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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 219

APR. 1989

EDITOR

You all will be pleased to hear that it has been a very uneventful month for me personally motorsport-wise. This will mean I'll have no excuse for chatting on for pages on some topic or other.

However one highlight I think is worth mentioning is the "hierachy of Motorsport" talk we had on the 21st March. The Beehive pub has never heard so many important sounding abreviations being thrown around it's function room (never mind John McNichol's witty throw-away comments!). I thought John Richardson, Rod Parkin and Richard Ineson presented some difficult subjects with great competence. They have certainly added to the depth of knowledge ther now exists within the club and this must stand us in good stead for the future. On behalf of the committee I would like to officially thank all three for their time and efforts.

There is also a small chance you may be interested to know that I have followed in the footsteps of John Westmoreland (Calcaria Battery Services) and John McNichol (Commercial Batteries) and have set up my own firm,

Page 1

Crosslines. We manufacture interface components for computers (computer leads and the like) and supply many forms of communications equipment - such as telephones, answering machines, fax machines etc etc. All enquiries welcome.

CROSSLINES

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Anyroad less of the advertising and I'll sign off now.'

Rat-Ed

Mobil 1 Northern Lights Rally 4th/5th March 1989

The Rally committee of the Mobil 1 Northern Lights Rally 1989 would like to express their great appreciation to all Trackrod members who offered and willingly gave their support to this year's event.

Whether marshal or competitor you all helped to continue the success of Leeds University Union's event and contribute to the regrowth of Road Rallying as a whole. Thanks again.

Look forward to seeing you all next year.
Norman Smailes (Clerk of Course)

CHAIRMAN'S CHAT

Well here I am again feeling a hell of a lot better than I did this time last month. It could be the onset of old age. I reckon that I'll just have to keep on taking the tablets.

It seems an absolute age now, but the Cartel promised so much for the Lotta Lundquist/Chris Cullen Team. New car, which cost a fortune and new team strategy but in the end an extremely disappointing result for all. Lotta really showed how well she can drive though, and despite a big off on Oliver's Mount and a 100 yard slide in Roppa she was up to 17th O/A with only 4 stages to go. A definite top 15 was on the cards but the car ground to a halt with a blocked fuel filter half way up the hill to Wykeham South. Normally this would have caused no problem. The chase car was there immediately with a new one but sods law prevailed. You guessed it, up popped a judge of fact saying, "naughty, naughty you can't do that here my son". So there was nothing for it but to try and carry on. Unfortunately this was not to be and ironically they retired on exactly the same stage as Alan Powell and Barry Dove did last year when they were leading the National Event. However many lessons were learnt and it is hoped that we have got all the retirements out of the way and we will have no further major problems later.

Just as an example of how fast Lotta was, Chris remarked that he had seen 110mph on the Trip-Meter (which is spot on accurate) - and that was through the log piles on the first run through Wykeham North!!! Not bad for only 190bhp! Just wait until she gets her twin cam 16V later in the year!

By the way I heard today that Lotta was 24th O/A on the Circuit of Ireland! As an indication of how fast the top boys are on the Aucharana

Stage (which is 15 miles of twisty tarmac) Lotta averaged 89mph. However Jimmy McCrae averaged 101mph!! (My car does'nt go that fast - Ed). Frightening, is'nt it?

We had a splendid turnout of marshals on the Holderness Rally at Alemein Barracks near Drifffield. Everyone concerned did a good and professional job we seems to be par for the course these days. As usual the organisers had ruined it with alot of "smoothish" tarmac so overall it was'nt too bad. Tom Whittaker debuted his new 4WD Escort which looked very smart in it's white and green paintwork, and Dave Unsworth was out in the familiar Lada Riva. To make up a three man team I coerced Andy Womack (who was running at No. 1 in his Opel Manta 400) to make use of his Trackrod membership and score some points for us. I don't think he was too impressed with the surface, although try as I might I could'nt convince him that it was really smooth!!!

