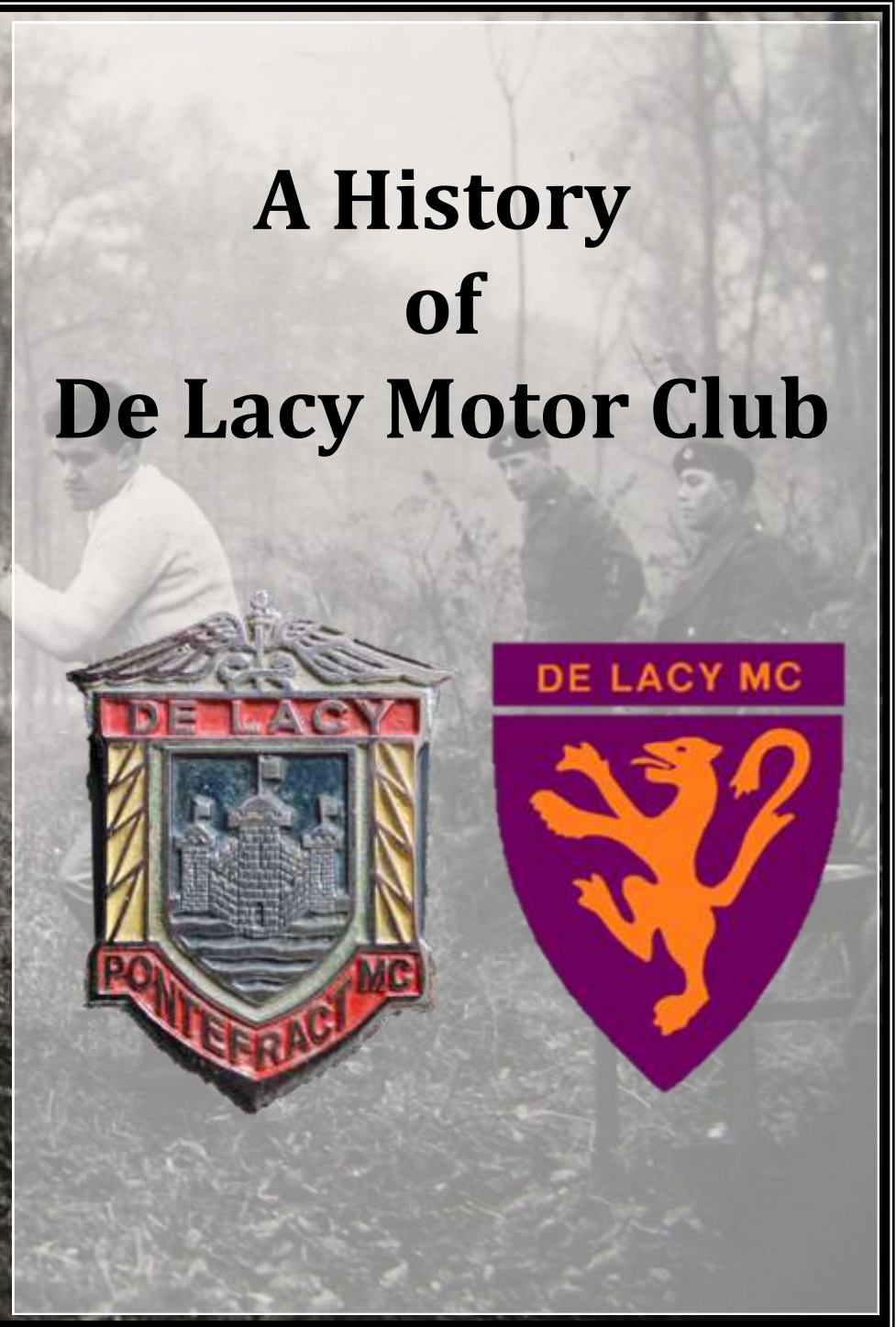


A History of De Lacy Motor Club



A History of DeLacy Motor Club



Pontefract Motor Club 1910



Contents

The History of the DeLacy name	4
The DeLacy Motor Club	6
Club Events	
1950's	7
1960's	10
1970's	17
1972 Onward	18
Seven Dales Rally 1975	19
A Brief History of the RAC Rally (Royal Automobile Club Rally)	21
A Brief History of the RAC Rally (Roger Albert Clark Rally)	22

Disclaimers

The contents of this document have been collated from information received from past and present members of De Lacy Motor Club. This is believed to be correct at the time of going to print. Nevertheless the publisher cannot accept responsibility for errors, omissions or changes in the details given.

All rights reserved. No parts of this publication may be reproduced or transmitted in any form or by any means without the prior permission of the publisher

Although the authors have taken all reasonable care in preparing this document they make no guarantee about its accuracy or completeness of its content and to the maximum extent permitted disclaim all liabilities arising from the contents.



