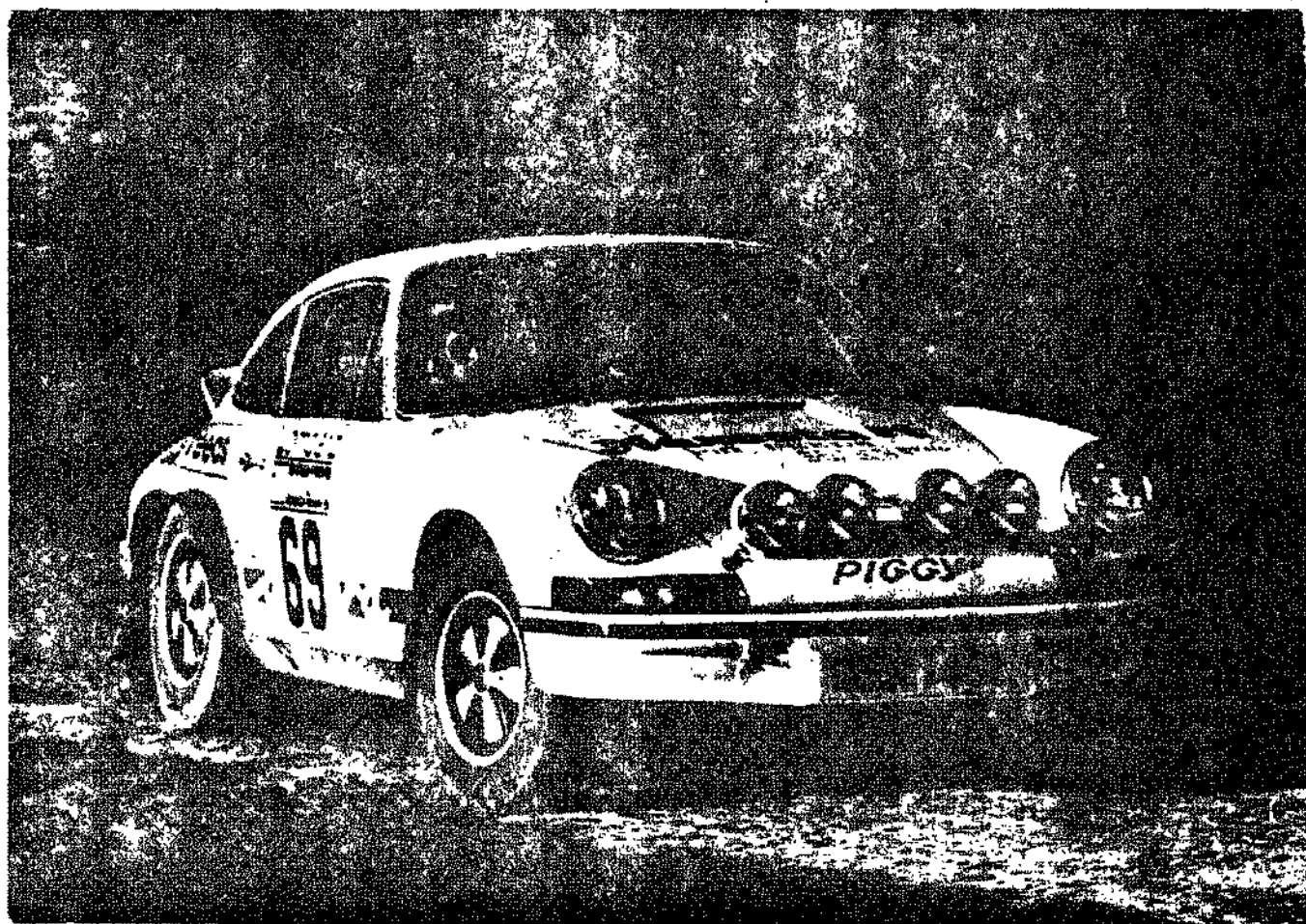


TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB,

R.A.C. REGISTERED No. 1230



IT'S R.A.C. TIME AGAIN! SEEN HERE IS
'PIGGY' THOMPSON AT HAREWOOD IN LAST YEAR'S
EVENT

PHOTOGRAPHY BY NIGEL GEDHILL

NOVEMBER 1976 - No. 73

TRACKROD MOTOR CLUB

1976 - 77

OFFICERS

Chairman - John Richardson, 67, West Park, Selby
Tel. H- Selby 2048; B- Ossett 6718.
Secretary Rod Parkin, 'Craigside', 15, Holly Drive, LS16
Tel. H- Leeds 671918; B- Pudsey 77731
Treasurer Bob Chapman, 19, Devonshire Ave, Leeds LS8 1AV
Tel. H- Leeds 663004; B- Leeds 459631

COMMITTEE.

Steve Holden, 7 Cross Flatts Row, Leeds 11
Tel. H- Leeds 663714; B- Leeds 821918
Richard Ineson, 4 Moseley Wood Drive, Leeds 16
Tel. H- Leeds 679329
Martin Kemp, 185 Stanningley Road, Leeds 12
Tel. B- 37287
Steve Lloyd, 1 Bramble Avenue, Boston Spa
Tel. H- B.S.843574
Steve Mills, 36, Hilton Road, Roundhay, Lds 8
Tel. H- Leeds 625294; B- Bfd 73501
Richard Spurdens, 14, Beech Spinney, Partridge
Wood Hill, Wetherby.
Tel. H- Weth 4015; B- Harr 2126/7
Frank Stuart Brown. 15 St. Mary's Close, Leeds 17
Tel. H. - 620163.