Again thanks to everyone who turned out and keep in touch with Malcolm as we have plenty of marshalling invitations coming up soon.

See you soon.

Richard Simpson

Chairman

Cartel Rally 25th/26th February 1989
Car 134
Escort Mk 3
Pamela White/Peter Green

What should have been a leisurely run up to the rally ended up in a last minute panic, when the car broke down on the way to scrutineering. We got it going again thanks to the service crew who were following only to see it break down again once it had got through scrutineering! Peter and I had to walk to signing on and as it was raining things were pretty dismal. Serves me right for getting dressed up.

We got the car home and it was a case of spending the evening in the garage. The fault was traced in the alternator, but as the spare was also useless we had to fetch another one from Bingley. At 1.30am the car was declared fit for rallying.

As the first stage was 100% tarmac (a twisty strip around Esholt Sewerage Works) we decided on tarmac tyres - only to find everyone else on cobblestones. They obviously knew how slippery the stage was. Our rally nearly ended here as I took a sweeping right hander too sweeping, missing one tree and heading for the next. Luckily for Pete we missed it as it was on his side! Anyway we managed to be captured on Video for posterity.

The rear gear-box seal went on the way which meant filling up with gear oil at every service. Anyway we made it to Thirsk to discover that we had qualified to carry on through the night stages - much to our relief. The out section to this time was on a ramp with commentary - rather loosey!

Unfortunately on the Deer Park Stage I made a slight detour through some trees smashing a spotlight, denting the wheel arch and collecting a tree! This made seeing quite difficult and hence the slow time. Well that's my story and I'm

sticking to it.

The clutch went soft and the fault was traced to a slave cylinder which meant we had to bleed at every opportunity. We made it to the Scarborough night halt where Peter and I tried to get some sleep after putting the car into Parc Ferme. The service crew did'nt get any rest as they ended up rewiring a Mazda (no, not a Stadale Mazda - luckily).. We were pleased to reach Stadale - thanks for all the greetings and waves folks, we went quicker with the encouragement. Thanks also to Nicholas Dixon and Mark Eastwood for moving over on the stage - even though it was a mistake. Unfortunately the clutch got worse and after a thrash around Oliver's Mount, we packed in 27 stages from Bradford. Disappointing but that's rallying!

The service crew went home for the trailer while Peter and I had a day at the seaside. The trouble was that the rally had moved out of Scarborough and the trippers had moved in. We looked a bit out of place in our overalls. After lunch we retired to the rally car and watched life go by. It's really surprising what people get up to in car parks!!

Many thanks to the chase car, Peter and Mike, the service crew, Team Manager - John Bean, Matthew and Richard and to Alan Powell for preparing the car (Hint, hint - keep the bill low!!)

Pamela White

YORK National 1989

Friday afternoon saw John Renny, Paul Telford and myself setting up Trackrods stage, Pickering. We had to be operational by 08:00 on Saturday so Friday afternoon was the most sensible time to get set up.

After a late night at the "Horse Shoe" at Levisham, where they made us very welcome, we were all setup by 07:30. Thanks to everybody who turned up either early or on time, the only vehicle that didn't was the Rescue Vehicle.

The stage ran very well apart from the bad communications on 86, Control could hardly hear John at the start! We also had a problem with competitors booking in too early, and some got very upset! There was even a protest due to this and I am pleased to say that the outcome was on our side.

Thanks again to everybody who turned out to help. Hope to see you all on the Aprilfools Autotest.

Peter Stanhope
Stage Commander

MOBIL 1 NORTHERN LIGHTS RALLY

On March 4/5, Leeds University Union Motor Club ran the MOBIL 1 Northern Lights Rally. Starting at Harry Ramsden's famous fish and chip shop just outside Leeds, the route covered 150 miles of classic North Yorkshire roads before finishing early on the Sunday morning at the Jacobean Lodge Hotel, near York. Forty one crews came from as far afield as Newcastle and Cambridge to compete in the first road rally in the area this year.

