



# **MAGAZINE**

## **JULY 1996**

**The official newsletter of Trackrod Motor Club Ltd.  
RAC MSA Affiliated, No. 1230**

## EDITOR

Due to popular demand we've reverted back to the A5 style magazine and to save a little bit of money, we are now putting the magazine together ourselves (with the assistance from other members on a Tuesday night at switchgear !!!! PLEASE). We are still looking at ways to cut the cost of the magazine, removing the artwork off the disk and onto paper, this is the most expensive part of producing the magazine.

By the time you read this issue of the magazine, the latest round of the Larkspeed league will have passed. Hopefully one of the four Teams representing Trackrod on this event will put pen to paper PLEASE !! for next month's issue.

You'll see in the magazine you see tickets for the **BARN DANCE** on the 17th August are now available from Caroline Marston. Please let's have a good turn out, by all account's last year's barn dance was a fun night !

August has come around yet again and this means it our Annual General Meeting. Anybody who want's to join the committee, please ask Derek Lee for a nomination form.

That's all for this month... See you all later and remember **KEEP THE LETTER'S ROLLING IN.**

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## OFFICIAL NOTICE

### The Annual General Meeting of Trackrod Motor Club Ltd.

Will be held on

**Tuesday 6th August 1996**

at

**Yorkshire Switchgear  
Meanwood, Leeds  
8.30pm**

**SOCIAL CALENDAR  
JULY/AUGUST 1996**

### JULY

2 Yorkshire Switchgear  
9 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**  
16 Crown, Wetherby  
**FREE SANDWICHES**  
23 Ten Pin Bowling Night  
**DETAILS FROM CAROLINE MARSTON**  
30 Beehive, Thorne

### AUGUST

**6 ANNUAL GENERAL MEETING**  
**Yorkshire Switchgear, Meanwood**  
13 Admiral Hawke, Boston Spa  
**FREE SANDWICHES**  
20 Crown, Wetherby  
**FREE SANDWICHES**  
27 Beehive, Thorne

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## CAERWENT STAGES HISTORIC RALLY

16 JUNE 1996

Caerwent? Wheres that? was the reply to CRJs invitation to co-drive for him on the above named event. Its in Wales, near Newport, some sort of RAF base, so secret its not even on the map! He was right, nothing shown at all on my copy of sheet 171. Even my RAF officer son had never heard of it. And, of course, being out of the rally scene for fifteen years, neither had I.

If I had been paying attention, I would have known that CRJ was leading this rally last year when an errant kerb attacked a rear wheel on the Porsche, breaking a drive shaft, the gearbox, suspension, etc., two corners from the finish. Or 100 metres, since here only seems to be a 50m straight between each corner of each stage, and those kerbs are everywhere! But I am getting ahead of myself. I had obviously made the right kind of impact on my return to rallying with Richard Jackson, when we secured the class win on the Robin Hood Stages back in March. Or was it that this was another Historic Rally, so naturally, an historic co-driver would be the most suitable choice. Besides which, regular co-driver Peter Jackson had broken his arm in a fall at Cambridge, and was out of action.

So the invitation was accepted, and the great day drew near. As I had no knowledge of the stages on this event, I asked around locally for advice on what

## TRACKROD MOTORCLUB LTD BARN DANCE

Live music and Calling by  
**MIDNIGHTFLYER**

Saturday 17th August 1996  
8.00 - 12.00 (Bar Closes 11.30)

7.00 Pounds inc Hot Supper  
Adel Memorial Hall, Church Lane, Adel.

to expect. Watch out for those high kerbs - was the universal response. This worried me. High kerbs mean narrow roads, and narrow roads mean tight corners, and tight corners mean trouble for the tail happy Porsche style of quick motoring. It was all tarmac, but Historics can't use racers, so that was another worry. Just as well I am 100% grey haired already. Any way, it would be another rally, with the lads, in the Porsche, and that certainly wouldn't be bad.

