

TRACKROD

THE OFFICIAL MAGAZINE OF TRACKROD MOTOR CLUB LIMITED

R.A.C. Registered No. 1230

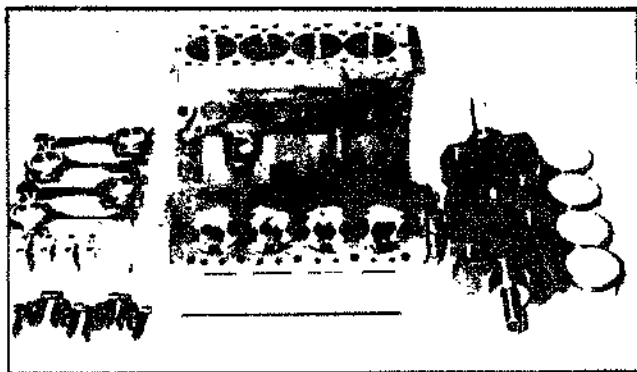


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 192

Jan 1987

EDITOR

Hope all our members had an enjoyable Christmas and New Year.

The New Year always gives new hopes for a successful year, "this year will be the year", navigators will not get WD's, drivers will not come off the road, autotest drivers will collect no cones, PCT drivers will climb every mountain and marshals will always be warm.

What ever you wish yourself I hope it comes true. On a personal note, my partnership with John Cope is temporarily suspended while John contests the Motoring News Championship next year - other commitments mean I can not promise a full year at this level but I'm sure all the friends John has made in Trackrod wish him and Shaun Argent well next year.

Anyone want a slightly used often abused navigator? Mr Angry has had so much beer over Christmas he has not been angry enough or sober enough to pick his pen up. So he will back next next month.

See you at the Three Swans or at the Dinner Dance, or preferably both.

John McMichol
EDITOR

DEADLINE FOR ARTICLES FOR THE FEB MAG IS 24th FEB.

SOCIAL CALENDAR

1987

Jan

6

Crown
Boston Spa

13

East Leisure Centre
Halton

20

Beehive
Thorner

27

Shoulder of Mutton
Kirkby Overblow

30

Mercury
Garforth Annual Dinner Dance

Feb

3

Crown
Boston Spa

Happy New Year - lets hope 1987 is successfull for Trackrod. All efforts now towards the annual dinner dance and Prize Presentation giving you the rewards for your hard work in the past year. Thanks to all the people who made the effort at the fancy dress disco, it proved a most enjoyable evening.

REBECCA KEMP.

