



TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

SEPTEMBER 1983.

WATCH THIS SPACE - NEXT MONTH

Editorial

Welcome to my first edition. I would like to start by thanking my predecessor John Bean for doing a fine job over the last few years, also for his help and advise on the task that stands before me.

You may still be wondering about the new covers, well I can tell you that they should be ready for next months edition. They are to be of a new format, bearing ads. from sponsors of the magazine. The sponsors do not fill the inside pages however, **THAT IS UP TO YOU.** All articles, letters, photo's etc. would be most appreciated (as you'll find out when I start bending your ears at club night).

Due to work commitments (i.e shifts) I may not always be at club nights, but any articles etc. can be passed on to me via Graeme Kellott (or any committee member), or phone me on Pudsey 550225. Don't forget, I can only print what you, **THE MEMBERS,** provide me with.

Steve Grant
Editor.

Chairman's chat

If you are wondering just what my name is doing at the bottom of this, then you missed the A.G.M.

As many of you will know, Rod has stepped down but will still be seen around despite his moving to 'Summer Wine' land. No doubt he will be chasing everyone to do a job on the forthcoming Stages Rally. May I take this opportunity to express the clubs' appreciation to both ROD and Richard Spurdens, for all their efforts in the past.

The A.G.M. saw several changes, which appear elsewhere in this magazine, but the new committee offer a broad base and with their enthusiasm and YOUR help, I am sure we can continue making this the best motor club around.

A recent survey showed that despite some 125 members being on the books, only a regular 45 are active and this was evident at the A.G.M. This is YOUR CLUB. YOU ARE TRACKROD AND TRACKROD IS YOU. Don't moan to each other, tell those on the committee what YOU want to see happen, after all YOU voted them onto the committee.

Amongst the new appointments the committee made is a training officer, Stuart Marsh, who will co-ordinate matters. Talk to him and let him know just what interests you.

Thought for to-day;

CLUB MEMBERSHIP IS LIKE A BANK, THE MORE YOU PUT IN , THE MORE YOU GET OUT.

Kioth Bowen.

Social Calendar

- 6.9.83 Noggin, The Crown Hotel, Boston Spa.
13.9.83 Noggin, Beehive, Thorner. + Treasure Hunt. CANCELLED
20.9.83 Treasure Hunt. 4th round. ** Noggin, Wharfedale,
27.9.83 Noggin, Shoulder of Mutton, Kirby Overblow.
4.10.83 Noggin, The Crown Hotel, Boston Spa.
11.10.83 T.B.A.
18.10.83 Noggin, The Wharfedale, Arthington.
25.10.83 Noggin, Shoulder of Mutton, Kirby Overblow.

Competition Calendar

- 10.9.83 South Shore MC. Autumn Stages.
10/11.9.83 Normanby+ DMC. Trophy Rally. Maps 93,94,100.
11.9.83 Lancashire + Cheshire. PCT. ANCC.
17/18.9.83 COSTA DI PLENTY. Trackrod MC. John Westmoreland is chief
Marshal, why not volunteer ?
18.9.83 High Moor, Autotest, ANCC. Rochdale 109/882110
24.9.83 Teeside MSC. Tour of Hamsterley, Single Venue Stages.
25.9.83 North Humberside MC. Crystal Stages, TMC are running a
.stage. **
25.9.83 Glossop, Autotest. ANCC.
2.10.83 Knutsford MC. Autotest. ANCC/RAC/BTRDA.
16.10.83 Otley MC. PCT. ANCC/TMC.
16.10.83 Alwoodley MC. Autotest, Westgate car park, 104/290336
16.10.83 Mablethorpe + DMC. Wolds Rally. Marshals needed.
22.10.83 TRACKROD MC. QUIP STAGES RALLY .
23.10.83 North Midland. PCT. ANCC.
30/31.10.83 Alwoodley MC. Road Rally. SHELL LEAGUE.