The day dawned bright and hot. We had the right sort of passes to get into the camp (well, nearly, Mary had to be someone else's service crew to get through the gate!). Entry was restricted because there wasn't a lot of room in the service area, and I soon found that there wasn't a lot of room on the stages, either. We started at 30 second intervals, right behind Richard Hudson-Evans in his new (to him) Porsche. Only the two 911s on the rally, the historics being made up of the usual assortment of Cooper Ss, Cortinas, Healeys, Midgets, M. G. B.s, Sunbeam Tigers and Imps. Oh, and one masochist in a Mustang!

The stages were run in pairs, a long one followed by a short one, service, then round again and service again while they changed the arrows to a new route. Of course, the arrows only showed the direction on the junctions. There were quite a few corners which weren't junctions, and they tended to be at the end of the fast bits. I immediately appreciated the warn-

ings about the kerbs, because 25 m into the stage, there they were, lining the edge of the tarmac, ready to give anyone who got out of line, a hefty nudge back to the blacktop. Or flip him over into the scenery. The roads were those of a typical military camp, a bit wider than one car, with lots of corners, some nice open concrete bits, some really nadgery country lane-ish bits, and the whole thing demanding total concentration ALL the time. Just one small error and it would have you.

The first stage took us 9 min. 20 secs. to complete. Thats 9 mins 20 secs of on-off-left-on-off-right-on-off-left-right-on-off motoring flat out all the way. 2 minutes to the next stage which was 4 minutes of the same. This included the country lane section, out round the quarry and sundry rock faces, before a hefty hair pin right back on to the camp proper. At least this stage did have two long, wide straights where the horses could really gallop. Followed by 180s or hairpins, of course, but then, you cant have everything! Then back to the service area to dry out (it was HOT!) before doing the same stages again about 40 minutes later. Then the stages were changed a little, and we did each of the new ones twice. The piece of resistance at the end of the day was to be the two stages linked together as one long one. Twice. A nice little finale to look forward to!

A lot of competitors didnt get that far. Paul Kynaston in the fearsome Tiger which had won the Robin Hood Stages in Clipstone cooked his brakes on the

first stage and couldnt get them back. Richard Hudson-Evans Gantspeed Porsche sat in front of us while waiting to start the second stage with smoke pouring from every orifice. Nothing was actually burning, but clutch, brakes, engine and crew were very, very hot. Someone had blown his engine or one of the quicker bits of stage one, depositing oil or the approach to a, yes you guessed it, 90 left, which made that part of the stage very interesting for the rest of the day. Besides the mechanical maladies, a lot of cars did finish up in the scenery, invariably with terminal consequences. A nice Healey 3000 bent its floor pan on the edge of one of the buildings, and many fences became a lot less stock proof as the day wore on.

The drivers were working hard. The service area was full of half naked rock apes trying to dry out overalls and helmet before the next bout of sauna treatment. Co-drivers were desperately trying to get their eyeballs back into shape after calling over 80 bends from a stage diagram marked on one sheet of A4. On the road, almost every bend looked exactly the same. Except some went right and some went left. Lose your place on the map, and it was goodnight nurse!

The event was three rallies in one, Modern, Classic and Historic. Peter Lloyds mighty Escort RS sounded awful as the Turbo tried to cope with the on-off bits between corners. Agility was the order of the day, plus usable power, so Ray Hortons Darrian won the Moderns, Charles Goldings fast TR 8 won the Classic, and we won the Historic.

Our run started badly, losing 20 seconds to the quick boys on stages 1 and 2 as Richard was not happy with the tyres. A change to Colways brought us back on to the pace, where we remained for the rest of the day. Richard and the 911 performed magnificently. Real attack. But sometimes in a Porsche, you just have to sit there and wait for the rear end to straighten itself out before you can get on with the programme. Cooper Ss and Cortina GTs dont have that problem, which is why we were behind Brian Dennis and Paul Pesticcio right up to stage 11. We could pull a few seconds back on the long stages,

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only to lose a couple on the short ones. But on stage 12, Brian Dennis Cooper S fell foul of those kerbs and broke a wheel. Paul was now in front by 31 seconds with the two long stages to go. We clocked 14 minutes 51 seconds on stage 13, and waited to see Paul's time. It was 16 minutes 24 seconds! Fuel problems had cost him a over a minute! We were in front by 62 seconds with one stage to go!

