

# TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

147 January, 1983



## **TRACKROD MOTOR CLUB LIMITED**

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## TRACKR00 MAGAZINE

NO. 147

JANUARY 1983

### EDITORIAL

Just a few words this month, time being at a premium. (Night duty over New Year being what it is!!). Fortunately, several contributors have allowed their "fingers to do the walking", to such an extent that I have "carried over" a super, in depth, article on the care and maintenance of a vital part of your car's anatomy.

In order to ensure receipt of your favourite monthly mag for another year, however, renewal of your membership is necessary. Mark Dawes will be "setting up shop" at meetings throughout January. So bring your old cards and a fiver, Mark will do the rest. Otherwise ..... NO MAG!

John Bean  
Editor

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### Chairman's Chat

Well - I hope you all had a very good Christmas and New Year, I certainly did - now I reckon it's time for my annual diet so if anyone wants a game of squash (leisurely) and a pint of slimline, let me know, preferably before I enter the decline around Easter!

The Christmas Party went very well after a fairly slow start, many thanks to Caroline and her helpers who organised the 'do' and provided the food.

Regrettably, the Boxing Day Autotest did not run for the first time in many a year - we really must get some venues for Autotests (and PCT's for that matter) and as usual please.. please if you wish to organise or have any venues for anything (well almost anything) LET US KNOW.

Remember I mentioned the Ford Escort Turbo Rally Championship, I'm told that interest is running high and that the cars are relatively cheap to prepare. There is £50 start money per event and the winners receive part of a 'generous' prize fund and for each 'half year' winner a works drive on the 1984 Monte Carlo. More details from Phil Short, 22 Hall Rise, Bramhope, Leeds LS16 9JG.

To all of you who helped on the Bramham Stage of the RAC this year, Malcolm Gladhill sends his sincere thanks. Our next opportunity to help is with the results on the 3 Swans Rally, Saturday 22nd January (Selby & District Motor Club) - more info from Phil Sykes or myself).

Mintex - still no firm details yet but keep Friday/Saturday 25/26th February clear - we will need you.

Finally, please remember the DINNE DANCE FRIDAY JANUARY 28TH, £8.50 per ticket available NOW, it will be a good evening.

Rod Parkin  
Chairman

Social Diary

11.1.83 Noggin & Video Show, Old Starr Inn, Collingham.  
18.1.83 Noggin, Horsforth Club, New Road Side, Horsforth.  
25.1.83 Noggin, Shoulder of Mutton, Kirby Overblow.  
28.1.83 (Friday) Dinner/Dance and Awards Presentation, Parkway Hotel,  
Otley Road, Leeds 16.  
1.2.83 Noggin, Crown Hotel, Boston Spa.  
8.2.83 .. Horsforth Club, New Road Side, Horsforth.  
Indoor Rally. 8.00 - 8.30 p.m. Start. Round 3.  
Organisers - Team Champs. Map O/S Metric 94.  
15.2.83 Noggin, The Wharfedale, Arthington.  
22.2.83 Noggin, Shoulder of Mutton, Kirby Overblow.  
2.3.83 Noggin, The Crown Hotel, Boston Spa

Competition Calendar

8/9.1.83 Knowlisdale M.C. Mini Miglia. Restricted. Maps 91,  
98 and 103.  
9.1.83 Alwoodley M.C. Autotest. Closed/Joint. Trackrod  
invited. Venue - Wellington Car Park, Dewsbury.  
Map ref. 104/243218.  
15/16.1.83 Stocktonian Rally. Stockton & District M.C.  
Maps 93,94 and 100.  
15/16.1.83 Morning Star Trophy Rally. Border M.C. Maps 111 and 105.  
22/23.1.83 Kirby Lonsdale M.C. Road Rally. Maps 97 and 98.  
22/23.1.83 Selby M.C. 3 Swans Rally. Restricted. Maps 100,  
101, 105 and 106. Shell League & ANCC.  
30.1.83 Ystra single venue stages rally. Fulbeck Airfield.  
Dukeries M.C. Map ref. 121/905511. 1st car 9.30 a.m.  
5.2.83 Wyedean Stages Rally. BTRDA. Forest of Dean M.C.  
6.2.83 Bruce Robinson Stages Rally. Lincoln M.C. & Car  
Club. Maps 121 and 122.  
6/7.2.83 Beverley D.M.C. Road Rally. Restricted. Maps 101,  
106 and 107.  
12/13.2.83 Lincolnshire & Louth M.C. Lincolnshire Rally.  
Trackrod invited. Club team of 4 cars. Best 3 finishers  
get awards for first 3 clubs.  
12/13.2.83 Ripon D.M.C. Road Rally. Restricted. Maps 98,100,  
92,93 and 94.  
19/20.2.83 Illuminations Rally. Motoring News & ANCC. Morecambe  
Car Club.

