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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 203

DEC. '87

EDITOR

Well just to be different I'm not going to mention anything at all to do with Christmas in this "bumper" Yuletide edition (and I use bumper purely in the Sarcastic sense - where are the articles on the RAC, Hall Trophy etc etc!) So if I slip in anything to do with Reindeer with Super-Oscar noses, Jet propelled sleds with driven by Kinky old white bearded men who like jumping onto fireplaces, prickly green bushes or sprigs of parasitic weeds under which people seem to be expected to have orgies, then Richard Simpson has promised to buy everyone at the party a drink.

So whats been happening in November?? The Bonfire night, The Lonsdale Rally, The RAC Rally and the Hall Trophy. Well the Bonfire burnt, it was foggy on the Lonsdale, the RAC ran smoothly and Simon Ainslie and Martin Douglas bent their car much more than Mark Eastwood and Peter Green on the Hall Trophy. (That's two bent wings, one rear wing, one front panel and a broken spotlight in two events - good tidy driving Simon)

Looking ahead to next year, of course we have a new Blue Book WOW!, with some new regulations especially for Road Rallists. The two major changes must be that now you can not have a fancy paint job or advertising (other than event advertising) on a road rally car, but more importantly there will be no more targe timing, Although of course this will immediately affect Organisers of events, competitors will feel the effects, in that next year there will be a greater emphasis on the navigational side of a road rally.

Having said that, and being involved in the organisation of a road rally next year (ie Mobil 1 Northern Lights Rally '88) I can guarantee road rallies will still be demanding on the drivers with maybe more emphasis on the driver/navigator teamwork approach - is that such a bad thing. Anyway I recomend any road rallyists not to despair and move with the times with a positive attitude to maintaining our sport a thriving industry.

All I can say is to give it a go, I assure you you'll enjoy it.

Right that's enough I think for now, enjoy the party and buy me a drink,

Ta for now

Rat - Ed

CHAIRMANS CHAT.

Well here we are only 3 more weeks left to Christmas. It's amazing how time flies - it certainly doesn't seem 12 months since we were all preparing for the last one, only problem is it gets more expensive every year!!

So whats been happening recently on the Motor Sprrt front;

The start of the month saw Vince Fletcher and I up on Sutton Bank with Malcolm Jagger and other Trackrod Stalwarts running the Parc Ferme on the Larkspeed. The night was a bit chilly and foggy but the idea of giving Competitors the route away from the actual Rally Start certainly worked and the usual Spectator problem seemed to be kept to a minimum. Unfortunately for John Bean, who as usual was Chief Marshal, a lot of of the promised manpower didn't turn up and he had a bit of a headache sorting it out. This aside we had a good night as usual on this event and as expected the performance of Steve Retchless was certainly something to see. There were also some good performances by Trackrod Crews.

More recently saw a lot of the club members involved with the RAC Rally in some way or another, either as Radio Operator, Marshal etc. C the clubs stage Dalby 1 on tuesday the 24th. We had been allocated a superb Stage and under the auspices of Commander Martin Kemp everything ran smoothly and to time despite a delay when a Competitor blocked Mikkolas Bend. My own thanks as Chief Marshal go to everyone who gave up a days pay and came out and did a smooth and proffessional Job in whatever capacity they were involved with.

The big green bogie makes an outing again on the Sherwoods Christmas Stages and the beast is now back to a full two litres courtesy of a lot of hard work by Bob & Tom (Whittaker) with poor support by yours truly, we are looking forward to this highly popular event especially as we are one of the lucky ones with a definat entry, more of this after the event.

On the Club front the Bonfire disco went off again(!) without a hitch and was as usual very well received. Mick Ogden did his usual fine Job of lighting the bonfire and setting off the Fireworks and the Gez Warters Disco put a good finish to an enjoyable evening.

The details for the dinner dance have now been finalised and this now takes place at the Windmill in Seacroft on the 22nd of January '88. There is an excellent Menu on offer with one more course than last year but at the same low cost and as we have secured Peter Ripley as after dinner speaker, a good night is guaranteed. Tickets will be for sale soon from any committee member so make sure you get yours and join in Trackrods most prestigious night of the year.

The Boxing Day extravaganza is the next club organised sporting event and is something of a new venture as far as the format is totally different to the usual Autotest. However there will still be plenty of competitive action so come and bring the family.

