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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 214

NOV. 1988

EDITOR

Well I'm pleased to announce the debut of the experience tells article and John Richardson has certainly produced a 'worker' as they say.

I'm also pleased to see some interesting adverts in this months mag (I mean mag) (or was I right the first time) especially the Beta Tyres one.

Anyway since the club has run quite smoothly at the minute I hav'nt got a great deal to say. You can have too much of a good thing you know!! Although the start of the experience tells article hopefully will spark off not only other articles in the series but more discussion within the club about the more technical matters in Motorsport. Happy reading.

See you next month.

RAT - Ed

SECRETARY'S SCRIBINGS

Golly! (!! - Ed) This seems to be a very busy time of the year. What with the very successful Quip over I was looking forward to the Crystal Stages.

Malcolm did a good job of rounding up the necessary marshals. Myself, Richard Simpson and Roland were there from the Saturday lunchtime setting up the stage, but Rat had to go back to Leeds on Saturday night to do results on the Ollicana Road Rally and then came back again to do Deputy Stage Commander. What dedication! The weather wasn't too bad and with the competitors having arguments with the scenery it made a very enjoyable day. Thanks to all concerned.

What with the superb line for the Wombaton (Des Winks) stages, which is happening just before this magazine comes out, I think this has been a great month.

Ken, Christine and Anne have a great line up of social events coming up so let's give them some support - eh? (Babies permitting of course!!)

The Navigational Scatter was well attended and great fun. However I don't think Richard S. will ever navigate for me again.

I have aquired 2 full sets of Lombard Car Stickers which will be raffled shortly to raise some cash.

Finally, if anyone has some forest tyres they wish to give or sell to me (for the Cavalier) I shall be most grateful. They don't need to be brilliant but it will stop me from wearing out the companies tyres.

Tara

Richard Anderson
Secretary

CHAIRMAN'S CHAT

Well here we are and 1988 is nearly over. Where does time go I wonder? It must be one of the penalties of leading a full and active life or maybe it's just getting old. More of the latter than the former I suspect.

Anyway thanks to everyone who came out and helped on the Wykeham Stage on the recent Crystal Stages. After last year's meagre turnout it was nice to see every junction enthusiastically manned. On such a well attended event it would be wrong to single out any individual for special attention but from a personal point of view must thank Malcolm Jagger for his work as Chief Marshal in balancing his manpower throughout the stage to good effect.

The event itself ran well apart from competitors who decided to considerably alter their Escorts on the 1st corner and one which rolled into a ditch. However, serious though these incidents were, they were handled quickly and efficiently by everyone concerned and the problems were minimised. Mention here must go to Richard Anderson who was having his first time at Start Radio and who experienced a 'baptism of fire.' He didn't flap and sorted the problem out.

I must hasten to add that by mentioning Malcolm and Richard in no way denigrates the efforts of everyone else. In fact quite the reverse applies as it is encouraging to know that in any event whether it be a restricted stage rally or an international event we have strength in depth and can always rely on well experienced people being in the right places.

Speaking of internationals this brings a nice link to the R.A.C. Rally in November. The club looks like having a busy time of it this year with what with running a stage in Langdale on Thursday 24th (see separate article) and a Time Control c

Wednesday 23rd. John Renny is in charge and I am sure would appreciate all the help you can give him. Personally I am out servicing for Lotta Lundqvist and Chris Cullan in their Group A Kaddet GSI. For my sins I will our illustrious Editor Roland "Thank God we're not going near Scarborough" Rat Cross. as navigator and it looks as if we're in for a full and hectic week.

After this I am heading into a period of retirement as unfortunately this week my old faithful Labrador had to be put to sleep and her replacement has not only cost a fortune but will also keep me occupied for a while.

However I still have a sponsorship deal for next year and I am looking at how best I can use this either for a competing car or sponsoring a club event.

Cheers

Richard Simpson
Chairman

CHRISTMAS PARTY

Tues 20th December
Crown, Boston Spa

A disco has been arranged for this "*let your hair down*" do. Also a bar extension has been applied for. It is hoped to put on some grub for you hungry soles so if we make advances to you it will be for your food not your body!!

Your Social Committee

Christine, Anne & Pamela

Following a request (demand!) from Rat for an article on aspects of timing/navigation I thought timing systems might be a good place to start. Bearing in mind that all you need to be a navigator is to have the ability to read, write and tell the time, you might not think that timing could be a problem . . . !! You would be amazed.