- 30.10.83 North Humberside, Autotest. ANCC.
5.11.83 Blackburn WMC. Sprint. Cadwell Park.
6.11.83 Slaithwaite, Single Venue Rally.

** Crystal Stages

Trackrod are helping to run the stages on Drifffield Army Camp. All tarmac. 106/006563. SS4 + 5, SS17 + 18. For more details CONTACT Bob Locking on Rawdon 502575 or any club night.

** Precinct Stages Treasure Hunt.

20.9.83. Starts Civic Hall car park, Leeds. 6.30 - 7.30. Organisers are R.Ineson / Julie Thompson. NO maps or cars needed, ALL on foot.

Following the recent AGM. and the first meeting of the new committee the appointments were as the following;

Chairman - Kieth Bowen.

Secretary - Mark Dawes.

Treasurer - Nigel Latimer.

Deputy Chairman - Dave Turnbull.

Editor - Steve Grant.

Competition Sec.

Trophy Points Sec.

ANCC Delegate - Ronnie Moore.

Merchandising Officer - Graeme Kellett.

Membership Sec. - Chris Sanderson.

Equip. Officer - Dave Marshall.

Social Sec. - Caroline Nutter.

Events Co-ordinator - Steve Sanderson.

Training Officer

HSMSC Delegate - Stuart Marsh.

John Westmoreland has since been co-opted onto the committee.

Letters to the Editor

23.8.83

58, Moseley Wood Gardens,
Leeds 16.

Dear Sir,

No doubt the majority of our club's membership will now be aware that the RAC has proposed to arbitrarily impose stringent vehicle regulations in relation to road rallies, commencing 1.1.84. I do not wish to 'carp on' about the regulations themselves, no doubt the specialist press will have a field day, about the pro's and con's of each rule.

The point that I wish to make is this; The RAC claims that these regulations have been formulated in conjunction with the relevant area associations. I would have thought that there would have been some consultation with the 'grass roots', which surely our rep. to the ancc would have been aware of. Is this the case? I doubt it.

There is no doubt that the proposed regulations will directly effect a large number of TRACKROD members. I, for instance, own a road-going car with 8" rins, and wheel arches. Whilst I do not use the car for Road Rallies, as it gets older, and I come to change it for a newer car, the obvious 'plus point' of the sales patter would have been it's suitability for Road Rallies. Now that the RAC have made their decrees, I have lost that advantage, together with an estimated £300 - £400 of resale value.

I ask that our committee take note of my plea, and rest assured that mine is not a lone voice, that we MUST take URGENT action to bring to the attention of our ruling body the feelings of those at the grass roots that to announce these drastic changes in such a short period of time is not morally wrong, but could well have such an adverse effect to motor sport in general that the only 'losers' would be the RAC themselves. After all, such drastic changes would simply be laughed at in international terms, where at least 12 months is the normal gestation period for even the minor of rule changes.

So, TRACKROD committee, please note the contents of this letter, and do your duty to pass the feelings of your members to the RAC.

John Bean.

Dear John,

Thanks for your interesting letter, I will make your request to the committee, although rumor has it that if you run as 'course car' many more times, you won't have any arches to worry about - ed.

Letters to the Editor cont.

46, Hillcrest,
Tadcaster.

Dear Sir,

May I welcome you to your new position, and wish you every success with forthcoming editions of our magazine. May I also extend these wishes to our new committee.

I have been a member of Trackrod Motor Club for a very long time, and to the best of my knowledge have never been issued with a copy of club rules and constitute. Surely it is a RULE that all new members, indeed any member, should be given a set of rules etc. upon being elected a member.

May I suggest to you, and the committee, that now would be a good time, the start of your office, the magazine would be an easy way of giving each member a copy, which is his or her right, so could you print them in your pages?

I am certain that every member would wish this and be glad of a copy. I certainly would. I trust that this matter will meet with your approval and can be dealt with in this copy of the magazine.

