

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

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TRACKROD MAGAZINE

No 134

DECEMBER 1981

EDITORIAL

Well, the festive season is almost upon us once more, and no doubt many of you are looking forward to a spot of R & R, but a glance at the competition calendar shows that there is plenty to occupy all competitors. I have been asked to give a special mention for the TRACKROD boxing day Autotest, to be held at Tockwith this year. This is a rare opportunity for the less well practised members to get an insight into the complexities of Autotesting, not to mention a good day out for the whole family. I can assure you that the air will be fresh!!

Another plug is due for the TRACKROD Christmas Party, on Friday, 18th December 1981. The venue is the Peacock Hotel, Yeadon, Me old Pal Gez Waters will provide the 'sounds', and a bar extension is being applied for. Fancy dress is the rule of the day, which, although not compulsory, will certainly liven up the proceedings. So get your thinking caps on, I'm sure the most original idea will be rewarded. The Social Committee are arranging the catering, but some help with the odd flan, cake or sausage roll would be appreciated. If you can assist, perhaps if you ring Christine Goodall on Leeds 673494, she will tell you what's needed.

In this issue you will find an in-depth report on the TRACKROD contribution to the RAC Rally, plus one or two contributions from regular contributors, and a break-down of the trophy points situation. What I would like to know is where are the articles either promised; or that SHOULD be written by those active in motorsport. I must also mention, at this stage of the year, some of our more far-flung membership. That's right, YOU!! If you live outside West Yorkshire, and can't get to meetings, what better way is there to keep in touch than through these pages? Feel free to write or phone, any items of interest will find their way into print.

May I take this opportunity to wish all my readers a happy Christmas, and a prosperous and successful new year.

John Bear,
Editor.

COVER PICTURE.

This month shows Peter Germaine/ Ronnie Moore in their ex-Shellsport Mexico, taking part in the 1976(?) Elcar Stages Rally.

PS. Keep the photo's coming!!

FUTURE EVENTS

Social Diary

- 8.12.81 Noggin, Shoulder of Mutton, Kirby Overblow.
- 15.12.81 Scalextric Evening, Crown Hotel, Boston Spa.
- 18.12.81(Friday) TRACKROD CHRISTMAS PARTY. Peacock Hotel, Yeadon.
Fancy Dress (Optional). Tickets 50p (members).
£1 (non-members).
- 22.12.81 Noggin, Castle Hotel, Spofforth.
- 29.12.81 Noggin, Square & Compass, North Rigton.
- 5.1.82 Noggin, Square & Compass, North Rigton.
- 12.1.82 Scalextric evening (top 10 run off and finals).
Crown Hotel, Boston Spa.
- 19.1.82 Indoor Rally, Round 3. Duke of Wellington,
East Keswick. (Details of maps next month.)
- 26.1.82 Noggin, Shoulder of Mutton, Kirby Overblow.

Competition Calendar

The Snowdrop Rally, scheduled for 5.12.81 has been cancelled.

- 5.12.81 Bullough Stages Rally. Closed Joint. Kirby Lonsdale
Motor Club.
- 5/6.12.81 Beaver Rally. C/J. Beverley District Motor Club.
- 5/6.12.81 Tony Mason Rally. C/J. Morecambe Car Club.
- 6.12.81 Bolton Abbey P.C.T. Restricted. Ilkley & Distric Motor Club.
- 12/13.12.81 Stowaway Shovel Rally. Restricted. One Eleven Motor Club.
- 26.12.81(Saturday) TRACKROD Boxing Day Autotest, at Tockwith.
Scrutinering 10 a.m., 1st test 10.30 a.m. Regs next
week (hopefully) from Richard Ineson. Marshalls needed -
see Ronnie MacKinnon.
- 27.12.81 Single Venue Stage Rally, Northallerton Motor Club.
Regs from Mrs. S. Windress, 5, Harkness Close,
Leaming Bar, Northallerton. (S.A.E. please)
(Uses Army ranges).
- 1.1.82 Autotest. Restricted. Shipley Motor Club.
- 9/10.1.82 Mini-Miglia Rally, Knowldale Motor Club.
1st round M/News and ANCC(?) Championships 1982.
- 9/10.1.82 Morning Star Trophy Rally, Bordov Motor Club of
Finningley. Maps 111, 112, 120 and 121.