John McNichol discussed it in his article in the September magazine and if the Costa is typical of current navigator's timing ability then I would suggest that they forget about rallying and do a mind boggling hobby - like tiddlywinks. So replacing "Skills of the Left Hand Seat" with "Riders of the Lost Art" let's look at a few examples.

We will use the Costa as an example. This is what should have happened:-

Car 1 left MTC1 at 09.31. He then goes to the start of Stage 1 and commences that stage when instructed by the Start Timekeeper. Probably 09.33. (No penalty here for early or late arrival). Having accepted a time he then by-passed the paddock and servicing between stages in a pain. Penalty - Exclusion! and commenced Stage 2, starting on a half minute.

After completing Stage 2 and accepting a finish time he then booked into MTC 2In before going into Service. His time schedule gave a PBO to book in to MTC 2In, in fact 09.57, with no penalty for early or late arrival upto 15 mins late. Over 15 mins late and he would be excluded.

Put in simple terms competitors had 41 mins from MTC 1 to MTC 2In without penalty; 26 mins schedule + 15 mins lateness to complete two stages, each with 5 mins bogie times. This should give plenty time to put helmets and belts on, complete one stage, change a punctured wheel if necessary (ask Alan Powell or Pam White about that!), then complete a 2nd stage and book into MTC 2In with time to spare.

time, about 90 mins later, to book out at MTC 2Out and then the whole thing was repeated again. Simple isn't it! . . . read on. This is what really happened:-

Amazingly one crew missed MTC 1!! and was subsequently excluded. A good many booked out after due time and incurred time penalties. This doesn't help results on a single venue stage rally - indeed on any stage event.

The stages themselves seemed OK apart from several competitors who only did one lap instead of two and incurred stage maximums. One crew went round three times. He was just being greedy and got a maximum for his troubles.

Car 1 entered Service after stage 1, failing to stop at MTC 2In, came out the wrong way, again not stopping at MTC 2In, and wondered why he was excluded. (Clearly, this navigator could not read, or did not understand the regulations, or both. He certainly should not be in a GR4 or any rally car with those kind of mistakes.)

At least one crew was excluded for servicing on the link road between stages 1 and 2. Not just the driver and navigator working on the car but a full service crew with rams, trolleys jacks etc. (Someone else who hadn't read the regulations) On the second pair of stages several crews booked out of MTC 2Out late, this despite being given a BBC time at MTC 2In. (It was written just above the MTC 2Out time to make it simple!). More penalties incurred.

I am however pleased to say that by the last pair of stages everyone had the system cracked and all got it right. Perhaps Trackrod taught some crews about single venue timing systems and hopefully they will not make the same mistakes again. One can only hope so. We will find out next year!

The Costa is one example of schedule timing. A list of BBC times for car 0 being given to every competitor, together with an explanation of the system. Anyone who didn't understand should have

asked before they started the event.

A variation on this is interval timing which is used on the Quip Stages Rally (and many multi-venue events). In this timing system, an interval is given between each location and you are allowed 30 mins accumulated lateness between MTC 1, the start, and MTC 2, the finish of the event. (If the event has a lunch halt, you may get MTC 2 & 3 either side of the halt and MTC 4 at the finish. Each half may have 30 mins lateness or only 15 mins. You should be sure which it is before you start.)

As an example on this year's Quip the early part of the timecard looked like this:-

Control	Target Time
SS1 Arrival	14
SS1 Finish	7
SS2 Arrival	18
SS2 Finish	6

A competitor should leave Paven Hall and book into SS1 Arrival 14 mins later. If he books in 17 mins later he would be penalised by one minute for being under target time. If he books in 16 mins later, then 4 mins of his accumulated lateness is gone, although no penalty is incurred. He is then in dead time until he commences the stage.

On SS1 7 mins target time is allowed and he should complete the stage in about 4 mins (or quicker if he is called Bannister!). If his stage finish time is say 09.36.14 then his next road section commences at 09.36. With a target time of 18 mins he should book in at SS2 Arrival at 09.54. Earlier or later and he is penalised as already described.

If he has a problem on SS1 and perhaps takes say 10 mins 34 secs to complete the stage then the following occurs:

Because the stage has a 7 min target time, his stage penalty would be a maximum, namely 7 mins. He would however lose 3 mins of his accumulated

lateness (10 mins 34 secs - 7 mins) although no additional penalty is incurred for that. He simply has less lateness time available.