24/27.2.83	DeLacy M.C. Mintex. International. Tour of Yorkshire.
5.3.83	Dukeries M.C. Dukeries Rally. National. Maps 112, 113, 120, 121, 130 and 119.
5/6.3.83	Roskirk Rally. ANCC. South Shore M.C.
12/13.3.83	Gremlin Rally. Motoring News. Brecon M.C.
19.3.83	Lakeland Stages Rally. BTRDA. Kirby Lonsdale, Morecambe & Workington Motor Clubs.
19/20.3.83	AGBO Rally. Owen & Streetly Motor Clubs.
19.3.83	York Motor Club. National Rally. Maps 99, 100 and 101.
20.3.83	Trackrod Motor Club. Autotest. Closed Joint.
26/27.3.83	Trackrod Motor Club. Lockout Rally. Closed Joint. Maps 104, 105 and 106.

ESSO/BTRDA GOLD STAR CHAMPIONSHIP ROUNDS 1983, NATIONAL

FEBRUARY	5th	Wyedean Rally.	Forest of Dean M.C.
March	5th	Dukeries Rally.	Dukeries M.C.
March	19th	Lakeland Stages Rally.	Kirby Lonsdale, Morecambe & Workington M.C.'s.
April	16th	Plains Rally.	Knutsford M.C.
May	14th	Hadrian Centurian Rally.	Lanarkshire Car Club.
July	9th	Border Counties	Hawick & Border Car
September	10th	Autumn Stages Rally.	South Scotland M.C.
October	22nd	North Riding Stages	Trackrod M.C.

BEST 6 ROUNDS OUT OF 8.

Includes General Motors Astra Challenge and Fords's Escort Turbo Championship.

MOTORING NEWS ROUNDS 1983

February	19/20th	Illuminations Rally.	Morecambe C.C.
March	12/13th	Gremlin Rally.	Brecon M.C.
"	19/20th	AGBO Rally	Owen & Streetly M.C.S.
May	7/8th	Coleman Tyres Rally.	Otley M.C.
June	18/19th	Cabrian News Rally.	Aberystwyth & D.M.C.
July	2nd/3rd	Eagle Rally.	Newtown D.A.C.
August	6th/7th	Devils Own Rally.	Kirby Lonsdale M.C.
September	10/11th	R.L. Brown Rally.	Furness D.M.C.
September	24/25th	Bolton Midnight Rally.	Bolton Le Moors C.C.
October	7/8/9th	Tour of Mull	2300 M.C.
November	5/6th	Cillendeg Rally.	Teify Valley M.C.
December	3rd/4th	J.J. Brown Rally	Caernarvonshire & Anglesey M.C.s

ANCC RALLY CHAMPIONSHIP ROUNDS 1983

January	8/9th	Mini Miglia Rally	Knowlisdale M.C.
	22/23rd	Three Swans Rally	Selby & D.M.C.
February	19/20th	Illuminations	Morecambe C.C.

March	5/6th	Roskirk Rally.	South Shore M.C.
April	23/24th	Ribble Rally	Springhill M.C.
May	7/8th	Coleman Tyres Rally	Otley M.C.
	14/15th	Gordon Ford Trophy Rally	Stockport M.C.
August	13/14th	Devil's Own Rally	Kirby Lonsdale M.C.
October	7/9th	Tour of Mull	2300 Club.
	22/23rd	Highwayman Rally	CSMA (Yorks)
	29/30	Pennine Rally	Alwoodley M.C.
November	26/27th	Hall Trophy Rally	Clitheroe M.C.
December	10/11th	Stowaway Shovel Rally	One Eleven M.C.

Ronnie Moore  
Competitions Secretary

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### Shell League 1983

Well, another year has passed us by and once again we haven't managed to win the Shell League Trophy. I would, however, like to thank all those who have turned out for the Club in aid of the Shell League.