Competition Calendar (contd)

- 23/24.1.82 3 Swans Rally. Restricted, Selby District Motor Club.
 Maps 100, 101, 105, 106.
- 21.2.82 Autotest. C/J. Trackrod Motor Club.
- 24-26.2.82 MINTEX INTERNATIONAL RALLY. DE LACY MOTOR CLUB.

One Man's R.A.C.

The highlight of the rallying year is the Lombard RAC International Rally, when millions of people brave the weather to see highly sophisticated motor cars driven at speeds, and over terrain that no self-respecting everyday motorist would dream of. If this is your scene, then the job which I tackle each year is not for you, but if you like to be in the real spirit of the event and see the more human side of it, then being part of the Rally Information Team is the place to be.

Months before the event, work begins with the arrival of an information form as to where one will be working, contact points, i.e. telephone and radio points for quick contact by Rally H.Q. if special information is needed in a hurry. Later follows final details of telephone numbers and names of contact personnel at Rally H.Q. at Chester. Finally, two weeks before the event the big meeting with the Top Brass, Stage Commanders and your fellow team members working in the area. This is a very interesting meeting as not only do you get to know who's driving what and why, but you get a much better idea as to the terrific amount of work and team-work involved in the running of this most prestigious event. This year's event being the final round of several championships, it was guaranteed to be fast and furious.

Now the time arrives for this huge event to hit the road, and from now on you are on your own to get on with the job in hand, as the title of this article says, "One Man's RAC".

The rally started for me at 6 a.m. Sunday morning as some one and two and I set off to Chester to the start. As we entered Chester, one cannot help but get involved, as everywhere you look, the Rally is uppermost. Hotels, large and small, are alive with activity - their car parks jammed with competing cars and service barges, even here spectators trying to get a word or an autograph of their own rally star. The air is filled with the chatter of many languages and the roar of engines as the competing cars burst into life to make their way to the start ramp in Chester's very historic Eastgate Street. Number one son, Martin, was instantly expounding the virtues of his hero and rapidly unpacking his camera, when by luck we found we were following the silver Chevette (no.6) of Tony Pond into the city centre.

Having parked the car, we entered Eastgate Street on foot, with thousands of other people, to the most spectacular site I have ever seen. Like York, the ancient city of Chester has many narrow streets with very old, half-timbered buildings, and Eastgate Street with its gateway through the city wall is the most spectacular. Just past the gateway was the huge blue and white archway of the start ramp, flood-lit in the early morning light. Behind it, the long, colourful line of competitors, awaiting 8.30 a.m.

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Both sides of the road, the terraces above the shops and indeed every conceivable space was jammed with spectators. To finish off this picture, festooned between the buildings, were Chester's Christmas lights, a truly breath-taking scene. We found a good spot to watch where the competitors left the pedestrian area and joined the main road, ideal for photographs.

8.30 a.m. and away went Tivonen amidst cheers and a barrage of flash bulbs. As the cars passed out of the precinct onto the main road, they had to go through some traffic lights, unfortunately the crowds were so thick here that two competitors missed seeing the lights and went through them at red. They were immediately pounced upon, but let off with a telling off, needless to say the boys in blue set about the crowd to stop this happening again. At long last our own hero arrived and stopping at the lights, proved an ideal opportunity for a close up photo, a quick shout of "Hey Frankie", a smile of recognition and a wave to the camera, and away went car 88 with our own F.S.B. in the hot seat. The big "rumbly" Audi Quattros looked and, with their 3" exhaust pipes, sounded most spectacular. The Renault 5 Turbo's looked like over-grown Scalextric cars with their flared wings and wide wheels, and sounded as if they meant business. Bruno Saby with his Renault 5, whether to impress the crowd or clean out a fouled plug or not I do not know, took the full length of Grosvenor Street flat in 2nd, and when he throttled back for the roundabout, emitted a yard-long flame from the exhaust. Soon the entire entry of 174 (not 161 as in Motoring News) had left the town on the way to the first of the 33 stages making up the first half of the event. To us, back to Tadcaster and get ready for the long day ahead on Monday, after a quick coffee at Rally H.Q. with other members of the Info' Team.

Monday morning and away we go to prepare Boltby Forest for the rampaging cars later that day. As we left Taddy, I switched on the radio to see who was up and about, and already Mercury Control was in action. As we turned onto the A1 at Wetherby and headed north we soon got stuck in a traffic jam. Ahead of us a mobile Mercury unit put out a radio call informing anyone listening about the hold-up. We thanked him kindly and informed him we were already in the 'B' thing. After 2 miles we were both clear of the hold up, and tanking up the A1 to make up lost time. He was heading for the Guisborough Stage and running very late, we wished each other a good day and parted company, although never seen. As we approached Thirsk at a rapid rate of knots, a quick call to our stage to let them know we were close at hand and find out where they were on the stage.