Competitions Secretary.

Richard Spurdens

Assistant Comp. Sec.

Martin Kemp

Trophy Points Secretary.

Steve Mills

Membership Secretary.

Steve Holden

Editor & Deputy Chairman.

Steve Lloyd

Merchandising Officer.

Frank Stuart Brown

Assistant Editor & Shell League

Team Captain

Richard Ineson

Public Relations Off.

Steve Hazeldene

Future Events

- 5th November Bonfire Party, Tockwith airfield(). Fire, fireworks, hot food, revelry, and drinks afterwards in some local hostelry. Can't be bad. Don't miss it. From 8.00 p.m. Details from Lindsay Sutton.
- 7th November Club Co-Promoted Autotests at Pudsey Civic Centre (104/211346). First test 12.00 a.m. A brand new venue, centrally placed, so lets have a big turnout. Good practice for the shell league A/T the week after. Details from Frank Stuart Brown.
- 9th November Noggin-Dyneley Arms, Pool Bank, Leeds-Otley Road, at Traffic Lights with Bradford-Harrogate Road.
- 14th November Y.S.C.C. Shell League Autotest - Penultimate Round in this years series. We need 300 plus points to make up any places. So, we need a strong team and plenty of support for them. In Cleckheaton Area, first test 11.00 a.m.
- 16th November Indoor Rally - Duke of Wellington - Round 2 of series. Map 99 (Again!) Bring thinking caps!
- 23rd November Extraordinary General Meeting - Duke of Wellington, East Keewick, 8.00 p.m. To discuss and DECIDE upon the formation of the Club into a Limited Company. See details later in mag.
- 27th November R.A.C. Rally. Boltby Forest 11.00 p.m. approx. Plenty of you please, to ensure a smooth passage for SPY 44 (among others!). Details from- John Richardson or Nigel Drayton.
- 7th December Noggin - Square and Compass.
- 11/12 December Holderness Rally, N.H.M.C., Shell League final round and A.N.C.C. Lets do a 'Hunt' and pip York and Ilkley at the post. (and avenge the Costa!) Details from Richard Spurdens or Richard Ineson.
- 14th December Film show and fire extinguisher demo. at the Wharfedale 8.00 p.m. Come along and be frightened into buying and extinguisher. I've used up three this year, and they are cheap compared to the cost of a new Porsche!
- 17th December Trackrod Christmas Party, Follifoot Village Hall. Free to members. Details from Sue Broadbelt.
- 21st December Round 3 of Indoor Rally Champ. - Duke of Wellington.
- 26th December Boxing Day 'Hangover' Autotests, Woodhouse Moor.
- 28th December Noggin - Shoulder of Mutton.
- 4th January Noggin - Square and Compass.

Invited Events:

- 7th November Northallerton A.C. Special Stage Practice Day, Catterick
- 21/22 November A. & P.M.C. Snowdrop Rally, A.N.C.C.
- 4/5 December Clitheroe M.C. Hall Trophy - A.N.C.C.
- 18/19 December 111 C.C., Bentleys Rally.

COVER PICTURE

It ought perhaps to be mentioned that the car depicted on the cover of this issue is not now owned by 'Piggy' Thompson but by our own member Richard Jackson as a back-up car to the well known SPY 44 Carrera.

1976 Lombard RAC Rally

As promised last month, we have more details of our stage procedure to hand.

The cars are due a little earlier than stated last month and should be

on Boltby by 22.45 hours on the Saturday night, 27th November. It will be necessary for marshals to go into the stage at 21.00 hours, so do please arrive at the stage, 100/502871, well before this time. Alternatively signing on can be accomplished in the warmer atmosphere of the village pub at Felixkirk, 100/468847, any time after evening opening time !!!

There will be marshals briefing on Wednesday 24th November at the Wharfedale, Arthington, 104/259448, starting at 8. p.m. I know that many of you are aware of the requirements needed on an RAC stage, but nevertheless, your attendance at the briefing would be much appreciated. Do please try to be there.

Chairmans Chat

It was very encouraging to see so many people attempting our first indoor rally of this winter season. It seemed to take a little while for everyone to blow the cobwebs out and become conditioned to the "trickeries" of the tabletop scene, but once in the groove, it all flowed very smoothly. To those of you who missed out, do join in next month, its all very good practice for the real thing, helps tremendously in map interpretation, and its cheaper than real rallies!!

Talking of which, we seem to have shaken off the rallying bug which affected many of our crews earlier this year. The Highwayman Rally saw a fine, although rather unexpected win for Martin Kemp/Rod Parkin, (very well done both) second place for Stan Peel, a Novice class win for our Helmsley based members, Mike Kent/Dave Carnforth, and the consolation prize of being the first crew to finish a selective on a puncture went to Jim & Janet Thirsk. One could almost say a clean sweep for Trackrod! Just to round off the weekend nicely, Dave Lawton/Steve Holden won their class on the Crystal Stages.

The Alwoodley Pennine was also successful with Steve Rathbone/Frank Stuart Brown at last getting the Magnum to the finish of a rally, and in 2nd place no less behind Ron Beecroft. Just behind was that man Lawton again, this time with Jack Coulthard on the maps and a nice 3rd place to show for their first time out together.

Very well done all of you!

