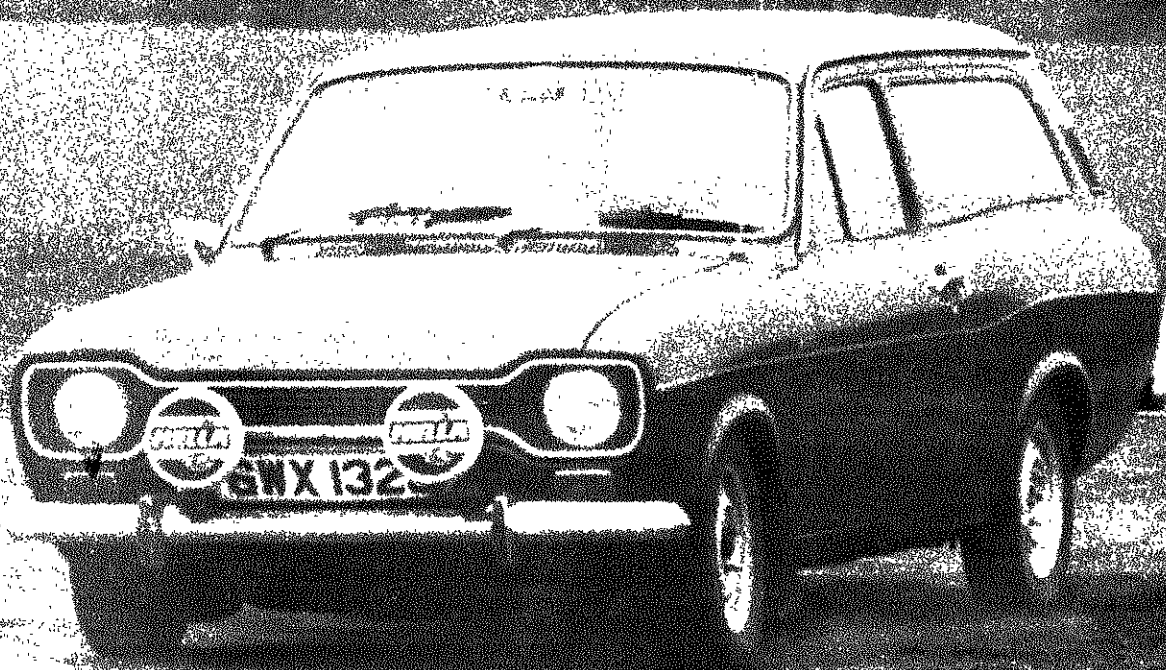


# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

136 February, 1982



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TRACKROD MAGAZINE

NO. 136

FEBRUARY 1982

Editorial

I have a few thoughts this month which are intended to provoke a little thought and discussion amongst our membership. For the benefit of those who didn't know, the COSTA DI PLENTI will not run in 1982. Why? - You may ask - I did. It seems that the two people most responsible for running the event for the past few years, Steve Mills and Martin Kemp, have decided to have a break, for 1982. Not that I blame them. As anyone who has organised any event lately will know, the effort required does not match the reward, which usually takes the form of satisfaction, and precious little else. Several questions, however, remain to be answered. Why has the subject NOT been discussed at committee level? Why is it that no-one else has been approached to run the event? When was it known (and who knew?) that Steve and Martin were taking a year off?

A slight change of subject, and more questions. Saturday, 23rd January 1982, saw the first round of the Shell League, the Three Swans Rally. TRACKROD had their usual share of bad luck, and finished the event in a lowly 10th place. The questions are, however, where were the entries from our club? Of 4 entries, three were in the expert class, which makes point scoring very difficult. If a few semi's or novices had entered, it would have been a different story. To show the importance of the Shell League - a motor club has even resorted to offering free membership to lure a navigator into entering under their name on the night. No names, of course, but I'm open to offers myself, if anyone from a York based Sports Car Club is reading this article!?

Events Co-ordinator, Keith Hunn, informs me that organisers are needed for several events in 1982, mainly autotests and PCT's. These types of event do not take up as much time as you might think, and assistance (in the shape of advice, printing etc. etc.) is always forthcoming. See Keith at any club night.