Armed with hammer and nails we set off along the stage doing the NO ENTRY signs, it was now raining. Having completed the task we returned to the start, just as the weather went totally mad. The rain came down like a waterfall and rapidly turned to hail - for 2 minutes a hurricane blew like hell. In view of the wind, Terry and I decided to run through the stage to see if any arrows and signs had blown down, sure enough they had. A quick radio call to John Richardson to let him know what had happened and not to worry we would fix them back in place on the way to the stage finish. Off we went fallen-arrow hunting, but it appeared that only that stretch of the stage had been open to the full force of the wind. As lunch was calling, we got up a bit of speed and approached the hairpins, slithered round the top bend, accelerated round the short drop and started to take the bottom hairpin when ---- well the language is the car was unrepeatabe, as we scrunched to a halt with the nose of the Escort $\frac{1}{2}$ " away from the foliage. Grabbing the microphone, we screamed out a call

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for help over the radio, asking Nigel if he had a strong tow rope in the Range Rover. I don't blame Nigel one bit for thinking we had done a silly on the stage, but it really did take 10 minutes to convince him that the big brown thing, with green bits sticking out, that normally stand up, was laid down right across the stage. Finally, it sank in and rescue arrived, the Hunns quickly working out which pub it would fit into ready for Trackrod Motor Club's Christmas party. With the 60ft. fir tree dragged out of harms way by the Range Rover we all departed to the pub for a well-earned lunch.

The afternoon passed uneventfully after the morning's excitement, the only incident being overheard on the radios, of an over-zealous marshal on inverting his Saab and putting himself and his passenger in hospital. It was not long before all the marshals were in place and we awaited the arrival of the first car.

It was not long before the forest reverberated to the roar of Mikola's Quattro, who eventually put up the 4th fastest time of 4.36. Hannu was feeling tired and looking forward to a good kip, as he had been working hard to get back what he lost with his flip. Next car through was Vatanen at 4.38, equal 6th fastest, but going well with no car problems.

Next into the stage was Arikkala. He looked about dead at the finish, the flu, which he had got was getting worse and he did not look at all well, in fact, he said it was very hard work both physically and mentally, to concentrate, and he felt very poorly. Nevertheless, he still managed to set the fastest time of 4.32. Next into the stage was Michele Mouton, she had been hassled earlier by film and TV crews and did not want to talk much, only to get back to Chester. Michele was followed by Blomquist - 3rd fastest, and Ragnotte, in the Renault 5 Turbo, who was rather cross with himself. He had no sooner got going on the stage prior to us, when Kilburn took the first corner and spun it, stalling the motor into the bargain. 7th car into the stage was McRae, obviously enjoying himself as he had a grin on his face like a Scotsman who had just found a tanner. And well he should have, as he put up 2nd fastest on 4.33, and headed for Chester with the car as sweet as a nut. Next came Frequelin, who didn't even stop to say "Bon jour", putting up equal 6th fastest with Vatanen.

So there we had the first eight cars through with the fastest 7 times. (The following comments are not necessarily in the order of arrival).

Kullang arrived with the Lancer Turbo which was going far better than on previous events, when asked if he had had any dodgy moments, he said "Oh yes, very many, ees very slippering" with a bigger grin than McRae. Terry Kaby, 5th fastest in 4.37, was not happy. Many small things going wrong with the car, nothing serious in any way but slowing them down frustratingly. Roger Clark and Chris Serle were not having the run they would have liked. Chris, by his own admission, had made a few mistakes navigationally and timing noise which had cost them dear. He said that overall he was enjoying the event, but I distinctly got the impression that all was not well between he and "Albert".

John Buffum rumbled through in the TRVB without stopping, but shouted through the window that his clutch had gone and must fix it. Apparently, Buffum put the willies up the marshals at the "roundabout", as for some inexplicable reason, instead of taking the hairpin left, he turned right straight through the bunting and no entry sign, causing everyone to fill their pants, damn yanks. Rod Millen with the RX7 was singing the praises of the car, despite having no rear brakes through Cropton, but these were sorted before Kilburn and us. The Russian Girdeuskas in the 21 like Lada no. 30, (see Motoring News) with typical Iron Curtain face said "First time English Rally, very good, good".