A History of DeLacy Motor Club



The History of the De Lacy name

Ilbert de Lacy came to England with William the Conqueror and was given the task of quelling the Angles in the north. At this time English nobles were dispossessed of their lands and titles. Norman lords were given these lands and titles known as Honours. Thus the Honour of Pontefract was created.

In 1066 Kippax was the head of a large estate belonging to Edwin Earl of Mercia. After the Norman conquest it became one of the administrative centres of the northern part of Ilbert **de Lacy's huge "Honour of Pontefract" where the Norman's** were establishing control of Yorkshire.

Pontefract was chosen by Ilbert de Lacy as the site for his castle with a new borough created alongside the castle. Thus Pontefract became one of the most successful of the Norman towns of this period.

By the 13th Century the crown authority in Yorkshire was secure and some estates, including the Honour of Pontefract, were handed to members of the royal families. The Duke of Lancaster was given the Honour of Pontefract making the Duchy of Lancaster the largest landowner in Yorkshire. The castle was dismantled in 1649 after it had been fortified by Royalists during the Civil War. Richard II was imprisoned and probably murdered here.



A History of DeLacy Motor Club



A History of DeLacy Motor Club

The De Lacy Motor Club

It is understood that the history of the motor club goes back to the early 1900s when it was known as the Pontefract Motor Club. Documentation from these early days is limited to a photograph dates from 1910 and two trophies in the club house, one badged Pontefract Motor club presented in 1927 to G. Charles and the other badged De Lacy Motor Club Pontefract dated June 11th 1933 and presented to G. Vaux for a Main Road and Sporting Trial. No other information is known about the club until 1952.

On March 20th 1952 at a meeting of 20 founder members, some of whom are still members today, the present De Lacy Motor Club of Pontefract was formed. The De Lacy name was used with the

permission of Lord de Lacy of Pontefract. The club first held its meetings at the **Queen's Hotel in** Pontefract and the first recorded minutes are from this meeting.

The club continued to **meet at the Queen's** Hotel in Pontefract from March 1952 until November 1955 when it relocated to the



Fourways Hotel in Castleford (since demolished) until March 1957. However members requested a more permanent venue so a small clubhouse complete with car park was acquired in Ferrybridge along the old A1 London to Edinburgh highway (known as the Great North Road). This remained in use until May 1964 when it was requisitioned by the Highways Authority due to planned major road improvements. Temporary accommodation was found **at the Queen of T'owd Thatch public house in South Milford until** September 1964 when the Brotherton village hall was acquired by the club as a permanent venue and remains in good health today.



A History of DeLacy Motor Club

Club Events

1953

- Standard Car Trial
- Road Rally
- Gymkhana
- Photographic Treasure Hunt
- Map Reading Trial

De Lacy Motor Club entered a team of cars in the 750 car Club 6 hour Relay Race at Silverstone on August 29th.

The club submit a new policy document to the RAC. This was **required for the "promoting of motor competitions."**

Mr T. Lynam presented the T.Lynam Memorial Cup to the club and it **was accepted to be used as the Captain's Trophy.**



1954

Events for this year are as 1953 with the addition of a Night Rally

1955

- Point to Point Rally
- Observation Rally
- Photographic Treasure Hunt
- September Road Rally
- Breadwinners Rally
- Gymkhana
- Navigation Trial
- Main Road Rally

The monthly meetings moved to the Fourways Hotel Castleford (demolished circa 2011).

1956

Events as for 1955

Monthly Club Nights continued as outside events during the summer.

The new road rally was to be known as "The Rally of the Seven Dales"

Life subscriptions were introduced for the sum of £7 and 7 shillings (7 guineas)

An application was made to join The Association of Northern Car Clubs

The club investigated alternative accommodation in Ferrybridge



A History of DeLacy Motor Club

1957

- Point to Point Rally
- Navigation Rally
- Observation Rally
- Seven Dales Rally
- Photo Hunt Rally
- Night Rally
- Breadwinners Rally
- Gymkhana

RAC Rally cancelled due to the Suez crisis and petrol rationing

The new clubhouse on the old A1 (Great North Road) Ferrybridge opened to members. There was an informal opening by the club captain Mr J.C.W. Wilkinson.

Mr A Lodge was appointed as permanent club steward.

Mr R.E. Priestly presented the Glover-Lover Cup to be awarded to the winner of the Breadwinners Rally.

The club badge was redesigned with the lion rampant and the words De Lacy Motor Club Pontefract.



1958

The club rally commitments continued to increase in conjunction with other local motor clubs.

The following is a list of regular rallies and their locations.