Yours most loyally and sincerely, John Westmoreland.

Dear John,

I am sorry to reply that for several reasons your request cannot be done. The document to which you refer is between fifteen and twenty pages long, and is not financially practicable to re-print in those pages. As a member of the club, as I understand it, your 'right' is to have ACCESS to the club rules, NOT possession. Keith Bowen and Rod Parkin, to name a few, usually have a copy of the 'rules' with them on club nights, but in view of your request I have it on good authority that a copy of 'rules' will be posted on the club notice board each week. I trust that this meets with your approval - Ed.

COSTA DI PLENTY RALLY

COSTA DI PLENTY RALLY

SEPT 17/18 th 1983

* Marshals * Marshals *

We will require many marshals for our top road event of the year. YES YOU. If we have not already got your name, contact us immediately. Chief Marshal - John Westmoreland, Tadcaster 833064 Ass. Chief Marshal - Alan Nutter, Leeds 792205 Now, or any club night.

Withdrawal of Membership from Mr. D. Lee.

At the committee meeting held on 15th August 1983, it was agreed by all concerned that membership of the club be withdrawn from Derek Lee.

For the information of members, this action is a result of a long running attempt to get Mr. Lee to reply to several letters sent to him from March of this year, asking for the return of the float of £30 he held, or any receipts plus the balance.

In March of this year, Mr. Lee was advised that due to his failure to attend committee meetings, the committee intended to appoint a new Equipment Officer and on the 22nd. March 1983, he was advised of this fact, at the same time he was given the opportunity of attending the next committee meeting.

No reply was received and at the next committee meeting, Mr. Lee was not present until 9.50pm. by which time the meeting was almost over. He did not say anything at that time, but outside the meeting said that he had come to resign.

In April 1983, the secretary wrote to Mr. Lee and advised him of the return of the £30 float he had held since May 1982, and asked for the return of the float or the balance. Again no reply.

On the 22nd. June 1983, a recorded delivery letter was sent asking, again, for the money especially as the year end was coming up and the Treasurer needed to make all the returns to the auditors. Again no reply was received.

On the 3rd. August 1983, a further letter by recorded delivery was sent advising Mr. Lee of the result of the previous evening's committee meeting when it had been decided by a vote of 11 - 0 in favour, that if no reply was received and no money (or balance) received, then the membership of the club would be withdrawn. At that time Mr. Lee was given 7 days from receipt of the letter to comply with the committee's request.

On the 9th. August 1983, at the Old Star club meeting, Mr. Lee came up to the new Chairman, Keith B Owen, and threw the recorded delivery letter at him, and advised him in an abusive manner that he would get the money.

On the 15th. August 1983, the committee were advised that no reply had been received and thus there was no avenue left open to them but to confirm their original proposal. This was carried 10 - 0, with the Chairman not voting.

Mr. Lee was advised on the following day of this fact, under Article 12 of the Memorandum and Articles of Association in that he had acted contrary to the interests of the Club and was guilty of conduct objectionable to others in the club.

Cont.

Whilst the decision reached was regretted by all committee members, both those of the retiring and the new committee's, it was felt that Mr. Lee had been given every opportunity to reply and that he had only himself to blame for the outcome.

The purpose of this letter is to ensure that all members are quite clear about the events leading to this action and should dispel any rumours about why it was thought necessary. Mr. Lee has since paid the outstanding amount, in full. There being no receipts forthcoming.

Club Committee.

Solby Quiz

The quiz comprised of twelve teams, made up from members of Solby MC, Border MC, Beverley MC, 62 car club and Trackrod. We even managed to scrape up an extra team, as one club didn't make it.

Our teams were Rob Buchan, Steve Sanderson and John Renny as team 'A', John Bean, Ronnie Moore and Stuart Marsh as team 'B', and Chris Sanderson Richard Dobney and Paul Glover as team 'C'.