Hard luck story of the month must go to Ron Mackinnon on the Tour of Mull. He was lying 6th O/A after the afternoon stages and was in eighth place during the night, (running at 106!) when evasive action to avoid a crashed Opel Kadett resulted in another ruined rear axle! The boulders on Mull are very very hard and unforgiving, but its one hell of a place to go for a rally, and a tremendous social weekend was had by all.

If nearly two dozen Trackrod members leave Yorkshire to go to Mull, that surely is recommendation enough! Think about it when planning your programme next year.

J.H.R.

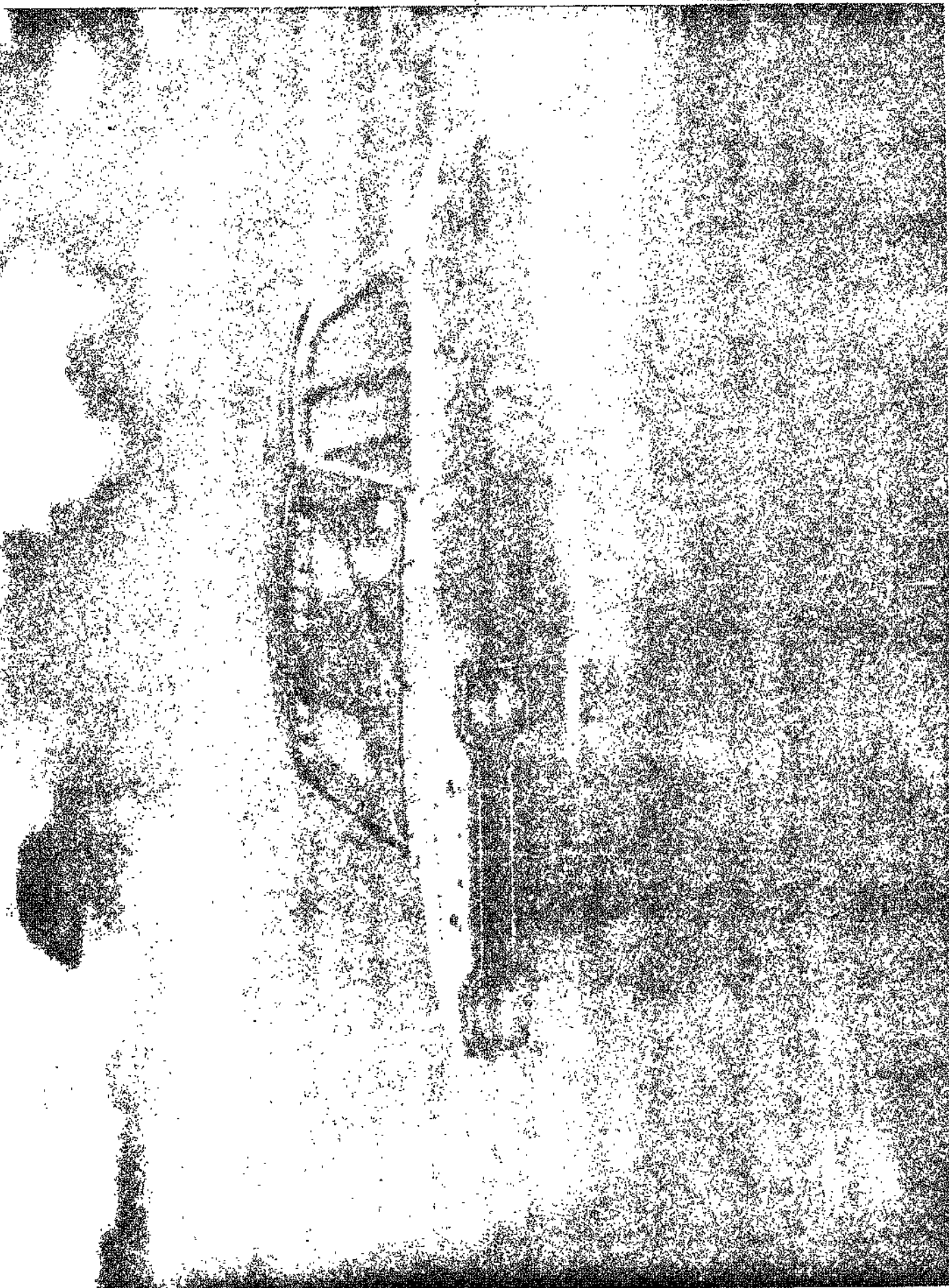
12th September Airedale & Pennine Summer Stages.

Sunday morning saw us pulling into Menston Garage for the start of the rally. Scrutineering was the night before so it was just sit and wait for your route card. The Trackrod members were:-

Vince Girardier/Jack Coulthard at 8
Mike Fisher/G Womersley at 10
Peter Germaine & myself at 20
Ron Mackinnon/P Collinson at 21
Alan Powell/Stan Peel at 23
Mike Schofield/Andy Roddy at 29

PETER GERMAINE & RONNIE MOORE GIVING THE PHOTOGRAPHER
A BATH AT MELBOURNE AIRFIELD ON THE AIREDALE &
PENNINE / MEWSTON GARAGE SUMMER STAGES RALLY.

PHOTO BY R.S. PHOTOGRAPHICS.



Dave Ashford/Bob Shilling at 36
J Pick/R Spensley at 52
Howard White/M Tempest at 81

9.01 saw Pip Dales Firenze lead the field away to the first stage at Otley's Farnley Hall. The conditions were fairly bad after about 36 hours of rain. The stage was a narrow loose tarmac track with a quick dash in and out of a field. Farnley Hall saw the retirement of Ron Mackinon with half shaft trouble, about a foot from the start line.