- Point to Point - Sheffield/Notts area
- Navigation Rally - North Yorkshire
- Observation Rally - Local
- Seven Dales Rally - Yorkshire Dales
- **Dusk 'Til Dawn Rally** - Ilkley/Skipton
- Treasure Hunt - Local
- September Night Rally - Derbyshire
- Breadwinners Rally - Yorkshire Moors/Wolds
- Christmas Crackers Rally - Huddersfield Area
- June Rally
- Autocross
- Gymkhana
- Photographic Treasure Hunt

Mr M. McLauchlan donated the Navigation Challenge Trophy to be **awarded annually to the club's top rally navigator.**

Invitations were received from The MG Car Club (North East), Ilkley Motor Club and Airedale and Pennine Car Club for joint Sprint events.

Invitations were received from B.A.R.C. and Leeds University Union Motor Club for joint Driving Tests.



A History of DeLacy Motor Club

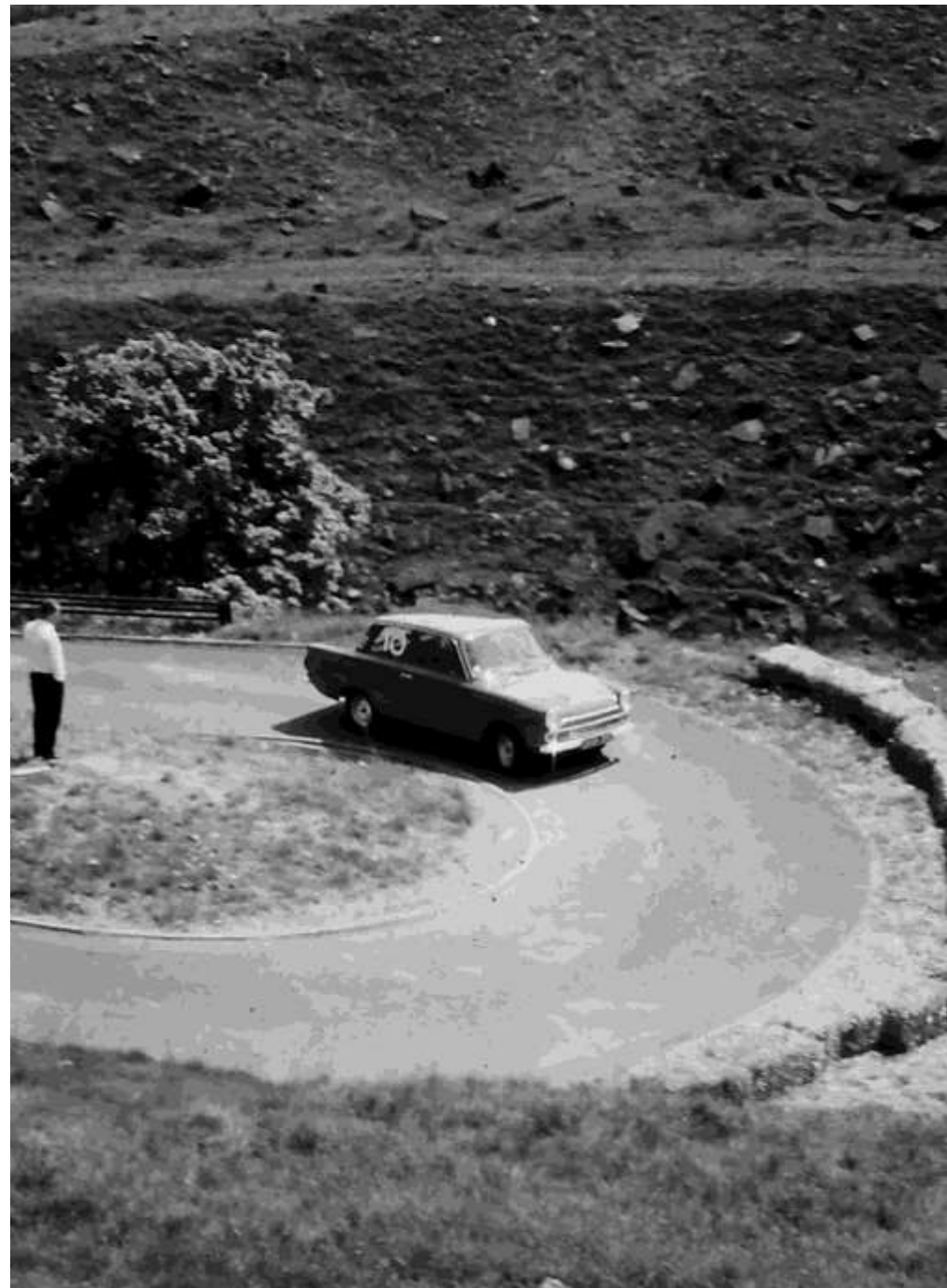
1959

- Observation Rally
- Seven Dales Rally
- Driving Tests
- **Dusk 'til Dawn Rally**
- Point to Point Rally
- Treasure Hunt
- September Night Rally
- Breadwinners Rally
- Christmas Crackers Rally

Members of the club decided to form a Go-Kart section. About 30 members each contributed a sum of money to be used to buy a Kart for the use of club members. Practice sessions were held at Pollington Airfield at weekends. This venue was also used by the club for events such as driving tests. Pollington airfield was formerly R.A.F. Snaithe the world war two Halifax bomber base. The Go-Kart section was subsequently disbanded in 1961 due to lack of support.