Richard now had a real feeling of deja vu, as he had retired on the last stage last year when leading this event. Tactics were discussed. Should we ease off? A minute is a long time, and we knew how fast were our pursuers. Should we keep going flat out and risk those kerbs? As we debated, we heard that a Tiger had crashed on stage 13, and the driver was trapped. The long delay while the medics sorted this out persuaded the organizers not to run stage 14. So we had won! A trifle fortunate perhaps, but you have to be in the right place to benefit from that kind of luck, and Richards phenomenal driving had put us there. The awards were presented commendably quickly, and the event was over.

It had been an interesting day. All credit to the organizers for their ingenuity, and for keeping going at 30 second intervals throughout. It seemed a bit nickey mousey to start with, but there was a definite rhythm to the stages, which developed as the day progressed. Richards next outing would be in pace notes for the 24 hours of Ypres, in yet another foreign land! A very different prospect to dear old Caerwent, but lets hope the result will be the same.

Stephen Lloyd

Thanks for the article, made much easier to input when we found out how to!!) as it was supplied on disc. Congratulations on a fine and deserved win.

## TROPHY POINTS SYSTEM 1996

### STAGE RALLIES

1st Driver Arnold G Wilson Trophy  
2nd Driver Mark & Steve Lloyd Trophy  
3rd Driver Leeds Crest Motels Trophy

1st Navigator Ray Dickinson Rose Bowl  
2nd Navigator Gordon Jefferson Trophy  
3rd Navigator T.M.C Third overall Trophy

Best 8 scores to count, Maximum of Three National "A" or 2 International

F.S.B Road Rally Driver 1st Overall  
F.S.B Road Rally Navigator 1st overall

### RALLY AND SPEED SHOP (Autotests Only)

The trophy for the winner and runner-up, best eight scores to count.

### DICKINSON TROPHY (PCT'S Only)

The trophy for the winner and runner-up, best eight scores to count.

### OUTSIDE EVENTS TROPHY (off road events only)

Events to count are Rally Cross, Autocross, Races, Hillclimb Sprints etc, again best eight scores.

### LARKSPEED LEAGUE AWARDS.

All Larkspeed League Rounds Count  
1st Driver Annual Award and Replica  
1st Navigator Replica Only

### LADIES AWARD (Best Lady Competitor)

The Mr & Mrs D W Taylor Trophy  
The best eight scores from all Types of events.

## **THE "SPY 44" TROPHY**

Events count are (Driver Only) Autotest, Rallycross, Sprints, P.C.T'S, Hillclimb and (Driver and Navigator) Road and Stages Rallies. The best five events to count but, these must include three different types.

NB: Road and Stage Rallies count as different types as do Driving and Navigation also.

All the aforementioned trophies use the ANCC scoring system which is no totally biased towards the expert finishing higher up but also helps the novice as the greater portions of points awarded are for class positions e.g.: 3rd in class of 6 = 60.00pts and 6th in class of 13 = 63.8 pts.

There are also bonus points as follows:

National "A" = 15 start 15 finish

International = 25 start 25 finish

plus further bonus points for Road and stage Rallies as follows:

1st O/A = 20pts 2nd O/A = 18pts 3rd O/A = 16pts  
until 10th O/A = 2pts.

## **NON - ANCC POINTS SCORING SYSTEM TROPHIES**

### **MARSHALS TROPHY (Cantril Hip-Flask)**

All events to count, scoring is 5pts per DAY. Includes: Sector, Timekeeping, Judge f Fact ETC. You MUST sign on.

### **T.M.C SERVICE CREW AWARD**

All events to count, 5 points per day.

### **SCALECTRIX TROPHY**

F.T.D wins this.

