally arrived. Both Stuart and myself were a bit apprehensive as to the way things would go, as we collected the equipment from the store. By the time we had the site set up and the caravan set up for signing on (thanks to Ronnie Mac) we were too busy to worry.

There were 33 entries for this ANCC Championship Round, over 4 classes. Trackrod was represented by the now usual five of Ineson's 1 & 2, John Renny, Ronnie MacKinnon and Donald White.

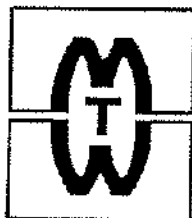
The weather was fairly kind towards us, it was sunny and dry, but very windy. With scrutineering and signing on out of the way, the big panic was the lack of MARSHALLING SUPPORT. Malcolm is a very resourceful chap, but even he could not marshal on three tests at once! So where were the rest of you?? Let's hope we can do better on the JUNE JESTER'S, 23rd June! See Ronnie Mac or yours truly.

Anyway on with this one. Donald had a steady start, but then cones keep on leaping out at him, and he collected 3 in the first 6 tests. Ronnie started very well being fastest on test 1 & 2. This must have been due to him bribing the Clerk of the Course to make the gates wider than normal. It seemed to make a difference as he only collected 1 - plus 10 all day, and finished 1st in class.

That was class 1 & 2, and no Trackrod entered in class 3. The battle for class 4 saw Richard Ineson and John Renny chasing Ian Reid, last year's winner. After 6 tests we saw Ian was over 12 secs in front of Richard, and John, after a washout on tests 1 was lying equal 6th. Richard threw down the gauntlet and with the next 6 tests being split by lunch, he turned the tables on Ian (helped by a washout). Richard was now 9 secs in front of Ian. John had regained some respect and was now in 4th place. While all this was going on Matthew was not doing quite so well. (I think he was collecting cones for his father as well as his own. Anyway keep trying Maf).

continued on page 23.....

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TRACKROD

MOTOR CLUB LIMITED

Name _____ Memb. No. _____

Event _____ Date _____

Organising Club: Trackrod/Other

**ORGANISER/DRIVER/NAVIGATOR
MARSHAL/SERVICE CREW**

Competitors: Please fill in below
AND provide evidence:-

EVENT Type:

Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: _____

RESULTS

Entry No. _____ Position Overall _____

No. in Class _____ Position in Class _____

Received _____

Processed by _____

**TROPHY
POINTS
CLAIM**

TRACKROD

MOTOR CLUB LIMITED

Name _____ Memb. No. _____

Event _____ Date _____

Organising Club: Trackrod/Other

**ORGANISER/DRIVER/NAVIGATOR
MARSHAL/SERVICE CREW**

Competitors: Please fill in below
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Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: _____

RESULTS

Entry No. _____ Position Overall _____

No. in Class _____ Position in Class _____

Received _____

Processed by _____

CLUB MEMBERSHIP

It has been decided, by the Committee, to continue keeping the list of each member's abilities and experience.

This information will be held on a Computer, and will only be available to the Committee and organisers of Club events.

Abilities and experience (circle as appropriate).

Have you been a Steward on an event? Yes/No

Marshaling: Chief, Sector or Junction

Timekeeping: Chief, Start/Finish or Assistant

Scrutineering: Chief or Assistant

Noise Official: Yes/No

Radio: Controller, Operator or Listener

Competitor: Driver and/or Navigator

Organiser (can be more than one): Autotests, PCTs, Road, Forest or Social.

State any activities that you wish to become involved in:-

I understand that the above information will be held on Computer for Club use only.

Signed _____

1991 TRACKROD MOTOR CLUB MEMBERSHIP

I wish to APPLY FOR/RENEW my membership of Trackrod M.C. Ltd for 1991.

Name(s) _____

Address _____

Telephone No. _____

Date _____ Signed _____

Proposed _____ Seconded _____
(Only necessary for NEW members)

Single membership £8.00

Joint/family £10.00

Enclosed is CASH/CHEQUE for the correct amount.

Please delete as appropriate. **PLEASE SIGN OVERLEAF**

Please fill in the page overleaf and return to the membership secretary (address on the back page of the magazine). If the form is returned by post the membership card will be sent with the next magazine, unless a stamped addressed envelope is enclosed.

Please notify us if you change your address.

Thank you.

For official use.

Membership No. _____ Comp. _____ Membership card _____

Back to the class 4 battle and it was nip and tuck on the last 6 tests between Ian and Richard, with less than a second a test between them. Then on the penultimate test 17, the gremlins found their way into the Spyder and it stopped. He decided to take the washout times for the last two tests and call it a day as this had cost him FTD, with an 11 sec advantage now being nearly 50 secs behind Ian. John had pulled himself up further and finished 2nd in class 17 secs behind Richard.

Commiserations to Richard and Matthew, but well done to all of you, as we took 4 of the awards on the day. Donald White took the Best Trackrod, Ronnie Mac a 1st in class, J.R. a 2nd in class and Richard 1st in class. Ian Reid was FTD but only by .2 sec over Steve Morten of Alwoodley in class three.

A brilliant day's motor sport was had by all so it just remains for Stuart and I to thank those of you who did turn out to help, and all the competitors for making it a day to remember.

Derek Lee
Secretary of the Meeting

RESULTS

FTD - Ian Reid

1st class 1 - David Mosey
2nd class 1 - Graham Hardwick
3rd class 1 - Howard Everingham

1st class 2 - Ronnie MacKinnon
2nd class 2 - Peter Cohen

1st class 3 - Steve Morten
2nd class 3 - Tim Wilson

1st class 4 - Richard Ineson
2nd class 4 - John Renny
3rd class 4 - David Underwood

Best novice - John Taylor

Best Trackrod - Donald White.

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