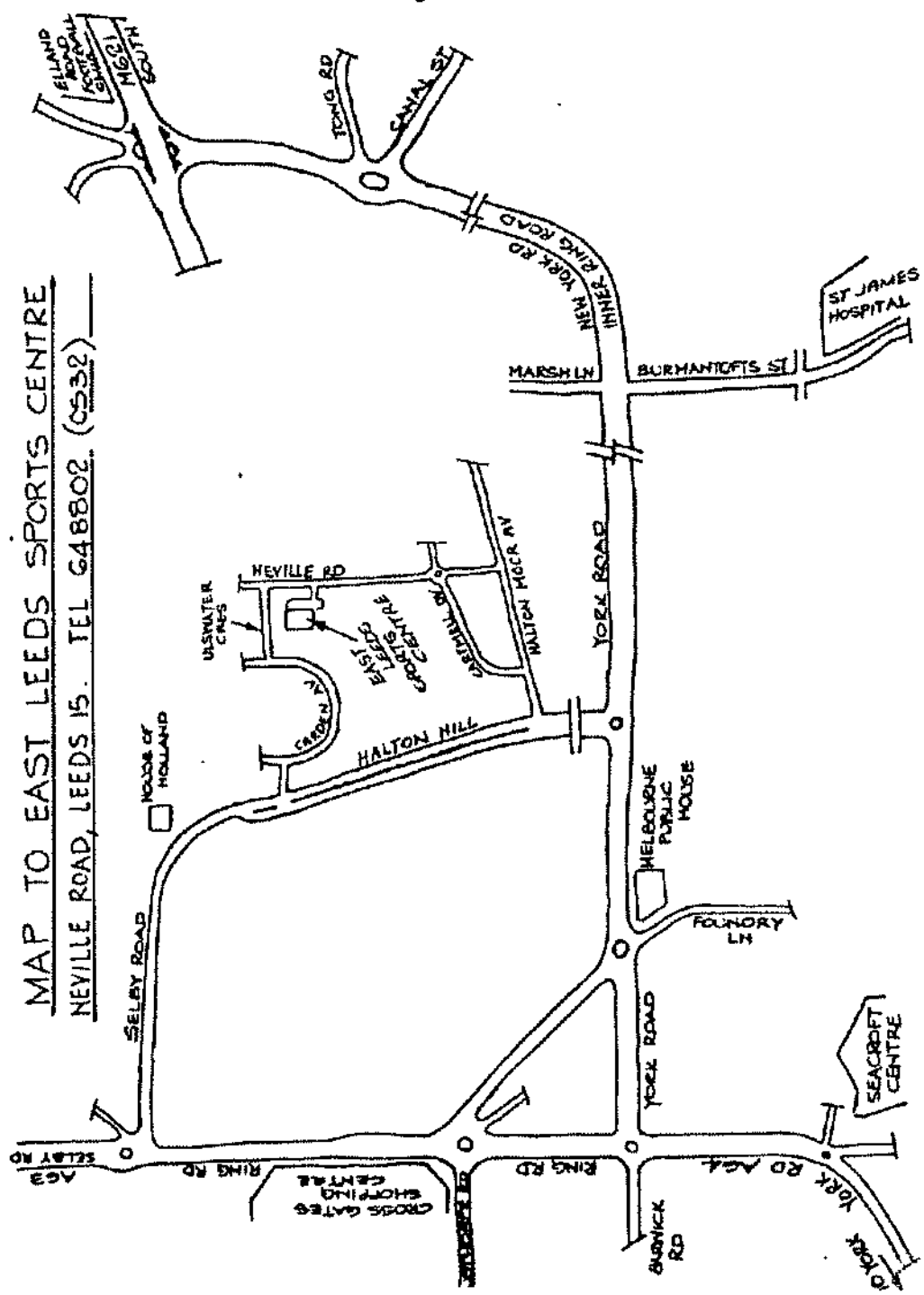
ANNUAL DINNER DANCE & PRIZE PRESENTATION

A glittering evening guaranteed.
Guest Speaker - P.E.R. SCOTT international navigator
Ladbroke Mercury Hotel, Garforth. 7pm for 7.30pm.

FORTHCOMING ATTRACTIONS

A story from over the Hill (space permitting).

Beaver Rally - Gordon Sneddon reports.



MAP TO EAST LEEDS SPORTS CENTRE
NEVILLE ROAD, LEEDS 15. TEL 648802 (0532)

COMPETITION CALENDAR

JAN

24/25 Three Swans Road Rally. FSB Championship. ANCC
Shell League.

31/ 1 111 Motor Club Hawleys Tyres Road Rally.

FEB

14/15 Illuminations. ANCC & MN.

20/22 National Breakdown.

MARCH

7/ 8 Bath Festival. MN

7/ 8 Northern Lights - Leeds University. FSB Championship

14/15 Burgess Bowl. ANCC

15 Lancashire & Cheshire Autotest. ANCC.

21 Lakeland Stages.

21/22 Dunfab FSB Championship. ANCC.

28 York National.

28/29 Ides Rally. MN.

ENTRANTS LICENCE

Trackrod now have an entrants licence for 1987. Licence number is 04161 and copies are available if required from Barry Dove. So unless you have a sponsor/entrant why not enter under the Trackrod banner.

MEMBERSHIP RENEWAL

Membership renewals are now due-hurry up and pay or you will find your privileges cut off.

MARSHALING DUTIES FOR JANUARY 1987

24/25th January 1987. Selby M/C. 3 Swans Rally. Start Hazelbush - York. Chief Marshall-Ralph Jackson 0904-32165 (24 hours), Championship Round & Shell Oils League.

31st Jan/1st Feb 1987. 111 M/C Hawley Tyres Winter Road Rally. Provisional Start Wooley Edge Services N1 South. Chief Marshals G. Henshaw 0246-411734

J. Harvey 0246-411152

RS SIMPSON

CHAIRMAN'S CHAT

Today has been great, cos I've just arrived back after the Boxing Day Autotest, I've had a shower and washed the mud out of my hair. For those of you who decided against attending this annual motoring extravaganza including the organising team!! You missed a truly fabulous event. If for no other reason you missed out on the long awaited debut of the Mackinnon Special, which after lying around in Wetherby since May last year was dragged out by no lesser person than John Renny who wished to use it for the tests. Thanks John cos it may still have been there next Boxing Day. John and his brother-in-law set about making the beast run and fixing the hand-brake and after a minor set back on the day (only running on $2\frac{1}{2}$ cylinders) the machine was repaired and both John and myself enjoyed the experience!! Some minor adjustments have to be made, but it is hoped that both John and myself shall be using said vehicle during 1987 on various events.