I have once again landed the job of Team Captain (if we get one on the events!) for 1983. However, this year's calendar looks slightly better suited to our members (calendar to follow). I am also hoping to adopt a slightly different method of co-opting a team. I would like members who are interested in Rallies, Autotests, P.C.T.s and Hillclimbs, to fill in a form (at the rear of this issue), stating what events they may be interested in doing, so I can send a set of regs off to you as I get them. An interesting point for the events is that the organising clubs are supposed to send me regs two weeks prior to anyone else and give Shell League entrants a slight preference, which would give you a far greater chance of a run on these very popular events. So come on and let's have some forms returned for a change, they are by no means binding. We can win the Shell League Trophy.

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### Shell League Events 1983

January	21/22nd	3 Swans Road Rally	Selby & D.M.C.
April	17th	Autotest	Trackrod M.C.
April	24th	Production Car Trial	Ilkley & D.M.C.
May	8th	Autotest	Airedale & Pennine M.C.s
June	5th	Hill Climb	Yorkshire Sports Car Club.
	25/26th	White Rose Road Rally	Shipley & D.M.C.
July	25th	Autotest	Ripon M.C.
August	7th	Autotest	York M.C.
September	4th	Autotest	Slaithwaite M.C.
October	29/30th	Larkspeed Road Rally	Alwoodley M.C.

The rounds of the Shell League Autotest count towards Trackrod's Rally & Speed Shop Autotest Trophy, as well as Trackrod's own Autotests. So the more you do the better chance you have of winning the award. More details next month.

John Renny  
Shell League Captain

### Humberside Motor Sports Rally Championship 1983

The Club will again be entering this Championship in 1983, and to encourage entries from TRACKROD crews, trophies will be awarded to the best placed driver and navigator.

The championship is a mixture of local road and stages rallies, the first event probably being the "Three Swans", organised by Selby & D.M.C. Other events include the Elcar and Calderford stages.

First placed club in the Championship will receive £90, so the more crews we get entering, the better chance TRACKROD have of getting a boost to our funds.

All the events are held in the Humberside area of course, so the cost of competing will be cheaper than chasing across to some of the more far-flung ANCC rounds, and with the attraction of a couple of pots from the club this looks like a good bet for some of you.

If you would like more information, or if you are considering "having a go", please contact me (Stuart Marsh), phone no. on the inside cover, or at most club nights.

Stuart Marsh  
H.M.S.G. Secretary

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### The ANCC 1300 Championship

Since I last wrote about the ANCC Championship, we had only had 5 rounds and were in 5th place overall and 2nd 1300. There have been a further 8 events, of which we just managed to compete in 4. Unfortunately, we missed the first two events after the summer break, as I was in the process of changing my car for something with a little less rust. It also meant that John Millington and myself had to cancel a trip to do the South Swedish - that's rallying!!) However, a new car was purchased two weeks prior to Mull and a quick preparation job was done up at Ronnie Becroft's, whose help along with Paul Glover and John Millington I am very grateful for.

So up to Mull we went, and on this occasion, Ronnie Mac was to sit in the hot seat and read the pace notes. Mull is a very unique event run over 2 nights with an afternoon section of forest stages.

We set off very tentatively, being on strange tyres, purchased for the event from Martin Muscroft of Leeds Tyre Services. They were Firestone C660 low profile tyres and suited Mull very well, and improved the car's handling. In fact, it was not until the last night that I really managed to get the most out of them.

After our customary offs in the forests, we managed to finish the event 31st overall and gained a much needed 10 points for the 1300 class. After Mull, we missed two more events, which meant that we had all on for the last 3 events, having to score well on all 3 now to finish 2nd, as Jez Howarth had cleaned up 1st in class with 79 points out of a possible 80. The Larkspeed Rally was our next round and with J. Howarth in an RS2000 we had a good chance of gaining 10 points again and closing the gap on M. Jennings who was in 2nd place, but with S. Retchless out again and on home ground the battle was on. We got a late entry and

were put in at no. 4, so we had pressure on from the start. Unfortunately, I got over confident with the tyres as we approached a standing give way after a long straight. I had seen the sign for some time but thought I would have 10 or 15 yards after the sign to the junction! WRONG. Yes, we went straight out across the junction and stopped at the other side of the road at the other standing give way, where we set about chasing the marshal trying to get back on the right track. Anyway, not to be disheartened, we carried on just in case the marshal was blind, and anyway, to score points you first have to finish. A good philosophy it would seem, since we finished 26th overall and scored another 7 points in the championship.

