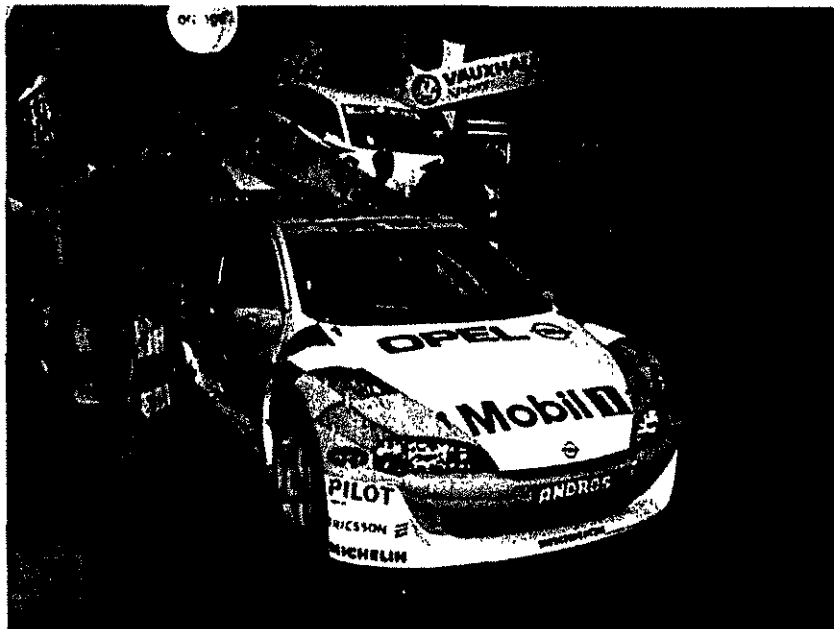


TRACKROD

MOTOR CLUB Ltd.



OCTOBER 1998 MAGAZINE

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB Ltd.
RAC MSA Affiliated, No.1230

CHAIRMAN'S CHAT

As you might expect much effort is currently being spent on the preparations for the Forest Stages Rally, although by the time you read this it will be all over bar the celebrations (hopefully!). A superb entry of 180 cars - with reserves (including Jimmy McRae who got his entry in too late!)

A quality top twenty and seemingly more interest than ever from the press and TV. Look out for reports on Sky, Eurosport and Top Gear.

World rallying has hit the headlines again with the teams being sorted for '99 - and big money to be paid to the right crews! Rumours are that Colin McRae and Nicky Grist could be the highest paid "pair" in world rallying - thanks to Ford, and with 14 rounds included this next year they may well earn their money!!

The Tour of Mull is no doubt in focus now and I reckon around 25 Trackrod members will be there in some capacity mostly staying around Tobermory and Glengorm. It's nearly getting back to the 1970's when we boasted around 35 people resident in the village of Salen which we renamed as "Trackrodsville" - oh yes we did!! AND the sign stayed there for at least 6 months!!

Remember Ronnie's Rock, Brian's Bend, Graeme's Gatepost, the whisky in the cornflakes? Who says nostalgia ain't what it used to be!

Whatever you are doing and/or planning - enjoy yourselves and for those of you assisting in the many events we are involved with - keep up the good work!!

Remember "friends may come and go - but enemies accumulate!

Rod Parkin

FOREST STAGES RALLY

The dust has now settled after this years event which saw a good win by Marcus Dodd - even though I don't think he now has a straight panel on his car!!

The overall view from the competitors was "great" - super stages (especially the long ones), good organisation, friendly event, but shame about the traffic in York!

It certainly was a challenging couple of days or so, and I really must thank all of you who contributed in any way. I DO know how much time many people spend ensuring the success of the rally and often this is the "unseen" work installing phones, manning car and trailer parks, erecting banners - at first sight not at all glamorous but critically important to the overall success.

Some competitors now think the entry fee is too much - at £435 it's not something I would want to commit to very often!! But think how much it would be if we actually paid anyone to help on the event - If some competitors only knew that we all actually bought our own "shirts" paid for our own meals etc. they may look elsewhere to the real cost - stage, printing, permits (permit and stage costs will be nearly £35,000 this year!!).