I'm again running short of good black/white photos for the cover. Many thanks for those who have loaned their photos over the past year, but keep up the good work!

John Bean  
EDITOR

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FUTURE EVENTS

Social Diary

- 9.2.82 Indoor Rally, Round 4. Crown Hotel, Boston Spa.  
Organised by Derek Lee, Maps 99/100 required. Starts  
7.30 p.m.
- 16.2.82 Noggin, The Castle, Spofforth.

Social Diary contd.

- 19.2.82 Annual Dinner/Dance. Mercury Motel, Garforth.  
Tickets available now from Rod Parkin, price £8 each.  
(See menu further on).
- 23.2.82 Noggin, Shoulder of Mutton, Kirby Overblow.
- 2.3.82 Noggin, Square & Compass, North Rigton.
- 9.3.82 Indoor Rally, Round 5. Crown Hotel, Boston Spa.  
Organiser Allan Lilley. Map 99. Starts 7.30 p.m.
- 1.3.82 Noggin, Beahve, Thorner.
- 23.3.82 Noggin, Castle, Spofforth.
- 30.3.82 Noggin, Shoulder of Mutton, Kirby Overblow, (and  
Royal Visit to Leeds!).
- 6.4.82 Noggin, Square & Compass, North Rigton.

Competition Calendar

- 25-27.2.82 Mintex Rally. Our stage is Wase 1, run twice on  
Friday night. All marshals report to reference  
100/552018 for 18.00 hrs for the first run and  
24.00 hrs for the 2nd run.
- 6.3.82 Dukeries National BTRDA Rally.
- 6-7.3.82 South Shore M.C. Roskirk Trophy Rally. Maps 97,  
98, 102 and 103.
- 6/7.3.82 Grenlin Rally, Brecon M.C. M/News etc. See  
John Bean for regs.
- 20.3.82 Lakeland Stages. BTRDA.
- 21.3.82 Lancashire & Cheshire Autotest. BTRDA & ANCC.
- 3.4.82 Plains Rally. BTRDA.
- 4.4.82 Y.S.C.C. Hill Climb. Shell League.
- 4.4.82 Kirby Lonsdale Autotest. ANCC & BTRDA.
- 11.4.82 South Shore Autotest. ANCC.
- 24/25.4.82 Springhill ANCC Ribble Rally.
- 25.4.82 Ilkley & District Motor Club. P.C.T. Shell  
League and ANCC.
- 25.4.82 Bolton Le Moor's Autotest. ANCC & BTRDA.

1/2.5.82 Otley Motor Club. Coleman Tyres Rally. ANCC & M/News.  
2.5.82 Sheffield & Hallamshire Autotest. ANCC  
15.5.82 Hadrians Rally. BTRDA.  
16.5.82 Sheffield & Hallamshire P.C.T. ANCC.  
16.5.82 Ilkley & District Motor Club Autotest. ANCC  
30.5.82 Morecambe P.C.T. ANCC.

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Indoor Rally Championship 1981/82

Willie Wonka Trophy

Round 3, January 19th 1982

The third round of the championship was held on Tuesday, 19th January at the Duke of Wellington, East Keswick, and was organised by Mike Robson and Gerald Tumber. The round was contested by only five teams, consisting of regular map bashers and first timers, at least to Trackrod.

This was the first time Mike and Gerald had organised a round, although they have been competing for years, and consequently used all the fiendish, sneaky, rotten tricks they could, all gained from years of experience. Some of the newcomers to the art were sweating from the word go (and experts too), but they accepted the challenge and had a go, and did exceedingly well. This was one of the hardest and most challenging events I have ever tackled, but once you broke the code of Mike's twisted mind and Gerald's quiet subtlety, you were away.

The teams taking part consisted of your faithful scribe, John Westmoreland, assisted by his usual Condor-smoking partner, Mike Knowles, who was determined to get the better of arch rivals, Mike and Gerald, regular map man Roger Close once again without his normal corner caller the delightful Rosemary, newcomers Chris Watson and Graham Steggle determined to keep up their dark horse tactics solo attacher Clive Baty (looking for Shell League points) and Mr. Reace and his team (sorry I don't know your first name).