Stage 2 was at Tockwith Airfield: Fast tarmac so a tyre change. At the first 90 left there was a familiar red opel parked, guess who? yes you've guessed it was Vince and Jack with low oil pressure.

At the start of the second lap it was a quick look over the shoulder, for RS2000 after the incident on the Elcar Rally. Halfway round the second lap was Mike Schofield and Andy Roddy with 2 punctures and only 1 spare, so a quick run to the service car and back for Andy, but they got a maximum time on the stage.

Stage 3, two laps of Acaster Malbis airfield which was a bit too muddy in places for tarmac tyres. This stage saw another Trackrod crew drop out, Dave Ashford & Bob Shilling, they hit a concrete post on the flying finish headon.

A long run to stage 4, Melbourne Airfield, this stage was 1 lap and very tricky house with a lot of very large puddles about. I think a speed boat would have been better on here. When we finished the stage it was a quick change onto the M/S tyres for stage 5, Allenthorpe farm track. This was very rough and muddy with cars off here and there in the deep mud. Next came stage 6, Full Sutton Airfield, which was run the usual way but a bit tricky at the end of the runway just before the flying finish.

Stage 7 was Burton Fields farm track which we can just about do with our eyes closed. Stage 8, was cancelled. Stage 9, was Trackrod stage, Thirle Dale Wold. Part of a rally cross circuit so I've been told with some bad yumps and a very steep hill to climb up. Off we went into the unknown for us. A few wet Trackrod members were lurking here & there. Such as Phil Staton jumping out from behind trees giving crews a quick flash (of his camera). After getting over that fringe came the hairpin left and that big mountain to climb up. The car didn't like this because it tried to jump off the edge but we made it to the top and onto the flying finish about 10 seconds down on the fastest. Next came the lunch halt at Sledmere.

After an hours rest and a bite to eat it was back on the road again to stage 10, Thirkley Wold a farm track. This has a long tarmac start then into the fields very slippery right to the finish which is a bit tricky on the flying finish because of a sicane just after the finish marker.

Next came stage 11, Melbourne again same as the morning except the puddles weren't as big. Back onto M/S tyres for the rest of the rally. Stage 12 Allenthorpe same as the morning stage except about $\frac{1}{4}$ of mile from the finish in thick mud on a 90 left it happened. The engine just stopped. Off came the helmets and quickly under the bonnett. A quick check round the wires, these were alright. After about 4 minutes we found that some one had pulled the petrol pull off switch, then we carried on to the end of the stage. Then onto stage 13 Full Sutton and stage 14 Burton Fields both the same as the morning then to the finish at the Corn Mill Stamford Bridge. After about 2 hours the results were put up. The trouble we had on Allenthorpe had dropped us from 120.A, to 390.A.

In all we think that this event was very well organised and very good stages. Better luck I hope next year.

RESULTS

P Comp inc/B Moore	O/A	CLASS
" "	39	17
A Powell/b Peel	6	3
M Schofield/A Roddy	59	19
J Fick/R Spensley	27	12

The other trackrod crews all retired.

Ronnie Moore.

Shellport League 1976

Round eight of the series was held on 17th October at Hutton Conyers, Ripon, a I.C.T. organised by Ripon M.S.C. Our team comprised Tony Marshall (mini), Steve Hazeldene (mini), Steve Lloyd (escort), Richard Spurdens (viva) and Steven Waddington (Fiat 850).

It was a superb venue for the prevailing climate conditions, being wet underfoot in the morning, drying out considerably for the afternoon session.

Unfortunately, latest team recruit, Steve Hazeldene didn't produce the hoped for results but nevertheless he scored a useful 42.1 points in a larger class of 30. However, Tony Marshall made up for it with a resounding 4th in class to score 95.7. Richard Spurdens finished 8th in class (57.9) points and Steve Lloyd 6th (78.4 points). Steven Waddington was 2nd to his father in his class and scored 87.7, unfortunately his dad was driving for the opposition (Ilkley) and helped them to achieve 4 class wins and a fifth in class, needless to say they won on the day but we were second and netted some more greenbacks.

Position after 8 rounds

Ilkley & DMC	2704.2
York MC	2646.2
Trackrod	2426.3
Huddersfield	1720.9
Slaithwaite	1520.2

Clearly we have it all to do in the remaining two rounds, the first on 14th November is a perambulating autotest in and around Cleckheaton organised by Y.S.C.C. and the final is a rally on 11/12th December organised by North Fumberside (Moonraker) so get preparing that machinery you rally men and lets do in the final what we should have done on the Costa!! We'll try to ensure that the autotesters put you in a position to be able to wrest the lead from Ilkley and York and clinch the series in our favour.

Richard Ineson
Shell League Team Captain.

Shell League PCT @ Hutton Conyers

After weeks of rain, the thought of any attempt at a I.C.T. was enough to make one reach for the wellies and the tow rope. However, the Ripon M.S.C. were favoured with two consecutive dry days, which allowed their excellent venue at Hutton Conyers to dry out enough for a good days sport. Our shell team consisted of Tony Marshall and Steve Hazeldene in Minis, Steve Waddington in his fiat, Richard Spurdens in his viva, and me in the Mex. Having demolished a clutch, a wing, a door and an axle on Shell League events this year I was not too relaxed

at the start of the day. But as the tests proceeded and nothing worse than a few mud splashes were suffered, enjoyment replaced apprehension in my mind.