Even more reason to say THANKS!! WELL DONE - AS ALWAYS

P.S. We are now planning 1999 - so if you want to be involved.....

Rod Parkin

MARSHALS REQUIRED

The Premiere Stages using Clipstone and Swinderby will be run on the 25th. October. If you fancy a trip into the woods then call Arthur Heaton on 01937 588 287

SOCIAL CALENDAR

Well the year end is getting nearer and with no summer to speak of, no great weather changes are to be expected.

With this being my first social calendar for quite a few years I'm a bit rusty and need some assistance. If you feel you want to motivate others into doing activities, be it social or motorsport orientated, let me know and be sure I will be asking for help. I suppose the first major social event should be the bonfire display, if you have any notions in this area please speak to me.

Another idea I had with the Christmas season approaching is trying to organise something for people less fortunate than us eg. children's parties etc.

Collecting one extra Christmas gift for the elderly, believe me, it is very well appreciated, there again any suggestions let me know.

The dinner dance this year will be held at the Castle Grove on the 30th. of January, a little further away from Christmas, so get saving!

Another good bash is the Mintex dinner at Chesford Grange. All welcome, please see Rod or myself for any info.

Already in the social calendar are a Navigational Scatter on 17th. Nov and a Gymkhana on Sunday 29th. at the New Inn, Eccup, more info next month. Finally I would just like to thank Caroline for all her efforts in doing this job in the past, the task is not an easy one.

Rebecca Kemp.

October

- 6th. Con. Club. Gildersome.
- 13th. Admiral Hawke. Boston Spa.
- 20th. Crown. Wetherby.
- 27th. The Crown Hotel. Boston Spa.

November

- 3rd. Con. Club. Gildersome.
- 10th. Admiral Hawke. Boston Spa.
- 17th. Square & Compass. North Ripton.
- 24th. Beehive. Thomer.
- Sun. 29th. New Inn. Eccup.

NAVIGATIONAL SCATTER

There will be a Navigational Scatter run from the Square & Compass, North Ripton (104/) on Tuesday 17th. November, start time 8pm, last car will be at 8:30pm.

You will need map 104, a car, 2 people etc. etc.

The event will last for approx 90 mins.

More details from Arthur on 01937 588 287

CLUB MERCHANDISE

A variety of new club merchandise will be on show at the clubnight on 3rd. November at Gildersome Con. Club. and then again the following week at Boston Spa.

Orders will be taken on these nights as well as via an order form published in the November magazine.

Orders will only be accepted with full payment.

Jim Pievey / Simon Marsdon.

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MANX INTERNATIONAL

Cornaa...aaagh!

It was all going so smoothly until then..... then it all went flat at the bottom (so to speak).

I'll explain.

I was doing the Manx International with Charlie Exton in the Emiliani Honda Civic (Suzie was indisposed, so I got lucky). We'd travelled over on the Monday ferry, together it seemed with most of the other privateers, then got our heads down for two twelve hour days of reeving on the Tuesday and Wednesday.

By Thursday morning, we were ready to do the Test stage in the morning, scrutineer in the Afternoon and gird up our loins for the 7.00pm start on Thursday evening. We didn't do the test stage (it was stopped following an accident), but it turned out to be a blessing in disguise as on the way back to the Grandstand, Charlie pricked up his ears at a clicking noise.... The service crew changed a front drive shaft before we could go to Mount Murray Country Club to scrutineer. On the way back - same clicking noise, other side, but louder. Change other drive shaft! Together with my licence not arriving, and the tax disc saying 07/98 (don't ask, life isn't long enough!) it seemed we 'd get all the bad luck out of the way before having to turn a wheel in anger.

The first stage was the traditional thrash round the end of the Armco at the Grandstand before blasting off round Douglas. This was followed by Port Soderick (twiddly bit down the Prom under the cliffs, across a car park and down some lanes) before the night's big thrill - Castletown! Twice!! Then up to Peel for the final stage of the night - start at St John's, up to Sartfield hairpin via Little London, and finish at the top of Brandywell. And all in pitch darkness - exciting! Here endeth Thursday.