Teams 'A' and 'C' were soon eliminated (good try boys), Now team 'B' actually won their round and made it into the final. Unfortunately the end was soon in sight, (as I thought mine was when riding home with John Bean and Co.) . The final score was ; Trackrod 9, Beverley 9, and Solby 18.

All in all it was an excellent night of fun, some of the answers were a bit dubious, but the evening on a whole was very enjoyable. Sandwiches were served at half-time (thanks to someone's wife) . I'm hoping we can arrange a re-match, if anyone reading this wants to organise something by all means feel free.

Caroline Nutter.

** STOP PRESS **

** STOP PRESS **

Due to lack of organisational time, the treasure hunt due to run on 13.9.83 has had to be CANCELLED. At the time of going to press no date could be given for it's replacement.

Duckham's Lookout Rally

After an enforced rest of nearly two years, mainly due to lack of sponsors, the Duckhams Lookout Rally ran on 30/31st. without a single hitch. Only those of you who have ever organised a rally can know the frustration and heart-break involved in getting an event off the ground from scratch. The endless hours spent contacting prospecting sponsors, visiting and re-visiting before the "No, sorry", is totally soul destroying. The deal with Duckhams was unbelievable, even when the cheque and trophy were in my possession, and to Alexander Duckham Co. Ltd. and Gwilym Jones, the north of England sales manager, go the sincerest of thanks from Derek Lee and myself, for without them it may not have run again. The personal expense of this task, in time and money, can never be totally reclaimed but the end product, if successful, is satisfaction itself.

You will now understand the deep satisfaction that Derek and I had at the start in Tadcaster, seeing 75 cars (a full and extended entry) squeezing into the football ground car park. It was a tight squeeze but the entry was only 60 cars a week before. At this point I would like to thank Tadcaster Albion F.C. for the excellent facilities, not to mention the food and drink (brewed just over the wall) which were available. Also a big thanks to Eric Ellis for the scrutineering premises. Finally, many thanks to the police in Tadcaster, whose help and assistance was vital to the smooth running at the start and around town.

One promotional stunt that did go wrong was the pilot car. Slaid Hill Motors of Shadwell very kindly loaned us their demonstrator, which was to have been a Talbot Samba 'S', sign written to coincide with their ad. in the regs. Unfortunately it was shunted a few days before the event and the Solara 1.6 that replaced it was an un-marked car. Hence no advertising on their behalf. Should any of you want to know how a Solara handles, just ask Ronnie "spin a Solara" Moore, he was very impressed.

As the midnight hour approached, we were given the "100% manned" radio call from the hard working team of John Bean and Keith Hunn in the marshals caravan. Stuart Marsh had been 'conned' into driving me round in his Sunbeam Lotus, as course car. Off we bumbled to the start of the 'meat' at Collingham, with Ronnie and Derek in the Solara ten minutes behind us. Now I always thought Mr. Marsh was a quiet lad, but when he unleashed the 150 bhp from that motor, he was a changed person (evil chuckles of delight and two little horns growing out of his head), MY GOD; what a motor. I must thank Stuart for his hard work as secretary and for the most enjoyable ride of my life.

For no we were at the finish too soon, as we had lost 16 miles of the route two weeks before the event. This was due to a cock-up between the RAC and North Humberside Police, which we only found out by accident. At the finish we saw most of the starters, plus some who had retired. The Buckles Inn on the A64 was the venue, and had an excellent choice of breakfasts to choose from. By 7.00am the results were final, thanks to the efforts of Nigel and Linda Latimer. The awards, in abundance, were presented by Graham Gale of Duckhams Oil and by 8.00am we were all on our way home.

The net result was a slick event which met with the total approval of all the competitors, even those who missed the Wister white, ten retirements and only one car needed to be recovered. For Derek and I, satisfaction for eighteen months hard work.