As usual we have arranged to help Alwoodly on the Christmas Stages and as before they will be running the stages at Waith Withe near Catterick. The competition will be intense with such luminaries as Pete Sleights, Andy Elliot, Steve Bannister, Ron Beecroft, Bob Stoker (who!) and Steve Retchless already entered so why not get rid of the X'mas pud blues and come along and Marshal. See Malcolm Jagger for details and times to meet etc.

As this is the last Chairmans Chat before Christmas may I wish you all the very best, I hope you all have an excellent time during the Festive period and look forward to seeing you all at the club events.

All the best and until the next time,

Cheers

Richard

COMPETITION CALENDAR

ROAD RALLIES: DEC 5th Beverley Beaver 101,107
113
061 M.C. 061 110,116
119
JAN 23rd/24th Kirkby Lonsdale 97,98.

SPECIAL STAGES: DEC 5th Kirkby Lonsdale M.C.
27th Norhallerton Christmas Stages

AUTOTESTS: Boxing day autotest 27th December 1987.

NOT A LOT ON REALLY.

SOCIAL CALENDAR

DEC. Tues 1st Crown, Boston Spa-Christmas Party
 Tues 8th East Leeds Leisure Centre
 Tues 15th Beehive, Thorner
 Tues 22nd Roundhegians R.C.
 Sat 26th Fox & Grapes - Gymkhana
 Tues 29th Beehive, Thorner
JAN. Tues 5th Crown, Boston Spa

I hope by now you are enjoying the Christmas Party, If not it's your own fault.

Hope you have a Merry Christmas and come out on Boxing Day which promises to be a superb day, bring all.

Finally may I wish everyone a Happy New Year.

Rebecca Kemp - Social Sec.

LONSDALE RALLY

CAR 29 - ESCORT 1600
Simon Ainslie/Martin Douglas.

Following our first experience of the Lancashire lanes during the Morecombe Rally we repeated the trek to the M6 for the Kendal & District/Kirby Lonsdale organised event.

Things looked good at the start with a queue of over 60 cars at noise. As we were running at 29 some inconspicuous queue jumping was in order as the other Trackrod crew Mark Eastwood & Peter Green in the Olicana nearly winning Samba (how much did they slip you for that one Mark - Ed) had already been in the queue for 1.25 hours.

Once noise was passed (72db)! we proceeded to scrutineering and signing on (where the dreaded half hour plotting had been extended to an hour) and after checking the route with the next door navigators, we were off. The event consisted of only 9 selectives, 4 in the 1st half & 5 in the 2nd half.

The 1st selective was a short but very slippery blat across Wharton Fell and up the B6259 to Nateby. During this one we spun off and went sideways for an eternity until we gently nudged a spectators car, with no damage we proceeded somewhat more sedately to the finish.

A 20 mile Tan Hill Selective was next with amazingly thick fog (as always on Tan Hill) and the third was named Watersplashes by the organisers and used Leases Ford and the 'T' Junction Ford at Great Ormside. The fog was less thick along this one but we suffered the unfortunate penalty of a minute for a jump start which probably cost us a couple of places at the finish.

Tarn Moor was the run to petrol - 12 miles of fairly flat moorland roads with, I thought no moments but we bent the front wing, which Simon told me at the finish was on a bank on a tight slot. I think I was worrying too much about going OTL but as it turned out we had plenty of time - well 3.5 minutes anyway.

The 2nd half started with the straights past Shap and up between the two carriageways of the M6 turning right up into the infamous quarry. The surface was amazingly slippery but the organisers had arrowed the tricky slot and then it was flat onto map 90 to the finish.

Having been warned by the Clerk of Course during the 1st half to put the numbers back on at halfway (during the pacenote check he found them in the back of the car!!) they had conveniently fallen off again by the time we got to the end of the 5th selective. By now the fog had cleared and the 6th selective was a twisty six miles down onto 97 where we set 6th fastest time including an overshoot and a bent rear wing caused by a particularly sturdy bank on the exit of a 90 left.

Even though the event was organised by 2 clubs there were not enough Marshals and the final 5 PC's were unmanned and we saw code boards but we didn't waste time looking for them and hoped the code boards weren't secreted in a ditch somewhere.