Friday, the weather was changeable - this is the Isle of Man we're talking about - but we managed to make the right tyre choices (mostly) and keep it pointing in the right direction. By this time we knew there was a back - end problem; skittish would be the polite way of describing it. Me, I was just gob smacked that Charlie could keep on rescuing it from seemingly impossible angles. By the way, you might have seen that Robbie Head retired on the Currags

with "Suspension" problems. Yeah - the problem was, the suspension disappeared when he ripped a wheel off! David Mann also tipped up the Proton, Neil Weardon was spotted parked up, as was Mark Higgins... in fact, the drivers were chucking it at the undergrowth like there was no tomorrow. We survived, and I wasn't sick, and not too many mistakes. I even got the bit on the notes right where it said "1000, chicane, 1500", correctly spotting that said chicane was over a crest and just after the second telegraph pole.

Saturday was survival mode. First stage, same Grandstand start round the Armco, then chicane on the Abbeylands cross roads (too dangerous (!!) to fly it downhill), up the Baldwins on to Injebreck, round Brandywell then down Druidale. ALL the way down Druidale!! Was I glad to see Service at Jurby! Here we faced a difficult tyre choice, not entirely due to the weather. The inters were in the same state as the wets, which were in the same state as the slicks - i.e. totally kn.....d, and no tyre wagons. Hey ho! Pick out two matched pairs of slicks and inters, ignore the big black clouds, and off to the Currags again. We got through there OK, but on the way into Ramsey, the heavens opened. Fortunately we were carrying two wets (one as a spare, the other to keep the back end on the floor), so a quick dive into a garage saw me improving my tyre changing techniques, swapping slick fronts for wets. Unfortunately the tried and tested method of tyre changing - that of a limp flap of a daintily painted nail - doesn't have the same effect on the male population when you're wearing rompers rather than stilettos.

Cornaa was next - a nasty little twisty thing with far too many level crossings, fords and bumps for my liking. But again, we (or rather Charlie) survived in one piece, and we were pleasantly surprised to find we were now 22nd overall and 2nd in class. Teeth gritted, we headed for Laxey to go into stage 21. Only to find, when we arrived, it was nearly dry - and us on wets!

You can guess the rest, can't you? Legging it round a 90 right, the front tyre rolled off the rim and punctured, causing the backend to lash out and crash into a line of rocks. Bang went the tyre, and with it 5 minutes as Charlie nearly went pop eyed trying to keep it in a straight line, but to no avail so we had to pull in and change both nearside tyres. (And NO thanks to the dozy speccies who didn't lift a finger to help).

If you're interested - we did the rest of the stage on four different types and compounds of tyre!

There remained only Foxdale (from the top) , then the Braddagh stage, start by the church, up Round Table, down the Mines and finish down the bumps into St Johns. Easy? NO sweat! Not on me anyway, but Charlie worked up a healthy glow!

We'd done it - finished the Manx, 28th overall and 3rd in class, plus a bouquet (but only for the lady finishers -do I detect a hint of sexism from Sony?) and a key ring finishers award for us both.

Plus loadsa memories with which I will bore solid anyone standing within earshot for the next three months at least. Be warned!

Anne Watson

MEMBERSHIP

This month Trackrod would like to welcome the following new members:

Marcos Noble
Brian Hodgson
Bryan Roughley
Martin Pettitt
Bob Batty
Mark Taylor
Tony Walker
Owen Twomey
Pat O'Flynn
Rae Dubbins
Carl Rear

As a club we wish you all our very best in whatever motorsport activities you embark.

The clubs membership tally for this month stands at 132

Simon Marsdon

WIDER DOORS PLEASE

Does anyone know of a good joiner they could recommend please?

I'm in desperate need of one! Why? To widen the doors in our house, silly! Why again?? Because She Who Must Be Obeyed did the Manx International - AND finished - AND got a pot to boot! And now as her head gets bigger.....the doors get narrower!