To all competitors, thank you for your support (and entry). To all the marshals, a sincere thanks for a most proficient job well done; without you the rally would not have run. To 'Papa Siera', Phil Sykes and Pete Stanhope, a special thanks for the excellent job of radio relay and recovery. To John Bean, Kieth Hunn, Ken and Christine Goodall, Nigel and Linda Latimer, Mike Robson, Gerald Turner, the Scrutineering team, the PR team and the stewards and observers, a sincere thank you for your hard work and assistance. To Ronnie Moore a special thank you for your hard work as entries sec. and collecting the awards. (Phew. What a crooper - Ed.)

Finally, to anyone we have forgotten, (your Mum and Dad - Ed.) our apologies and sincere thanks for your efforts. We look forward to seeing you all next year in March.

John Westmorland and Derek Lee, Clerks of the Course.

P.S. My own thanks to Derek for his hard work and help to me over the last eighteen months, and to Stuart for his guidance.

John W.

The Beginners Class on the Lookout

There were four entries from Trackrod in the beginners class; P. Jordan / N. Ward (Ford) at 46, D. Rawlings / S. Elliot (XR/3), at 56, A. Mutter / S. Sanderson (Mini) at 59, and I. Dixon / D. Dixon (Mexico) at 60. As this was the Dixon brothers first rally, they were not alone; it was ours too. As well as running together this built up some pre-event psyching.

After plotting the route we left Tadcaster at 12.59am. and headed for Collingham and the 'real' start. We encountered a slight problem on the hairpin left because of the gravel nearly hitting the banking in the process, as did the Dixons. They caught and passed us before TC4 outside Branham, nearly overshooting the control in the excitement.

SS1 started to the east of Branham, and finished before Stutton, passing Tonten on the B1217 and as we passed the Crooked Billet pub, the landlord was seen shaking his fists at everyone (nightshirt and all), TC7 was just north of Sherburn, where I lost the tinocard out of the window, luckily it was found without much delay. SS2 started on the B1222 west of Sherburn, running via Newthorpe and finishing before the A1. On the yellow near Newthorpe several cars went off into the fields on the 90 right and we overshot the next hairpin, due to more gravel.

SS3 started east of Mark Fryston via a staggered giveway over the A63, to end north of Thorpe Willoughby. At the next TC we had our usual

cont...

chat with the Dixons, where Ian disappeared into the bushes yet again. (I don't know whether it was nerves about the rally or his forthcoming wedding). From there we had a string of TC's where we were again passed by the Dixons, who in turn nearly missed the control by locking up under braking. We then re-started SE going round the Wistow Lordship, back onto the B1223 and into the only white where there was a TC that many crews missed.

SS4 started north of Lund, the fog now getting thick and causing a few problems, ending at Skipwith. Next was a string of TC's via Eskrich and Wholdrake to the end at Crocky Hill, and the end of the competitive sections. The final TC being at the Buckles on the A64.

The beginners class results were as follows;

	<u>CLASS</u>	<u>PENALTIES</u>
D. Rawlings / S. Elliot	2nd (16th O/A)	19-18
I. Dixon / D. Dixon	4th (18th O/A)	20 - 12
A. Nutter / S. Sanderson	12th (30th O/A)	26 - 14
P. Jordan / N. Ward.	18th (45th O/A)	25 - 25 1F

We also won the beginners class for cars under 1100cc. So ended our first rally, many thanks to the organisers and Duckhams for an enjoyable nights rallying.

A. Nutter / S. Sanderson.

'EL' ALAMEIN

After a long week (or two) struggling to fit a new pedal-box onto LMB6L, it was a rather tired crew that met at Iain Watt's garage at 5.30 Sunday morning. (By the way, if anyone wants any pedal-box work doing I'm sure Dave Turnbull will be only too pleased to oblige).

On arrival at Alamein Barracks both rally car and service barge had to be 'checked out' by the Military Personnel as it's still a 'live' base. We then went to a fairly well organised noise and scrutineering, no problems there, so we signed on and began the two hour wait for the 'off'.