The first competitive section began at the notorious Brimham Rocks, heading north over Dallow Moor and then turning south through Low Grantley before finishing north of the B-road near Aldfield. Simon Butler/Paul Burns (Chevette 2279) set fastest time here, on their first event together, and in a car that was making its competitive debut. Ilkley crew Philip Watkinson/James Eastwood (Escort 1600) were eighteen seconds down, with Clive Baty/Henry Carr (Nova 1298) completing the top three. Last year's winners Peter Billam/Lloyd Walker, in an Escort RS2000 (reshelled after demolishing a wall on the Olicana), made a cautious start, 6th fastest on this opening section. First 'moment' of the event went to the infamous Otley M.C. pairing of Clive Ferris and Steve Kemp (Escort 1300), bouncing off the banks on both sides of the road as they tried to pass car 3 on the slot left onto a white at 99/209668.

Following a short run to the northwest of Ripon, the second selective started at Straw House Fm. and finished southeast of Grewelthorpe, taking in the very tight and muddy loop past Old Steningford Hall. Quickest over this section were Andrew Etherington/Mike Fetch (Nova 1300), and Richard Hall/Dave Markham (Mini 1293), both of whom cleaned this section. Richard Thompson/Roy Jarvis (Mini 1293) followed forty two seconds behind, with Billam/Walker staying in touch 1min 02secs down. Next up were Butler/Burns, and Reg Smith/Plug Pulleyn (Audi 80).

The next selective started north of Grewelthorpe, running via the hard-to-find slot onto a remarkably loose-surfaced yellow (99/224785), through Low Swinton to Swinton Ford, which would cause problems for Baty/Carr. Having survived the thirty-five gruelling stages of the Cartel International the week before, their Nova suffered damage when the tank guard was nearly ripped from the car. On the following nearby white this caused a spin.

leaving the guard wrapped round the exhaust and axle, and although the crew struggled on, they would be forced to retire within five miles.

The section continued via the rough white at 99/203808 to the finish west of Masham. Billam/Walker were making their intentions clear by setting fastest time here, a few seconds ahead of Butler/Burns. Smith/Pulleyn were moving up in the Audi, 35 seconds behind the Chevette.

Following a short time recovery section through Binsco, competitors ran from east of Nosterfield along West Tanfield white, past Thornborough and round Sutton Hargrave to finish just short of the A1. Malton crew Thompson/Jarvis completed this selective with no penalties, making them the overall leaders at this half-way point. Butler/Burns were 2nd quickest here but had already blotted their record, gaining a fall by booking in early at the selective start. Smith/Pulleyn were 2 secs behind, followed by Ferris/Kemp, attempting to equal last year's 2nd o/a, with Billam/Walker close behind.

In the overall placings, Billam/Walker were nearly four minutes behind the flying Mini of Thompson/Jarvis. Smith/Pulleyn were next up, 1min 22secs behind, followed by Etherington/Petch in the Nova.

From this point, a regularity section ran through petrol at Lusby Stoop, up Sutton Bank and through Old Byland. This took competitors through Caydale Ford which, although not as deep as last year, still caused problems for a number of crews, including Ferris/Kemp (who spent the rest of the event suffering from wet feet and sodden maps), Watkinson/Eastwood in the Escort, and Dave & John Tubman in a similarly damp Ford. Unfortunately, Darren Moon/Barry Dove were forced out of the event at the end of this section, when their Mini hit a three foot bank, resulting in a lost wheel and deranged subframe.

Competition continued in earnest at Mawnby, down the fast yellow to the very difficult Crabtree Hall slot, south of Ricvaux to the end of the section on the B1257 near Helmsley. Billam/Walker cleaned this section, continuing their trouble free run which was attributed to the good working relationship between driver and navigator. Butler/Burns also completed this selective without penalty, as did Thompson/Jarvis, continuing their giant-killing act. Smith/Pulleyn were going well enough to catch Henry Kitching/Jain Tullie (Metro 998) at

Crabtree Hall, but the little Metro was better suited to the white and pulled away again.