No. 32 Tervo Katsuta with the Toyota Sprinter had a big problem with the wheels carried by the service barge - at the first wheel change, none of them would fit. due to some cock-up somewhere, all the wheels fouled the rear calipers, so with true Japanese flare, they ground down the calipers, "Ah So, now wheels fit good".

No. 40, Mike Stuart in the MCO Escort had the fright of his life on Langdale, when at the end of a straight, quoted 120 m.p.h., he applied the brakes for the corner and the pedal hit the floor. To quote his own words "We made the corner by the Grace of God, I didn't think we were going to make it at all".

No. 45, Julian Raymond was driving one-handed over the last 3 stages, as a broken finger on his left hand was giving him hell. The injury was caused a few weeks ago at Donnington Circuit at a special do for handicapped children. If he couldn't get some treatment for the finger at Chester over night, he was seriously considering retiring.

No. 52, Peter Geital from Finland was having a ball. This was his first RAC and had been saving up for seven years to do this event, which has been his life's ambition. His Datsun was going well, and he was pleased with his performance, the only set-back they had had was five punctures in the Kielder complex.

John Stevens, No. 79, was keeping his fingers well and truly crossed, as the car had taken such a pounding that it was falling apart around them. His main concern was his sump-guard, which had worked loose and in danger of dropping off. I vowed that after last year, I would avoid the Japs, because of language problems, but as the cars were coming in any order, needless to say I copped a few.

No. 95, Takashi Mitarashi, held the usual grinning, head nodding conversation of YES to every question of the inscrutable Nipponese and parted with the words "Car very OK, Rally very enjoy" and disappeared.

Derek Martlew, no. 110, was having big trouble with the steering of his Sunbeam, having bent the rack at Grizedale. For some reason the rack was not changed at all and the car continued for the rest of the event with disarranged steering geometry with the consequent result that the trackrod ends had reached a state of total knackeration by our stage. Derek was hoping his luck would hold out, and he would be able to get the car back to Chester in this state.

No. 128, the Swiss Opel Ascona 2000 of Jean-Claude Watti was inexplicably devouring alternator belts at a most alarming rate (16 so far) and his mechanics seemed unable to find the reason why.

Lars Sundling, no. 137, was having fun with the Honda Accord from Norway. He said he was really happy as the long straights of Dalby were like Norwegian roads and was proud of the fact that he had caught 5 cars in Dalby. No. 147 Charles Golding, was having animal troubles. He narrowly missed a startled stag in Kielder, a fox in Langdale and a badger on our stage.

From the original 174 cars which set out from Chester on the Sunday morning, only 77 passed through our stage, even the course closing car only just made it to our stage start and decided to give it a miss. He radioed

Mercury control that he wasn't risking it through the stage and would limp down to the passa e control at Thirsk and would someone send help. Well then, that was it, our bit over and done for another year. All that remained was to collect all the bits of equipment and put the forest back where it was some 14 hours earlier, a cheery farewell to our friends, a quick trip down the A1 back to Taddy and a good nights sleep.

Roll on November 1982.

John Westmoreland
Lombard R.A.C. Rally
Information Team.

Trackrod Breed Rough and Ready Ralliers

23rd of November is here once again
Off to the Lombard
Come wind, hail or rain
We pack all our bags up
With jumpers galore
It's bound to snow this year
We all know for sure.

We tow off the caravan along the A1
With rally crews passing us.
This seems like fun
We wave and we flash at them
As they pass us by,
Some don't acknowledge us
We take it they're shy.

We arrive at Boltby
All raring to go.
We have a look round,
What's this! There's no snow.
Will this last the day through
It can't possibly fail.
What's that in the distance
It's looking like hail.

We get straight to work, the course is set up
We're ready to go for our dinner-time sup,
What's this a distress call from John W's van
A f*?king great fir tree, so off we all ran.

We're now in the pub and our meal we eat at haste
At least not like last year, we're getting a taste.
Then back to the grindstone, we plod on our way.
We've a problem with transport,
We're here to stay.

With grease up to elbows, white jumpers are grey
Brum Brum now it's started, Alas we're away.
Back to the forest, to sign ourselves on
We're off in a convoy, dropped off one by one.

Time quickly passes and soon they'll be due,
There are lights in the distance, they're on their way through.
The course car arrives to tell us all's well.
Will things stay as calm here
Like b*?!*y hell.

The sounds are fantastic
Is this the Quattro?
But looking the sky way, the first flake of snow.
It's falling quite fast here, it lays on the ground.
The wheels start a turning and spinning round.