Anyway, thanks to Peter Stanhope for helping with the event and bringing the caravan down, John Richardson Richard Simpson and friend for marshalling experience and for all the competitors who turned up and had a super time. (Thanks Rod for being Steward).

Now onto other events - December saw the fancy dress party of which only 30 members and friends turned up. I think a poor turn out, especially after the success of the Bonfire Disco. Whats wrong with you lot, I and our social club sec. can't understand what you the members really want. Have you no imagination? Or is it you just can't be bothered - too much trouble? I do hope I don't hear anyone complaining that Trackrod don't put on any social events next year when Becky says she doesn't want to organise them due to lack of members support.

No this is not the Mr Angry column, so I'll say no more. Future events, the main 2 are the TMC Dinner Dance and Prize Presentation at the Mercury, Garforth. Tickets available from any committee member. Get yours now, as we only have available 120 - this is the social event of the year, and as no doubt you know we have a guest speaker this year, whom I believe tells of some very

very good and funny rallying experiences. Secondly the first round of the 1987 Shell Sport League Championship, Selbys 3 Swans Rally. (I still need a team so anyone who wishes to enter I've still got some regs left.) By the way, no doubt you will have read in John Rennys Shell League article, that I am now the clubs Shell League Representative for 1987, and this year we are going to do better than 4th C/A aren't we ?? Good, but I need your support. Right thats it for now - drive safely and be careful out there.

RONNIE MAC
CHAIRMAN

ASSOCIATION OF NORTHERN CAR CLUBS

THE 1986 AWARDS
PRESENTATION EVENING
AND DISCO

at the Whitecliff Mount Sports Centre
Turnstead Avenue, Cleckheaton
(104/180256) Adjacent to Junction 26 on M62

FRIDAY, 16TH JANUARY, 1987

Bring your friends to a social evening with
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White F & R Spoilers. Many new parts - engine rebuilt.
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JUST ANOTHER BORING SUNDAY.

What do you do on the average Sunday?

Wash the car?

Have a few drinks?

Eat a three or four course lunch?

Watch TV?

Entertain a few friends?

Quite a usual sort of day, except when it all happens in the middle of a field at Harewood House, and then somebody runs a World Championship Rally in front of you.

It all started for me when someone asked the usual leading question - "Stuart, are you doing anything special?". Some day I'll learn how to answer that question properly!

So there I was doing the Flying Finish on the Harewood House stage of this years RAC Rally, with a certain degree of style and luxury (well when did you have mains water and electricity, colour TV etc, etc. during a rally.)

But as with anything else theres an awful lot more behind the scenes activity than seems apparent at first sight. Now while I can accept that one of the major rounds of the World Rally Championship needs a lot of organisation, the RAC really does seem to go over the top. In fact it wouldn't surprise me to learn that the RAC Rally is in fact organised by a Firm of Management Consultants. The paperwork is phenomenal - theres more Manuals than the Barcelona Telephone Directory! The one saving grace was that holes had already been punched in one corner (makes it so much easier to hang on the nail near the chain.) At least in my minor role the paperwork and meetings were minimal, the senior officials have far more work.

However, enough of the griping (and the gripping), let's get on with what it's all about - rallying. The Saturday morning before the event saw me and my appo, Steve Hitchcock, helping to set the stage up with a few other of the Club Stalwarts. If you weren't there you obviously weren't one of the Stalwarts - just plain old wart. Even Ronnie Mack managed to drag himself out, and if somebody who looked that bad could turn-up there's no

excuse for you (he really did look awful - and that was after what he called the kiss of life.)

The stage itself was typical stately home stuff, with a mixture of good quality tar, well founded gravel, and very slippery woodland tracks. The worst of the woodland section had been regraded especially for the Rally, but even before the event it was still very muddy, and effing slippery. Even on Mickey Mouse stages like these, the Group B supercars must be a real handful, tyre choice would have been a real problem for the front runners (if anybody had bothered to ask me I could have warned them off Michelin MXV'S - as much use as a chocolate fireguard!).