Only two TRACKROD crews were in attendance, it being the holiday period. The seeding of the event was very questionable, with Dave Turnbull / Graeme Kellett at 15, and Dave Harrison / Allen Hirst at a very lowly 54.

DT's main worry was catching cars on the long, narrow and bumpy stages, this being even moreso when the stages were being lapped.

After a slight delay we set about the first stage but disaster struck on the finishing straight when the gearbox jammed in first. (Never knew he'd taken it out).

This lost us an estimated one and a half minutes. D.H. had a fairly good run and had enjoyed the 'big dipper' tank testing ramps.

Stage 2 was of a slightly different format and was being lapped this time. D.T. was having a good run until he got to the finishing straight again. This time all he could get was a box full of neutrals, so we had to revert to pushing which lost us another four and a half minutes. I'm not as fit as I used to be. (I thought Dave would have been stronger after all those 'Bardsey Steaks' Pat feeds him - Ed.) D.H. again had a trouble free run. After an excellent service job by Steve and Gary we had all four gears again so we decided to carry on and get some practise in.

Stage 3. At last we finished a stage and managed to set fourth fastest time. D.H. was seen flying approx. six feet in the air over one of the big yumps and when questioned about his 'Kanikazzi' techniques, reported that his brakes had faded as he approached it. The resultant body damage to the car was quite significant. (He was going to re-shell it anyway - Ed.)

On stage 4 D.T.'s gearbox stuck in neutral again, this time about four miles into a thirteen mile stage, and had to be towed out. Steve and Gary fixed it again so we decided to attempt the fifth and final stage. Fortunately both crews had a trouble free run, with Dave T. setting fifth fastest time.

All in all it was a good event, but beware, I've still got bruises and headache as it was really rough and bumpy.

Graeme Kellett.

DEVIL'S OWN RALLY

After leaving my name with the entries sec. I received a call only a week before the event offering me a seat in a standard RS 2000 running at car 56.

From the start at Kendal there was a ten mile run out to the start 'competitive' just west of Kirkby Lonsdale. Leaving NTC 2 Richard King (my driver) got it all wrong at the first junction; crossroads, 90 left. The delay allowing the next car to pass us. The route then went over the yump on the bridge at Tosea 97/5881 to finish past Killington Reservoir. Selective two used the fast yellow parallel to the M6 at Moorcock Hall before finishing at the end of the infamous Sandbeds white.

Richard was having trouble with the car stalling under hard braking causing us to drop an extra four minutes. Selective three was over the yellows west of Tobay service area followed by a run up the yellow between the M6 carriageways and onto the B6261. Included in this selective -e was a slot left off the B6261 onto an unmarked track to join a white before returning back onto the B6261. At this point Moran / Beddows (car 3) missed the slot and picked up a fail for wrong approach. We had only just passed car 51 when we overshot the slot onto the track letting car 51 get in before us. On selective four we again caught car

51 and had to sit in his dust over the white at Reagill Grange, where last year there were reports of brick-throwing.

Two more selectives before petrol, where we just had time to fill up, then back to competitive motoring again. Selective seven was the longest totalling 25 miles in length, as it ran past Sunbiggin Tarn, then NW to Burrells and back SE to finish at Kirkby Stephen.

Onto selective eight, using South Stainmore, now a yellow on the latest OS map, Tan Hill and Birkdale Common. We were still off the pace and some better times over Mallerstang, Garsdale Common and Dentedale were not going to make much impression on our poor times. The last selective down Barbondale produced my worst moment of the event, when we came upon a junction, I somehow hadn't noticed, that was crowded with spectators and we took the wrong road. Trying to turn round the car stalled yet again and refused to start.

Reaching the finish at Melling showed we were a lowly 37th O/A and 27th in class.

Indy Munnis.