The following selective was Cockayne Loop, run for the first time since the 1987 Larkspeed. Only one crew cleaned this, Gareth Frank/Richard Ward in a Nova SR, demonstrating that it is no longer necessary to have an RS2000 to do well. Dave Manson/John Dibbs (Citroen Visa 1580) were next, dropping fifty two seconds, with Billam/Walker one and a half minutes behind. Major moments on this section belonged to members of the organising club. Kevin Higgins/Martine Dixon (Chevette 2279) failed to negotiate the 45 right just before Cockayne village, preferring instead to take the 'escape road' which lay straight ahead. Despite this, the crew were coping well on Dixon's first road rally. Meanwhile, Mike Boyns/Graham Spiers (Samba 1124) switched into agricultural mode, taking to the scenery for the first time (but certainly not the last).

Another short time recovery led to the next selective start south of Beadlam. The route ran south of Wombleton airfield, then north through Welburn and then south again via West Ness to the finish north of Hovingham. The red mist must have come down for Billam/Walker here, completing the section six seconds per mile faster than anyone else. Gren Pullan/Simon Kingsley were next up in their Escort RS2000, followed by Frank/Ward in the little Nova. Smith/Pulleyn were still keeping in touch, only seven seconds behind.

A short run through Hovingham led to the start of the penultimate selective, leading south and then west through Dalby (no, not THAT Dalby), and around Coulton and Grimston Moors to the finish south of Yearsley Moor. Joint fastest were Ferris/Kemp, Malton crew Edwin Ward/Anton Clark (Escort 1598), and Hall/Markham. Billam/Walker were fourth, but Smith/Pulleyn were pulling back up, only one second per mile slower. Chris Haigh/Chris Moreton (Escort 1598) were 6th fastest here.

As is customary with all the best events, there is always a sting in the tail, and this year's Northern Lights was no exception. The final twenty-three mile selective ran from Yearsley Moor via the hard-to-find slot at Newburgh Priory and then south past Alford House, taking in loops around Oak Trees, Crayke Lodge, Pennyflats Farm, and Brown Moor, running down to the finish on the junction of maps 100 and 105. Ward/Clark

cleaned their second consecutive section, followed by Billam/Walker who by this time could afford to back off, winning the event by over six minutes. Boyns/Spiers had a major scare on the second last bend of this final section, when they went straight on through a grass bank and landed twenty feet into the field on the other side. Spectators said that they had been a good eight feet clear of the ground, although luckily only minor damage was inflicted to the car. Minutes later Higgins/Dixon had a very sideways moment when they hit the mud left by the Samba as it drove out of the field.

With Billam/Walker taking their second consecutive win on what they described as a highly competitive and well organised event, second place overall went to Smith/Pulleyn, whilst third were Manson/Dibbs. Although this was their first Northern Lights, they considered it the most enjoyable event to date. Ferris/Kemp finished fourth and first experts, whilst fifth were Nick Pullan/Tim Tennant (Escort 1300). The unhappiest crew to finish must have been Butler/Burns, whose mistake at NTC9 dropped them from a potential third overall to fourteenth.

Results were declared final with no official protests, providing a perfect end to what had been a very well received and successful event. Leeds University showed that it is still possible to run an event which is competitive for both driver and navigator, and it is hoped that other organisers will follow suit. In the meantime, we hope to see you all again next year.