To start the party off with a swing, the first section was tulip arrows with a difference, no arrows or dots!! If you survived that, the next section was compass points, in degrees, departure from junctions, just to make you dizzy. Now that our heads were spinning and our eyes squinting, what better than a circular herringbone with a mass of whites, fantastic!! The next section was specially for people with a digital watch, departure from junctions per a clock face, and to finish you off and make you throw up, PACE NOTES.

An excellent event, very well thought out and some brilliant new techniques, the pace notes were great, very well done Mike and Gerald for an excellent evenings entertainment.

<u>Results</u>		<u>Points</u>	<u>Championship Points</u>
1st	J. Westmoreland/M. Knowles	49	27
2nd	R. Close	42	21
3rd	C. Baty	36	16
4th	C. Watson/G. Steggles	20	12
5th	Peace & Co.	-14	9

Championship positions after 3 rounds

<u>Name</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Total</u>	<u>Position</u>
M. Robson/G. Tumber	27	27	-	54	1st=
R. Close/R. Close	21	12	21	54*	1st=
J. Westmoreland/M. Knowles	-	21	27	48	3rd=
C. Watson/G. Steggles	16	16	12	44*	4th
C. Baty/TBA	-	-	16	16	5th
K. Hunn/M. Holmes	12	-	-	12	6th
A. Lilley/N. Cuddy	-	9	-	9	7th=
Peace & Co.	-	-	9	9	7th=
J. Bean/TBA	-	7	-	7	9th=

REMEMBER

It's your best three scores out of the five rounds that count for the championship. Two teams marked \* have now completed three rounds and they will drop their worst scores if they compete in the final 2 rounds. Things could change dramatically.

Round 4. FEBRUARY 9TH 1982

Crown Hotel, Boston Spa. 7.30 p.m.  
Organiser Derek Lee. 0/5 maps 99,100.

Round 5. MARCH 9TH 1982

Crown Hotel, Boston Spa. 7.30 p.m.  
Organiser Allan Lilley. 0/5 map 99.

John Westmoreland.

Moss Tyres Three Swans Rally

23rd/24th January 1982

This event was the first round of the 1982 ANCC Championship, and the Shell League. A full entry of 90 crews was headed by Mike Watkins/Nick Leuchars at 1, Pete Smith/Ron Shipp at 2 (in a 3 litre Capri, which looked standard), Dave Boyes/Roy Sumpner at 3, and Trackrod crew Ian Gurnett, Jack Coulthard at 4 in their Magnum. Other TRACKROD

entries included Gez Waters/John Bean at 20 in their RS2000, John Renny/Ronnie Moore in John's 1300 Escort at no. 23, and in the novices P. Jordan/C. Crompton at no. 105 in their venerable Ford 100E. Other Trackrod members in the entry list included Clive Baty at 58 (entered under Ilkløy, for Shell League points), and Andrew Munnis, navigating for Ripon Member G. Crossland, at no. 100.

Trackrod's fortunes took a nose-dive from the word go, when at 4 p.m. on the Saturday afternoon, John Renny's newly-acquired 1600 engine showed signs of a rapid demise. John, therefore, replaced his standard 1300 engine PDQ. He arrived at the start venue at Pocklington in time to see Ian Gurnett and Jack Coulthard heading for home, having failed the noise check!

The route when plotted was fairly straightforward, starting with two selectives, followed by 54 Time Controls. The only complication was a total of 14 map changes, no doubt intended to test the organisation of the navigators!

When the action started, just north of the A1079 above Shiptonthorpe, a haste of things to come rapidly became apparent, with patchy fog and long stretches of icy roads. The second of the two selectives caused one or two problems, a passage control (manned by TRACKROD's Poats) being about  $\frac{1}{2}$  mile off-plot, and only about 300 yards from the finish control. That was all academic when everyone cleaned the section by at least two minutes.

The route then traversed a very slippery Millington pastures before paying the first of three visits to Thixendale, at the bottom right-hand corner of map 100. Then followed a string of yellow roads along the top of map 106, with several map changes onto 100, before travelling north to the A64, south of Malton. En-route, several TRACKROD members spectating had plenty of opportunity to wave encouragement (I think that's what they were doing - like shaking a bottle of Britvic fruit juice), especially at cars in the early 20's.

