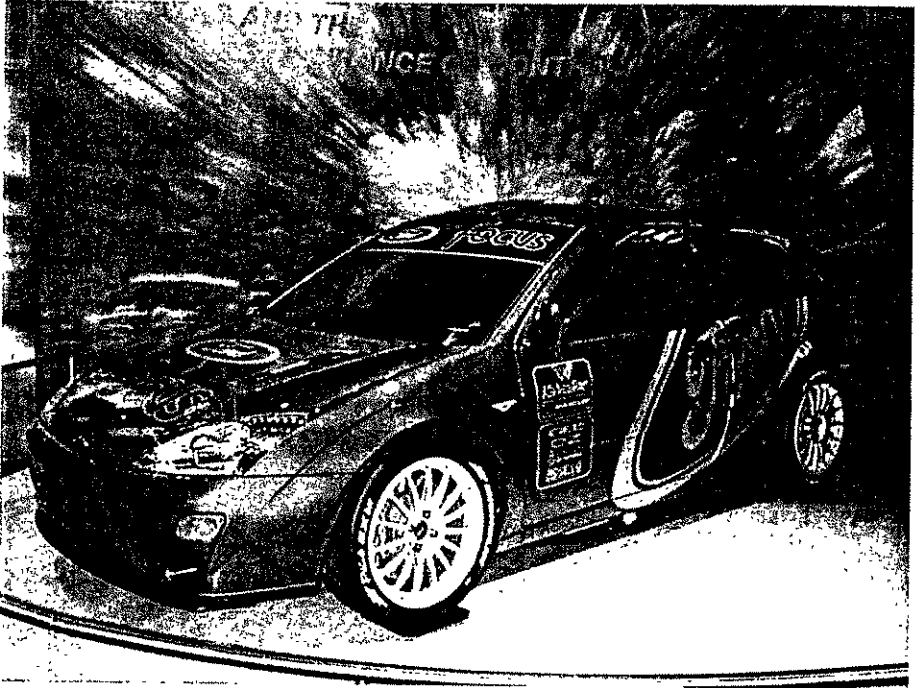


TRACKROD

MOTOR CLUB Ltd.



JANUARY 1999

MAGAZINE

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

CHAIRMAN'S CHAT

Firstly let me wish you all a very Happy New Year and I trust that you will enjoy *and support* all the events planned for the coming months.

December always used to be a quiet month for motorsport, but Trackrod have been busy this year with the Grizedale stages, Christmas Stages, Park Hall, Boxing Day autotest and of course the Christmas Party! Good to see lots of support out there whether it be competitor, service crew or organiser/marshal. Just a plea to those autotesters out there - the Boxing Day event was not well supported by Trackrod - we got more entries from Huddersfield!! So - if you want to keep the organisers interested we need you to enter - I know Temple Newsam is not the smoothest place so keep your eyes peeled - as always we need new venues!!

Many of you will have seen the news that the Forest Rally has withdrawn from the Mintex National Championship and it would take the whole of this magazine to explain the various factors involved. Basically, ANCRO (Association of National Championship Rally Organisers - the organising body comprising all the events) has determined that ALL events shall provide each competitor with so-called "Subjective Route Notes". The Forest Rally considers that the issue of these notes is not acceptable, and ANCRO refused permission (or dispensation) for us to be exempt from the requirement. Our reasons are, amongst others, as follows:

- Competitors are not allowed to check them;
- They are not necessarily in a format acceptable to the competitor (there are at least 10 different notation formats I am aware of);
- They may be financial implications to the club if the notes are proven to have, for example, contributed to an accident (remember we have significant funds which could be affected);
- The MSA Championship Steering Group considers that the issue of such notes is "unsafe";

- It is almost impossible for organisers to check if competitors are using "legal" versions - and there are substantive allegations that "better" notes are available - at a price!;
- There is no evidence that the competitors actually want them;
- The traditional skills in map reading are gradually being lost - remember when British Co-Drivers were the best?

I could go on - and probably will at some point ?. Nevertheless we are not just standing still - the event will go ahead as planned on September 25th - and will include an Historic Rally (part of the Safety Devices Championship), a National A and National B (Clubman). We retain the ANCC and ANEMMC championships and have gained the AEMCC championship. I am confident we will have the support of the Nissan Micra Challenge and early indications are favourable for other one make series as a "special one-off". Perhaps more importantly it gives us the opportunity to look to the future with no restrictions.