Between the 7th & 8th selectives was another noise test (the 3rd of the night) and this was followed by an 11 miler and then a 16 miler to a very plush finish Hotel in Melling. Results were produced very quickly and we were around 16th - a pleasing end to a brilliant event (noise tests excluded) Mark Eastwood & Peter Green finished a good 18 o/a, 2nd in Class

Roll on the Hall Trophy - Well I hope we don't!!

Martin Douglas

THE LOMBARD R.A.C. RALLY Marshalling on Dalby 1,
Leeds University/Trackrod.
24th November 1987.

There I was dreaming of rally cars in the sun and then drr...
...rring - ooh, the alarm went off. 3.32am. (I'm usually
floating back from some party at this time.) Oh well it's
all for a good cause, well the R.A.C. anyway. Being super-
efficiently organised, me and my flatmate Tim Sunderland
had already prepared a goodly supply of sandwiches and soup.
The real essentials man.

So with a shoving on of clothes (numerous layers -that is)
and a slurp of the coffee we were off. We rendezvoused with
the Ainslie brothers and then formed a convoy on the A64
with Matthew Sykes and his cronies - each of us taking turns
to breakdown for 5 minute periods on the way. (Quite well
organised I thought?)

Still we made it to the start of the stage with a full 10
minutes to spare (6.10am) and swiftly became operational a
full 3 hours before the 1st car (6.23am). I of course being
a mega-important person wore a nice orange tabard, whilst
the menial marshals wore horrible green tabards - quite
right as well. I think this must have been the 1st test for
the competitors; i.e. to count how many different coloured
marshals they could spot. Anyway sector marshals had insect
like striped tabards and if Martin Kemp's was coloured
correctly I think it should have been a nice shade of pink-
you can buy me that pint at the party Martin, OK?

Now apparently at this time Neil DuCros was giving birth to
a full set of kittens, because the clock delivery car (in
his infinite and all-powerful wisdom) had left the correct
number of clocks at the arrival (that was us folks) and the
start (that's one clock and about 50 spares on the RAC) but
he'd left no clocks at the finish. Well you don't need
clocks at the start and the finish - do you? Anyway he
decided to come back and with sufficient marshals supplied
by Leeds University, Leeds Polytechnic and Trackrod
combined the stage was ready for action. Unfortunately we

CONT....

knew some competitors were coming to mess it all up. In fact we didn't realise that the road section preceeding our stage was competitive, but after the sedate arrival of the 1st 2 cars the next 4 competitors were having fun overtaking each other on a 5ft wide muddy track, dodging spectator's cars - quite sensible really. I mean this rallying lark is so boring (especially when you get paid for it?) that you have to have your fun sometime, and why not just before an arrival control. I would have thought so-called professionals would have a little more common sense.

But of course our well oiled control sorted them out, calmed them down, changed their nappies and gave them directions to start line - a good 25yds away. I have to say as always, the part of the entry after about car 15 was much friendlier than the "top boys" as we so affectionately call them. Other than that there's not alot to talk about except the usual few who decided to bend their cars going the "safe" way around Mikkola's Bend - oh yes and the baked bean sandwiches were delicious, complimenting the corned beef sandwiches terribly, terribly well (sorry, fell into my yuppie-mode for a minute there).

Anyroad, roll on the Yorkshire International and let's hope those of you who went out watching on tuesday will lower themselves to muck in with the rest of us. I'll be there, jumpers, boots, gloves, snow, beer, more beer and all.

Rat

CLASSIC COMMENTS

I thought I'd slip in some Murray Walker statements - since it's Christmas.

"Alain Prost is in a commanding 2nd position"

"And all Niki really has to do now is coast, metephorically speaking."

"There are four different cars filling the first four places."

"Nigel Mansell is the last person in the race apart from the five in front of him"

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See Becky Kemp or Barry Dove.

CHRISTMAS CROSSWORD

1st correct entry picked
out of hat next month
wins a Trackrod T-shirt
and sweatshirt.