Next came the Hall Trophy - an event with a very good reputation. With Ronnie Moore back in the hot seat, off we went. I was starting with a cold and considered giving in, but decided that was the wrong attitude. Having got so far, I wasn't going to hand 2nd place to M. Jennings. I am glad I didn't because the event turned out to be a classic, an all go affair with very few stops and very changeable conditions - ice, one minute, clear, the next. Jez Howarth was out again on his favourite territory, hoping to tidy up his score to 80 out of 80. With the first selective over Gisburn, he managed to take 40 seconds off us straight away, so we thought we would have a steady run to try and get 9 points. What I didn't know was that Jez was back on a standardish 1300, much the same as mine and that on the next 2 selectives, we took time back off him. For the first time, we were on equal terms and I had not realized this. Anyway, we beat him on 6 out of the 16 selectives, which was very pleasing as it meant that on equal terms he was not unbeatable. Apparently, his engines had been so well tuned he was getting incredible power from them, but they were only lasting 2 or 3 events. In the end we finished the event 17th overall, 2nd 1300 and with 9 points. Mick Jennings had done 8 events and was having to drop scores, his lowest was a 6, so he only gained 2 points.

With one round to go, the scores were - J. Howarth 80, M. Jennings 63, J. Ronny 57. Everything I scored counted and M. Jennings had another 6 to drop, so I needed to score 7 or more to finish in front of Mick.

An entry was put in for the Stowaway Shovel Rally and down we went to Sheffield or thereabouts for the last showdown. We had a bad seeding of 36 but at least we could keep an eye on Mr. Jennings. The weather was looking ominous, having travelled down through ice, rain and fog. The first selective proved changeable - one minute, ice, the next minute, clear, but at least visibility was good and we soon hauled in car 35. The next selective saw 34 and 33 off and we were getting into the swing of things. The organisers of the event had put in a lot of passage checks in order to make sure the right route was taken by everyone. Unfortunately, they used cards which were given to each competitor at each control, duly signed by each marshal and with car number on. These were thrust into the car with great irregularity. Unfortunately, one of these cards must have dropped out of Ronnie's pocket and so a fail was given to us at halfway. The organisers refused to check the check sheets, which should have proved our point of having visited the particular point, so we had problems. Anyway, whilst trying to resolve this problem, we had not noticed that Mr. Jennings had not come into the halfway. We were at this moment, lying 6th or 7th, the fail not counting, so we had a chance of our best finish of the season. But the second half was going to change that hope. The fog had closed in and the ice had become worse. We were back behind everyone we had passed in the first half and overtaking was nigh on impossible. We pressed on regardless, performing the



impossible in more ways than one, since on one corner, having just passed a car and trying possibly a little too hard, we approached a 60 right too fast on sheet ice and did a wall of death round the corner, only to have to do the same round the next corner, on which we got a puncture on a rear tyre. We did, however, lose the pursuing car, but had 5 miles to drive on the flat. This was then changed and we set off on our way again, but now without a spare and a lot of whites to come. But this was not to be our problem, as on the penultimate section we had a ford to negotiate. Yes, you guessed it, we drowned out and it took us the rest of the selective to dry it out properly. Hoping we had had our lot, we set off on the final selective with the sole intention now of getting to the finish. We were rapidly running out of time, as were a lot of others, and this was to cause our next problem. All of a sudden, we had in front of us again slower cars, which we had previously taken. With a white approaching and no way past, we went onto the white right up the boot of the car in front, fatal - because he went straight into a massive puddle and the steam from this totally blinded us and we followed straight in and drowned out again. Only this time we couldn't get it going and we were still in the middle of the puddle. Having dried the distributor out, we eventually got it going again and finally got to the finish with less than a minute left before going OTL. Thus, we gained maximum points and finished 2nd in the 1300 Championship and 4th in the overall Championship. A grand finish to a very good Championship.

John Renny.

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#### "A DAY AT THE RACES"

Haydock Park is normally associated with horse racing, but on Sunday 14th November 1982 it was host to the Mid Cheshire M/C single venue rally, which saw a return of Dave Ashford in the Tate Cars of Leeds Escort.