The final section before petrol started using the rough white leading from the A64 towards the Castle Howard straight. Pete Smith's rally ended here when he ripped the exhaust off his Capri, and the early runners were affected by dense fog, which lifted after the first 30 or so cars had passed. After meandering around Castle Howard, petrol was taken at Amotherly. Gez/John, and John/Ronnie pulled up at the pumps, where several TRACKROD members were waiting, but they surrounded car 21, driven by D. Muff, with a navigator called Millington!

After a further noise check and halt, the rally continued south of Malton. Gez/John knew they were trailing John/Ronnie by some 2 minutes 10 seconds, so they had to take 3 minutes on the following 30 Time Controls. The route ran back to Thixendale (twice) with numerous changes between maps 100/101/106. The long straights should have suited Gez's RS2000, but after 6 consecutive competitive controls using mainly straight roads, with 7000 rpm in top being the norm (apart from a roundabout on the B1248!), John/Ronnie pulled into the neutral control and announced that they had cleaned the section!

Gez managed to give John a fright at a 90 right(100/838665 - mark your maps!) when a very large oak tree threatened to savage the wrong side of the car. Fortunately, a timely piece of panic braking followed by a spin and stall saved the day!

It was all or nothing over the final string of controls leading to the finish venue at Shiptonthorpe, and at the final control Gez/John managed to drop 4 minutes to John/Rennie's 5, thus beating them by 50 seconds.

At the finish, results were a little slow in being published. The results team were provided by TRACKROD, led by Rod Parkin. Apparently, the delivery of Time Cards from a mid-route collection point was the reason for the delay. Consternation was then caused when the marshals check sheets were examined, and several fails handed out for various infringements, including several "Wrong Departures" from TC 53, situated on a cross-road.

Results were declared final at 10.40 a.m. Trackrod crews being:-

GezWaters/John Bean 6th O/A 30.08.  
John Rennie/Ronnie Moore 7th O/A 30.58  
P. Jordan/P. Compton - did not finish (cause unknown).

Editor.

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What's worse than roining cats and dogs?

Hailing taxis

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1981 Scalextric Championship

Following the somewhat mysterious disappearance of the results of the first two rounds, it was decided to hold a fifth round to give contenders a chance to make up their deficits, at the same time, knowing what their deficits were.

Before the 12th January, Tony Longstaff was the undisputed leader - as seen in the top ten placings in the January magazine. Competition tends to get a bit intense with very partisan marshals displaying their own brand of "sportsmanship" adding to the numerous rowdy distractions which make it nigh on impossible for competitors to concentrate on staying on the island.

On the 12th January, however, the Longstaff supremacy on the hand throttle had to succumb to a superb run by Ian Gurnett who took F.T.O. by a mere 0.3 of a second!

Awards, to be presented at the Annual Dinner, will be presented to Tony Longstaff who maintained his lead in the Championship to take the 1981 title, and Ian Gurnett for his individual F.T.O. on 12.1.82. Individual F.T.O. awards are not awarded for the two earlier events as Tony won them both!!

Finally, a big thank you to all those who have competed in 1981 - also to the staff of the Crown at Boston Spa for use of their premises - hopefully, we can run another series in 1982.

Richard Ineson



How do you keep an idiot in suspense?

I'll tell you next month!

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1982 ANCC Autotest Championship For The  
Yorkshire Bank Trophy

Once again the Championship is to be run with the generous support from the Yorkshire Bank, which enables the presentation of trophies and cash awards to the champion and class winners.

This will be the 4th year of the championship and after an extremely encouraging start in 1979 and 1980, when we had 40+ contenders, enthusiasm waned somewhat in 1981 to less than half that figure - perhaps a sign of the times. However, it is hoped that things will improve in 1982 and if over 35 registrations are received the champion will pick up the Yorkshire Bank Trophy and £40.

So if you feel like having a try - regulations are available from me or the Club notice board.

Briefly, there are four classes:-

1. FWD up to 1100 cc.
2. FWD over 1100 cc + all sports cars and specials.
3. RWD up to 1500 cc.
4. RWD over 1500 cc.

The event calendar consists of 15 events throughout the ANCC region with a competitor's best 8 scores counting towards the championship.