Apart from all the usual day glo signs, day glo arrows, day glo tape, day glo etc., etc., etc., this years RAC Rally saw the introduction of two great new ideas for rallies:-

Day glo Orange, wind driven, rotating, reflective tops for Traffic cones, and Day glo black tractor tyres.

While all the same people were watching Rally sprints on the gogglebox the Wild Wallies were autotesting Tractor Tyres in front of a Palladian Mansion, the winner being awarded a lukewarm fishcake and a mouthful of Tizer - all heady stuff. The setting up was completed by three o'clock, which as you know is just when the pubs shut, probably a plot by the assembled wives who were present. I'd fully expected Sunday to be a bit of a drag, since we had to be on the stage at ten in the morning, with the cars not due until seven in the evening, ten hours with nothing to do except to watch the mud get more and more sticky. But for once we had the luxury of mains power, a portable colour TV and coupled with fine weather (and a bottle of Jameson Irish Whiskey), the day went very smoothly. Indeed a succession of visitors were most impressed by our standard of comfort. Its amazing how a bottle of booze attracts the freeloaders - not that I'm going to list any names (John, Malcolm, Uncle Tom Copley and all).

All very pleasant, until four o'clock, when somebody dumped two grands worth of timing equipment on our laps, such a pity all four clocks read different times. Still the chief timekeeper soon put things right, all four clocks reading the exact same time.

And of course there was always Radio S M U T, broadcasting on 75 Gughertz to the people of greater Harewood. The

double-entendres, and general filth reached the lowest of lows when a film with two lady mud-wrestlers was being shown on TV, if Ronnie Mack and me had been doing the commentary the triangle symbol would have blushed.... even I blushed at some of the comments.

Still the clocks were soon reset, and then a few practise timing, including a "Courtesy Car" that didn't even smile let alone stop, and we were away.

The actual Rally itself went off without great drama, in fact it seemed more an annoyance than anything else. The fastest car through was the Lancia Delta of Mibael Erikson - complete with flames shooting from the exhaust. His was the only car to belch fire - and he was fastest - draw your own conclusions, but has "screwdriver tuning" arrived in Rallying.

One last word on the course closing car. It was a local estate employee driving his land rover the wrong way into the stage - despite protests from all and sundry. Stupid prat!

STUART MARSH.

The month of November started on a high with the Larkspeed Road Rally, a nice clear night and a lot of good Trackrod crews all the way down the entry list we seemed to be assured of a good nights sport and as it turned out we were not to be disappointed.

After signing on we sloped off to our first control, near Boroughbridge. As this was an early competitive start, it was pretty uneventful, apart from another find display of how to leave a start line by Alan Powell! Our second control looked a little more interesting with a finish at the end of a long straight Moorland road (92-106014). After quite a long wait we were treated to the spectacle of Steve Retchless in full flight down this hairy jumpy road, only to be surpassed 5 minutes later by our own John Cope and John McMichol going even faster! A few more fast crews arrived and then 'it' happened.-

Car No 15 a 205GTI crewed by the Mcpherson Bros. from Beverley MC, bounced off the top of the yump, 100yds before our control and promptly demolished 20 feet of solid wall on the L/H side of the road, part of the wall on the R/H side of the road, finally coming to rest across the road with engine and gearbox torn out of the front end.

Fortunately both crew members were uninjured but it just proved the speed at which an accident can happen even on a dead straight road, albeit flat in fifth and trying hard.

Our next event, the RAC Rally was another success for Trackrod with another well run stage at Harewood. Rod Parkin and Ronnie Moore again proving that we have an organising team second to none. There were enough club members doing important jobs about the stage without any further elaboration from me but I would like to give my thanks to the marshalls on my section, Junction 9, who all did a fantastic and diplomatic job with the Bramall V.I.P.'s and the hordes of spectators who broke through from the spectator areas.

On the following Monday I went and gave Alwoodly a hand up at Stang which was a good opportunity to see the fantastic Group B cars in action for the last time.

For the last trip out in November, I then arranged to do 2 controls on the Hall trophy but unfortunately before the event 'my team' pulled out and so I went on my own. Anyone with a navigator would have problems in Clithore but on your own ...!