Having had this problem he should not go "balls out" at the next stage to make up time. Time lost with this system cannot be regained until you reach another MTC and you would probably start in arrival order after a lunch halt at a specific time with full lateness restored.

Reverting back now, if his stage finish time was 09.54.34 then by adding the target time for the next road section (18 mins) his arrival time at S52 becomes 10.12.

Then the whole thing perpetuates at each stage and so long as 30 mins lateness is not incurred you will not be excluded. Providing you don't book in early anywhere your only penalties will be stage ones. As it should be.

The Lombard RAC Rally this year is using a variation on this system called the Continental Timing System, where road time applies from stage start to the next stage arrival control: the section including a stage, a passage control and sometimes a service area. As most of you missed the first (where were you?) training evening the next one is at the Parkway Hotel, 8pm prompt Nov 9th.

Target timing which used to be adopted on road rallies meant you finished the night close to where you started! That was the theory anyway with watches being set back by the time allowed for that section. If you maintained the time schedule the watch at the finish read the same as the one at the start. It did help the results system enormously but now new systems are being used.

Finally to sum up read the regulations, finals etc and if you don't fully understand them ask the Chief Timekeeper, Clerk of Course etc - it's no good bleating afterwards. No one, not least your driver will have any sympathy with that excuse!

John Richardson

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MISCHIEF DISCO - Yet another social event
Crown, Boston Spa
Friday, 4th November

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Bob the night away for the measley sum of 1.50. Tickets will be available shortly for this. This is going to be a super do as we are going to invite other neighbouring clubs aswell. So let's see who are the best dancers (I'm afraid the answer to that is the Editor - Ed), and of course if you don't want to dance just come and enjoy the stimulating company!

Your social committee
Pam, Christine & Anne

Better with Betas

Competition remould Tyres are widely used by Clubman as a cheap alternative to expensive new tyres.

Colway's monopoly has now been broken with the emergence of "Beta" Competition Remoulds.

For loose surface they have developed the "Rallye Uniplus" which aided Barry Strong to win outright the 1987 AEMC, ACSMC, ASEMC and LCM championships.

Beta tyres are now also supplying the Scottish Lada Challenge and of all ten competitors not one has had a single puncture since the start of the season.

Other Drivers who swear by Betas are Nil Hands and Chris Hunt both who think they have performed better than their wildest dreams!

More locally Andy Birlitt and John McIllich used a set on the Crystal Stages and found them definitely better than Colways and more tractable than the Novas.

These Tyres are available from:

Leedon Motor Factors,
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Rallye Uniplus M+S	175/70 x 13	20.70
	185/70 x 13	21.85
	185/70 x 14	23.57
	(reinforced) 155 x 13	24.72
	(reinforced) 165 x 13	27.60
T11B Tarmac	185/70 x 13	21.85

These prices include VAT and fitting!! For further information contact Kevin at Leedon Motor Factors speak to John McNichol.

Daihatsu Teesdale Stages 9th October 1988
Car 45
Pamela White/Peter Green

This event was held near Barford Camp near Barnard Castle. Peter got special permission for a temporary release from his contract with Mark Eastwood and co-drove for me on this 18 miler. Tony Eastwood kindly trailered the car up to the event so the team went in real luxury.

There were 8 stages each being twice round the camp an amazingly the rally lasted all day. The stages were very twisty 90L 20 yards 90R etc and the straights were short bursts of 200 yards. Not being used to the new car the corners were very slow but we were pinned to the seats by the G-force on the straights so things will hopefully come together eventually.

On the first two stages I managed to get out of 1st gear twice!! On the 3rd and 4th stages we were baulked by other competitors and overtook two cars. The second did nt seem too impressed - judging by his mouth movements he was'nt saying "Have a nice day!"

The new car was previously owned by a member of the organising club and the people who knew it were telling us what a beast it is. However after the way I drove it they probably think it is more like a kitten now! Anyway we finished the rally in one piece 32nd O/A out of 50 finishers. Hopefully we will do alot better on an event with more straights. We all enjoyed ourselves which is the main thing.

Thanks to Tony Eastwood and Peter White for servicing.