1 Peter Billam/Lloyd Walker	RS2000	22.37	
2 Reg Smith/Plug Pulleyn	Audi 80	28.45	
3 Dave Manson/John Dibbs	Visa 1580	37.37	
4 Clive Ferris/Steve Kemp	Escort 1300	41.27	1st Exp.
5 Nick Pullan/Tim Tennant	Escort 1300	43.01	2nd Exp.
6 Mike Boyns/Graham Spiers	Samba 1124	47.00	1st Nov.
7 Henry Kitching/Iain Tuillie	Metro 998	53.08	1st 1300
8 Richard Hall/Dave Markham	Mini 1293	53.56	
9 Richard Thompson/Roy Jarvis	Mini 1293	57.33	
10 Alan Wilson/Kev Wilson	Avenger 1600	60.16	2nd Nov.
Kevin Higgins/Martine Dixon			3rd Novice, 17th o/a
Caroline Hammond/John Borwick			1st Lady driver, 19th o/a
David Mosey/Adele Jackson			1st Lady navigator, 21st o/a

Ian Wallbridge.

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CIAL CALENDAR

APR Tues 4th Crown, Boston Spa

Tues 11th Roundhegians, Chelwood Dr

Tues 18th Beehive, Thorner

Tues 25th Rounhegians

MAY Tues 2nd Crown, Boston Spa

Tues 9th Roundhegians, Chelwood Dr

Tues 16th Beehive, Thorner

Tues 23rd New Inn, Eccup. By Special
Request. In family room next
to car park.

Tues 30th Roundhegians

Future Events

Boat Trip 20th June 1989

This event will start from York again like last year. Further details will be available shortly - so don't book your holidays for this particular week. All those who went last year had really super time so save your pennies for the tickets.

Hopefully this year one of the crew will fall in the water again to provide us with some on-board entertainment!!

Future Club Night Venues

It is proposed that at least once a month the members might prefer a different pub. If you know of a suitable venue please let Pam, Christine or Anne know. We have already had a couple of suggestions - fortunately they weren't rude.

The Social Committee

Christine Goodall
8 The Crescent,
Leeds 17
Tel Lds 673491

Anne Moffat
7 The Orchard,
Ossett
Wkfd 262938

Pamela White
201 Potovens La
Wrenthorpe
Wkfd 829395

COMPETITION CALENDAR

ROAD RALLIES

APR	15/16th	Dunfab Danum, 100,106,111 Lindholme MSG
MAY	20/21st	White Rose Shipley & DMC

STAGE RALLIES

APR	9th	Tour Of Lincs. Multi Venue Linc & Louth
	23rd	S.V. Stages, Leconfield Wakefield & DMC
	23rd	Hob Hey Stages Glossip & DCC
	30th	Single Venue Stage Slaithwaite MC
	30th	Malton Stages. Multi Venue Malton MC
MAY	6th	Mild & Bitter Stages. Multi Venue. Morecambe CC
	20th	Centurion Rally. Multi Venue. Hadrian MS
	20th	Manx Stage Rally. M.V. Manx AS
	21st	Whitby Stage Rally Whitby & DMC
	28th	Bell Watson Rally. Border MC

P.C.T.'S/AUTOTESTS/HILLCLIMBS

APR	9th	April Fools A/T. TMC ANCC Ch'ship. Yorkshire Post Car Park
	16th	Batings Dam. H/C. Shipley & DMC
	23rd	Scammonden Dam. H/C Knowldale CC
	30th	A/T. Grimsby MC
MAY	7th	PCT. York MC
	7th	Scammonden Dam. H/C Mid-Cheshire MRC
	7th	Autotest. Potteries & Newcastle
	20th	Harewood. H/C BARC (Yorks)
	21st	A/T. Kirby Lonsdale MC

*
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*

BARRY DOVE
COMPETITION SECRETARY

ROUND 1 - HUNTERS TROPHY

Easter Navigational Scatter - RESULTS

1. J. Westmoreland / S. Sanderson 102pts.
2. M. Cook / J. Bean 100pts.
3. N. DuCros / I. Miller 87 pts.
4. J. McNichol / R. MacKinnon 87 pts.
5. T. Tennant / N. Pullen 84 pts.
6. R. Anderson / P. Telford 67 pts.
7. J. Smallwood / A. Shaw 49 pts.

Well, most of you seemed to enjoy yourselves didn't you?? and it isn't that easy re-arranging map references is it John ? (McNichol).