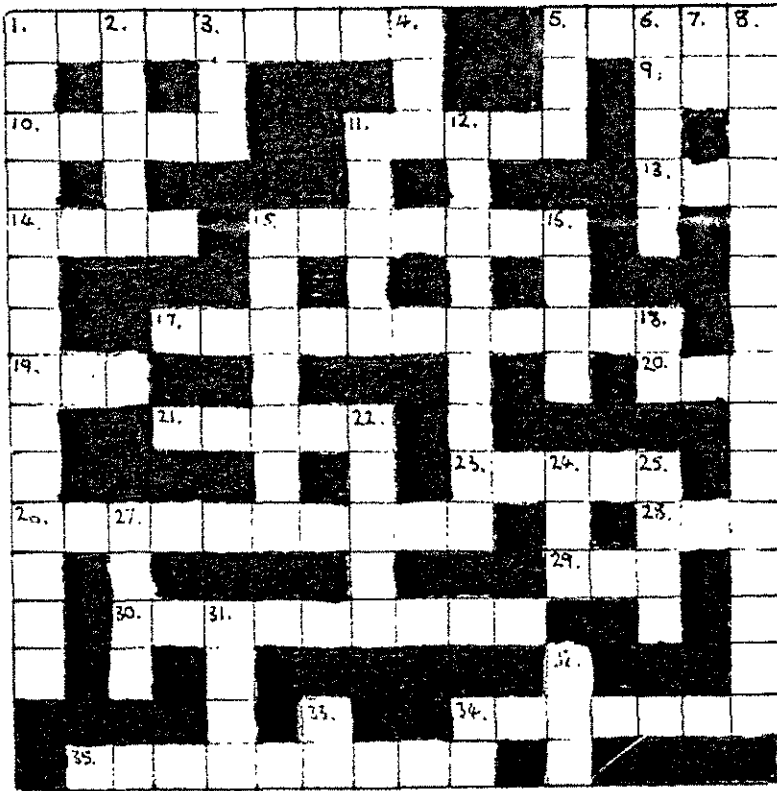
Hand entries in by the 15th, prize to be given on 22nd Dec.

DOWN

1. Address of R.A.C.M.S.A.
2. A lighter alternative to beer.
3. Part of a carburetter.
4. Everything stops for ...
5. Relative.
6. Subsequent to
7. 5 4 3 2 1 ...
8. Out of this world.
11. Son of Noah.
12. Nuisance on road rallies
15. Stage or road.
16. What you do round corners.
18. ... macho, he's got to be...
(song)
22. = distance/time taken.
24. Pretty useful things if you want to do motorsport!
25. What rallies are 'nt but what Mansell competes in.
27. Part of car which allows wheels to turn at unequal rates.
31. A hitch-hiker gets a free one
32. 11's father built one.
33. Neuter form of he/she.

ACROSS

1. You will find one at the end of a trackrod
5. We marshaled the Dalby 1 one on the RAC.
9. It lives in a den.
10. Foglamps give off this
11. He had a boat called the Argo.
13. Part of head.
14. Scarce.
15. Mirrors do this.
17. Local Motoring News Round (and BTRDA).
19. 24th letter of alphabet
20. You propell a rowing boat with these (singular).
21. Your car easily does this on ice.
23. Type of spotlight.
26. To turn the wheel and go straight on.
28. A cross between a horse and a donkey.
29. 24 down in reverse.
30. Wallies hang these from their rear view mirrors.
34. The unthanked hero of motorsport
35. The competitive part of a road rally.





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AWARD WINNERS:- (see across)

1987 Champion and winner of the Yorkshire Bank Trophy and Replica and Cash award:

STEVE POWELL

WINNER CLASS 1	Award and Cash	:	PETER COHEN
2	"	:	P BROADBENT
3	"	:	CHRIS LANGAN
4	"	:	IAN REID

That's it for another year!

Yours sincerely



RICHARD INESON
Champion Secretary

A.N.C.C. Autotest Championship for the Yorkshire Bank Trophy



Nov. 1987

To ALL CHAMPTIONSHIP CONTENDERS

1987 FINAL SCORES SHEET

Another series has now come to an end and what an end! It was all very close at the top as can be seen from the Final Top Ten scores. Eventual Champion, Steve Powell cut things rather fine by needing all the last 4 events to make up his 8 scores - such is his faith in his Midget's reliability that it proved to be no problem giving him a comfortable cushion at the top of the list. Behind him however there was an almighty scrap ready to cash in should the Midget fail - only 6½ points covering the next 4 places which speaks volumes for the last one of those 4; Chris Langan who was beaten really by the scoring system as his selected vehicle has had little opposition this year (why is the rear drive saloon class always so small??) and to come so close in those circumstances displays great determination that deserves reward - pity it's only a class 3 win!!