WANTED URGENTLY

I would like to borrow a decent photo of Roger Clark, (preferably black and white), for a very short period of time. It's all in a good cause so please help if you can. Contact no IMMEDIATELY on PUDSEY 550225. - Ed. (Preferably in the 'Cossak' car).

TROPHY POINTS

Co-drivers Trophy

G.Kellott	412.5	5	events
A.Hirst	212.6	6	"
R.Parkin	95.1	3	"
K.Bowen	78.0	1	"
R.Moore	71.6	1	"
T.Lee	53.4	4	"

All Round Lady Member

C.Nutter	65
A.Hunn	25
E.Longhorn	15
C.Goodall	15
J.Lee	15
L.Latimer	15

Service Crew Trophy

K.Bowen	30
A.Sunley	30
S.Grant	25
G.Bradford	5
D.Marshall	5
A.Nutter	5

All Round Club Member

R.Moore	110
R.Leening	100
J.Westmoreland	95
S.Sanderson	95
C.Sanderson	95
J.Bean	85
C.Nutter	65
S.Marsh	55
K.Bowen	50

SPY 44 Trophy

R.Moore	314.1
J.Renny	299.6

Con't.....

TROPHY POINTS

Shell League Trophy

R. Moore	232.5
J. Renny	205.8
R. F. Ineson	188.2
J. North	95.9
I. Tenpest	93.0
K. Goodall	93.0
A. Roddy	90.7

Off Road Events

R. F. Ineson	274.4
R. Moore	172.8
J. Renny	100.2
J. North	95.9
R. Mackinnon	93.8
J. Westmoreland	62.1

Rally & Speed Autotest

R. F. Ineson	20
R. Moore	15
J. Renny	12
R. Dobney	6
S. Wood	5
H. Mantle	5

P.C.T. Trophy

J. Westmoreland	20
R. Moore	20
S. Sanderson	13
C. Sanderson	13
A. Nutter	13
A. Roddy	11
J. Bean	10
R. Leeming	9
C. Watson	9

Marshals Trophy

S. Marsh	30
A. Hunn	25
C. Nutter	20
C. Sanderson	20
R. Buchan	20
R. Leeming	20
N. Gillet	20
K. Hunn	20

Ladies Challenge Cup

C. Nutter	10
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ANCC Rally Driver

K. Goodall	93.0	1	event
P. Jordan	85.0	1	"
J. Renny	40.0	2	"
P. Thornton	28.0	1	"
M. Brown	3.0	1	"
P. Cope	3.0	1	"

ANCC Rally Navigator

R. Moore	118.6	2	events
I. Tenpest	93.0	1	"
P. Crompton	85.0	1	"
J. McNichol	31.0	2	"
R. Mackinnon	3.0	1	"

F.S.B. Rally Driver

S. Muscroft	48	5	events
P. Jordan	34	4	"
J. Renny	26	4	"
J. Cope	25	3	"
D. Turnbull	21	2	"
D. Rawlings	19	2	"
K. Bowen	17	1	"

F.S.B. Navigator

R. Moore	38	5	events
J. McNichol	30	4	"
P. Crompton	29	3	"
G. Kellott	21	2	"
A. G. Elliot	19	2	"
I. Tenpest	17	1	"
D. Dixon	12	1	"