A new trophy was presented to the club by Mr H.J. O'Connor-Rorke to be awarded to the leading lady member on the S.Y.M. (South Yorkshire Motors) trophy list.

A further trophy was given to the club through Mr M. McLauchlan by Messers Sanderson & Black to be known as the Sanderson-Black Spirit Cup to be presented to the best De Lacy member at the Standard Car Trial.



A History of DeLacy Motor Club

1960

- Christmas Crackers Rally
- Inter-Club Driving Tests
- Treasure Hunt
- Standard Car Trial
- Autocross
- Breadwinners Rally
- Point to Point Rally
- Pyramid Rally
- Snowdrop Rally

The R.A.C had restricted all clubs to four timed events on the road during 1960. However by co-organising and holding more events on private land there was no month in which an event, of some description, did not take place.

Members of DeLacy took part in the Yorkshire Rally, an invitation event from The Yorkshire Sports Car Club. This was always a tough rally in the depths of winter. It was run over the North Yorkshire Moors and Dales and a unique feature of this event was that every time control was based on a G.P.O. red telephone box so the marshals had direct contact with rally headquarters. Remember there were no mobile phones in those days!

A Standard Car Trial was held at Pollington Airfield after extensive re-profiling of the site.

The Goathland Rally was another invitation event from the M.G. Car Club and was very popular with club members. The rally consisted of a simple route card section between six driving tests while the afternoon section involved an airline rally between eleven controls all carrying bonus points.

1961

- Christmas Crackers Rally
- Inter-Club Driving Tests
- Treasure Hunt
- Standard Car Trial
- Autocross
- Breadwinners Rally
- Point to Point Rally
- Pyramid Rally
- Snowdrop Rally
- R.A.C. Rally

It was in 1961 that the De lacy motor Club was invited to run a special forestry stage on the R.A.C. Rally for the first time.



A History of DeLacy Motor Club

The Pyramid Rally an Airedale and Pennine Motor Club winter **classic, regarded as Airedale and Pennine's toughest rally** was run for the first time as a co-organised event with DeLacy. The event ran for one hundred and fifty miles around the Dales to finish near Bradford.

The Seven Dales Rally was won for the first time by a DeLacy Club **team. The team consisted of Hugh O'Connor-Rorke and B Wallwork.**

Motoring News the weekly motoring paper announced the Motoring News Rally Championship based on the results of a selected list of top class rallies of National and Restricted status. The idea was for a championship for the weekend enthusiast who did not have the time or funds to compete in International rallies.

The Scarborough Rally was an annual two day event organised by the B.A.R.C. Yorkshire Centre which was popular with DeLacy members. The event consisted of 180miles of easy road sections interspersed with 24 driving tests. It started on a Saturday **lunchtime at Kilburn and went via Rosedale to Oliver's Mount and Scarborough seafront.**

There was a grand dinner dance at the Saint Nicholas Cliff Hotel where the evening half-way results were announced.

The rally resumed on Sunday lunchtime from Seamer with more tests on Fylingdales Ranges and finished three hours later back at Scarborough for the full results. The 1961 event was won by DeLacy member Mike Wheatley.



A History of DeLacy Motor Club

1962

- Seven Dales Rally
- Observation Rally
- Drag Sprint
- Standard Car Trials
- Treasure Hunt
- Sprint
- Breadwinners Rally
- Point to Point Rally
- Gymkhana

Monthly Club Night events were held every third Thursday

Starting from Glasgow, Derek O'Connor took his modified Ford Zephyr on the Monte Carlo Rally with John Hanson and Ken Deacon. Also starting from Glasgow were Hugh O'Connor–Rorke, Johnny Cuff and David Skeffington in a Jaguar. Eric Jackson and Noel Donovan also competed in a works Ford Anglia starting from Monte Carlo.

A cricket match took place between DeLacy and B.A.R.C. on Knottingley town ground. The annual trophy is still on display in the clubhouse.

A letter was received from the West Riding County Council informing the club that the Ferrybridge clubhouse would be affected by the new A1 road improvement scheme.

Subscriptions charges for 1963:

Full member one pound five shillings per annum

Life member ten pounds ten shillings

Associate member seven shillings and sixpence per annum



1963

- Seven Dales Rally
- Observation Rally
- Drag Sprint
- Standard Car Trials
- Treasure Hunt
- Sprint
- Breadwinners Rally
- Pyramid Rally
- Gymkhana
- Moonbeam Rally
- Autocross

The new club magazine " DeLacy News" was now in print.