Hope you have all purchased your tickets for the Trackrod Dinner on Saturday January 30th - please ensure you have the booking to Caroline by Jan 15th - including your choice of menu. Also remember the Yorkshire Dinner at the end of February - please see me or Graham Whitaker for details (cost £19).

Once again - all the best for the new year - happy motorsport!

Rod Parkin

CLUB MERCHANDISE

A variety of new club merchandise is now available. Orders will be taken on club nights as well as via an order form published in last months magazine. Orders will only be accepted with full payment.

Jim Pievey / Simon Marston.

SOCIAL CALENDAR

January

- 5th. Gildersome Con. Club.
- 12th. Admiral Hawke. Boston Spa.
- 19th. The Crown. Wetherby.
- 26th. Square & Compass. N. Rigton.
- 30th. T.M.C. Dinner Dance.

February

- 2nd. Gildersome Con. Club.
- 9th. Admiral Hawke. Boston Spa.
- 16th. The Crown. Wetherby.
- 23rd. Square & Compass. N. Rigton.

March

- 2nd. Gildersome Con Club.

Due to me having to work away starting on the 20th January, the deadline for the Dinner Dance applications will be on the 19th. January.

No applications will be accepted after this date.

Caroline Marston.

Social Sec.

MARSHALLING

The committee have decided to introduce a new marshalling initiative to persuade you budding marshals out there to come and get stuck in on a few events.

For each event you marshal, organised by Trackrod, there will be a marshalls draw organised by myself, numerous prizes will be available to win over the coming months along with other goodies available to collect over a period of time.

The next event we will be marshalling on will be The Riponian 7th. February. If you are interested in marshalling on this or any other event please give me a ring or see me on a club night.

Thanks

Arthur Heaton

FOR SALE

Range Rover 1974

Many hours spent on maintaining the vehicle including:

- Fully rebuilt 3.5ltr ish engine!
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- New Bridgeston tyres
- Twin batteries, 'wired' for rallying,
- Bull bar and spots,
- Good top & bottom tailgates,
- Ideal for towing, rallying,
- 210K miles! and going strong.
- Needs painting hence £950 o.n.o.

Used for many years in Yorkshire, ideal for the motorsport enthusiast,
newer R.R. forces sale.

Peter Stanhope

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RETROSPECTIVE

20 Years ago this month.

Issue 99

On the cover was a collage of motorsport pictures from Motoring News, however the photocopied reproduction was such that it wasn't clear what they were off!

Clubnights for this month were to be held at the Square & Compass; Royal, Boston Spa; Castle, Spofforth and the Shoulder of Mutton at Kirby Overblow. Oh yes - there was to be an indoor rally at the Leeds Junior Camber of Commerce, Nigel Latimer was to be in charge.

Tickets for the Dinner Dance were on sale at £8 and to be held at the Crest Motel.

Chairman reported on the Boxing Day autotest where FTD was taken by the MG Midget of Howard White, the event was held at the Crest Motel (popular spot this!)

The Xmas Party was held at Cookridge Village Hall where Christine Goodall took FTD by virtue of knocking herself out on a door handle (don't ask how!) Just learned that the Costa Di Plerit was to be back in the Mototring News Championship for 1979.

The Shellsport League calendar was published and with 5 autotests we all felt that this would be "our" year - so did lots of others!

Trophys would be presented at the Dinner Dance to the following list of award winners;

Steve Wood, Richard Jackson, John Wilson, Richard Spensley, Andrew Roddy, Alan Powell, Frank Stuart-Brown, Sue Broadbelt, David Taylor, Chris Miller, Paul Noon (recently seen out at clubnights again after years in the wilderness), Ronnie Moore (still to be seen pedalling his RAC van around the Leeds area) and Vicky Spurdens. Finally there was an advert from John Fairweather requesting a Ford 1600GT crossflow engine.

Trackrod -----ends.

Richard Ineson.

Date's for 1999

Mintex

27/2 Winter Rally
10/3 Granite City
8/4 Marx Rally
5/5 Kerridge
17/6 Enterprise Printing
21/8 Siverstone Rally Sprint
25/9 Trackrod Forest Stages
23/10 Bulldog

B.T.R.D.A.