Special Stage Rally Driver

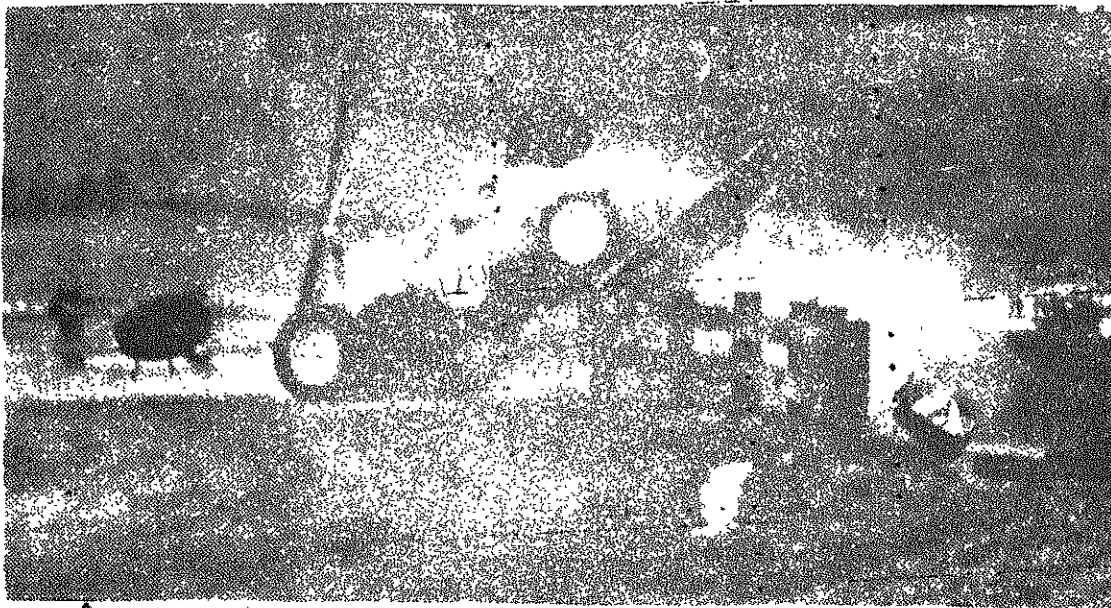
D. Turnbull	250.4	3	events
S. Muscroft	170.6	2	"
K. Bowen	71.6	1	"
J. North	28.8	1	"
D. Harrison	3.0	1	"

Single Venue Rally Driver

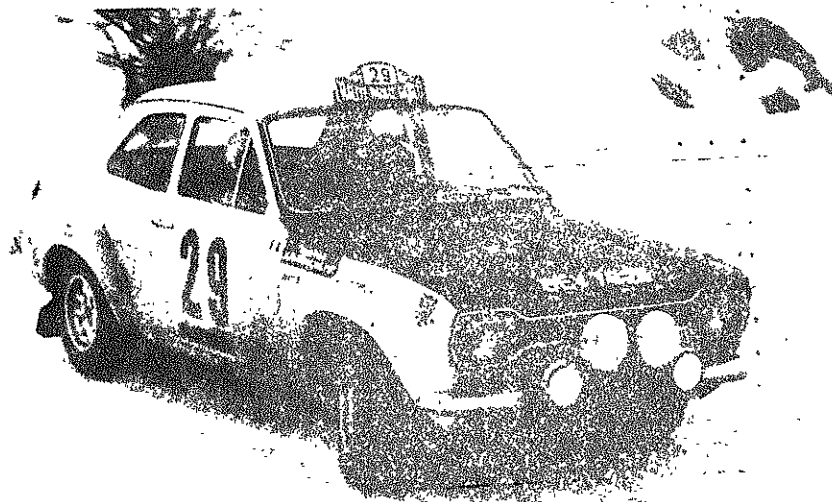
D. Harrison	209.6	5	events
D. Turnbull	162.3	2	"
D. Marshall	95.1	3	"
C. Davidson	28.0	1	"
J. North	24.6	3	"

Ronnie Moore - Trophy points Sec.

PHOTO PAGE



↑ BRIAN WADDILOVE DESTROYING HIS BRAH AT HACEWOOD
SOME 16 YEARS AGO



← JEAN TOUT/JEAN
FRANCOIS PICE -
1969 MONTE
CARLO RALLY



→ PADDY HOEKIRK
INDULGING IN
A SIX OF
TYRE BENDING
IN THE 1966
CIRCUIT OF
IRELAND