Scoring is on the same, now familiar, basis as the Yorkshire Shell League, i.e., the number of competitors beaten in your class expressed as a percentage. Naturally, the competitor with the highest score from 8 events is the champion.

So as not to discourage those of you with machinery of the none too specialised nature the 1979 and 1981 champion, Chris Cotton of Selby used a bog standard Datsun 1200 Coupe (without LSD) on both occasions, and his car is most certainly not prepared to concours standards - however, he is rather determined and skilful behind the wheel - which, in autotesting is 75% of the story!

Registration for the championship costs £2.50 - further details on request.

Richard F. Ineson  
Championship Secretary

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Gamekeeper: "Oi! There's no fishing allowed here!"

Small boy: "I'm not fishing, I'm just washing my pet maggot."

A-Z OF RALLYING

A is for arrows we see from our cars  
B is for brightness, the moon and the stars  
C is the clutch we often repair  
D is for danger and driving with care  
E is the engine that makes us go fast  
F is for finishing first, second or last  
G is for gear change, so quick and so smooth  
H is the handling we try to improve  
I is for idiots who spoil all the fun  
J is for joy-rides when out on a run  
K is for knockout we all try to do  
L is for liquor and "drowning" a few  
M is for marshals and trophies they win  
N is for "noise checks", the row and the din  
O is for obstacles we try not to hit  
P is the pleasure we get out of it  
Q is for quiet zones, that's where "cibies" go out  
R is for rallies we all know about  
S is for speed that the cars often go  
T is for "TRACKROD" of which we all know  
U is for us, we're in it together  
V is the violence when reaching our tether  
W is for "wrong slot" we try not to strike  
X is the "reg" on the car we'd all like  
Y is "yourselves" as you travel along  
Z is for ZOOM the powers are strong.

Remember your alphabet and use it with care  
And if you do happy moments you'll share.

Hunn & Co,

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Visitor: "This is a beautiful stuffed lion".  
Host: "Yes, I shot it in Africa, while on a hunting  
expedition with my Uncle".  
Visitor: "What is it stuffed with?"  
Host: "My Uncle!"

Latest Instructions from the RAC Newsletter

CB Radios

With the use of legal 'CB' radio on Rallies where clarified, it was felt necessary to clearly define its use in two parts:

Competitors:

Forbidden on 'Road Rallies'.

Permitted on 'Stage Rallies'.

Organisers:

'Road Rallies' - may be used, but strict checks on authenticity of information given and received is vital.

'Stage Rallies' - not to be used for Rescue or Safety work. Otherwise may be used, again ensuring authenticity of information. The RACMSA's own Safety Frequency is recommended for use on all events and ensures privacy of sensitive information.

PR Letters for Rallies

In a letter from the Thames Valley Police we have been asked to bring to the attention of clubs the wording of PR leaflets. The Police letter was referring to a rally complaint and the final paragraph read, "Referring to the PR letter circulated to residents by the Club, I must again take strong exception to the statement 'The rally also has the approval of the local police'. As we do not have any power of approval, comment such as this is totally incorrect and gives a completely false impression to the public. Please ensure that Clubs are advised of our views and that the practice is discontinued."

Rally Vehicles on Stages

Following the Medical Symposium it has become quite obvious that there are problems with vehicles moving around stages without the knowledge of Stage Commanders.

The Medical Officers have, therefore, made a plea that something be done about this as it reduces the element of protection by creating uncertainty as to who is on the stages. In view of this could all people in charge of such vehicles please note the following:

NO MOVEMENT OF VEHICLES/RESCUE SERVICES MUST TAKE PLACE WITHOUT THE PERMISSION OF THE STAGE COMMANDER.

RAD and RACMSA LTD.

When the RAC Motor Sports Division was appointed as the Central Controlling Agency for the system of statutory control laid down in the original Motor Vehicles (Competitions & Trials) Regulations, it was understood that they would be acting for this purpose as the Minister's Agents and would necessarily be required to deal on a non-discriminatory basis with applications, whether from affiliated Clubs or Clubs not so affiliated or indeed from individuals. Any additional controls which

for their own purposes they might wish to exercise in regard to their affiliated Clubs would evidently have to be kept separate from the statutory control system operated on the Minister's behalf.