Earlier in the year, Dave's engine had let go in a big way, needing a new engine before he could return to the fray. After doing one of his famous deals (Would you buy a second-hand car from Dave?) a new engine appeared under the banner of Rallytune of Burnley.

Fitting the engine was no problem, but a series of head gasket problems put the big day back a few times. However, Cosworth came up with the answer and thus all was ready again.

Dave shook off the rust from Iain Watt and got him to co-drive, and yours truly to service the motor. As it was a new one, Dave decided to drive over on the Sunday morning and get a few miles on the clock. Having met up at Haydock Park, a quick examination revealed that the fan belt was not working, and almost all the water had gone. We could have retired before we started. However, after much changing of pulleys and a shorter belt, the deed was done and everything ready for the off.

The stages had been laid out in the car park and were very much of an autotest type, sort of 200 yards, U turn, and then some more of the same. Dave found the high first gear gave him a disadvantage, at first, and he was some 20 secs off the pace, but after a bit of winding up between stages, he got his act together.

Most of the entry seemed to be driving well within their capabilities,

8.  
...SA  
and Dave climbed up the table putting some good times together. The last few stages were held in the dark, and looked quite exciting.

When it was all over Dave & Iain ended up with best Wigan & District CC award, and 13th Overall. As Trackrod were not an invited club, joining Wigan CC was the only way to get an entry, but it was worth it.

KBB.

### WILLIE WONKA TROPHY, Round 2.

Round 2 was held on Tuesday, December 21st 1982, at the Horsforth Club, and was organised by Jean & Derek Lee. This round was tackled by six crews, all working hard and screaming in to finish bang on the hour without time penalties, although not completing the route. (bar 1-ED). Jean and Derek put on a terrific route on map 101 (which has as much sea as land) using every trick in the book to catch the unwary. The final section was a particularly nasty puzzle, and had us all guessing, especially as to where the finish was, which turned out to be the Tourist Information centre in Bridlington. Actually, one team did fathom it out, but in their haste gave the referees of the little blue insignia, and not the tip of the arrow, finding themselves 400m out to sea, in the harbour!! (HA HA, GLUG GLUG, SPLASH SPEASH). (Ronnie WAS under pressure-ED)

As you will see from the results, it was a very close thing with only 10 points separating the first three. The finish was quite humorous for the spectators, first to clock in was yours truly Oscar Tango 90, with Mike (The very slightly older half) sprinting through the packed bar, smoke and sparks belching from his pipe to clock in with literally only a second to spare. For pure comedy, our dear sweet kind editor (His words, not mine-ED) took the show, again with only seconds to spare, John, in full works uniform apart from his headgear, (See team name) RAN, yes folks, RAN!! for the finish, and so great was his velocity that one half p...ed member failed to take in the situation and was trampled under foot. He was later seen being booked for obstruction, illegal parking, and being in charge of a parrot whilst under the affluence of drinkahol!!

Seriously, though, it was a terrific evening, rapidly taking on the festive spirit. To Jean and Derek, thanks for some good sport, and well done to all the competitors for a well faught event.

#### RESULTS.

	<u>Pts</u>	<u>Chap. Pts.</u>
1. Oscar Tango 90	86	27
2. White Rankers	79	21
3. Champs	76	16
4. Sanderson	65	12
5. Goodall & Tempest	59	9
6. Backtrackers	52	7
7. Birdbrains	49	6

#### CHAMPIONSHIP POSITIONS (After 2 rounds)

<u>Team</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Total.</u>
1. Champs ( Robson/Tumber)	27	16	43
2. Oscar Tango 90 (Westmoreland/ Knowles)	12	27	39
3. White Rankers (Munnis /Marsh)	9	21	30
4. Backtrackers (Lilly /Cuddy)	21	7	28
5. Bird Brains ( Bear/Moore)	16	6	22
6. Sanderson (Ex C-abs B2, Steve / Chris Sanderson)	9	12	21

7. Goodall/Tempest	0	9	9
8. Papa Siera (Sykes & Stanhope)	6	0	6
9. Whitlock (Whitlock & Keighly)	5	0	5
10. Watson/Ingham	4	0	4

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### Round 3

Tuesday, February 8th 1983

Organisers - Team Champs

Map O/S Metric 94

Venue: Horsforth Club

8.00 - 8.30 p.m. start

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Finally, may I wish all the organisers, competitors, and everyone else, a belated Merry Christmas and a prosperous New Year.