### **WILLY WONKER TROPHY**

Best crew on indoor Rallies, all events to count, scoring TBA.

## **TRACKROD TROPHY (all rounder)**

TMC events only count. Organising = 15pts each for Secretary and Clerk of the Course named on REGS - 10 points. All other = 5pts. Competitors on T.M.C events = 5pts for a finish, 3pts for a no finish.

### **NEWMAN CUP (ladies only)**

Scoring as per Trackrod Trophy

### **J & B TROPHY (Jim & Beryl Stoker)**

To our clubs best organised event (excluding Rallies) awarded by the committee.

### **MYERS MEMORIAL SHIELD (The Club's Best Novice)**

Awarded by the committee to the best new comer to the sport during the year.

### **FORSTER SHELL TROPHY**

Awarded by the committee to the best trier throughout the year.

### **CHAIRMAN'S TROPHY**

Awarded by the Chairman with the help of the committee. This award carries a free entry on the Forest Rally.

### **HUNTER TROPHY**

This Trophy also used the ANCC system for scoring and includes Navigational Scatters, Treasure Hunts, Economy Runs, Sportonoggin etc. Best 5 scores to count. Some events may have their own trophy e.g.: Economy run - Jacwil Trophy.

Also as a major change to previous years it has been decided by the committee that ALL Trophies must have at least 3 claimants for an award to be made where there is a 2nd O/A then there must be 5 claimants in that section and 3rd O/A must have 7 claimants.

Remember all claims must be on the correct form and filled in correctly (Please read them carefully). Please note we are using new form this year. If you have any difficulty in obtaining forms, give me a ring and I'll get some to you straight away. All claims to be submitted within three months of the event or no points.

This means you can claim back to March if you're quick and also were are all the claims for the April Fools Autotest, I haven't had one claim form from a competitor and very few from Marshals. There were plenty of members there so PLEASE get claiming.

That's the lot for now !!!

## VINCE FLETCHER, TROPHY POINTS

### RETROSPECTIVE

From the pages of the Trackrod Magazine of July 1977 (issue no 81).

On the cover: Vic Elford/David Stone - 1966 Monte Carlo Rally in the Cortina Lotus.

AGM to take place 23/8/77 at the Royal - Boston Spa. Social committee in need of new members.

"Our" Scottish Rally Team Fares reasonable well with Dick Rowlands finishing 20th O/A and Mike Fisher/Richard Spurdens 31st. Spy 44 alas retired with stripped cogs in't box - early bath and a longer party for Jackson/Lloyd !!

Shell League round 6 was a Hillelimb at Cadwell Park and we could only muster a team of 3. Steve Mills and Tony Longstaff (minis) were both up against full race machinery so were well outclassed and finished 7th & 9th out of 10. Steve Rathbone (Magnum) found himself in the special saloon class because he didn't have a back seat fitted and consequently finished 10 out of 13 - had he had a back seat in, he would have been in with the touring cars and a similar time would have given him 3rd in

class!! such is life. We had now slipped to 5th O/A in the league behind York MC.

Ron Mackinnon consigned to hospital with two broken legs after modifying his Firenza against two trees on the recent Cossack Rally and having to be cut out by the local fire brigade!! running at car 13 as well!!!!

Steve & Mary Lloyds autotest ran with a disappointing 9 entries. With only 2 classes being run, David Taylor beat Gerald Taylor's 1275 GT via the latter's penalties and 5% handicap (Yes - in those days if you were quick, the organisers hit some cars with this standard penalty!!) and Howard White took the other class from Ken Goodall. Marshals were thin on the ground too but Nigel Drayton, Phil Staton, John Palmer and Steve Rathbone turned up and were duly praised !!!!

Spy 44 finished 6th O/A on the Bath Festival Stages after a night fraught with problems.

