

TRACKROD

MOTOR CLUB LIMITED



‘From little Acorns’ etc.

Congrats to Mr Burns after his Rally
GB success!

(or is that a small part of Wales?)

Picture courtesy of Phil Andrews.

December 2000

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD
RAC MSA AFFILIATED, NO 1230

CHARMANS CHAT

A great victory for Richard Burns on the Network Q Rally of Wales – sorry Great Britain – provides his “hat trick”. I missed this years event but I know many Trackrod members made the pilgrimage and if what they saw was typical there were no real crowds of spectators and road congestion was minimal. You may have other stories however.....

There are still many events to keep you occupied during the coming months including our Boxing Day Autotest (currently at Temple Newsam) which is really just a fun morning followed by a post Christmas drink in the nearby hostelry!

Elsewhere you will see some outline details of an event at Nurburgring we are “organising” which provides the opportunity for some Trackrod members to expand their horizons into international motorsport.

Have fun what ever you do – remember the Annual Dinner Dance – Saturday 27th January 2001. Oh yes – Happy Christmas!!

Rod Parkin
Chairman

Editorial.

Xmas? Bah humbug! To quote a famous person's ramblings about good Xmas cheer and spirit. Firstly thank you to all who have sent in articles for publication. It is appreciated. Now there's a lot of good things that can be done coming to Xmas; use the holiday to sort out those niggling bits on the car, use the bonus to drink yourselves into oblivion, (fat chance)(the bonus I mean) take a well earned holiday or try a Xmas special event! Plenty to choose from....read on.

Graham Steggles
Editor.

SECS BIT

Well this is the bit that fills the space between the Editor and the Chairman's Chat ! Well that is what the Editor says. (ha, fooled you. Ed.) The end of another sporting year is closing in on us, so it is time to prepare for that extra bit of turkey, pud & a merry Oh, Oh, Oh. Then to round the year off there will be the Boxing Day Autotest at Temple Newsum with Andrew Apperley and yours truly.

The year 2001 will bring new heights for Trackrod Motor Club and you the membership, starting with the Annual Dinner Dance this year organised by Simon Taylor and team at the Mansion at Roundhay Park on Saturday 27 January till 1am. For further details speak to **Simon, Katy or Michael**. After that we are running the Lookout Stages at Melbourne with the co-operation of Keighley & District Motor Club to keep the event in the **Larkspeed League** (you can find a full list of the League events further in this magazine). The BBQ Hillclimb is set to go from strength to strength. If you have not already read or heard about it then you should know that the Trackrod Rally Yorkshire is the final round of the British Rally Championship for 2001.

2001 looks promising to be a great year for Trackrod Motor Club I just hope everybody will be there to see it all come together.

Well it's time to get back to making my Christmas list for Santa before I go to bed. So till next year here's wishing you all a merry Christmas and a Happy New Year.

Derek Lee
Secretary

TRACKROD'S BOXING DAY AUTOTEST.

This is to include very **SIMPLE NOVICE TESTS** at Temple Newsum Car Park and a later start time of 9.30am. The entry fee is only £5.00 and will allow shared cars. No Competition Licence needed. **JUST A CLUB CARD.**

There will be a Ladies Award, Novice Award , Best Trackrod and Fastest Time of Day.

Marshals Required

All will be safely in the pub for lunchtime.

Contacts; Andrew Apperley Tel: 07836 544037
 and Derek Lee Tel: 01943 875231

Premier Stages Rally

Graham Steggles/Emma Bain

Car 56 Peugeot 205

Saturday evening, scrutineered, noise checked and signed on with no dramas apart from a flat tyre on route.

This was about as close as we were going to get to eventual winners Car 8 Sierra Sapphire as it was in the same services as us when we changed the wheel! Sorted out the handling problem though as it seems that the tyre must have been going down ever since we fitted it!

An early start next morning due to the fire alarm going off in the hotel which made me first head out into the corridor in only my boxers to be greeted by loads of mainly female heads poking around their doors and then when hastily dressed and back in the corridor and we found it was a false alarm, I'd locked us out! On to the start and my nerves suddenly came back as I was feeling sick (morning sickness? Not enough beer the night before? Or something I ate?) As soon as we crossed the start to head out on the event everything in the stomach department was in order again.