In Class 1 Dave Goodlad looked the man "most likely to" but a poor 8th score and a budget of only 8 events left the door open for Peter Cohen to steal the class on the last event with only a poor 5 point score to drop - well done Peter - again!

Class 2 saw P Broadbent in a lone struggle which came to an end in July, however, he picks up an award for getting in his 7 scores as the sole class representative.

Class 4, with Steve Powell taking overall honours, was left to Ian Reid and Steve Morten to fight over and what a fight for points. Steve Morten has competed in every event but eventually got pipped by Ian Reid by 0.87 points - you can't get much closer pity there's only one award.

Finally, if you have any comments on the Championship (points/classes/events or otherwise) please let me know by 31/12/87. Also let me have any event nominations as soon as possible, I always say, 1st come 1st served but I always have to scratch around to get the 12th event!!

FINAL TOP 10

1.	STEVE POWELL	Huddersfield M.C.	MIDGET/FORD	685.49(8)
2.	IAN REID	Hartlepool & DMC	MINI SPECIAL	596.72(8)
3.	STEVE MORTEN	Alwoodley MC	MIDGET/XR	595.85(8)
4.	PETER COHEN	Alwoodley MC	MINI 1000	594.98(8)
5	CHRIS LANGAN	Hartlepool & DMC	TALBOT SUNBEAM	590.46(8) 595.22
6.	DAVE GOODLAD	Bolton-Le-Moors CC	MINI 1000	540.47(8)
7.	ANDREW COHEN	Alwoodley MC	MIDGET/XR	433.77(8)
8	DAVE GOLIGHTLY	Grimsby & DMC	MINI SPECIAL	417.53(5)
9.	TIM WILSON	Huddersfield MC	MINI 1275GT	396.09(8)
10.	DAVE SCWMAN	Ilkley & DMC	MINI SPECIAL	318.09(5)

HALL TROPHY RALLY 21st/22nd November
Mark Eastwood/Peter Green
Car 43, Samba 1300.

The Hall Trophy was to be our last fling at road rallies due to the uncertain future of the sport (not to mention the sale of the Samba), so we were hoping to go out in style.

Noise and scrutineering were no problem - the latter being a matter of counting the wheels and the marshal's opening the bonnet, laughing, and closing it again. With only half an hour to plot there was a long cold wait in the start car park. However entertainment was laid on for us by means of a unlit traffic island which caught out many crews and spectators alike (-not mentioning any names Bernard F).

Eventually we set off on the 180 mile route amidst rumours of sheet ice on most of it. After 2 selectives and just getting warmed up we were at the 1st petrol halt - proving just how economical sambas are cos we only put in £3.00 of petrol.

Most of the route was on sheet 98 - heading north past Malham Tarn we found the infamous yump (and we DO HAVE THE BRUISES to prove it).

It turned to be not as icy as we expected especially over Oxnop Scar where light rain thankfully thawed most of it. A brave effort around the fresh air corners of Kingsdale was wasted as the selective was scrubbed due to the finish control being missing. (Well that's not altogether essential - is it? - Ed).

After 2nd petrol there was just one more selective through Gisburn forest and then onto the finish at the Red Pump Inn near Clitheroe, ending a very enjoyable event.

The only criticism was that there were some very long neutrals and I think the organisers could of thought of us and left out the really steep hills (we're only a 1300-hoo hoo) but we were happy to finish 24th O/A and 3rd semi.

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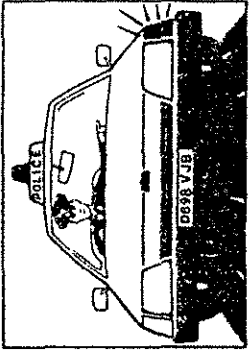
There could also be extra money for doctors working in group practices will be

doctor is over the age of 65. And health experts believe

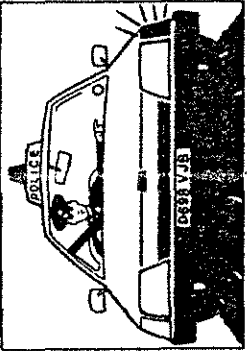
be published by the Department of Health on Thursday. The Government aims to

Mr. plans private The patho. work for ambul taring

The Ministry very much regrets



No seat belt, no tax disc ...