It started innocently enough with a phone call from our good friend Suzie Emiliani (It's always a pleasure to talk to Suzie). She and Charlie Exton had a confirmed entry on the Manx, but unfortunately Suzie had to pull out at the last moment. I was too busy at work to take a week off, so Her Shadylip got lucky. The rest of that week passed in a blur of arrangements for upgrading licence, maps, etc before a frantic packing session on the Sunday evening ready for an early pick up by Charlie for the Monday ferry. (If you're wondering - I arranged, she packed. Same routine as always!)

The rest of the week passed with snatched phone calls As and When.... Mostly As Steve Rennie passed in the Service area and When Anne could grab his mobile phone off him!

The pair returned in triumph on the Sunday ferry, which is why I'm now in need of a joiner!

Tom Watson

COMP. SEC.

New regulations in this month include:-

- | | | |
|-------|--|-------------------------|
| 17/10 | Cannock & DCC Wheelspin Stage
35 miles around Weston Park | £135 |
| 31/10 | Teeside Trophy Road Rally
Easingwold start | £35 |
| 7/11 | Durham Sprint Stages
40 miles 100% ashfelt | Croft Circuit
£135 |
| 28/11 | Signagraphic Stages
40 miles 100% ashfelt | Aintree Circuit
£110 |

MINTEX REVIEW

Tricky Ricky's Teatime Treats to Swansea
Soiree -A review of the Mintex Series

Picture the scene: a dusty July morning with a B12 Cozzie thrashing through the forest, turbo whistling, gravel flying, tyres screaming for grip, medium right to slight left care hairpin right to..... tea and buns for the mingling cognoscenti at the Tented Village!!!! Whattt?

Correct! By this time, I was used to the sight, but the first time it happened, I nearly swallowed my intercom in surprise. Have you been to Bournemouth? Middle class, middle aged, middle England and south of Watford Gap to boot? Yes, well.... But not on the last Saturday in February it isn't, because that's where Mintex chose to kick off it's new innovation for this year on the opening round of the National Series.

'So what?' I hear you drawl discontedly - Mintex has been sponsoring things since God was a lad. But this year, Mintex has become outward focused (don't you just lurve marketing-speak?), and has arranged hospitality units for it's customers and their customers at the National Series rallies. Brilliant!

And so it came to pass in Bournemouth. Stage 1 on the Winter is a hoot - into the Pavilion Gardens, square right at the lamp post, slight left past the bowling green, kink right-left beside the Pavilion, medium left under the fly over and boot it down the prom for a mile and a half. Except that this year, the Pavilion landmark was swamped under the combined weight of 500 happy Mintex customers, all yelling their heads off and having a right good time! The rally visited the Pavilion Gardens 3 times during the event, so the speccies certainly got their money's worth that day. We were less happy, as an excess of mud scooped up from the deeply rutted forest stages clogged up the rad and eventually the head gasket cried Enuuff! Round 2 is a case of 'if it's April, it'll be snowing in Aberdeen', and it was - much, I gather, to the total amazement of the

who seemed not to recognise the white fluffy stuff falling from the skies all over Gartly, Clash, etc. etc. as a potential threat to their seamlessly inept handling of a National status event.

The Mintex stage was the Super Special in the Conference Centre car park. As a special stage it has the appeal of a plate of boiled tripe, but as a location to interest the general public, and entertain Mintex customers, it is absolutely spot on. Having seen the hordes of people lining the barriers six deep, standing on top of wheelie bins to get a better view, kids sporting their Seat glow-in-the-dark badges, I became a rabid convert of Speccy-friendly rallying.

Wisely, Mintex decided to pass on the Manx (they've obviously had dealings with the Steam Racket Company!) as a suitable location to entertain customers. Pity! Jon & I had our best result, 17th O/A and 2 Top Ten times to boot.

The Kerridge next - Llaeggub Revisited for the literati amongst you. Not only with Knobs on, but great lumps of rain as well. Sweet Lamb is not a pretty place at the best of times. After 6 hours of continuous torrents pouring down, it turns into the Welsh equivalent of mud wrestling. And that's only the service crew! Still, the Mintex customers had their tent and tea and buns, and a fair number of them were still braving the rain to watch us all through the ford, round the car parking bit, up the hairpins and disappear in a cloud of spray to over the hills and far away. (P.S. If you were marshalling that day, you deserve a medal as big as a dustbin lid to make up for the truly horrible weather conditions.)