The large entry was split in half to avoid long queues at tests. The 30 strong Mini class plus the sports cars went one way and the conventional saloons and rear engine mob went another. Richard Spurdens had yet another early number, but grass on the virgin hills was a help to him for a change. However, mud was soon the order of the day. Even so, a fine variety of scores resulted. Progress round the field wasn't too bad either, only the occasional bunged up exhaust delaying things. When we caught up the tail end of the sports cars, the top was well and truly off the hills, and on one downhill start, there was no steering at all. Everyone slid into the markers! Richard found a new line round a mud patch, but touched a marker, and was annoyed to see our arch rivals from York and Illey take advantage of his experience. At the end of the first 11 tests, Richard had 64 to my 66, with Steve and Ken Waddington ~~xxx~~ tying for the lead in their class, far ahead of everyone else, on 35. Tony was sixth in the minis, but Steve was not going so well, despite the use of R.F.I's new ZX's.

After a long lunch, during which Ripon eased nearly all the tests, we set off again, the sunshine now being reduced by some ominous clouds. However, a hump on test seven led to a display of 'driver power' by one or two very vocal fellows who felt their front ends would be damaged by it. Ray Dickinson proved them wrong, but they still refused to attempt it. Eventually one stake was moved, and order restored. The hills were now much easier, and scores much lower. Still plenty of variation though. A silly understeer off on the last test cost me four valuable points, for a total of 21. Steve Waddington took into battle with father Ken here, when he clipped the nine marker on his way to a clean. Richard dropped 28 and Tony 8. Steve Hazeldene dropped 15, and was so upset, he spent the next half hour putting the same wheels on and off the front of his mini! Ilkley had dominated the event, winning all four classes, plus a second in class! However, we didn't do so badly thanks to excellent drives by Steve and Tony, and consistency by the rest of us. We were second shell league team, on the day, as detailed elsewhere in this issue.

Ripon, had run a first rate event, with very sensible hills for the day. Everyone seemed to have enjoyed it, results were soon available. Steve was second in the Fiat, Tony was 4th, Steve 20th, Richard 8th and me 6th, good placings in the large classes. Now for the Auto-tests, and the last event, the road rally.

Steve Lloyd.