Pamela White

GGG SOCIAL CALENDAR

NOV	Tues 1st	BONFIRE NIGHT. Crown Boston Spa. See separate article.
	Fri 4th	MISCHIEF DISCO. Crown Boston Spa See separate article
	Tues 8th	Roundhegians, Chelwood Drive off Street Lane
	Tues 15th	Beehive, Thorner. Extended General Meeting - Financial Report
	Tues 22nd	Roundhegians
	Tues 29th	Beehive, Thorner
DEC	Tues 6th	Beehive, Thorner
	Tues 13th	Roundhegians, Chelwood Drive off Street La
	Tues 20th	Christmas Party. See separate article
	Tues 26th	Boxing Day Autotest - Venue TBA Organised by Barry Dove

Future Events

December 20th CHRISTMAS PARTY
Yes you guessed it - it's at
the Crown Boston Spa.

1989 January 27th ANNUAL DINNER DANCE
AND
PRIZE PRESENTATION
Lawnwood Arms, Adel

Disco by **Mick (Fun--it) Britton**

Hope to see you at all of these events.
The social committee

Christine Goodall
Anne Moffat
Pamela White

COMPETITION CALENDAR

ROAD RALLIES

NOV	6th	VETERAN RUN	RACMSA
	26th/27th	CLITHERONIAN	CLITHEROE
DEC	3rd	BEAVER	BEVERLEY 101, 107, 113

STAGE RALLIES

NOV	5th		CHESTER
	6th	CADWELL PARK	SOUTHBANK
	12th	SINGLE VENUE	LANCS & CHESHIRE
	20/26th	LOMBARD	RACMSA
DEC	3rd	OULTON PARK	STOCKPORT
	11th	RIPONIAN	RIPON
	27th	AMAS STAGES	NORTH TON

NAVIGATIONAL SCATTERS

DEC	6th	Beehive, Thorne, 8pm	
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P.C.T. 'S/AUTOTESTS/HILLCLIMBS

NOV	6th	Autotest	North Humberside
	6th	Autotest	York
	27th	Autotest	Shipley
DEC	4th	P.C.T.	Ilkley
	4th	Autotest	Keighley
	26th	Boxing Day Autotest	Trackrod

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Quip . . . the Movie

Though I have quite a few associations with Trackrod Motor Club I guess that most of you will not have heard of me. However I thought you wouldn't mind if I made a contribution to the T.M.C. Club magazine.

This year I have been driving for the Swedish Ladies Champion Lotta Lundqvist, in her Opel Team Sweden Kadett 6Si. Lotta is a very quick driver indeed and has great skill and courage. On the Scottish we worked very well together and made a great team. Co-driving in a ladies team has a few drawbacks though, as I hav'nt really got the legs for the Team skirts and I had to stop wearing the team stockings and suspenders as they stopped the blood circulation to my feet! Anyway enough of that.

Prior to co-driving for the delactable Miss Lundqvist (see I'm just a male chauvenist pig girls) I spent 4 years with Chris Stoddart. Chris and I got around a bit and even did the 1000 Lakes Rally where we soon became cult heros when we told the Rally Press Officer that we felt that we would easily see the home Finns off because left foot braking was now totally obsolete and we were pioneering right foot clutching!

Anyway to the Quip Stages. With John McNichol having already collared John Cope for the event, I drew the real short straw and copped for Mark (Cope - I didn't realise you were nt supposed to hit trees) Hudson. Now John Cope's a nice quiet lad and even has real flowers in the window when nobody has died (sorry John), but Mark Hudson is not of this planet. Mark thinks sex is what posh people put coal in!

Having convinced Huddy that tyres were quite a good and whilst a helmet might spoil a perm it is fairly essential, then we set off for Raven Hall Hotel... 3 hours late! Huddy failed to see the problem as he was sure that no-one would have moved it!! It was at this point that with 20 years of rallying behind me I didn't really need this.

On the way to the 1st Stage at Harewood Dale Mark was making all of the usual last minute

adjustments to the car - stowing the furry dice away and making sure that the anti-car sickness conductors were hanging at the correct angle from the rear bumper. It was whilst traversing this road section that Mark discovered that the little handle down to his right, which he had always assumed to be the remote boot opener was infact the brake biaser. "What do you think, front or back?" was the question from my right! "Oh dear I want to go home", I thought. "Which do you like best?" I enquired twitching with nerves. I eventually convinced him that rear bias may avert some of the common minor problems, such as serious injury, maiming and death.

My worst fears were confirmed and we went off, stalled or spun on every bend, and we even managed to fit a quick spin on a straight! It was my considered opinion that the guy could not drive a nail into a piece of wet wood! However he spent the rest of the day proving me wrong, much to his credit.

Mark did improve tremendously well during the day despite the witterings of the senile old prat by the side of him. The stages were in good condition which did allow for some spirited driving. This of course is the official term for a driver out of control.