It was a good job I saw Niel DuCros and Barry Dove, so they could tell me where I was. Anyway after signing on, it was off to my first control as the first competitive start on the fearsome Guisburn Forest selective. Unfortunately, there was a lot of Police presence which caused a delay until common sense prevailed and they off and left me to it.

It was interesting to see two of our top ANCC contenders out but this time not together but with different partners, namely John McNichol in the Astra GTE of Andy Hawksworth at No. 10 and John Cope with Tony Holdsworth at No. 11 but unfortunately the prospects of an exciting tussle did not materialise as John and Andy dropped out early on.

After the last car had gone, I had an exciting trip along the selective to my next control, a bland affair only livened up when I was told I didn't know what I was doing by one of our members (I still don't know if he meant it or not.)

For anyone wanting a change these Lancashire events are certainly worth having a go at as the fast moorland roads certainly rival anything used more often by Yorkshire clubs. It's a pity that sometimes the organising is lacking as some of the police enforced 'bye laws' over these, are not always passed on to competitors whilst they are told to the marshalls who then have problems enforcing them.

As a bye the bye, spare a thought for Jan North and Derek Lee who trailed out to the start as 1st Semi reserve and did not get run. Hard luck lads but nice to see you anyway.

If you have managed to stay awake this far (my last article has been marketed as a cure for insomnia.) and if no-one stops me I will report on the December outings at a later date.

RICHARD S. SIMPSON

LARKSPEED TROPHY RALLY

The 1st/2nd of November saw a full entry gathered at Leeming Bar Motel for Alwoodley Motor Clubs annual rally. Being a round of the ANCC, TMSG, HMSG and also Shell League it attracted all the top local crews, Trackrod crews were also out in force this being the last round to collect Shell League points.

4	J. Cope/J. McMichol	RS 2000
14	A. Powell/R. Mackinnon	RS 2000
31	M. Thornton/C. Thorley	Escort 1300
43	N. DuCros/B. Dove	Sunbeam 1600
45	M. Tierney/M. Law	Mini 1275
58	T. Whittaker/V. Fletcher	RS 2000
77	A. Thomson/T. Ryan	Escort 1600

Lockout winner Mike Thornton unable to be a member of the Shell League team having a York NC map man. Crews recieved the 150 mile route with a $1\frac{1}{2}$ hour plot time, and with nearly 50 main controls and black spots it left many of the novices hard pressed. Competitive motoring started after a short run down the A1 with a short selective from Kirklington to Middleton Quernhow. The in form No 1 seeds Retchless/Richardson recorded their first of many fastest times on 0.51secs with Kennal/Jarvis 0.58secs and our own two Johns (sounds like His/Hers loos!) on 1.03secs. The route then went on to map 100 via Thornton Manor, Hutton Sessay and Burtree House were Retchless/Richardson again collected two more fastest times. Selective 4 ran from Carlton Huthwaite to Coxwold where the two Johns collected fastest time on 0.36secs with Retchless/Richardson on 0.46secs, this being the last time they would be threatened for the lead. Cars then headed North East via Byland Abbey, Wass Moor, Oswaldkirk, Nunnington, Nawton and Cockayne Loop East-West (same as the Costa) where Retchless/Richardson showed how hard they were going to be to beat, being more than a minute quicker than their nearest challengers. Trackrods other crews were having mixed fortunes by this time. Alan/Ron after a good run of results saw the sequence end with a blown engine, Tom/Vince were struggling with handling and braking problems resulting in several 'moments',

Thompson/Ryan didn't make the finish either (reasons not known) and Thornton/Thorley were struggling to get on the pace. On the bright side the Johns were well in with the leaders and both Neil/Barry, Mark Tierney/M. Law were having trouble free runs lying well in their classes. Crews then headed back to Leeming Bar, using the yellows from Thirsk to Northallerton, where there was just time to take on petrol, hand in your time card and back into battle, heading out to Richmond via the fast roads at Bellerby Ranges. Four selectives round the pace note country of Feldon Ranges and Redmire saw Retchless/Richardson put the result of the event beyond doubt, with Cope/McNichol well in second place, by this time Tom/Vince still dogged by poor handling decided to back off after negotiating a downhill 45 degree right backwards (enough moments for one night). A string of six Targa sections over Cocked Hat and Well took crews to a much earned breakfast and results at Leeming Bar. As expected Retchless/Richardson had a comfortable win with J. Cope/J. McNichol nearly 2 minutes in front of 3rd placed Gallagher/Gallagher. Mark Tierney/M. Law had a good run into 23rd O/All and 4th Semi Expert award, Neil and Barry 33rd O/All 8th in class plus the Tow Star Trophy. Mike Thornton not looking over enthusiastic at the finish still finished 17th O/All 10th in class and picked up the Tate of Leeds shield, and Tom/Vince won the Plovers award after they discovered at the finish Vince at booked in at an MTC early, earning two fails (47th O All 16th in class). Finally many thanks to Alwoodley Motor Club and especially Graham Whittaker on a very well organised and an enjoyable event.