And finally (so far) to the Enterprise Printing (or Morganwygg, or Kayel Graphics, or Peter Russek, or whatever else you remember it as) in sunny Swansea. Forget the grotty paperwork, ignore the errors in the road book and don't even think about not visiting an MTC (as one competitor allegedly did - or didn't, depending on syntax). For my one abiding memory of the rally, refer to the first paragraph!

It really was that amazing. First stage, Margam Park - start in the forest at the back of the hills, then blast out of the trees and slalom down a steep hillside to the park area to the finish and service. Mintex had arranged an enormous marquee on a big flat patch half way down the hill, with fabulous views of competitors sweeping down to steep hairpins. There were 1500 guests in that giant candyfloss marquee, and all having a whale of a time. Which is more than we had, the head gasket magicked itself into a colander on Resolvent! Again!

Ann Watson

TRACKROD FOREST STAGES

The JCD Escort original engine let go at a recent sprint at Elvington which meant using the spare engine for the rally. The engine arrived late on Thursday the week of the rally and after much hard work was finally heard running at about 7pm Friday just sufficient time to gently put a few miles on the engine before Scruiteering at Easingwold.

The journey to Easingwold revealed that the engine was obviously still very tight and also miss-firing badly, we arrived just prior to the 9pm deadline and after receiving the necessary signatures and documentation we set off back home to try and sort the engine problem. However, the car almost expired en route and it had to be trailed back to Skipwith where the service crew did a brilliant job working into the small hours of the night and found the problem.

Saturday morning all refreshed after 3 or 4 hours sleep we set off for Helmsley aiming to be at Duncombe park just prior to our due time. The car sounded okay as we headed for the stage start but after only a few hundred yards off the line the engine cut out and we coasted to a halt just prior to the cattle grid. Craig quickly set about with what tools we had in the car to sort what we believed to be the problem a loose wire on the crank sensor plug. The time lost in locating the fault and the quick repair meant we dropped a stage maximum and headed for Cropton via emergency service.

The same problem occurred in Cropton twice, on the second occasion we managed to pull into the farm entrance at high muffles. Craig effected a running repair only to be hit in the eye by a rock thrown up by a passing competitor, talk about getting angry!!

Having spent so much time admiring the scenery we again took a stage maximum knocking us out of any chance of competing but never the less we set off into Gale Rigg to try the car out. Some of the drops on Gale Rigg were a bit hairy and I lost count of the number of car roofs I could just see jutting out of the rain gullies. We returned to service at Adderstone no damage sustained but lacking tread on tyres. New rear knobblies for Dalby, what a stage, chicanes with ploughed furrows, and one chicane with the added danger of rolled rally car! We battled on finishing the

stage at a reasonable pace but not pushing too hard to cause damage before heading on to Burneston for the second service halt and a change of tyres. The knobblies on the rear from Dalby resembled slicks by the time we arrived at service. A splash of fuel, intermediate tyres and away we went for Olivers Mount only to find that the sea spray had closed in and the circuit was shrouded in low cloud.

We aimed to set a reasonable time round the tarmac stage, however, we were slowed by the lack of view and a slower car just as we were heading for the second hairpin. Craig overtook it into the fog 50 yards prior to the monument! The car slid wide and we ended up going round the top mostly sideways but still quick enough to set second fastest time of the day 6m.10s.

A great day out and a super event only spoilt by car trouble. A huge well done to the organisers who this year had changed the road mile times to be more realistic we found no delays and no real need to rush between the stages. An excellent result for Nigel Drayton who beat us by 25 seconds to take best Trackrod crew trophy. Once again Steve Sanderson finished another Forest event, as did Stuart Drabble, congratulations to them both.

The next event for us is Mull. Hope to see some familiar faces on the island and enjoy one of the best tarmac events of the year.

CAR 215

Craig Dykes / Steve Hugill

TROPHY POINTS

Trackrod Trophy

Dawn Fernyhough	Chris Downes	David Steele	Bernard Fernyhough
Nigel Cordingley	Arthur Heaton	Russell Holdsworth	Tina Grant
Dave Hammond	Andrew Apperley	Steve Sanderson	Alan Larkin
Stuart Drabble	Stuart Marsh		

All the above are on 5 points each.