The Rally Authorisation Department was set up as a separate Department to all other sections of the RACMSA, to act as the Minister's Agents and to enforce solely the Regulations and Standard Conditions laid out in the Motor Vehicles (Competitions & Trials) Regulations 1969. Since then the RACMSA and its Motor Sports Council have been created in place of the old Motor Sports Division, however, the Terms of Reference still apply.

The General Regulations of the RACMSA are not taken into account by the RAD, therefore, the fact that RAD Authorisation has been issued for an event does not necessarily mean that the event complies with the RACMSA General Regulations.

Organisers of any events which may utilise the Public Highway should ensure that they are well acquainted with the Motor Vehicles (Competitions & Trials) Regulations 1969. These Regulations are not shown in the Year Book, but may be purchased from any HMSO. The official title of the document is Statutory Instruments 1969 No. 414. Road Traffic. The Motor Vehicles (Competitions & Trials) Regulations 1969.

K. Bowen  
Sec.

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#### News and Gossip

I have recently received a press release from the firm of JCP Automotive (Leeds) Ltd. incorporating:- C. & J. Palmers Marketing (Leeds) - The Co-op Stores Rally Team, Leeds - Ravenhead Glass Motor Sport - Wimpey Rally Team (that's the full title). What the press release states basically, is that the above company/rally team are running a pair of TR7V8 rally cars to be run in selected events in 1982 with a view to contesting "a championship" in 1983. The release states that one of the drivers selected, David Lawton, will pedal one of the cars, although other suitable drivers are being sought for the other vehicle. Apparently, the previous vehicle the 2 litre TR7 had many inherent problems, but this vehicle was a good base from which to test various competition parts in readiness for going over to 3.5 litre power.

Accompanying the cars on most events will be the team's purpose-built start/finish ramp, along with a 60ft. mobile hospitality unit and Mercedes Benz recovery truck. The team hastened to add that all the above equipment is available to rally organisers for use on their own events.

The press release makes no mention of actually selling anything whatsoever, so I think it is highly commendable of these large well-known companies to give their money so freely to this little-known "rally team".

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Do you know what a tongue twister is?

Yes, it's when your tongue gets all tongueled up!

News/Gossip contd.

Andrew Munnis is offering his services as a semi-expert navigator and in particular, is seeking a ride on the Roskirk Rally, March 6th/7th. Andy can be contacted on Leeds 465378 (work) or Leeds 650124 (home).

The merchandise officer, Nigel Latimer, informs me that at long last we have finalised a deal for club sweaters. They are 100% wool with the club logo and Trackrod arm of approximately 1½" placed on the left breast. Cost will be (only) £14. Cash with orders to Nigel Latimer at any club night.

Finally, and slightly belatedly, the front page cover picture this month shows Ronnie Moore in his Escort Estate competing in the 1976 Trackrod Autotest at Full Sutton (2nd in class).

Ed.

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There now follows a revised list of regulations covering the TRACKROD trophies for 1982.

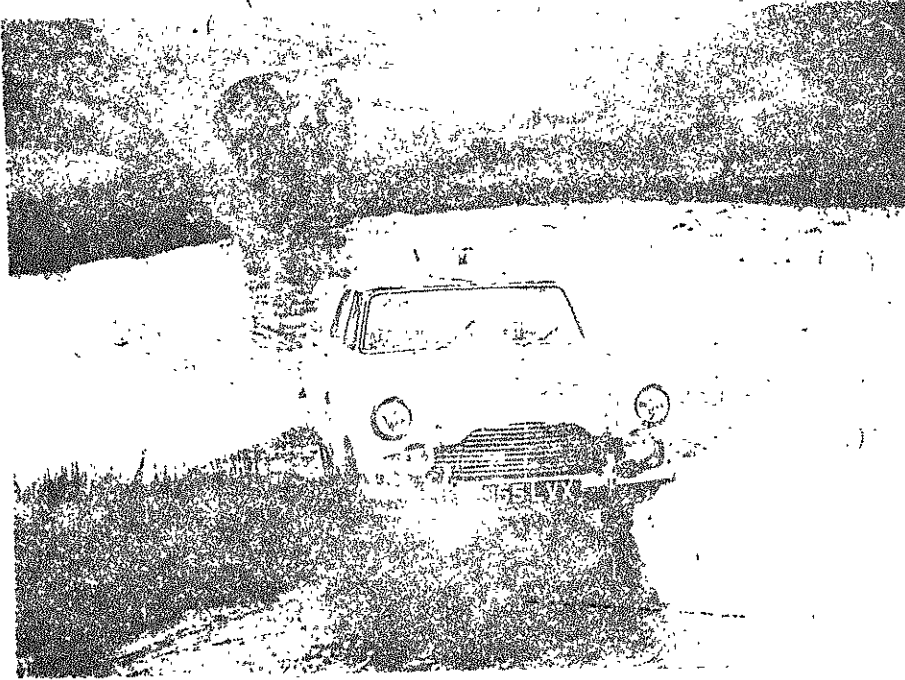
AND a list of prize winners from the Raffle held at the Annual Christmas Disco.