The club inspected a property known as the Brotherton Village Hall as a possible replacement clubhouse.



A History of DeLacy Motor Club



A History of DeLacy Motor Club

The club steward Mr A Lodge announced his enforced retirement due to ill health.

Mr Lodge confirmed he wished to present the club with a new trophy, to be known as the Lodge Trophy, to be awarded for the best overall performance on club night events throughout the year.

Cricket Match with B.A.R.C. at Knottingley Town Cricket Club

1964

- Observation Rally
- Autocross
- Driving Tests
- Standard Car Trials
- Gymkhana
- Pennine Rally
- Trafalgar Rally
- Jubilee Rally
- Seven Dales Rally
- Brierley Trophy Rally
- Sprint
- Treasure Hunt
- Point to Point Rally
- Christmas Crackers Rally
- Regent Rally

Planning approval was received for the new clubhouse at Brotherton Village Hall.

Alan Marshall resigned as Club President after 14 years in office.

The club received official notice to vacate the Ferrybridge clubhouse by the end of May.

The Ferrybridge clubhouse was scheduled for demolition in order to allow contractors to proceed with the Ferrybridge bypass. This work commenced on June 16th.

Work was proceeding on the new clubhouse at Brotherton.

The club members and committee relocated in the interim to the Queen of 'Towd Thatch public house in South Milford.

A progress report on the new clubhouse at Brotherton gave the anticipated completion date as July 4th/5th 1964.

The committee agreed the opening arrangements for the new clubhouse should be 3rd September for a press review and 4th September for the official opening.

At the official opening Sydney Allard unveiled the Steyer Allard Steering Wheel which was to be displayed in the clubhouse.

1965

- Observation Rally
- Autocross
- Driving Tests
- Standard Car Trials
- Gymkhana
- Seven Dales
- Sprint
- Treasure Hunt
- Point to Point Rally
- Breadwinners Rally
- Regent Rally
- York Spring Rally
- West Riding Rally

DeLacy crews also undertook the Northern Lights Rally, the White Horse Rally, the Three Swans Rally and the Snowdrop Rally by invitation.

The G.R. Smith Challenge shield was awarded to the first DeLacy novice in the Seven Dales Rally.



A History of DeLacy Motor Club



Proposals were put forward for a 4 Car Autocross and DeLacy Motor Club was the first motor club in the country to be awarded a 4 Car Autocross licence.

Hugh O'Conner–Rourke was appointed president for the years 1964 to 1966.

1966

- Autocross
- **Breadwinner's Rally**
- Wakefield Co-promoted Hill Climb
- Standard Car Trial
- Seven Dales Rally
- **Dusk 'till Dawn Rally**
- Hill Climb Huddersfield CC (restricted)
- Sprint
- Gymkhana
- Driving tests
- Point to Point Rally
- Christmas Crackers Rally

H.W. Last was elected president.

Sydney Allard died.

DeLacy was invited by the London Motor Club to organise a special stage of the International Gulf London Rally.

The club's request to use forests for 1967 Seven Dales Rally was granted.

The new Rally Authorisation Section of the R.A.C. introduced more stringent regulations for the processing of event applications.

The club had two hundred paid -up members.



A History of DeLacy Motor Club

1967

- Standard Car Trial
- Driving Tests
- Family Rally
- Seven Dales Rally
- Breadwinners Rally
- Autocross
- Players No 6 Autocross Championship

It was announced that Palmers Tyres were to sponsor the Seven Dales Rally

DeLacy organised the Wykeham Forest special stage on the International Gulf London Rally.

All motor sport and rallies were postponed from October until 31st December 1967 due to foot and mouth disease.

1968

- Autocross
- Production Car Trial and Driving Tests
- **Breadwinner's Rally**
- Seven Dales Rally

Invitation Events:-

Pennine Rally - Airedale and Pennine MC

Driving Tests - Sheffield and Hallamshire MC

Batings Dam Hill Climb - Knowldale MC

Autocross—ShIPLEY CC

Driving Tests—Huddersfield MC

Invitation to Airedale and Pennine Whitehorse Rally

Cheadle Moorland Rally—Woodford MC

Insufficient rallies held for Navigator's trophy to be awarded.



A History of DeLacy Motor Club

The Ramblers Association objects to use of bridle paths on Seven Dales Rally.

Plans were developed to allow High Eggborough quarry to be used as a Rallycross circuit but these were eventually abandoned due to changes made to 4 car Autocross.

Gulf International Rally stage at Cropton Forest.

Consideration was given to forming a lottery for fund raising.

1969

- Standard Car Trial
- Players No 6 Autocross
- Autocross
- Driving tests
- Rally co-promoted
- Driving tests co-promoted
- Point to Point Rally
- Seven Dales Rally
- October Rally
- Castrol Guards Quiz

1970

- Seven Dales Rally
- Point to Point Rally
- **Breadwinner's Rally**
- Sleuths Mug Rally
- Standard Car Trial
- Hill Climb
- 4 Car Autocross
- BP Quiz
- Castrol Dunlop Quiz
- Cricket match with B.A.R.C

The Seven Dales Rally was jointly sponsored by John Palmer Tyres, Lombard and South Yorkshire Motors.