VINCE FLETCHER.

1987 TRACKROD MOTOR CLUB MEMBERSHIP RENEWAL

Please renew my membership of Trackrod M.C. for 1987.

NAME(S) _____

ADDRESS _____

TELEPHONE NO. _____

DATE _____

SIGNED _____

Single membership £6.00. Joint membership £8.00.

Enclosed is Cash/Cheque for the correct amount.

Please delete as appropriate.

Please fill in the reverse about your experience and return to the membership secretary.

Thank you.

For Official Use.

Membership No. _____

Comp. _____

CLUB MEMBERSHIP

It has been decided, by the Committee, to compile a list of each member's abilities and experience.

This information will be held on a Computer, for ease of access, and will only be available to the Committee and organisers of Club events.

Abilities and experience (Circle as appropriate).

Have you been a Steward on an event? Y/N

Marshaling: Chief, Sector or Junction

Timekeeping: Chief, Start/Finish or Assistant

Scrutineering: Chief or Assistant.

Noise Official? Y/N

Radio: Controller, Operator or Listener.

Competitor: Driver and/or Navigator.

Organiser (can be more than one):

Autotests, PCTs, Road, Forest or Social.

I understand that the above information will be held on Computer for club use only.

Signed. _____

1987 TROPHY POINTS

Following discussions it has been suggested that the various club trophies are won more by default "Oh! I seem to have won a trophy" rather than being competed for. Two suggestions to alter this have been made.

1. We should reprint the rules for each trophy so everyone is aware of what they are for and how they score points etc.

2. We should totally redesign the system in order to encourage competitors to contest for the trophies.

Suggestion 1. is simple and either with this magazine or next month we will do a supplement listing all the rules and regulations.

Suggestion 2. requires much more drastic action, so with one exception the championships will remain the same.

The one exception: FSB Rally Driver & Navigator

This will now be contested over the year on ten carefully selected events.

Jan	3 Swans	ANCC.Shell League
March	Northern Lights	Novice
April	Dunfab	ANCC
June	White Rose	Shell League
July	Lockout	Novice. Trackrod
Aug	St Wilfreds	ANCC
Sept	Costa	ANCC. Trackrod. Shell League
Oct	Olicana	Novice
Nov	Larkspeed	ANCC. Shell League
Dec	Beaver	Novice

Scoring will be on class results with 20 points for 1st in class down to 6 points for 15th in class and 5 points for all other finishers.

BEST 6 RESULTS OUT OF 10 EVENTS COUNT.

LOCKOUT RALLY

It has been decided to rename our annual novice rally and the organisers are offering a small prize for the best name - all suggestions to the editor please.

~~THESE ARE THE RESULTS OF THE CONTEST WHICH TOOK PLACE ON THE 15TH OF JANUARY, 1960~~
For an event that showed no promise of ever happening it was all pulled together on Xmas Eve with various phone calls by our chairman and on the day by Peter Stanhope and his team of 3! This resulted in much last minute discussions between competitors on test diagrams (there weren't any!) and how the cones should be laid out. John Renny was too busy trying to get Ron Mackinnons special to run cleanly on its first outing, its owner duly arrived when it was fully sorted!!

A tremendous entry of twenty one (yes-really) was just reward for the stand-in organiser, Peter who was seen to be hiding behind suitably large cigars for most of the time whilst two tests were completed twice and a further two once each giving six in total before retiring to the nearest hostelry.

A brief resume of proceedings goes something like this:-

Late starting - who the hells organising this do?
Renny frightens himself (or he looks to have done!) while only on 3 cylinders!

Stanhope declares hes in charge!

Cones suddenly materialise.

Invisible Ian is scrutineer!

Tom Whittakers handbrake plays up in practice!