Back to the Cossack Rally and others in trouble were Chris Miller/Ronnie Moore who rolled their mini, but escaped injury. The Bury 100 event saw mixed blessings also, Steve Rathbone/Frank Stuart-Brown were protested out of the winning spot to 2nd O/A; Ian Gurnett/Rod Parkin 5th O/A, Martin Kemp/Steve Holden were 9th and John Renny/Marcel Girardier were delighted class winners in the Mexico. John also finished 2nd O/A on the Stockton Matgrove Novice Event Navigator by Nick Leuchars.

Ken Goodall's performance on the recent Crest Autotest saw him modify the old panel with a roll !!!

New members this month:-

Claire Palmer, Charles Palmer, Gordon Dyer, Miss C Sockett, G N R Sockett, J R Marfit, Tony Armstrong, Haig A Parry, Steve Snowden & Les Sayers.

Trackrod .....Ends

Richard Ineson.

## NOT AS MAP CORNER

Brave Sod of the month award goes to Lincoln's Dave Campbell, 4th overall on the recent Ridings Rally, nothing you might think, but he was navigating his own road car, with Skipton's finest James "Oily" Holyes driving. The event was won/tied by Alwoodley's Dave Lomax. The sole Trackrod crew of Andy Anderson/Arthur Heaton had a mobile disaster, more detailed report to follow.

This leaves the L.M.A Northern Road Rally Championship as follows:

### DRIVERS:

- 1 Steve Pashley 68 (Sheff & Humb)
- 2 Dave Lomax 64 (Alwoodley)
- 3 Mike Monaghan 59 (Lincoln ?)

### NAVIGATORS:

- 1 Dave Campbell 76 (Lincoln)
- 2 Richard Pashley 68 (Sheff & Humb)
- 3 Richard Norbury 64 (Alwoodley)

Two classic events are coming up, The Drystone in Derbyshire (Map 119) on 20/21st July (Chief Marshal Mark Slatcher 01246 272525) and Ripon's St Wilfreds Rally on August 3rd/4th. No doubt Trackrod will have a huge presence on both events.

The RAC MSA has recently ruled that Lamp pods are not allowed on Road Rallies, they contravene K40.1.1, so end of story, Hopefully.

I did notice, several Trackrod members spectating on the Ridings, which was one of the FEW all Tarmac events and a Larkspeed Round, but we still only had one crew competing. Come on, have a go, it's good fun and we lost a bucket full of Larkspeed points by not being represented. Incidentally, if you thought the Table-Top was unrepresentative, the last section of the Ridings was Hampsthwaite Maze - 7 miles of HERRINGBONES!!!!

## BACK SEAT DRIVER

(An occasional series of tips gleaned from other road users)

This month's tips concern **ECONOMY**

1) **Cruise Control:** If you cruise along the middle of the road at 30mph, everybody else has to, look at the fuel saving.

2) **Indicators:** To save electric and wear and tear, don't use your indicators on a Sunday! N.B. Private Hire Taxi Drivers may opt to extend this to cover the whole week!

## ARTHUR HEATON

### NORTH HUMBERSIDE FOREST STAGES

We typed this in last month, put it in the magazine and ..... it vanished so ..... here goes!

After our tale of 2 Astra's on last year's Trackrod Forest Stages this was to be a car with 2 drivers. The last time I navigated, again as a 1 off, was back in 1990 when Stuart had his Nova. Could I remember how to navigate, remember I was not the driver and would Stuart's exhaust hold out unlike the Forest Rally?

We were seeded at no 37 running in the F2's so hopefully reasonably smooth stages for us. After a trek to Hull to scrutineer and return home on the Friday night everything seemed OK.

Saturday arrived and when we met the car was still covered in snow, despite Stuart's drive from Kirby Misperton where he said the roads were covered. Drive again to Hull for a city centre start and set off for stage 1 with some 50 road miles to do!

Stage 1, Langdale, the Trackrod stage, still some snow in places and very slippery, we escaped several near spins somehow (Stuart was a little rusty) until we got to junction 7 where we spun much to the pleasure of Arthur and his camera, wide on the next junction for Phil's video and by the end of the stage car 36 was in sight.