Motocross continued at Eggborough circuit organised by Dennis Parkinson.

De Lacy submitted an entry for the National Air Race from the top of Blackpool Tower to Snaefell (mountain) on the Isle of Man by whatever means possible. The event was sponsored by a national newspaper.

The De Lacy team, managed by Norman Pyke, achieved their goal by arranging for Chris Townend to fly to the Isle of Man to be met by a member of the Manx Motor Club who took Chris on a scramble bike up to the finish at the top of the mountain.

A trophy for this achievement is on display in the clubhouse.

1971

- Seven Dales Rally
- Breadwinners Rally
- Point to Point Rally
- RAC Championship Autocross
- Castrol-Dunlop Quiz
- Cricket Match DeLacy vs B.A.R.C.

DeLacy organised a control at Thornton Dale on the RAC Rally

1972

In January, De Lacy Motor Club relinquished the High Eggborough Autocross track licence.



A History of DeLacy Motor Club

1972 Onwards

From 1972, with the loss of Eggborough as its main Autocross venue, De lacy put all its efforts into the Seven Dales Rally, its principal winter road rally, together with continuing club night events.

As the costs of organising motor sport increased sponsorship was sought and from 1970 South Yorkshire Motors, Palmer Tyres, Lombard and Selby Fork Motel provided ongoing support for the events until Mintex became the sole sponsor in 1972 and the rally became known as the Mintex Dales Rally.

In 1976 De Lacy brought the event to International status as the English round of the British Open Championship to be known as the Mintex International Rally until 1984.

In April 1975 the De Lacy Social Club was formed

From 1984 National Breakdown took over the sponsorship until 1988 followed by Cartel until 1991 when Talkland Communications assured sponsorship of the International event.

In 1994 Kall Kwik Print came forward to support the event as it was reintroduced into the calendar as a National-B permit event until 2004.

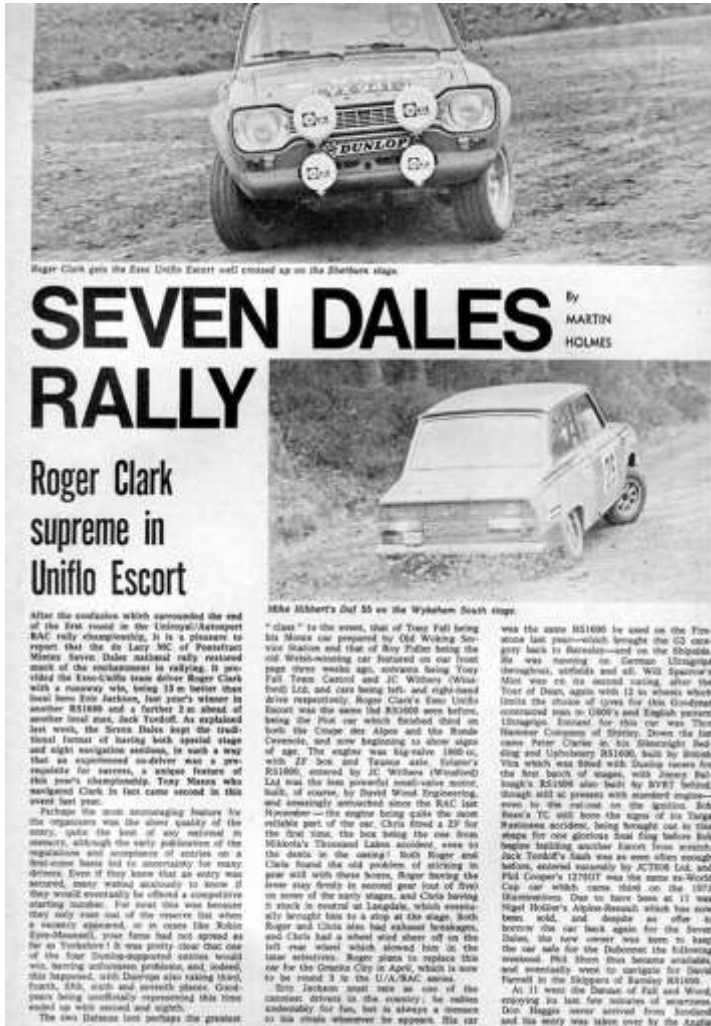
From 2004 the event took the name of The Roger Albert Clark Rally. The late Roger Clark being the first British driver to break the Scandinavian dominance in winning the present day R.A.C. International Rally (1972) and being, perhaps, **the best British rally driver of the "golden era" of rallying.** 2014 was the 11th running of the event.