Sunny morning turns in to very cold rain/wind as event gets underway.

Ineson (whos he?) sets early race.

Tierney collects a puncture in 'wives' Nova.

Mackinnon/Renny start a private duel for most bollards and brownest underpants (dirty faces are a close 2nd)

Becky Kemp goes about taking the ladies award.

Rain gets colder and Marshals get bluer in the face.

Ken Goodall regains old form to take his class.

Mackinnon gets competitive-then gets more pylons!

Malcolm Jagers Fiesta wins class and Autotest Championship to boot.

John North 2nd behind Goodalls Escort.

Phil Sykes appears to have lost his Quip sponsorship -at least his sunbeams in' bare colour again!

Ian and Pauline Gurnett and family put in a welcome appearance.

Results announced and off to the pub!

RESULTS

FTD	R. Ineson	Mini 1275	216.92
1st Class 1.	R. Mackinnon	Special	276.62
2nd Class 1.	J. Renny	Special	325.21
1st Class 2.	K. Goodall	Escort	276.64
2nd Class 2.	J. North	Kadett	288.03
1st Class 3.	M. Jagger	Fiesta	282.75
2nd Class 3.	M. Tierney	Nova	283.88
Lady Driver.	R. Kemp	Escort	366.93

RICHARD IMESON

SHELL OILS LEAGUE

Well after six years of trying I have finally decided to give some one else the opportunity to have a go at winning the Shell Oils League for Trackrod. Over the years we have managed to field some very competitive fields and teams and the various events but always had a down fall some where along the line usually on the hill climb or on the PCT's neither suiting our membership and when all said and done you have to score well on all 10 rounds each year. At one time this last year after 5 rounds we were 2nd and not too far off the lead, things looked good. But then as usual disaster struck and we had a Shell Oils League Autotest the day after our Lookout Rally and although we normally fair well on Autotest we only had 2 entrys R. Ineson and Ken Goodall who went straight from the Rally only to retire with a holed radiator and we slipped to 4th where we eventually finished. Such is life.

Next year the new Captain is Ronnie Mac our Chairman so I hope everyone will give him as much, if not more support and that he can lead a victorious team through to the end when the rewards from Shell can be quite lucrative. Last year we won £100 for the club funds. I would like to take this opportunity to thank everyone, who over the last six years has made the effort on behalf of the club on Shells Oils rounds. Thank you all. This years events has a predominant Rally flavour so lets get out there and win.

1. 24/25 Jan	Selby	3 Swans RR
2. 22nd March	N. Humberside	Stage Rally
3. 5th April	David Brown	Stage Rally
4. 10th May	York	PCT
5. 17th May	A & P	Autotest
6. 7th June	YSCC	Hillclimb
7. 13/14 June	Shipley	White Rose RR
8. 14th June	Ilkley	PCT
9. 19/20 Sept	Trackrod	Costa RR
10. 31/ 1 Nov	Alwoodley	Larkspeed RR

Prize Presentation 7th Nov Novotel, Bradford. Get the dates in your diaries.

Final Overall Placings Last Year.

1.	Shipley	2314.2
2.	Selby	2146.3
3.	Ilkley	2015.2
4.	Trackrod	1916.9
5.	Alwoodley	1704.1
6.	N. Humberside	1673.0
7.	David Brown	1364.0
8.	A & P	1339.1
9.	Huddersfield	1084.4
10.	York	1046.0

Twenty clubs took part.

JOHN RENNY

ANCC Autotest Championship for the Yorkshire Bank Trophy

12 Qualifying events from which a competitors best 8 (or less) scores count.

15th March	Lancashire & Cheshire CC
5th April	Trackrod MC
12th April	Bolton-Le-Moors CC
26th April	West Lancashire MC Ltd
7th June	Hartlepool & DMC
14th June	2300 Club
12th July	Grimsby MC
19th July	Mid Cheshire MRC Ltd
26th July	Alwoodley MC
9th August	Huddersfield MC
30th August	Stockport MC
20th September	Glossop & DMC

Reserve Event

18th October	North Humberside MC
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Full regulations are available now from Richard Ineson
Tel. (0532) 679329

Final except Costa points and anything very recent.