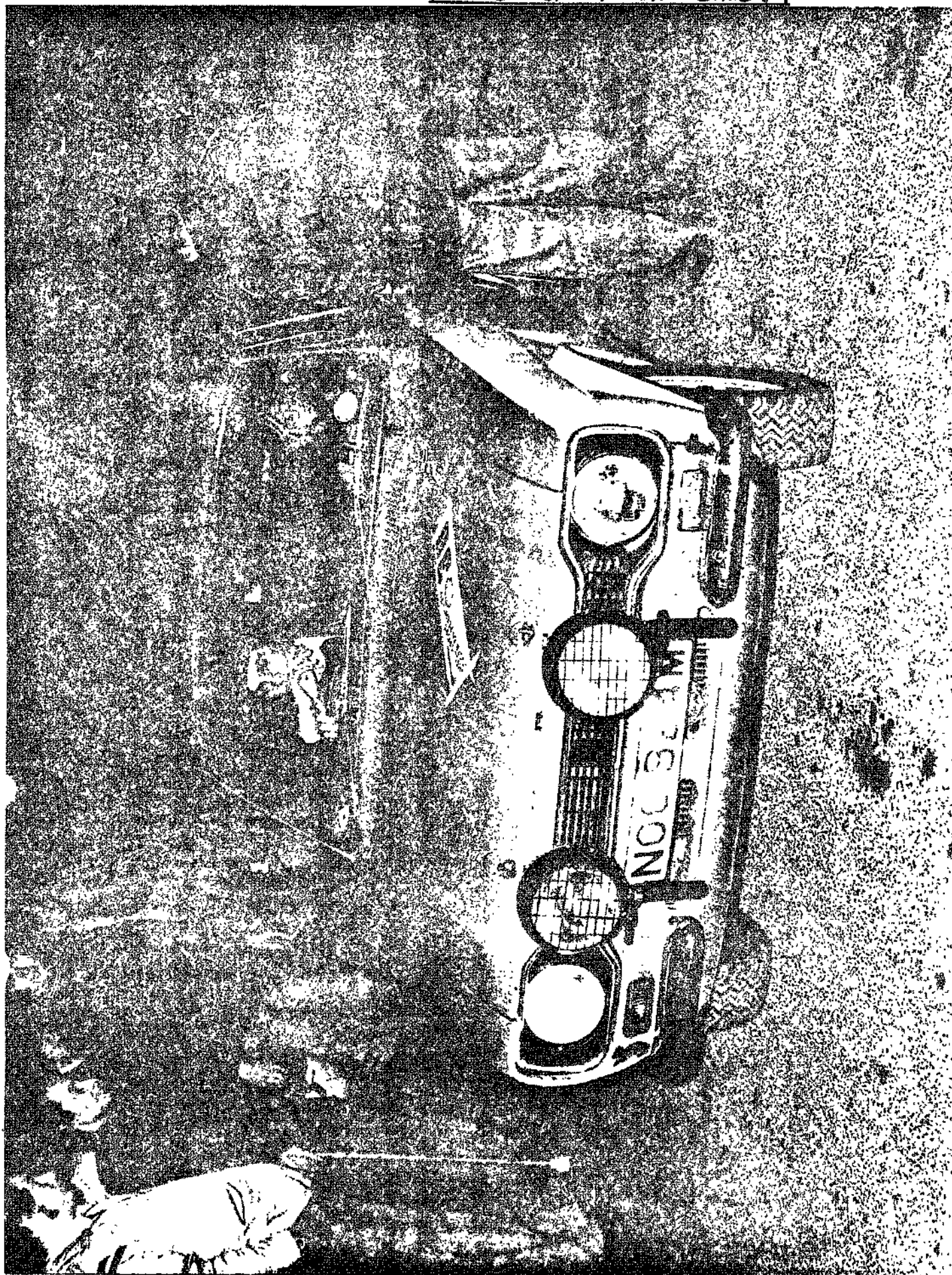
Editorial

After my appeal of last month, I found there was plenty to write about, but not so many bods willing to write it! You are all too modest! You can all write, it doesn't matter if the spelling isn't 100% or the English not so hot. I can tidy that up. What we want is variety. Plenty of blurb from you, the members to fill your magazine. Lots of short features means less work for all, and a more interesting mag. Just a few lines about your last event, and why you didn't win (or why you did of course!) O.K.? Lets be having you, then.

Steve Lloyd.

A THOUGHTFUL BOB CHAPMAN AT THE START OF THE
'76 COSTA - OBVIOUSLY THINKING ABOUT THE BEST
TRACKROD AWARD WHICH HE AND RONNIE MOORE WON!

PHOTO BY PHILIP STATION



Congratulation Dept.

To Mr and Mrs Derek Lee, who did the decent thing recently, and saved us the cost of a stamp! To Martin Kemp/Rod Parkin, who took the Mex to a wet win first time out or the Highwayman! Bob Chapman would have won but his exhaust fell off! Dunno what happened to his car, though!

To Dave Lawton and Steve Holden, class win on the Crystal Stages (but what class, I don't know as I can't keep up with the Lawton engine changes. Probably the imp one).

To John Richardson, the most in corruptable timekeeper in Yorkshire. To Ron McKinnon who, although he severely bent his Vauxhall on Mull, made a half-a-dozen members fitter than ever before!

To the whole organizing team for the Costa, for prompting letters like the following (from Carr44, the Porsche of Fred Brown, from York.)
Only one of several such sentiments expressed in print since the event

To Richard Jackson, for demolishing the class record at Castle Howard recently in the 'Piggy Porsche'. By 3 seconds, would you believe, thanks to a demon handbrake turn at the hairpin.

The Chairman and Committee,
Trackrod Motor Club.

Dear Sirs,

COSTA DI PLENTI RALLY

On behalf of Fred and I, I would like to thank your club for a very enjoyable nights sport. I can honestly say that it was the most demanding rally on which I have ever competed.

I must make special mention of the helpfulness of Nigel Drayton, who helped me out of a last minute panic, when I could not get a copy of Map 98, I trust you will convey my thanks to him.

I would be very pleased if you could place my name on the list to receive regulations for next years event.

Yours faithfully,

John Cartwright
Car No 44

TRACKROD MOTOR CLUB LTD

It has been suggested that Trackrod Motor Club be formed into a limited company, for the purpose of limiting the liability of the members in the event of a successful claim being made against the Club which the Club's insurance company refuses to pay out on, and which could not be met from Club assets.

At the moment the position is that should such a claim be made, then the creditors would move in and take goods and property from the members to the full value of the claim, and they would start with those who have most to give, in order to keep their costs down.

By forming a Company Limited guarantee, without a share capital, the liability of the members is limited to an amount not exceeding the sum they have agreed to guarantee, in other words, the amount they have agreed to pay in the event of it being necessary for the company to be wound up. So they incur no personal liability beyond this amount. (Probably 50p per member).

By forming this type of company, as distinct from a company limited by shares you avoid the complications of having to run what would be a trading company, with no trade, which would involve you in quite a lot of administrative work if nothing else. There is no advantage whatsoever to be gained by forming the Club into a Company limited by shares.

If the club is registered as a company limited by guarantee, without share capital, the membership of the company can be kept identical with the membership of the club, and the company can be run in exactly the same way as the Club.

The main changes in the running of the Club would be that the committee of the Club would become the directors of the company. They can call themselves the committee or the directors, it doesn't really matter. The articles of association would take the place of the Club rules, which would cease to exist.

The articles of Association are one of the three documents which form the basis of the Company.

The Memorandum of Association is the first document, this briefly, is a description of the company, its name, registered office, names and addresses of the directors and a register of members, the objects of the Company and a clause stating that the liability of the members is limited, and the amount of each individual's liability. The registered office of the company can be any permanent building in England whose owner is prepared to allow you to put a legible name plate on the wall.

The articles of Association, again briefly, sets out the objects of the Company, the size of the membership, the powers of the directors and lays down the rules for the general management of the company.

Both these documents are prepared by Company Law Agents and subject to the approval of the Club are then submitted to the Companies Registrar, and subject to his approval of the name of the company, and of its Memorandum and articles of Association, a certificate of incorporation is issued by him and Trackrod Motor Club Limited comes into being.

The Total cost of having the Club registered as a Company, including legal fees company agents fees and the preparation of a name plate etc, should not be more than £150.00 plus V.A.T.