Judging by some comments it isn't easy for anyone to plot accurately either, but we won't go into to that 'cos we've had enough ear ache for the time being, at least J.W. stopped complaining once he knew he'd won.

Sorry about the fourth place John & Ronnie, but as Rod said if you don't protest and put your money up front, TOUGH!!!

Anyway congratulations to John & Steve, When's the next one?

Chris Sharpe & Steve Lancaster

P.S. Many thanks Peter for your help!

IS ANYONE WHO TOOK PART IN THE ABOVE EVENT CLAIMING ANY TROPHY POINTS!!!

'cos Steve & I Certainly are!!

TMC Membership 1989

Dear All,

Welcome to the recently joined member,

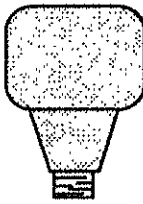
Tracey Egan
Andrew Hobman
Ian Miller
M Walker

The membership now stands at 78 renewed members and 12 new.

If you have a friend who is interested in motorsport, and wishes to join Trackrod Motor Club, please point them in my direction. I always carry application forms, most committee members do also, so if they cannot attend most club nights, they can at least keep in touch via our excellent magazine.

Cheers for now.

Peter Stanhope
Membership Secretary

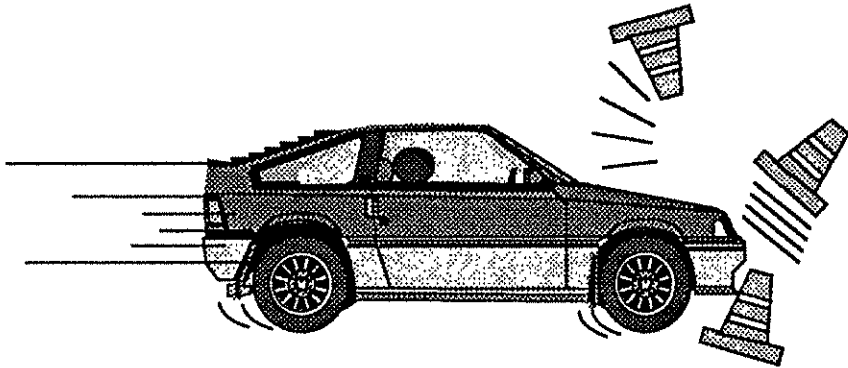


T R A C K R O D

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APRILFOOLS' AUTOTEST

Sunday 9th. April



A.N.C.C. Autotest Championship 1989

A.N.E.M.M.C.C. Autotest Championship 1989

Aprilfools Autotest 9th April

As I explained last month we are using West Street Car Park under the Inner Ringroad near the Yorkshire Post building, where the Boxing Day Autotest was held.

The event is the first round of the Chairmans Trophy, when you could win a FREE run on the QUIP Forest Stages Rally in 1990!

It is not too late to enter, please give me a ring on 0532 675685 if you are interested in entering.

Help is still required on the day so please contact Malcolm Jagger (Chief Marshal) or myself.

Peter Stanhope
Clerk of Course.

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Trophy Points - April '89

Well folks, there isn't any point in printing any trophy points, as there haven't been too many claims as yet and those that have claimed are for the same events anyway.

I'm sure there are a lot of members out there who have either marshaled & or competed on events and have still not claimed for them, so come on and fill out a form before the time limit runs out, because after that it is too late. Also when filling out a form could you please state on all forms whether an event is single or multi venue & or whether it is Shell League, ANCC etc etc... Hopefully claim forms will be sent out with every magazine (won't they Roland!!) and there should be some available at any clubnight.

The ANCC Road Rally Trophy will now become ANCC Stage Rally Trophy, so can you please ensure that it is stated on your claim form.

Also it has now been agreed that the Chairmans Trophy will consist of entering the following events,

Aprilfools Autotest
2 Navigational Scatters
Costa '89 - Single Venue
Club Night PCT

If any round is cancelled then the committee has full right of arbitration.