We arrived at Olivor's Mount whereupon Mark adopted a look like a spanked kid who's just been given a sweet to make for it. He could see all this black smooth stuff! He set off like a man possessed at Warp Factor 9 up to the hairpin right and he went for the brakes. Yep you've guessed it - the remote boot opener was still set to the rear! I can definitely confirm from this little incident that adrenalin is brown! Anyway we discovered at the finish that we were in fact involved in a fight to the death for 39th place and had won the road rally class. However we would have done better if Mark had worn his Helmet the right way round.

Thanks to Trackrod for a great days sport and a message to the short fat guy in the red rally tacket. What were you doing??

Chris Cullen

LOMBARD RAC RALLY

Thursday 24th November
Special Stage Langdale

Well the Quip is over for another year and our attentions must shift to another other rally that visits this area but once a year - The Lombard RAC. This year we have managed (due to the start being in Harrogate this year) to land two jobs for the club. There is the "In Control" to do in Parc Ferme on the Wednesday evening - 1st car due at 19.00 - and then there is Langdale to run on Thursday 24th - 1st car due at 08.25.

We therefore need everyone's help to man both. Roland has put a list of jobs on the next page and so if you are interested in one of them then please contact me.

John Renny

Stage Commander

(see back page for my phone No.)

TRAINING EVENING FOR THE LOMBARD RAC

There will be a training evening held at 8pm prompt on November 9th. The venue will be the Parkway Hotel, Lawnswood where we will be teaming up with B.A.R.C.. It is hoped that everyone who wants to do anything on the event will attend. John Richardson will be doing the training and therefore there will be something to learn no matter how experienced you are.

Don't forget the 9th and there are still jobs as mid-point radio operators and on the sectors.

PERSONEL ON LOMBARD RAC

24.10.88. Langdale
Stage set up by: 05.
1st Car: 08.25

Stage Commander: John Renny
Deputy/Safety Officer: Ronnie Mackinnon

ATC Control Officer: John McNichol
Assistant: Richard Anderson
Assistant: Carl Rose
Assistant: Paul Telford

Start Control Officers: Malcolm Jagger/John Beal
Assistant: John Westmorland - Radio
Assistant:
Assistant:
Assistant:
Assistant:

Chief Sector Marshals:

Sector 1: Pam and Peter White
Sector 2: Tom Whittaker
Sector 3: Steve Sanderson
Sector 4: Ken Goodall
Sector 5: Chris & Nicola Sanderson
Sector 6: D. Moon
Sector 7: Mike Vary
Sector 8: Leeds University
Sector 9: Leeds University
Mid-point radio #1: Steve Lancaster
Mid-point radio #2:
Mid-point radio #3:

Flying Finish Officers: Stuart Marsh
Assistant: Steve Hitchcock
Finish Control Officers: Barry Dove
Assistant: Becky Kemp
Assistant: Mark Briar
Assistant: Martin Douglas - radio
Assistant:
Assistant:

Medical Officer:
Stage Doctor #1 & #2:
Rescue Unit #1 & #2:

There was a good field of entries for this event which included Derek Bell running at Car 5 - he was probably wearing swimming trunks underneath his overalls after his RAC adventure! (Don't mention fords!! - Ed). Trackrod was well represented with 4 and a half crews which were all encouraged on the Trackrod Stage at Wykeham 2.

The day was rather murky and never really brightened up and after the two Wykeham Stages we pulled into service at Dalby Fire Tower where there was a 35 minute coffee and sunny break. Mark Briars and Peter White (the service crew) (or should that be out of service crew - Ed!!) didn't have anything to do except a general look around just for effect.

Dalby 1 was the next and longest stage at 12 miles. Alan and I swapped cushions here so he must have meant business. Alan got going really well and we were flying along. That is until we went steaming around a #5L and came face to face with car 62 on it's roof blocking the track. Richard Jackson and John Birkett were just climbing out and had not had a chance to put a triangle out yet. Anchors on to avoid the car and we slid into a log.

The triangles were put put and the lads righted the car and first pushed out Jackson's car then ours. We got going again but the steering was way out and there were some mysterious noises coming from underneath. So it was a case of a steady Sunday afternoon drive through Dalby, passing lots of triangles and stranded cars, to the end of the stage and an early bath.

Never mind at least Richard and John were OK and the mist was making my perm drop out anyway!!

Thanks to Mark and Peter.

Pamela White

ATTENTION ALL OIL USERS...