6/2 Wyedean
6/3 Malcolm Wilson
27/3 N.Humberside
17/4 Somerset
1/5 Plains
29/5 Red Dragon
19/6 Dukeries
24/7 Quinton
4-5/9 Woodpecker
2/10 Cambrian

B.R.C.

13-14/3 Vauxhall
24-25/4 Pirelli
11-12/6 Scottish
2-4/7 Jim Clark
30-31/7 Ulster
9-11/8 Manx

W.R.C.

16-20/1 Monte Carlo
10-14/2 Swedish
24-28/2 Safari
20-24/3 Portugal
17-21/4 Catalunya
9-12/5 Corsica
22-26/5 Argentina
5-9/6 Acropolis
14-18/7 New Zealand
19-22/8 Finland
15-19/9 China
2-6/10 Sanremo
3-7/11 Australia
19-23/11 Net.Q RAC

ACCELERATING TO 2000

ALTHOUGH I could do without the M25, I always enjoy a visit to the MSA in Colnbrook because Motor Sports House is on the Heathrow flightpath and planes come over so low that you can actually see the whites of the passenger's knuckles. In fact after my last visit I found marks off the tailwheel of a 747 on the roof of my car.

Clutching my plane-spotters guide, I'd called to see John Quenby, the Chief Executive, to put a few questions to him for *Wheels* as we stagger towards the new millennium.

First, I asked what effect, if any, the sell-off of the RAC will have on our sport. He confirmed that there will be no effect.

Next, everyone seems to be bleating about the millennium bug – is it likely to harm our sport? He can't see any situations where it should (but I bet that like me he'll be careful not to be in one of the aforementioned planes at the turn of the year).

Incidentally, no special projects are planned to celebrate on 31st December because the MSA thinks most enthusiasts will have other plans. Quite right too – I see from some club magazines that one or two clubs are trying to put on events, and I know the founder members of Ecurie Cod Fillet are hoping to recapture the spirit of their own early days (with a Steam Rally) but in the main I reckon the country will be buzzing enough.

Moving on, John said he was reasonably satisfied with the Sky TV project in 1998 and it will be repeated with "some modifications", running from March through to October-ish this year.

More controversially perhaps, I mentioned that at one or two club meetings recently I'd heard comments that membership of specialist committees was a bit of a stitch-up and "you lose your place if you speak out of turn". We don't want Westminster style politics in our sport so if anyone feels strongly about this they should respond through their club when the annual call for committee nominations comes – preferably submissions should be endorsed by the appropriate Regional Association.

John feels that we are just about holding our own over *environmental* pressures on motorsport and the MSA is working closely with government officials to ensure we enjoy a place in the "Access to the Countryside" legislation.

I've been guilty (like many others in the sport I suspect) of glibly fending off environmental critics by saying that we only use as much fuel as one Jumbo flying to New York, but people have never been very convinced (even less so when I try to maintain that total consumption is equal to just one pleasure flight round Morecambe Bay).

No case is helped by over-statement so I was intrigued to see a more careful analysis recently. This calculated that some 150,000 cars start motorsport events per year in the UK and together use just over half a million gallons of fuel; this assumes 1 gallon for an autotest, 5 for a race and so on. I gather that the fuel used by a 747 to New York is 24,000 gallons; as New Zealand is about three times as far let's say a trip there takes 72,000. Maths has

never been my strong point but I reckon that means motorsport in the UK uses less fuel than four return trips to New Zealand in a 747. Considering the pleasure given to people through motorsport, I reckon you can safely put that in the environmental critic's pipe and let him or her smoke it.

Landing back on earth, I asked John Quenby where he thinks the sport will be by 2020, a 20/20 vision if you like. Despite his optimism about the countryside access legislation, he suspects that most, if not all, motorsport will eventually happen in controlled venues as with horse racing and eventing.

But all that's way ahead in the future. In the meantime his closing comment was to send best wishes to all *Wheels* readers for a happy 1999 with some enjoyable motorsport. That goes for everyone connected with *Wheels* too.

Stuart Turner

COD FILLET QUIZ



1. Who, in 1951, won the last major Formula libre race at Gamston, Notts?
2. Which car had 'the ultimate space frame chassis'?
3. What do the initials NASCAR stand for?
4. In the BTCC September 1999 meeting at Oulton which circuit will they use?