We all stand here freezing, for at least 20 minutes
Because of heart failure!!! He's landed us in it,
Our toes are curled up, in this situation,
Here's a Lombard official, with latest information.

The course car is broken, a sub is put in
Is it John R or the last flying Finn.
We're all wet and damp, so it's off to our beds,
Until next year's Lombard, our long johns we'll shed.

Rudd & Nellie
(with a little help from our friends)

Lombard RAC Rally 1981

Our RAC rally stage this year was our usual regular patch of trees at Boltby. The faithful band of hardy regulars assembled early in the morning to prepare the stage under steadily darkening skies with mist present on the higher reaches. People were despatched in various directions to carry out their allocated tasks and the promised rain arrived to make conditions somewhat unpleasant for brushing, staking, arrowing etc. The weather increased it's severity as the day progressed and we experienced sleet, heavy snow and gale force winds which left most of the arrows up but blew the bl...y trees down! Actually only one, but it was large enough to have caused major problems had the stage been live and considerable injury had anyone been in the vicinity. Once this was cleared we adjourned to the pub to eat, drink, dry out and warm up, though not necessarily in that order!

Later arrivals were present on our return to the stage and we were operational well before the first official cars arrived, (one of the few stages to be so incidentally by all accounts, another plus for Trackrod!)

Once the competitors arrived the incidents stopped and the stage ran very smoothly, the only problem seemed to be the thirst of the generator providing lighting at the arrival area. Perhaps it's acquired the Trackrod habits already.

Although the Quattro's were impressive, the fastest time of the evening was down to Pentti Arrikkala. If local knowledge means anything, then having Phil Short alongside must have helped, as Phil knows Boltby as well as we do. He has even investigated the depths of the Gurnett/Drayton hole in the past!

The last hour of the stage saw the return of the snow, although it did not cause any problems. We did get a course closing car this year, although it died as it arrived at the stage and could not proceed through. Our clearing up was carried out very rapidly and we could then all go home and try to warm up again.

My thanks to all of you who were present on the stage in whatever capacity, you all carried out your jobs most efficiently. Complimentary noises have already been coming back down the grapevine. My particular thanks to that small group of you who were present all day and worked so hard to produce a stage which was laid out superbly, you did a super job under lousy conditions and it was noticed by the RAC officials. Well done.

Thank you all.
John Richardson.
Stage Commander.

"Willie Wonka Trophy" Indoor Rally Championship 1981/1982

Round 2, November 24th 1981

Round 2 was held on Tuesday, 24th November at the Crown Hotel, Boston Spa, and was organised by Jack Coulthard. Jack who is a master of both indoor and outdoor navigation put on an excellent route on O/S sheet 111. The event was tackled by six crews, half making a late start because of the RAC report on BBC TV in the early evening. Once you mastered Jack's devious tricks, the route flowed nicely across the map and was easily plotted within the hour. But Jack's foxy cunning came into play with the questions for the various sections, and one had to have one's wits about you to avoid the cleverly laid traps. Here the gamble of penalty time points against question points came into play, and as long as you could average one question a minute, you were on a winner.

The two arch rivals of Mike Robson/Gerald Tumber and Mike Knowles/John Westmoreland were battling against each other with the ferocity of any road rally, and would have equalled the battles of Gwyne and Baecroft. New members Chris Watson and Graham Steggles were really getting the hang of Indoor Rallying and chasing the leaders hard. (I warned you about these two). Mr. & Mrs. Close were living up to their name, hard on the heels of the new boys, but Roger was not up to his usual form and Rosemary had to keep shouting at him. Alan Lilley/Nigel Cuddy were doing their first event of the season and possibly a little rusty. Alan gambled the wrong way on time penalty and opted for no penalties - had he kept going he would certainly have increased his score and position. John Bean (our illustrious Ed) attempted the event single-handed and it proved a bit much and his score suffered accordingly. Won't somebody give him a hand on the next round, he's quite a nice chap you know (off duty anyway).

Thanks Jack for an excellent evenings sport.

Results

1. M. Robson/G. Tumber 87 pts.
2. J. Westmoreland/M. Knowles 85 pts.
3. C. Watson/G. Steggles 64 pts.
4. Mr. & Mrs. Close 58 pts.
5. A. Lilley/N. Cuddy 32 pts.
6. J. Bean 22 pts.