Newman Cup

Tina Grant	5	Dawn Fernyhough	5
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Service Crew

Arthur Heaton	25	Dawn Fernyhough	15	Vicky Apperley	15
Stuart Marsh	15	Nigel Cordingley	5	Rob Buchan	5

Marshals Trophy

David Steele	45	Arthur Heaton	35	Barbara Steele	30
Tim Bendelowe	25	Nigel Cordingley	20	Andrew Apperley	15
Vicky Apperley	10				

Autotest Trophy

Off Road Events

Road Rally Navigator

Richard Ineson	100.8	Richard Jackson	197.5	Arthur Heaton	35
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Lady Competitor

Pam Lukeman	175.1	Tina Grant	117
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Larkspeed League

Driver

Andrew Apperley	109.2	Alan Larkin	72.1	Steve Sanderson	72
Tina Grant	60	Richard Ineson	43.6	Stuart Drabble	35

Larkspeed League

Navigator

Dave Hammond	109.2	Bernard Fernyhough	72.1	Chris Downes	72
Russell Holdsworth	60	Arthur Heaton	35		

Single Venue Stage Championship

Driver

Steve Sanderson	27	Tina Grant	15	Andrew Apperley	15
Stuart Drabble	15	Craig Dykes	15	Alan Larkin	12

Single Venue Stage Championship

Navigator

Dave Hammond	30	Chris Downes	27	Russell Holdsworth	15
Arthur Heaton	15	Bernard Fernyhough	12		

Multi Venue Stage Championship

Dave Arnold	30	Tom Whittaker	27
Alan Larkin	15	Richard Jackson	12
Richard Rowley	2	Steve Sanderson	1

Driver

Russell Holdsworth	18
Jon Neale	10
Craig Dykes	1

Multi Venue Stage Championship

Graham Whittaker	30	Barry Dove	27
Bernard Fernyhough	15	James Dixon	15
Dave Hammond	2	Steve Hughill	2

Navigator

Tina Grant	18
Arthur Heaton	15

Stage Rally Championship

Dave Arnold	414.6	Andrew Apperley	389.9
Alan Larkin	198.8	Pam Lukeman	175.1
Jon Neale	126.4	Stuart Drabble	102.1
Steve Sanderson	77	Tina Grant	60
Richard Rowley	10		

Driver

Craig Dykes	217.5
Richard Jackson	152.1
Tom Whittaker	99.4
Russell Holdsworth	57

Stage Rally Championship

Graham Whittaker	414.6	Dave Hammond	228.1
Bernard Fernyhough	198.8	Steve Hughill	128.7
Peter Jackson	74.6	Chris Downes	72
Tina Grant	57	James Dixon	48.7

Navigator

Arthur Heaton	211.9
Barry Dove	99.4
Russell Holdsworth	60

Firstly may we thank Vince for his services as trophy points secretary and wish him all the best.

Being new to the position and having taken possession of all the relevant paperwork, can we say it's a nightmare!! For those who have not put in any points for whatever reason, we are having a one month amnesty until the 30th. October 98, for any outstanding claims. After this date the current rules apply and are as follows:-

Claims must reach the trophy points secretary within three months of the event date

Any member must have at least three claims in any one category to qualify for an award and where the category has more than one award overall then claims to qualify are as follows:-

1st Overall	3 claims from any individual
2nd Overall	3 claims from 5 claimants
3rd Overall	3 claims from 8 claimants

Claim forms can be found in this magazine or in the notice board at most club nights

In November's issue of the magazine there will be an upto date trophy points list which will show all claims upto the 30th. October.

Please note that the closing date for old claims (which must be supported by the relevant entry list and results) will be the **30TH OCTOBER 1998**.

Kind Regards

Barry Dove Trophy points secretary

Tom Watson Deputy

September 1978

On the cover:- Derek Boyd in his Saab 96 on the 1978 Mintex Rally - Adrian Renfrew was the photographer .

New committee following the AGM and chairman Richardson thanked the retiring members: F. Stuart Brown and Nick Leucham for their not inconsiderable contribution during their terms of office.