Note the Aprilfools Autotest is the first event of this Championship and you only have a couple of days to get your entries into Peter Stanhope. (Tel. Leeds 675685)

Chris Sharpe
Trophy Points Secretary

Trophy Points March 1989

Well folks there isn't a lot to list as far as this year's trophy points are concerned. So I will outline the trophies that are up for grabs and which events qualify for these. If anyone requires a full copy of the rules including scoring systems then let me know.

Rally and Speed Shop Autotest Trophy
also runners up Trophy

- only T.M.C. events to count.

F.C.T. Trophy

- only T.M.C. events to count.

Marshals Trophy

- every event you marshal on to count.

Service Crew Trophy

- servicing on any event to count.

Trackrod Trophy

- only T.M.C. events to count. Points are awarded for organising or competing on various scales.

F.S.B. Driver & F.S.B. Navigator

- all stage and road events to count. Best 8 scores. Maximum of 2 nationals or 1 international. Single venue events do not qualify.

A.N.C.C. Driver & Navigator

- only A.N.C.C. events to count. Best 6 scores.

Shell League Trophy

- all Shell League events to count.

Outside Events Trophy

- Autotests, PCT's, Hillclimbs, Sprints & Rallycross to count. No T.M.C. events

Lloyds Special Stage Rally Trophy

- only multi venue stage events to count.

Spy 44 Trophy

- All round competitor. No TMC events. Includes autotests, Rallycross, sprints, PCT's, Hillclimbs & rallies. Best 5 events, minimum 3 different types of events

Newman Trophy

- highest scoring Lady member in Trackrod Trophy.

Ladies Award

- Best Lady competitor. All events to count.

Myers Memorial Trophy

- Best novice. Committee decision.

Single Venue Stage Rally Trophy

- awarded to highest scoring driver. Max. 8 events to count.

Stage Navigators Trophy

- awarded to highest scoring navigator. Max. 8 events, min. 2 multi venue.

Chairman's Trophy

- see R. Simpson

Foster Shell Trophy

- best trier. Committee decision.

Hunters Trophy

- navigational scatters.

COMMITTEE MEMBERS

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Trophy Points Secretary	Chris Sharpe 28 Lee Lane East, Horsforth LS18 5RE. Leeds 580364
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Membership Secretary	Peter Stanhope 21 Woodhill Gdns, Leeds LS16 7DD. Leeds 675685
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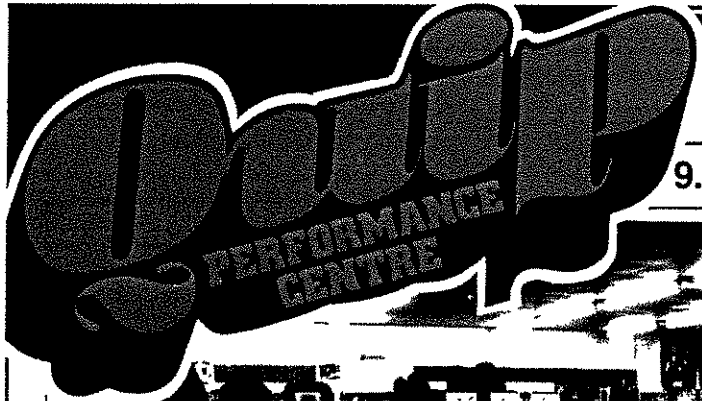
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9.30am — 6.00pm



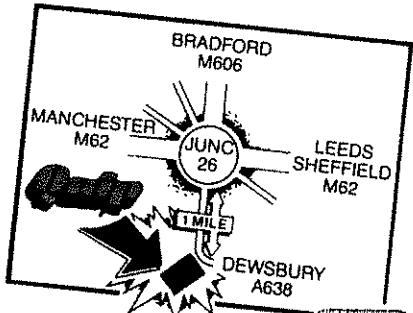
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