ANSWERS ON PAGE 14

MSA NEWS

New image for MSA

The Royal Automobile Club Motor Sports Association Limited has revealed its new logo, confirming its new name and its new status as the FIA's recognised body for UK motor sport. It will be known for day-to-day purposes as the Motor Sports Association, or MSA.

Below is simplified description of the relationship between the various bodies and their connections with motor sport.

Federation Internationale de l'Automobile (Paris, France)



The governing body of world motor sport.

Involvement in motor sport: Organiser of the Formula 1 World Championship, the World Rally Championship, the Formula 3000 International Championship and many other international championships and cups.

The Royal Automobile Club Motor Sports Association Ltd (MSA)



The governing body of UK four-wheeled motor sport.

Involvement in motor sport: Recognised by the FIA as the national sporting authority (the ASN) for the UK. Organiser of the Network Q Rally of Great Britain, the RAC British Grand Prix, the British championships and many major events.

The Royal Automobile Club



Private members' club operating in Pall Mall, London, and at Woodcote

Park, Surrey. One of the national clubs which founded the AIACR in 1922 (this became the FIA in 1947).

Involvement in motor sport: The Stewards of The Royal Automobile Club act as the final level of the national motor sport judicial procedure. The Royal Automobile Club also appoints three directors to the Board of the MSA and three members of the Motor Sports Council.

RAC Motoring Services Ltd



Owners of the "RAC" brand. The members of The Royal Automobile Club have agreed to sell this company.

Involvement in motor sport: Commercial sponsors of the Formula 1 British Grand Prix at Silverstone.

Touring Car news

With the 1998 *Auto Trader* British Touring Car Championship breaking attendance records and attracting a growing number of television viewers worldwide, TOCA has announced the calendar for 1999.

This year's BTCC again features 26 races: four each at Brands Hatch, Donington Park, Silverstone, Thruxton and Oulton Park, and twin races at Croft, Knockhill and Snetterton. The season kicks off at Donington Park on Easter Monday 5 April and BBC *Grandstand* will again cover every round, with six races transmitted live.

Oulton on 12 September marks the championship's first use of the 2.4-mile Island track, replacing the shorter Fosters circuit.

Both the Brands meetings will use the short Indy circuit, rather than the 2.6-mile Grand Prix track.

Night racing will be a special feature of the mid-July meeting at Snetterton. This will be a floodlit fantastic, with BTCC cars contesting after-dark Sprint and Feature races, plus a full programme of evening racing.

TOCA's Alan Gow is enthusiastic: "This is an idea we've been toying with for several years. It will add a whole range of new elements to the BTCC - sparks flying, headlights

blazing, brake lights glowing - and there will be Le Mans-style funfairs and a real family night out atmosphere. It's never been done before in the BTCC, and I know it's going to be very popular with spectators, TV audiences and teams and drivers."

Snetterton used to host Britain's only 24-hour race and is an ideal venue for the BTCC's big night out. The format will include test sessions the previous night, daylight qualifying in the afternoon and racing from around 19.30.

The single seaters (with no headlights) will be first on the bill, followed by supporting saloon events and the two BTCC races. All corners and marshalling posts will be floodlit, as will the pits area for the mandatory Feature Race tyre change activity.

TOCA's announcements come at a time when the *Auto Trader* series is enjoying massive media coverage and spectator attendance. Circuits report spectator figures up by an average of 20% over 1997, while UK television viewers increased by 10% and the worldwide TV audience rocketed by 78%.

"These figures are proof of the increasing appeal of BTCC around the world," said Gow. "As an example, the UK viewership figures for the live races from Donington Park eclipsed every other major international televised sporting event shown in Britain during that week.

"Our figures were better than 'Match of the Day', the pre-Wimbledon tennis tournament from Queen's and the England Test cricket. The World Cup was the only event to out-point the BTCC..."

A UK radio audience of nearly 125 million listened to BTCC news and live reports, with airtime increased by 35%.