The principle advantage in forming a Company Limited by Guarantee, without a share capital, is that to all intents and purposes the club will remain a Club, but in law it will be a Company with a limited liability.

The disadvantages are:

1. The initial outlay in forming the company.
2. The annual registration fee.
3. The employment of recognized auditors to audit our accounts for registration purposes. (A very small fee is anticipated).

Should the decision be taken to become a Limited Company, this will

bring Trackrod into line with the majority of sizeable local clubs.

The purpose of this document is to give the basis of the proposal under consideration. If further detail is required, please contact Bob Chapman or Steve Lloyd.

Please attend on the 23rd November. This is the most important decision to be made since the formation of the club. It affects every member. Every member should vote.

A Manx Tale By Frank Stuart Brown.

Tuesday 14th September saw Alan Powell & Sue Broadbelt together with Frank Stuart Brown leaving Liverpool on the morning Ferry to the I.O.M. Allan & Sue were to be the service crew with Frank navigating for somebody you may have heard of- Steve Rathbone, who was to drive in the Castrol Manx International Trophy Rally.

Anyway there was Allan, Sue & Frank on the Ferry. Where was Steve? You ask; well he was tramping round the 'Pool' looking for his insurance company as he had forgotten to fix up insurance for the rally.

We arrived at Douglas and booked into our B & B hotel making up excuses, and saying there would be a late arrival. Allan, Sue and Frank proceeded to case the town and were soon found enjoying themselves by pumping 5p pieces into some driving machine and seeing who could get the highest score. Time passed quickly and they met the ferry from Liverpool which carried a man you may have heard of- Steve Rathbone and some rally insurance.

For the nights leading up to the event Manx Autosport had laid on a series of films, but making sure that last year Manx film was shown every night to build up the atmosphere.

Finally the day arrived with everyone still totally confused as to the timing of the event. A maximum of 30 minutes lateness only was allowed (15 minutes for the first day section), which was cumulative but wiped out a main control. At every stage start and finish there was a TC and if one was late or early then one was penalized and so on, there was no way of pulling back the time so one got nearer to maximum all the time until an MC.

Steve had approached Will Sparrow the day before as the Vauxhall Team had been seen browsing over Steve's car, and said:- "Hi Will, I'm Steve Rathbone, you may have heard of me".

"Oh yes", said Will

"You're the chappy with our GLD demonstration car." - which took the wind out of Steve's sails.

Stage 1 started, and cars bent and spun all over; we all know what Clark did. Steve and Frank had a bad misfire on this stage and ended up seeded at 46 for stage 2, which was later in the afternoon, and saw the wounded cars trying for the next 45 stages. On stage 3 Steve & Frank had a battery lug break, and with the help of spectators got the battery going again to find that at the end of stage 5 back at the main control they had been excluded for going OTL at the end of stage 3.

So everybody ended up spectating and servicing for Ron Beecroft who ended up having a terrific run and finishing 24th overall/3rd group one

The Manx is one hell of an event and not too expensive either. So how about all you Mull regulars next year saving a bit more, and getting a blot in the I.O.M. for a week.

TRACKROD.....ENDS



↑ 1975 R.A.C. RALLY - CAR No. 62 WELL CROSSED UP AT THE HAREWOOD - STAGE. PHOTOGRAPH BY NIGEL GLEDHILL

↓ RICHARD INESON SLIDING TO THE FINISH OF A TEST AT OUR RESTRICTED AUTOTEST AT FULL SUTTON ONLY TO RETIRE LATER WITH A BROKEN DIFF. WHILST 30 SEC. IN THE LEAD. PHOTOGRAPH BY PHILIP STATION



TRACKROD MOTOR CLUB

After much ado, here are the Club Championship positions from results and information received up to 30th Oct. '76.

Off Road Events

3rd	S.M.Mills	273.7
1st	C.R. Jackson	329.0
2nd	D.W. Taylor	316.0
4th	S. Waddington	245.9
	S. Lloyd	244.9
	A.J. Marshal	217.1

SHILL League

S.M.Mills	273.7
S. Waddington	245.9
S. Lloyd	244.9
A.J. Marshal	217.1
D.W.Taylor	186.2
D.R.Jackson	182.0

P.C.T. Trophy

Mrs. M.Lloyd	21
I. Waddington	20
S. Waddington	20
S. Peel	19
K. Waddington	18
S. Lloyd	17

Autotest Trophy

S.M. Mills	20
D.W. Taylor	20
K. Goodall	19
S. Lloyd	xx 24
Mrs M. Lloyd	12
G. Taylor	11

1st

F.S.B. Trophy (Driver)

C.R.Jackson	84
A. Powell	83
V. Girardier	73
K. Goodall	57
I. Gurnett	50
D.R. Lawton	48

F.S.B. Trophy (Navigator)

S. Lloyd	84
H. Edwards	57
R. McKinnon	57.2
F. Stuart-Brown	55
S. Holden	44
S. Hazeldine	38

A.N.C.C. Rally Driver

K. Goodall	352.5
S. Rathbone	263.1
R. Chapman	127.4
V. Girardier	122.5
P. Germaine	101.8
J. Fairweather	89.1

A.N.C.C. Rally Navigator

H. Edwards	352.5
F. Stuart-Brown	268.1
R. Moore	185.2
A. Longstaff	124.0
J. Richardson	89.1
J. Kilpatrick	107.6

Lloyd Trophy Special Stage Rally Driver

C.R.Jackson	753.5 !
D.R. Lawton	107.4
A. Powell	105.0

Marshals Trophy

J. Richardson	25
R. Spurdens	20
M. Ogden	20
C.P. Staton	20
G. Kellet	20
46 other members have gained points towards this trophy.	