Chris Miller was the man to contact for a MKII 1600 sport for £1625 and a Guisley phone number had 2 BCF extinguishers for sale at £10 each!! (Tel 76034 ring any bells?)

Vince Fletcher reported on the St. Wilfreds rally. Trackrod had several novice crews out:- Trevor Ward/Richard Dobney (Mini), Alan/Roy Sutcliffe (Mexico), Gez Waters/Vince Fletcher (VW), Chris/Martin Miller (Mini), John Stephenson/Barry Dove (Mexico) and Mick Ogden/Charlie Palmer (carl). Apparently Vince upset his driver by taking them on a 3 minute wrongslot and the Sutcliffes failed to reach the 1st petrol halt due to a "straight on" at a 45 right!! According to Vince, results were still awaited some 2 weeks after the event (wonder if he's got them yet?) though all except the Sutcliffes did make the finish.

Juile Thompson reported on social activities which included an autotest on water at Otley using 3 of Steve Smith's rowing boats. Needless to say many competitors ended up in the river: Roddy, Renny, Waddington, Midgely and Bainbridge who all conspired to throw Mick Ogden in from the jetty. Oh yes, Ronnie Moore and Derek Lee did a wrong route and got a washout!!

The following week saw the anual economy run which was won by David/Jenifer Taylor in their Saab 99 at 52.5 mpg !!!!

Ian Gurnett announced that his rallying activities were now sponsored by "Jackson's Distinguished Automobiles" Richard Jackson's 2nd hand car emporium that eventually blossomed into Nidd Vale Motors of today, still with CRJ at the helm.

Our quiz team took a clear victory in the NHMSG quiz beating Wakefield &DMC in the final.

Ronnie Moore reported on our Whafedale PCT at Rose Farm, Burley Woodhead and 31 entries and a great event it was, I recall (being Clerk of the

Course with JHR as secretary). What does stick in the memory was the acceptance of "two commercial" vehicles in the entry and accepted at the driver's briefing by all the competitors - until one of them got 1st O/A and then the protests came - such is the fun in the sport it all ended rather unsatisfactorily really!

New members this month:- Kevin Lamb, Malcolm Turner, Stephen Bowie, Steven Pickard, Anthony Goldsborough, Andrew Gibson, J. Stephenson, I.S. Middleton, Nicholas M. Brown non of these ring any bells. Does anybody know if they are still involved in the sport??

Trackrod.....Ends

Richard Ineson.

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TROPHY POINTS CLAIM FORM

Members Name _____

Event Name _____

Event Date _____

Organising Club :
Trackrod []
Other _____

Type of Claim :
Driver []
Navigator []
Marshal []
Service Crew []
Organiser -
state position _____

Competitors tick [✓] appropriate boxes below and provide evidence (results)

Event Type :
Autotest []
Economy Run []
Hillclimb []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []
Other -
state type _____

Event Status :
Clubman CM [] National "B" []
National "A" [] International []

ANCC round []
LARKSPEED round []

For Official Use Only
Date received _____
Processed by _____
Awards eligible for

RESULTS
Your Entry No. _____
Position Overall _____
Position in Class _____
No. in Class _____

ALL claims to be made within 3 months from the date of the event.

1998 MOTORSPORT CALENDAR

October:

3rd	Cambrian		8th	Dalby Forest Sprint	Yorkshire
3rd	October Stages	Mamby	17th	TMC Navigational Scatter	
9/11	Tour of Mull		21/23	RAC Rally	Cheltenham
10/14	WRC Rally Sanremo	Italy	28th	Signagraphic stages	Aintree
11th	F1 Kayalami	S/Africa	29th	TMC Gymkhana	Eccup
24th	Bulldog Midland Rally	Wales			
25th	Premiere Stages	Dukeries			

November:

1st	F1 Suzuka	Japan
5/8	WRC Rally	Australia

December:

5th	Grizedale Stages	Lakes
5/6	Southbank Stages	Cadwell
6th	Flookbrough Stages	
12th	Mintex Dinner Dance	
26th	TMC Boing Day Autotest	

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