1999 calendar: Apr 4/5 at Donington Park, Apr 17/18 at Silverstone, May 2/3 at Thruxton, May 15/16 at Brands Hatch, May 30/31 at Oulton Park, June 19/20 at Donington Park, July 3/4 at Croft, July 17/18 at Snetterton, July 31/Aug 1 at Thruxton, Aug 14/15 at Knockhill, Aug 29/30 at Brands Hatch, Sep 11/12 at Oulton Park, Sep 18/19 at Silverstone.

Facts about... **THE LAND'S END TRIAL**

- The Land's End Trial has been run annually since 1908, except when war, petrol rationing or foot and mouth disease prevented it.
- The Trial is run by the MotorCycling Club – Britain's oldest sporting motor club for motorcycles and cars. It was formed in 1901.
- The event is always held on the Easter weekend, starting from several different places on Good Friday evening, and finishing at Penzance in Cornwall nearly 24 hours and 400 miles later.
- The event caters for 350 competitors, and entries are eagerly sought after.
- The route includes hills that have been used for many years – Beggars Roost, Darracott, Crackington, Bluehills Mine etc.
- Some of the cars first competed more than 60 years ago and some of the drivers more than 30 years ago. There are classes to cater for almost all types of two-wheel-drive road-going cars as well as motorcycles and threewheelers.
- MCC events are aimed at "grass-roots" competitors – no sponsorship is allowed and there are no financial awards.
- Competitors aim to earn a "gold" medal for "cleaning" the course – i.e. climbing all the hills and completing the tie-deciding tests correctly, as well as keeping to a time schedule which is generous but which does not allow for too many mechanical or other problems.
- The MCC organises two other long distance trials, one ending up in Devon and the other in Derbyshire, as well as a number of other, less demanding events.
- "Clean sheets" on all three of the long distance trials in any one year entitles the driver or rider to a Triple award, a handmade three-armed signpost, based on one at Meridan, Britain's geographical centre.
- Information about the MCC can be obtained by sending an A5-sized SAE to the General Secretary: Mike Furse, 405 Chartridge Lane, Chartridge, Chesham, Bucks HP5 2SL.

AUTOSCENE

AUTOSPORT

REVIEWS FROM



UNBEATABLE BMW

Jeremy Walton, Robert Bentley Inc, ISBN 0 8376 0206 8, imported by Menoshire, £59.95

Unbeatable BMW was first published in 1979, and looked at the preceding 20 years of BMW racing. This new edition covers 1917-1977. There's a new layout, lots of new pictures including rallying and F1, and a section on the McLaren F1. Chapters start with 'quick facts' and there are spec tables in the back. The body type is easy to read – the only niggle is that some of it is over-large – and the repro is pretty good. The definitive book on the subject, Walton should be proud.

HELL DRIVERS

Lucky Lee Lott, Motorbooks International, ISBN 0 8 7938 858 7, £11.95

This is a case of crash, bang, wallop. Lee began his hell driving in 1935, and gave up in 1955, aged 40. But he had a helluva life in between. Head-on thumps, brick wall bashing, bus jumping, ski jumping, lake leaping and barrel crashing were meat and grist to Lee and his mates, with only relatively few more dangerous stunts, which Lucky glosses over in lighter vein. Lee has a nice sense of humour, which is just as well. There are spectacular pictures too in this black-and-white softback, which makes you remember that seat belts, flame-proof overalls and roll cages were unknown in the early days. To finish the story, there's a glossary of hilarious 'daredevil speak'.

TOO FAST TO RACE

Duke Video (01624 623634), £10.99

The Group B rally cars were undoubtedly the most awesome machines ever on the cross-country scene, on tarmac, forest and gravel, with four-wheel-drive and 600-plus horsepower. They were fabulously fast, and that was their problem – they

were eventually deemed too dangerous and were banned – but, while they were running, they were amazing. This video covers the main protagonists, with stunning action sequences. Commentary is by Ian Norris with the Group B Car Club providing the cars.

THRUST THROUGH THE SOUND BARRIER

Richard Noble and David Tremayne with Andy Green, Partridge, ISBN 1 85 225 268 5, £20

This book is really Richard Noble's autobiography. As you read his speed quest from a childhood sighting of Cobb's Crusader on Loch Ness to his reflections on life after Thrust SSC's achievement, you can't help but hear Noble's voice. The book is packed with technical insight into Thrust 2 and Thrust SSC which is broken up by contributions from key figures.