I will be paid for every Jaguar
XJR? in an unopened packet
which are currently free with 5
litres of Castrol GTX Oil.
See Richard (I don't play with
them - honest) inson at most
clubnights or Tel: Lds 679329.
Please don't arrive with
hundreds at a time though.

Roundhegians Warning

It has been brought to our
attention that members have
been parking their cars on the
patio in front of the clubhouse.
It was not made to withstand the
weight of cars so please park
elsewhere.

Thanks

The Committee

TRACKROD TROPHY POINTS - NOVEMBER '88

RALLY & SPEED SHOP AUTOTEST TROPHY

Richard Ineson	19
John Renny	10
Ron MacKinnon	9
Pam White	5

DICKINSON PCT TROPHY

John McNichol	11
Peter Green	10
John Westmoreland	9
Martin Westmoreland	8

MARSHALS TROPHY

Richard Anderson	55
Steve Lancaster	50
Carl Rose	40
Richard Simpson	25
John Bean	20

SERVICE CREW TROPHY

Jackie Hehir	25
Mark Brier	20
Peter White	20
Vince Fletcher	15
Ian Parkinson	15

TRACKROD/NEWMAN TROPHY

Steve Lancaster	90
Richard Simpson	65
Becky Kemp	60
Barry Dove	60
Richard Ineson	55
Ron MacKinnon	50
John McNichol	45
Peter Stanhope	45

SHELL LEAGUE TROPHY

Richard Ineson	250.5
Pam White	202.6
Ron MacKinnon	118.0
Allan Powell	109.2
David Unsworth	65.0
Tom Whittaker	63.9
John Renny	58.8
Derek Marshal	51.7

FSB TROPHY DRIVER

Mark Eastwood	60
Pam White	48
Allan Powell	41
Tom Whittaker	38
David Unsworth	29

FSB TROPHY NAVIGATOR

Peter Green	60
David Smith	29
Barry Dove	28
Jackie Smyth	27
Stuart Bell	25

ANCC TROPHY DRIVER

Peter White	6
-------------	---

ANCC TROPHY NAVIGATOR

No Claims

CONT....

OFF ROAD EVENTS TROPHY**BEST LADY COMPETITOR**

Richard Ineson	573.12	Pam White	428.05
Pam White	63.7	Jackie Smyth	216.3
John McNichol	55.0		

**Lloyds STAGES DRIVER
(MULTI VENUE)****GORDON JEFFERSON
CO-DRIVER**

David Smith	234.88	David Unsworth	234.88
Tom Whittaker	216.30	Jackie Smyth	216.30
Allan Powell	211.15	Stuart Bell	172.20
Mark Eastwood	151.46	Barry Dove	157.00
Steven Sanderson	71.10	Peter Green	151.46

**CREST HOTELS TROPHY
(Single Venue)****SPY 44 TROPHY**

Stephen Sanderson	101.1	Pam White	263.4
Allan Powell	85.0		
Tom Whittaker	77.2		
Pam White	66.1		

Well yet again some upto date points, you never know they may even appear in the magazine. As yo will be aware it is coming up to the end of the year so I will be requiring all the trophies back so that they can all be handed out again so I would be most grateful if i could have them back ASAP and definately before Christmas.

CHRIS SHARPE

(Trophy Points Secretary)

COMMITTEE MEMBERS

Chairman	Richard Simpson 69 Eastleigh Drive, Tingley Nr. Wakefield. Leeds 527031
Secretary	Richard Anderson 28 Ash Tree Grove, Whinmoor LS14 5LT. Leeds 608044
Treasurer	John Renny Scotland Villa, Scotland Lane Horsforth, Leeds LS18 5SE Leeds 382334
Editor & Communications Co-ordinator	Roland Cross 2 Norwood Place, Headingley LS6 1DY. Leeds 786168
Competition Secretary	Barry Dove 5 Kenilworth Gdns, Gildersome LS27 7EW. Leeds 336985
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Chief Marshal	Halcomb Jagger 19 Springfield Close, Horsforth Leeds 589583
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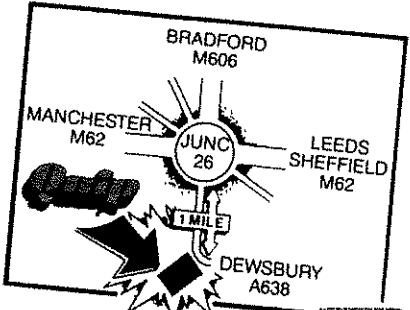
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