Trackrod Trophy

J. Westmorland	70
S. Hitchcock	45
M. Jagger	43
J. Bean	40
A. Munis	40

Off Road Events

J. North	433.5
R. Ineson	182.2
D. Lee	107.2
M. Boast	105.2
R. Mackinnon	96.3
J. Bean	65.7
R. Jackson	62.2
J. Renny	61.5

Shell League Trophy

J. North	203.5
J. Cope	152.9
D. Lee	107.2
T. Whitaker	117.6
A. Powell	100.3
A. Moore	99.9
R. Mackinnon	96.3
R. Ineson	88.3

Dickinson PCT Trophy

M. Jagger	13
M. Boast	5
J. Bean	5
I. Miller	5
D. Lee	5
J. North	5

FSB Rally Driver

J. Cope	92
J. North	68
A. Powell	66
M. Tierney	51
A. Moore	35

FSB Rally Navigator

J. McNichol	90
D. Lee	51
R. Mackinnon	47
B. Dove	38
J. Bilbie	35
S. Sanderson	34

ANCC Rally Driver

J. Cope	351.5
M. Tierney	225.1
N. DuGros	138.5
T. Whitaker	117.6
A. Powell	100.3
A. Moore	99.9
J. North	96.1

ANCC Rally Navigator

B. Dove	286.4
J. McNichol	264.2
R. Mackinnon	100.3
J. Bilbie	99.9
D. Lee	93.1
M. Miller	86.3

Rally & Speed Autotest Trophy

M. Jagger	24
J. North	23
R. Ineson	21
R. Mackinnon	19
J. Bean	17
R. Stoker	15
D. Lee	12

Autotest Runner Up Trophy Winner J. North

Lloyds Multi-Stage Driver	
S. Bell	108.8
A. Powell	86.8
A. Edwards	86.1

G. Jefferson Co-Driver

S. Sanderson	193.8
R. Mackinnon	145.5
K. Bowen	32.3

Marshals Trophy

R.S. Simpson	115
J. Westmorland	60
P. Stanhope	40
5 others all on	20

Service Crew - Award not to be presented as 6 people all have 5 points.

Best TMC crews on non TMC events.

3 Swans - Chris & Martyn Miller

Northern Lights - John North & Derek Lee

White Rose - Alan Powell & Ron Mackinnon

Larkspeed - John Cope & John McNichol

Newman Trophy

All round lady member

1. R. Kemp	85
2. J. Lee	15
3. C. Goodall	10
4. L. Goodall	10

CJ & DW Taylor Trophy

Best lady competitor

1. C. Harber	55.9
2. R. Kemp	20.4

Spy 44 Trophy

1. J. North	355.6
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Jackwill Trophy. Economy Run.

1. J. Westmorland	
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Not being presented this year:-

Hunters Trophy - No qualifiers

Willie Wonka Trophy - "

Crest Motels Trophy - "

TROPHY HOLDERS

Will all members winning trophies last year please return them to any committee members a.s.a.p. or to John Westmorland direct not later than 20th January.

COMMITTEE

Chairman	Ronnie MacKinnon 15 Sandringham Rd. Wetherby. LS22 4PG. Wetherby 63109
Secretary	Neil Du Cros 38 Ash Grove. Leeds. LS6 1AY. Leeds 740004
Treasurer	John Renny 21 Woodhill Gardens. Leeds. LS16 7DD. Leeds 675685
Editor	John McNichol 9 Brecks Gardens, Kippax. LS25 7EB. Leeds 866318
Competition Secretary	Barry Dove 5 Kenilworth Gdns. Gildersome. LS27 7EW. Leeds 536985
Social Secretary	Rebecca Kemp 62 Whinmoor Court. Leeds. LS14 1NX. Leeds 654600
Membership Secretary	Peter Stanhope 5 Heathfield. Adel. LS16 6AQ. Leeds 672706
Trophy Points Secretary	John Westmorland 46 Hillcrest. Tadcaster Tad. 833064
Chief Marshal	Richard Simpson 21 Common Lane. East Ardsley. Wakefield. Leeds 527031
Committee Member	Christine Goodall 8 The Crescent. Leeds 17 Leeds 673491
Equipment Officer	Chris Sharpe 28 Lee Lane East, Horsforth. LS18 5RE. Leeds 580364

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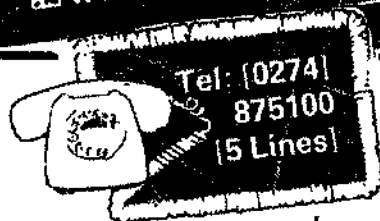
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