John Westmoreland.

Ed. In order to prevent John and myself from possible prosecution, the red pen has been used. Obviously, this was written over the festive season.

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### Cilwendeg Rally

The Cilwendeg Rally has a reputation as a difficult event. On the long journey to Newcastle Emlyn we had a taste of things to come when ten miles from the start we came upon another competing car on its roof.

Eventually, on reaching the start, the Saab 99 was unloaded from its trailer in an empty car park and taken to scrutineering, one hour late.

Starting at Car 65, which was 14th semi in a class of 47, we had a  $\frac{1}{2}$  mile run out down an 'A' road then slot 90 left onto a yellow, then  $\frac{3}{4}$  mile to NTC 1, simple one might think; guess what ! we missed the slot.

Soon after leaving NTC 1, I began to appreciate the warnings about the not-as-map lanes with 60 and 90 degree unmarked bends coming from nowhere. The many dips in the road made keeping my map and stomach down a difficult job.

On reaching PC 7, we caught cars 62, 63 and 64. At this point we were lying equal 1st semi on 6 minutes. By the time I had the signature at the control the other cars were out of sight in the narrow twisty lanes.

Half a mile from the PC was a tight 60 left in front of an open farm yard. As Kevin attempted the corner, the car took a liking for a mobile grain hopper 10 yards off the road. Luck was with us as we stopped inches from it. Eager to recoup our lost time we set off again. Kevin had been complaining the car was not

/10.....

handling properly even before the 'off', now  $\frac{3}{4}$  mile further on the car accepted the offer of a small bank, to hit it, on a tight 90 left. This time the front wheels dropped into a ditch and we needed some assistance to get out.

At the first of the five MTC's we were now down to about 12th semi. Looking the car over it was found that there was a serious problem with the suspension at the back.

Pondering whether to continue or not, the engine now developed a disturbing knocking noise, and it was decided to head for home.

Looking at the results, cars 63 and 64 came 2nd and 3rd semi's; one can only think .... IF ONLY; but that's rallying.

No. 65 K. Crighton/A. Munnis Saab 99 Retired.

A. Munnis

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TROPHY POINTS RESULTS FOR 1982

SPY 44 Trophy

John Renny 339.7  
R. Moore 335.5

P.C.T. Trophy

Andy Roddy 5 points

Ladies Challenge Cup

Jennifer Ashford 8 points

Rally & Speed Shop Autotest Trophy

Richard Ineson 10  
J. Renny 7  
R. Moore 5

Sylvia Myers Novice Award

Sean Muscroft

Shell League Trophy

John Renny 285.3  
R. Moore 209.5  
R. Mackinnon 186.6  
S. Muscroft 152.0  
A. Mekwinski 152.0  
R.F. Ineson 136.6

Arnold G. Wilson ANCC Rally Driver

John Renny 437.2 - 6 events  
G. Waters 222.9 - 6 "  
P. Jordan 110.3 - 5 "  
M. Brown 98.3 - 1 "  
K. Goodall 91.6 - 1 "  
I. Gurnett 90.3 - 2 "

ANCC Rally Navigator

Rennie Moore 404.5 - 6 events  
A. Munnis 223.2 - 5 "  
J. Bean 176.9 - 5 "  
R. MacKinnon 147.9 - 2 "  
P. Crompton 110.3 - 5 "  
J. Coulthard 93.3 - 3 "  
I. Tempest 91.6 - 1 "

F.S.B. Rally Driver

John Renny	51 - 8 events
S. Muscroft	39 - 4 "
K. Goodall	36 - 2 "
G. Waters	32 - 6 "
P. Jordan	32 - 6 "
D. Turnbull	28 - 6 "
I. Gurnett	19 - 2 "
A. Hanson	18 - 1 "
D. Harrison	18 - 4 "

F.S.B. Rally Navigator

Andy Munnis	47 - 6 events
R. Moore	44 - 7 "
I. Tempest	36 - 2 "
A. Mekwinski	34 - 4 "
J. Compton	33 - 6 "
N. Gledhill	33 - 2 "
G. Kellett	28 - 6 "
J. Bean	27 - 5 "
R. MacKinnon	22 - 3 "
J. Coulthard	22 - 3 "