On the Staindale where after 4 miles the Peugeot 205 was insight again but, as Stuart went to change gear 2nd, Bang, rattle rattle, no gears, so we struggle the next 2 miles to the stage finish taking some 50 seconds out of car 36.



A short drive to Rob at service near the fire tower, losing more-gears, we decide to retire so as to preserve the diff and avoid breaking down for good somewhere in the 15 miles of Dalby.

We tow the car back to Stuart's house, it's a good job it's nearby and an early finish to what up till then had been an enjoyable day.

Stephen Sanderson.

## DEFINITELY NOT AS MAPS CORNER

### **Three Swans Rally 1996.**

Saturday 27/ Sunday 28th saw Selby and District run its popular all bar 100 yards Tarmac, (sorry can't use that word) Asphalt road rally. A good entry of 48 crews, including three from Trackrod, competing for **LARKSPEED** League points, on an event with slightly different format and route from previous years.

With noise and scrutineering at Rally Re-paints in Selby, signing on at Brighton and the actual (MTC1 Type) start south of Howden. The route had a more southerly cast than before. The 130 mile route covered the best of maps 106 and 100, starting with loops south and Gilberdyke, onto Walling Fen and then north via Ellerker, Newbald and Goodmanham wolds to petrol at Shiptonthorpe. From petrol sections on Numburnholme Wold and Millington Pasture led to Thixendale and 2 sections using the join of maps 100 & 106. The final sections around Howsham, Bossall, Castle Howard, Skewsby and Sutton on Forest will be familiar to all Costa people.

The NAVIGATION on the event was traditional ANCC stuff, out of order grid references, blackspots, tulips, herring-bones, grid lines spot heights and even digital clock face (exactly as defined in the regs!) with the addition of several of the characteristic, 2 routes are the same but incorrect - the other is the right one type.

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Unfortunately, the organisers contrived to put P.C.'s on the far side of grass triangles, which were not defined in the route which resulted in some argument and much fail scrubbing at the finish.

On the usual schedule timing none of the leading crews had any problems but several novice crews remarked on the lack of time recovery opportunities and the tightness of some neutral sections.

### **Performance (or lack of it!!)**

**Car 9 Andy Anderson/ Arthur Heaton.**

Running as experts for only the second time we succeeded in dropping only 6 minutes on the event. 1 minute on the first section when we couldn't get past car 7, 2 minutes for being early!!! at the intermediate regularity control and 3 minutes at STC20 where wrong slot dropped us at the back of a convoy and a stropky marshal refused to give us our arrival time or sign for more than one P.C. Unfortunately the glow was soon removed by our discovery of no less than 5 fails for missed PC's on the second card dropping us from 7th to 27th O/A.

### **CAR 20**

**Lee Allen/ Joe Taylor**

Staring as first novice crew (I don't know why either) navigational rust caused us to drop 1 minute on the first section and no less than 5 on the second (regularity) section. After that things began to improve, however a problem with lights

caused us to drop time on all of the neutral sections (have you tried driving round on dipped headlights) and caused us to cut the last section before petrol. The section after petrol was tight and we dropped a further 2 minutes. The fun started on the next neutral where at the not as map hairpin at 831487 the car terminally understeered into a ditch where we were soon joined by car 33. Pulled out by the equipment truck we made a mapless (soggy head in bottom of ditch) and cold (no windscreen or navigators window) way to

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the finish, where amazingly we were not OTL and were classified as finishing 41st overall and not last by a small matter of 25 fails and 39 minutes!!!!.

Nick and Jim Dixon - retired - Mal De Navigator?????

Thanks to Selby for putting on a good event again, all the marshals and the crew of the equipment truck.

Arthur and Joe.

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Trackrod's lies in 12th position in the Larkspeed League so far. The next events in the league are :

7th JULY Sprint (Sheff & Hall MC)

28th JULY P.C.T Ilkley.

Anybody wishing to compete, please let me know as soon as possible as we NEED the points. Just over 100 points covers the positions between 4th and 12th place.

Derek Lee.

Larkspeed Team Leader

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