As well as the major events run by De Lacy , the motor club prides itself in continuing to organise events for the clubman. The Thor Hammer Stages and the Spring Stages are both single-venue stage rallies which the club has organised on Driffield Airfield (now Alamein army barracks and military training site) Indeed, the Thor Hammer Stages Rally is slated to run again in 2015.

A new venture for the club is the Seven Dales Heritage Run. This event was designed as a social run in conjunction with the Stag Owners Club and ran for **the first time in 2014 as part of the club's celebrations of 50 years of the Brotherton clubhouse.** The event was so well received that it is likely to become a permanent fixture on the De Lacy calendar.





“ It is a pleasure to report that the De Lacy MC of Pontefract Mintex Seven Dales National rally restored much of the enchantment in rallying. It provided the Esso-Uniflow team driver Roger Clark with a runaway win, being 13 minutes better than local hero Eric Jackson, last year’s winner in another RS1600 and a further 2 minutes ahead of another local man, Jack Tordoff”

“ The Seven Dales kept the traditional format of having both special stages and night navigation sections in such a way that an experienced co-driver was a pre-requisite for success”

“ Perhaps the most encouraging feature for the organisers was the sheer quality of the entry.”



A History of DeLacy Motor Club



A History of DeLacy Motor Club

A Brief History of the RAC Rally (Royal Automobile Club Rally)

Begun in 1932-1939 the rally only had national status and did not become an international event until after the second world war. Until 1953 there was no official outright winner. Cars were classified by engine size and type i.e. open or closed cars. The 1957 rally was cancelled due to the Suez crisis and petrol rationing.

The 1967 rally was cancelled due to foot and mouth disease. In 1960 the RAC Rally was won by Eric Carlsson in a three cylinder, two stroke Saab 96. **This was the first RAC Rally to have an "off road" special stage.** This was at Monument Hill in Scotland which was a two mile dash over the roughest unsealed road imaginable and had to be covered in three minutes. Carlsson trounced the opposition, **having been "clean" on the road. He won the rally ahead of John Sprinzel (Sprite) and Don Morley in a Healey 3000.**

It was as a result of the 1960 Rally that the RAC, in 1961, introduced the forest special stages. Two hundred miles of the 2,123 mile route were on Forestry Commission land. De lacy were invited to organise and manage a stage in Selby Forest part of which involved directing the rally cars across a public main road. This was **achieved by building two "chicanes" either side of the road thus reducing the rally cars' speed.**

De Lacy crews competing in this event were Eric Jackson/Noel **Donovan in a Ford Zephyr, Johnny Cuff/Hugh O'Connor** -Rorke in a Zephyr and Mike Wheatley/Bill Bowes in a Mini. The rally was again won by Eric Carlsson in a Saab 96.

From 1970 to 1973 the Daily Mirror sponsored the event before the finance company Lombard North Central took over in 1974 and the event became known as the Lombard RAC Rally. This sponsorship

continued until 1993 when the event became known as the Network Q RAC Rally and later the Network Q Rally of Great Britain.

In 2010 the rally moved its operations to Cardiff and competitive stage mileage was then based in Wales. With sponsorship from the Welsh Government the event was renamed The Wales Rally of Great Britain and continues under this banner to the present day.



A History of DeLacy Motor Club

A Brief History of the RAC Rally (Roger Albert Clark Rally)

For many crews, fans and marshals, the Roger Albert Clark Rally is the highlight of the rallying season. From a relatively low-key start in 2004, the Roger Albert is now one of the most eagerly-awaited events on the calendar and the signs are that the 2014 edition will be one of the best yet as the rally moves base to Sunderland.

There is so much about this rally that makes it special, most of all that it recreates the flavour and atmosphere of the classic RAC Rally. Rallying has changed massively over the years, and Wales Rally GB is, through necessity, a different beast and does not create the sense of adventure among the fans that it did back in the 1970s. The Roger Albert Clark Rally has filled a real gap in the hearts of many enthusiasts, whether competitors, service crews, spectators, officials or marshals.

The history of this event is inextricably linked with the history and heritage of DeLacy Motor Club. DeLacy were approached in 2003 by a group of enthusiasts driven to recreate the classic rally of the 1970s - "A Proper Rally". **There existed within DeLacy a group of people who had been involved with the organisation of some of the great events,**



Mintex
International,
Cartel and
National
Breakdown rallies
**and 'Team
DeLacy' stepped
up to run the new
event for historic
rally cars.**

The Roger Albert Clark Rally, RAC Rally or just plain *Roger Albert* has been organised by the same DeLacy team now for eleven years, led by log-term DeLacy member, Colin Heppenstall and has spawned a national historic championship of the same name which enters a new chapter in 2014 by taking over the stewardship of the MSA British Historic Rally Championship.