Championship Positions after 2 Rounds. Trophy Points

<u>Name</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Total</u>	<u>Position</u>
M. Robson/G. Tumber	27	27	54	1st
K. Hunn/M. Holmes	12	-	12	5th
C. Watson/G. Steggles	16	16	32	3rd
R. Close/R. Close	21	12	33	2nd
J. Westmoreland/M. Knowles	-	21	21	4th
A. Lilley/N. Cuddy	-	9	9	6th
J. Bean/T.B.A.	-	7	7	7th

REMEMBER It's your BEST THREE scores that count for the championship and there are three more round to go.

Round 3 Will be in January and will be organised by Mike Robson and Gerald Tumber. Venue and map details will be in January magazine, or see me on any club night before then.

J. Westmoreland

Annual Awards

Once again another year has passed and it is nearly time for our Annual Dinner Dance. So all the Awards have to be engraved. So could all members holding Annual awards please return them to me as soon as possible, the latest date is December 31st 1981. If you have difficulty in returning the Award, please phone me on RAWDM 507980.

Ronnie Moore
Trophy Points Secretary.

Trophy Points 1981

Off Road Events

R.F. Ineson	609.1
R. Moore	406.9
J. Renny	219.3
K. Goodall	132.6
A. Lilley	65.1
R. MacKinnon	65.0

Shell League Trophy

R. Moore	407.5
R.F. Ineson	406.9
J. Renny	366.5
G. Waters	263.6
J. McNichol	162.7
D. Kelsall	147.5
K. Goodall	135.7

Dickinson P.C.T. Trophy

A. Roddy	8
S. Kemp	8

Rally & Speed Autotest Trophy

J. Renny	28
G. Bradford	22
M. Tierney	18
S. Dobson	16
A. Lilley	14
S. Muscroft	9
M. Perkins	9

Arnold G. Wilson Trophy
ANCC Rally Driver

G. Waters	443.8	6	events
R. Fox	162.8	2	"
C. Gomersal	143.9	3	"
T. Mitchell	143.1	2	"
D. Kelsall	109.4	4	"
J. Cope	100.0	1	"

Service Crew Award

C. Gomersal	20
P. Womack	15
T. Mitchell	15
N. Gledhill	10
K. Bowen	10

ANCC Rally Navigator

J. Baan	454.9	6	events
J. McNichol	279.1	3	"
J. Coulthard	214.3	3	"
R. Moore	149.8	2	"
J. Bownass	109.4	4	"
N. Latimer	86.1	3	"

F.S.B. Rally Driver

D. Ashford	93	8	events
G. Waters	70	8	"
J. Burnell	64	6	"
C. Gomersal	35	6	"
D. Marshal	26	4	"
I. Gurnett	26	4	"
D. Harrison	25	6	"
R. Fox	23	2	"

F.S.B. Rally Navigator

J. McNichol	92	8	events
J. Ashford	78	6	"
J. Baan	72	8	"
N. Gledhill	51	6	"
J. Bownass	47	6	"
C. Thorley	30	5	"
J. Coulthard	28	5	"
R. Moore	25	3	"

S&M. Lloyd Special Stage Rally Driver Trophy

D. Ashford	619.7	8	events
J. Burnell	439.4	6	"
G. Waters	133.0	2	"
T. Wood	100.0	2	"
M. Davey	70.9	1	"
D. Harrison	41.0	1	"

Marshal Trophy

K. Hunn	110
A. Hunn	110
E. Longhorn	110
H. Ruddick	110
M. Holmes	70
J. Westmoreland	55
D. Lee	55
R. Moore	50

SPY 44 Trophy

R. Moore	416.6
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Best Lady Competitor

J. Ashford	30
V. Spurdens	5

All Round Lady & All Round Club Member

Will be in next month's mag
+ final positions
+ Award Winners

RONNIE MOORE

TRACKROD CHRISTMAS DRAW 1981.

HAVE YOU BOUGHT YOUR TICKETS YET ????????

HAVE YOU SOLD ALL THOSE ALLOCATED, AND WANT MORE ????????

TIME IS SHORT..... TO BE DRAWN AT CHRISTMAS PARTY 18.12.81.

TICKETS ETC. FROM ROD PARKIN OR ANY COMMITTEE MEMBER.

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ROTHMANS EVENING.

On 3.2.82 (Wednesday) Rothmans are to hold a 'BUMPER' evening. Films, Goodies etc, and all for nothing. Admission will be by ticket only, which will be available from Rod Parkin. Venue TBA.