AUTOSPORT GRAND PRIX REVIEW '98

Haymarket Specialist Publications, available now in all good newsagents, £4.95

As usual, the *Autosport Grand Prix Review* covers all the stories from another exciting F1 season. However, the emphasis is on analysis rather than straight race-by-race reporting.

Included is Martin Brundle's judgement on this year's crop of cockpit talent. The F1 driver-turned-commentator pulls no punches and gives incisive opinions on the best and the worst pedallers in the premier category. It makes good, controversial reading, and it's exclusive to *Autosport*.

The ITV microphone man is joined by some of the best motorsport journalists in the world for the biggest *Autosport* review ever. The words are superb, and the pictures aren't bad, either. Where else can you get hold of the best F1 photographs in the world for such a reasonable price?

Mind the gap!

We keep getting asked about different plug types and how multiple-earth electrodes alter the way the combustion process takes place. The answer is: it doesn't.

Plug manufacturers have started to produce plugs with two, or three, earth electrodes simply to combat the higher service intervals now demanded by the car manufacturers. Earth electrodes wear as the miles clock up and, with anything up to 12 months between services, the standard plug types are beginning to struggle to maintain a small enough gap.

Electronic ignition systems are

more tolerant of larger gaps but, with mixtures now running near a constant ratio, thanks to closed-loop systems needed with a catalytic converter, too large a gap will alter the performance of the system.

You only have so much energy in the coil and when the primary windings are switched off, the voltage rise in the secondary continues to build until the voltage (pressure) is high enough to jump the plug gap (or a dodgy lead/dizzy cap) to earth. Larger plug gaps therefore cause higher-firing voltages which you might think is a good thing, but the duration of the spark is reduced. Think of the coil providing a bucket of electricity. A high-pressure outlet will empty the bucket pretty quickly, while a low pressure outlet will deliver the same amount of electricity, but over a longer time period (it takes longer to empty the bucket).

As to what is best for the engine, it's hard to say. At low engine rpm with weak mixtures, a longer duration spark has a better chance of starting the fire you want inside the combustion chamber. At high rpm/cylinder pressure on wide open throttle, you might welcome that higher-firing voltage of a big plug gap. Basically, you get on the rolling road and experiment.

QUIZ ANSWERS

1. Reg Parnell, 2 lr ERA R4Dsc.
2. Maserati Tipo, 60/61, Birdcage.
3. National Association of Stock Car Auto Racing.
4. The Island circuit.

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I UNDERSTAND THAT THE INFORMATION THAT I HAVE GIVEN WILL BE STORED IN A COMPUTER DATABASE FOR THE USE OF TRACKROD MOTOR CLUB LTD.

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Please Return Completed Forms to:-
 Simon Marston
 Membership Secretary
 20 Berkeley Avenue
 Leeds LS8 3RH

Membership No/Nos.
Card
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Tel: 0113 248 1323 Mob: 0589 152580

1998 Dinner Dance & Prize Presentation

30th January 1999

This year's dinner will once again be held at Castle Grove in Headingley. Dinner is 7.00 pm for 7.30 pm followed by the Prize Presentation. The bar will be open until 12.30 am and the disco finishing at 1.00 am.

In an attempt to give you more choice there will be various menu options available. Because of this, each person attending the dinner will be required to fill out and sign a booking form to confirm your preferred menu choice. No bookings will be taken without the accompanying form and payment of £18 per person.

Members wishing to attend the Dinner must have their completed forms and remittance to Caroline Marston either at Club nights or by post, by Friday 15th January 1999.

The Menu is as follows:-

Smoked Chicken & Avocado Salad

or

Seafood Cocktail

Tomato & Basil Soup

Poached Fillet of Salmon
with Veronique Sauce
and New Potatoes

or

Roast Topside of Beef
with Rich Onion Gravy
and Roast Potatoes

Treacle Sponge & Custard

or

Fresh Fruit Salad

or

Cheese & Biscuits

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REGULATIONS

Regulations just arrived this month include:

7th. Feb 99 The Riponian Ripon
 7th. Feb 99 Phoenix Stages Swinderby
 T. I. Northern Stage Rally Championship
 Northern Road Rally Championship
 Northern Classic Road Rally Championship

All are available from the notice board or ring
 Jim Plevvey for details. 0113 289 2127

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