The entry for the inaugural event in 2004 was modest but at the head of the rally, a fine battle developed between Malcolm Wilson and Stig Blomqvist as electrical dramas on Monday evening cost Hannu Mikkola around seven minutes. Richard Tuthill could have topped the Escorts in his Porsche 911, but dropped five minutes when the throttle cable broke in Ae as dawn broke on Monday morning.

Wilson's spectacular charge finally came to an end up a Kielder firebreak on Tuesday morning. Now, Blomqvist had a big lead but you'd never have thought it as he threw the car around the final stage on the race circuit at Croft. Blomqvist, like his fellow legends, signed autographs every time he stepped out of the car. "It is no different to 1983! This is the way the rally is supposed to be," he said, part way through the Kielder leg on Tuesday.

Over the years there had been some snow and ice, but nothing like the



A History of DeLacy Motor Club

conditions that met the 2010 rally. Deep snow in Yorkshire and Kielder and freezing conditions made this an incredible test of man and machine and through it all for an incredible victory came Belgians Stefaan Stouf and Joris Erard for a famous win in their Ford Escort Mk1.

As stages and even forests were changed at the last minute as rally manager Colin Heppenstall worked miracles to run the event at all, tyres were the major talking point and Stouf used Dunlops to great effect. The Escort Mk2 of Gwyndaf Evans/Jon Millington was hampered initially by the wrong tyres and they dropped a lot of time in the opening stages in Yorkshire. With some more suitable tyres flown in from Italy, Evans then charged over the final two days and fought back to second, 1m18s down on the Belgian crew. Andrew Haddon and Mark Crisp had a great run to third place, while Dave



Hemingway and Simon Ashton mastered the weather to win the Open Rally for the second time.

However, such were the conditions on the 2010 rally that any crew that reached the finish in Carlisle was a winner, along with the event officials and marshals who defied incredibly tough conditions to run an epic rally.



A History of DeLacy Motor Club

Roger Albert Clark Rally Winners

- 2004 Stig Blomqvist/Ana Goni (Ford Escort Mk2)
- 2005 Mark Higgins/Peter Martin (Ford Escort Mk1)
- 2006 Jimmy McRae/Andy Richardson (Ford Escort Mk2)
- 2007 Steve Bannister/Kevin Rae (Ford Escort Mk2)
- 2008 Malcolm Wilson/John Millington (Ford Escort Mk2)
- 2009 Gwyndaf Evans/John Millington (Ford Escort Mk2)
- 2010 Stefaan Stouf/Joris Erard (Ford Escort Mk1)
- 2011 Gwyndaf Evans/John Millington (Ford Escort Mk2)
- 2012 Martin McCormack / Phil Clarke (Ford Escort Mk2)
- 2013 Steve Bannister/Kevin Rae (Ford Escort Mk2)
- 2014 Matthew Robinson/Sam Collis (Ford Escort Mk2)



A History of DeLacy Motor Club



A History of DeLacy Motor Club




Seven Dales Heritage Run
Sunday 29th June 2014
West Yorkshire Club
 Celebrating 50 Years of the
De Lacy Motor Club Clubhouse
And 
35 Years West Yorkshire Triumph Stag Owners Club



- P65: MK1 Cortina High Eggborough Autocross.
P16: MK1 Escort Drv Roger Clark, Nav Tony Mason, Mintex Seven Dales National, 1972
P17: Seven Dales Report by Martin Holmes 1972
- P4: Original De Lacy Pontefract MC badge
P5: The De Lacy clubhouse, Brothertonopened September 1964 by Sydney Allard.
Note, this was before the porch was built.
P6: LH Queens Hotel Pontefract, now apartments
- P7: DLMC Team Entry to the 75 Motor Club 6 hour relay race at Silverstone in 1953. LtOR ? Gerry Smith, Aubrey Pilkington (Club Captain), Peter Ewbank, ?
P9: Archive material compiled by Philip Drury, Richard Linnington and Ken Roberts.
Standard Car Trial at Wentbridge Pimple.
P10: De Lacy clubhouse Ferrybridge. LtOR Phil Hindle, Reg Lodge (steward), John Rickhuss
P11: Autocross High Eggborough
P12: Rover Seed Fourteen outside DLMC clubhouse Ferrybridge (courtesy Gerry Wagstaff)
P13: Autocross High Eggborough.
P15: Two Ford V8 Pilots vie for the lead at High Eggborough Autocross.

Acknowledgements:

Grateful thanks are due to the following people for their kind assistance in producing this document:

The Committee and Trustees of the De Lacy Social Club
The Directors of De Lacy Motor Club Limited
Archive material compiled by Philip Drury, Richard Linnington and Ken Roberts.
Brochure co-ordination and presentation by Steve Higgins.

Photograph Credits:

Terry Rickhuss, StJohn Pilkington, Gerry Wagstaff, Ian Carroll, Paul Lawrence,
Judith Sewell