... The style the law demands

EIGHTEEN chief constables and civil servants at the Transport Department approved the sketch on the left as part of a road safety leaflet for motorists. But after eight million of the leaflets had been sent out with tax reminders the Department realised their mistake ... the policeman is not wearing a seat-belt or displaying a tax disc. Thirteen million of the leaflets were printed at a cost of £25,000 before the error was spotted.

Fa. A PA fessed cutler ways! The a amount charity

Nabbed by our very own Steve Lancaster.

Well done Steve.

DRIVERS

CLAIM FORM

NAME

EVENT

DATE

STATUS

RESULTS:-

OVERALL POSITION

CLASS POSITION

No. of DLMC Member entries

please have a copy of the final results available for inspection.

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Recorded.....Points.....

NAVIGATORS

CLAIM FORM

NAME

EVENT

DATE

STATUS

RESULTS:-

OVERALL POSITION

CLASS POSITION

No. of DLMC Member entries

please have a copy of the final results available for inspection.

FOR OFFICIAL USE ONLY

Recorded.....Points.....

T.M.C. CLUB CHAMPIONSHIP

MARSHALS

CLAIM FORM

NAME

EVENT

DATE.

STATUS

CONTROL No.(s) MARSHALLED :-

1) 2)

3) 4)

OR

STAGE NAME and CORNER No.

.....

FOR OFFICIAL USE ONLY

RecordedPoints

TRACKROD TROPHY POINTS - DECEMBER '87

Trackrod/Newman Trophy Editors Trophy Drivers

R. Kemp	118	B. Ferneyhough	38
B. Dove	70	J. North	23
J. Westmorland	55	P. Sykes	20
R. Simpson	55	M. Dickson	20
R. Mackinnon	35	G.S. Broadley	19

Service Crew Trophy Navigators

V. Fletcher	25	J. Bean	38
M. Varley	20	D. Lee	23
J. Hehir	15	C. Sykes	20
R. Kemp	5	N. Dickson	20
B. Dove	5	N. Wright	19

CJ & DW Taylor Trophy Shell League Trophy

(Best lady competitor)			
C. Sykes	192.2	J. North	181.5
J. Smyth	192.1	P. Green	92.5
J. Dove	67.5	R. Endley	90.7
P. White	58.0	C. Harber	84.2

Off Road Events Trophy Rally & Speed Autotest Trophy

J. North	356.7	J. North	11
P. Green	92.5	R. Ineson	11
R. Jackson	65.0	R. Mackinnon	5
D. Lee	58.8	J. Renny	5

Dickinson PCT Trophy ANCC Rally Navigator

C. Batty	10	J. McNichol	134.2
J. North	10	C. Sykes	105.0
R. Cross	9	P. Sykes	84.2

ANCC Rally Driver

I. Miller	9		
J. Dove	8	P. Sykes	105.0
R. Mackinnon	8	C. Sykes	84.2
		P. Chambers	24.2

CONT....

TROPHY POINTS CONTD.....

FSB Trophy Driver

S. Bell	42
B. Ferneyhough	38
D. Unsworth	37
R. Endley	37
J. North	32

FSB Trophy Navigator

J. McNichol	75
S. Sanderson	42
J. Bean	38
D. Smith	37
V. Fletcher	37

Lloyds Stages (Multi-Venue)

T. Whittaker	153.8
D. Unsworth	113.1
P. Lilley	88.3
S. Bell	38.3

Crest Hotels Trophy (Single Venue)

S. Bell	178.5
D. Unsworth	168.1
J. Cope	82.7

Marshals Trophy

R.S. Simpson	95
J. Westmorland	45
M. Westmorland	35
R. Kemp	30
B. Dove	25

Gordon Jefferson Co-Driver

D. Smith	281.4
J. McNichol	277.6
S. Sanderson	216.8
J. Smyth	192.1
M. Dixon	39.4

The next edition of results will include the St. Wilfreds, Highwayman, Larkspeed, Costa & Olicana and any events in the meantime!

John Westmorland
(Trophy Points Sec.)

COMITTEE

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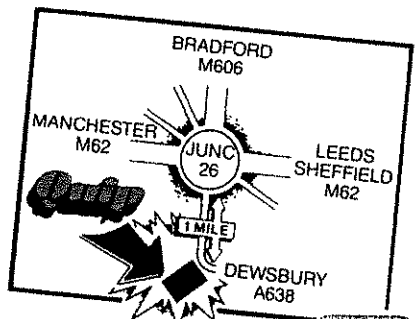
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