Service Crew Award

J. Wilson	45
Sue Broadbelt	15
R. Stevens	10
D.A. Diggory	10
C. Dobson	20 2nd

SPY 44 Trophy.

S.M. Mills	273.7
S. Lloyd	244.9

According to my records, only Steve and myself are eligible for this Trophy to date.

All Round Lady CompetitorLadies Challenge Trophy

Mrs. Mary Lloyd	30
Miss Sue Broadbelt	15
Miss Lindsay Sutton	7
Miss Pauline Phillips	10

All Round Lady Member

Mrs. M. Lloyd	40
Miss Sue Broadbelt	28

All Round Club MemberThe Trackrod Trophy

K. Goodell	90
S. Mills	36
S. Lloyd	84
R. Parkin	66
R. Spurdens	60
R. Moore	53
D.W. Taylor	55
R. Chapman	49

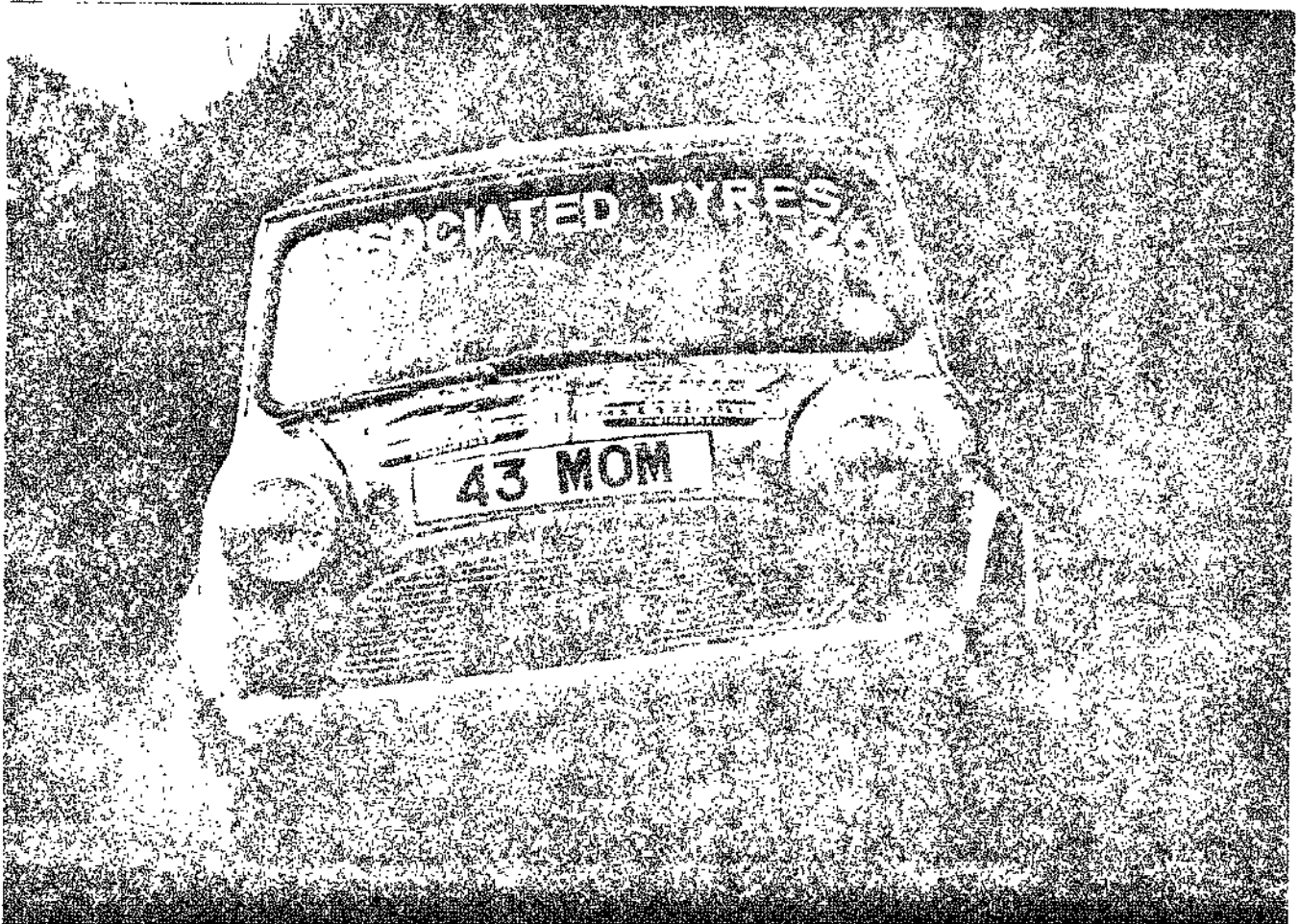
So there we are, with only two months of competition left to go, most of the trophies are still very much in contention. Now then, where are those entry forms!

Best 'o' luck,
Your friendly T.F. Sec.

Steve Mills.

P.S. If anyone has any queries on the above, please write it down on a five pound note and send it to Santa Claus (I hear inflation is hitting him hard this year!)

**With ATS
the motorist
comes first
everytime**



For Tyres, Batteries, Exhausts, Oil, Wheel balancing, Shock absorbers.