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Many apologies for the non-appearance of the Digner/Dance menu - my copy appears to have been mislaid. However, details can be obtained from any committee member.

Ed.

# PHOTO PAGE



← GERRY BURGESS  
WINNING THE  
1959 RAC RALLY.  
HIS FORD ZODIAC  
IS PICTURED AT  
THE 'REST-AND-  
BE-THANKFULL  
HAIRPIN.



↑ 1966 RAC RALLY WINNERS BENET SODERSTROM / GUNNAR PERM,  
LOTUS CORTINA

TRACKROD MOTOR CLUB LTD

RESULT OF THE RAFFLE DRAWN 18TH DECEMBER 1981

1656.	K. Rawnsley	Television
0653.	R. Kemp	Bugs Bunny
35741	J. Wilson	Whiskey
0621.	M. Hill	Writing Paper
4507.	B. Taylor	Parker Pen
3022.	N. Leuchars	Wine
2886	J. Young	Poster
3581.	C. Harris	Clock
0272.	T. Longstaff	Cassettes
1141.	H. Fletcher	Cassette Case
1789.	D. Jowett	Photo Album
1259.	A. Penny	Liquor Jams
1653.	A. Mellington	Shell Torch
4586	C. Jones	Poster

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## TROPHY POINTS SCORING SYSTEM - REGULATIONS

You must have full membership of Trackrod Motor Club Ltd., to qualify for any Trackrod award. The year starts on January 1st and finishes on December 31st. I must have all results in for December 31st, after this date they will not count.

For claiming points, results must be in to the trophy points secretary within one month of their publication.

1. Rally & Speed Shop Trophy, Autotests Donor Mr. & Mrs. White  
Also Autotest Runners Up Trophy

Only Trackrod events to count for this trophy.  
Scoring as follows:-

Fastest time of the day	11 points
1st in each class	10 "
Down to 5th in class	6 "
All other finishers	5 "
All non-finishers	3 "

2. P.C.T. Trophy Donor Mr. & Mrs. Dickineon

Driver Only

Only Trackrod events to count for this trophy.

Scoring same as Rally & Speed Autotest trophy system.

3. Marshals Trophy

Every event you marshal on, rallies, autotests, P.C.T.'s etc. you score 5 points.

4. Service Crew Award

Servicing on any rally scores 5 points for each rally whether restricted, national or international.

5. Trackrod Trophy All Round Club Member Donor Mr. J. Wilson

Only Trackrod Motor Club organised events to count for this award.  
These score as follows:-

<u>Autotests</u>	Driver - 5 points for every event.
<u>P.C.T.</u>	Driver and passenger - 5 points for each event.
<u>Marshaling</u>	5 points every event for all including Clerk of the Course, Secretary of the Meeting and Chief Marshal.
<u>Organising events</u>	15 points for all events.
<u>Rallies</u>	Just Trackrod events to count. Scoring the same as F.S.B. Trophy system.
<u>Other Events</u>	i.e. Sportonoggins, Economy Run, Treasure Hunts and Indoor Rallies, driver and passenger both score 5 points each and all non-finishers of any event 3 points.

/contd.