S & M Lloyd Stage Rally Driver

Dave Turnbull	208.3 - 5 events
D. Harrison	167.6 - 4 "
A. Hanson	57.0 - 1 "
S. Muscroft	53.0 - 1 "

Stage Co-Driver Trophy

Graham Kellett	422.0 - 6 events
P. Pesse	185.9 - 4 "
G. Whittaker	93.0 - 1 "
A. Mekwinski	53.0 - 1 "
P. Noon	50.1 - 1 "

Single Venue Stage Rally Driver

Dave Turnbull	213.7 - 3 events
D. Ashford	188.0 - 3 "
S. Roundhill	125.0 - 3 "
A. Hanson	87.0 - 3 "
D. Marshall	31.8 - 2 "
D. Harrison	3.0 - 1 "

Service Crew

Keith Bowen	50
A. Sunley	35
N. Gledhill	35
G. Draper	25
I. Glendenning	15
N. Duckett	10
M. Armitage	5

Ronnie Moore  
Trophy Points Secretary

All Round Lady Member

A. Hunn	120
E. Longhorn	110
J. Lee	55
J. Thompson	40
C. Nutter	40
J. Limber	30
P. Gurnett	20

All Round Club Member

Ronnie Moore	175
J. Westmoreland	155
K. Hunn	140
D. Lee	120
A. Hunn	120
R. Leeming	115
E. Longhorn	110
R. Parkin	100
C. Sanderson	90

Marshal Trophy

Keith) Hunn	80
Andrea)	
E. Longhorn	70
R. Leeming	55
S. Marsh	40
D. Lee	35
J. Renny	30
M. Holmes	30
P. Sykes	30

80 others on 25 and under

Off Road Events

Ronnie MacKinnon	878.2
R. Moore	194.2
R.F. Ineson	120.0
J. Renny	93.3
A. Roddy	71.6
A. Watson	23.1
H. Mantle	13.0

Hunters Trophy

Crabs 82 \* Taddy Boot Leggers

OR

Steve & Chris Sanderson + John  
Westmoreland

Indoor Rally Trophy

Mike Robson & Gerald Tumber

Economy Run

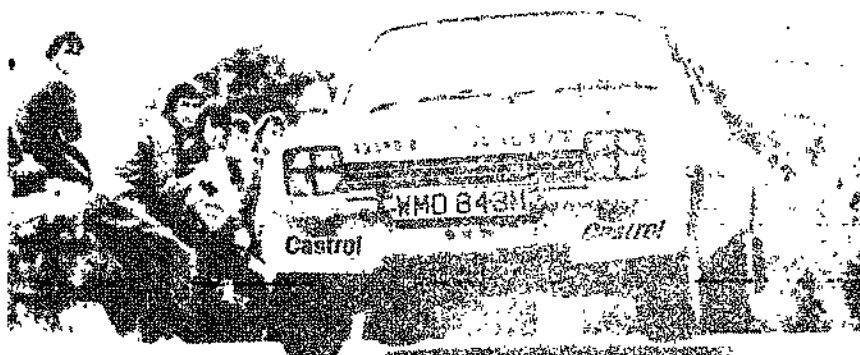
Mike Robson

(GET YOUR TICKETS NOW FOR THE ANNUAL PRIZE PRESENTATION & DINNER/DANCE)

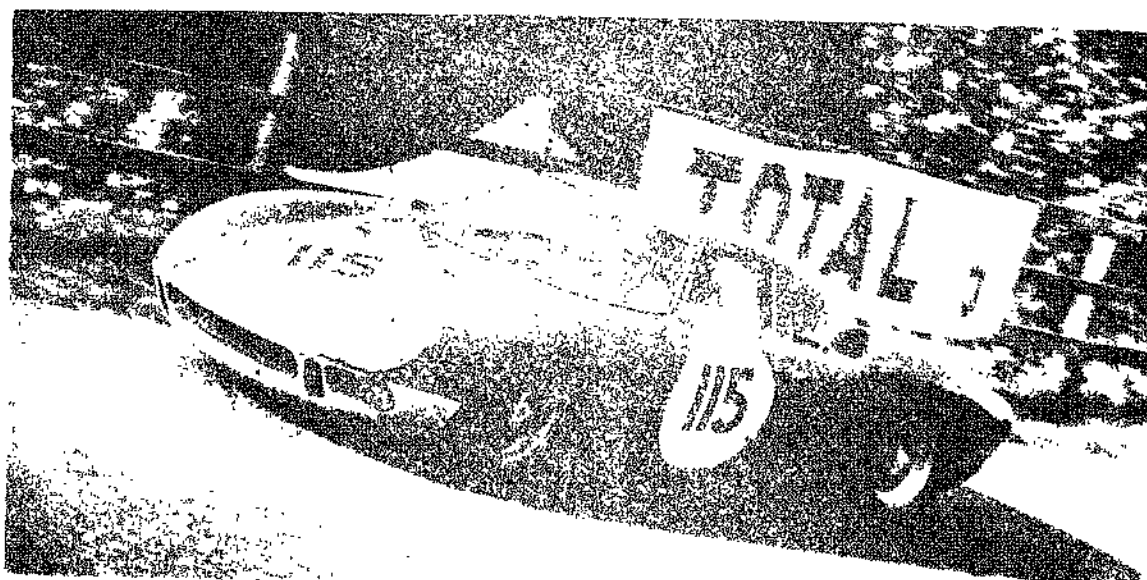
# PHOTO PAGE



↑ A CHEVROLET 316 GT IN THE NURBURGRING  
1000KMS IN THE 1910S



← MIKE RAWSON  
ON THE  
MANX - 1975



↑ EXCTICA AT SCARBOROUGH HILLCIMB - JACK MAURICE'S  
FERRARI 250LM APPROACHES THE HAIRPIN

THE ANNUAL PRIZE PRESENTATION DINNER WILL BE HELD AT THE PARKWAY HOTEL,  
OTLEY ROAD, LEEDS. ON FRIDAY. 28th. JANUARY 1983. 7.15pm. FOR 8.0pm.

IT HAS BEEN DECIDED TO GIVE THIS FUNCTION A BIT OF A FACE LIFT AND  
MAKE IT MORE DANCING, DRINKING ETC. AND LESS OF SPEECHES. TO THAT END  
WE HAVE NOT INVITED ANY GUEST SPEAKER AND THE ONLY SPEECH (WHICH WILL BE  
VERY BRIEF) WILL COME FROM OUR BELOVED CHAIRMAN. THIS WILL BE FOLLOWED  
BY THE PRIZE PRESENTATION AND THEN YOU CAN LET YOUR HAIR DOWN.

MENU.

SMOKED MACKEREL PATE.  
CREAM OF ASPARGUS SOUP.  
SUGAR BAKED YORK HAM.  
BLACK CHERRIES/MADEIRA SAUCE.  
VEGETABLES & POTATOES.  
CHARLOTTE RUSSE.  
COFFEE & MINTS.

WE HAVE ARRANGED FOR A BAR EXTENSION UNTIL 1.30am. (JOHN BEAN HAS PROMISED  
TO HAVE ALL HIS WORKMATES-BUSY-ELSEWHERE) AND THE DISCO WILL CONTINUE UNTIL  
2.0am. SO IF YOUR FEET ARE NOT HURTING BY THEN, SORRY BUT THEY WILL THROW YOU  
OUT. TICKETS ARE ON A FIRST COME, FIRST SERVED BASIS PRICE £8.50. OBTAINABLE  
FROM ROD PARKIN. CASH WITH ORDER ! ! !

DON'T MISS THIS EVENT. WHERE ELSE CAN YOU GET THE CHANCE TO HEAR A WITTY  
SPEECH, SEE THE FANTASTIC RONNIE MOORE BIRD IMPRESSION, WINE AND DINE WITH  
GOOD COMPANY, BE DAZZLED BY THE GLITTERING ARRAY OF SILVERWARE, HAVE THE  
CHANCE TO WIN A FANTASTIC PRIZE IN THE DRAW AND ALL FOR £8.50.

SHELL LEAGUE.

To assist John Renny in ensuring that all prospective team members receive regs for events, etc, please complete the below form and return to :-

John Renny  
Burwains  
Smithy Lane,  
Cookridge,  
Leeds LS16 7LY

or hand in at any club night.

NAME \_\_\_\_\_ Tel Work \_\_\_\_\_  
Home \_\_\_\_\_

ADDRESS FOR REGS. \_\_\_\_\_  
\_\_\_\_\_

EVENTS INTERESTED IN. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

CAR, TYPE & MAKE \_\_\_\_\_

PAST EXPERIENCE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Please return to John Renny, Shell League Captain.)