On the first stage we sat for ages queuing for our minute. Then it was our turn and the clutch dropped only to find horrendous engine tramp and no grip. The stage was very badly cut up and rippled to the extent that full throttle couldn't be used until 3rd gear. Rough isn't the word. The second stage was a duplicate of the first with a split set up to the finish and as I turned to take a level crossing Emma said, "oh look there's Phil Andrews", I very nearly looked for him but gladly didn't as whilst accelerating hard a 90 left loomed.

Got round it though. We must have looked fast there. Emma was lost for a few seconds and the track had narrowed! It just goes to show how much value there is in a navigator!

The third stage saw our exhaust drop off in the start of it and we carried on through very loudly. It had dropped from the manifold but was still hung underneath. After bragging the previous night that I wouldn't be needing a service crew because nowt could go wrong with my car, I had to eat humble pie to

Caroline Marsdens service crew who had given me a radio, "just in case", and, as service was straight after the stage I radioed them. As we entered service a spot noise check looked at me, laughed and waved me on. Thanks mate. In service Simon, Nigel, Steve and Malcolm were waiting with ground sheet, jack and stands. We got out just in time to see the pug lifted and a cup of tea thrust into our hands by Edith and Jan. We could get used to this service lark. The car was ready in 30 mins and we left the control with 1 second to spare before incurring lateness. Thanks obviously go to them all.

All was well with the next three stages and we set off towards 2nd service but because of an ambiguous road book entry we went wrong on the road for 1/2 a mile. Once back on track we found that Jon and John had left in front of us and were stopped just outside service. Emma's excited pleas to get back in front of them to enter service had me alongside just as I realised that they were stopped on the yellow board! No tyres squealed as I managed to stop front wheel to front wheel with them. The service control marshals were inspecting how far I was before the board from afar and I felt like an apprentice would if his skilled man had given him a job for the first time! 30 seconds later we entered service.

Parking behind Caroline's service van the crew ran up to us asking what was to be done. I replied "nowt". Well you could see the disappointment in their faces. It was raining hard and they were all stood looking at the car. We were ushered into the dry warm van, given hot drinks and food and offered warm clothing. Whilst sat there I glanced out to see them all over my car giving it a good wash! Maybe I'm getting old but? (You know.)

Any way I can't thank the crew enough for their commitment and support in diabolical conditions.

The last three stages were run in darkness and even heavier rain. No lamps and no interior lighting made negotiating the stages very difficult. It was like a swim-

ming pool in the stages and on the road and Emma was reading her maps by the light off her mobile phone!! The car developed a mis-fire which went away once out of the stage. (probably water ingress to the electrics) We took a maximum on the last stage because it was deemed by us both to be too dangerous to go through quickly in those conditions but finished 41st O/A and 13th (re-last) in class.

Not one of the most enjoyable rallies we've done but memorable and of course a learning experience and we drove the car there and back!

When are 'They' going to bring in reverse seeding, eh? It makes sense, cos we won't cut up the track as much as the 4WD class and they can afford proper equipment.

I know it won't happen!

Graham Steggles.

The Premier was well supported by Trackrod members including Bambos Charalambos/Jim Plevy, Andrew Apperly/Dave Hammond, Jon Neale/John McNichol, Caroline Marsden/Michelle Plevy and Graham Steggles/Emma Bain. All finished the event!

Bambos and Jim	5th O/A	5th in class
Andrew and Dave	19th O/A	14th in class
Jon and John	35th O/A	2nd in class
Caroline and Michelle	46th O/A	6th in class
Graham and Emma	41st O/A	13th in class

Social Committee.

Here is advanced warning of enjoyment.

27th January 2001	The Xmas Dinner Dance
6th February	Playstation Rally evening at Gildersome
27th February	Bowling evening at Hollywood Bowl, Kirkstall

New Members.

Trackrod Motor Club would like to extend a warm welcome to the following new members who have joined the 'North's leading motor club' over the past couple of months.

Kevin Patrick, Richard Goldie, Andrew Turner, Peter Jackson, Humphrey Cobbard, Ben Hayman, Julie Pearce, Mark Woods, Joyce Langley, Allan Clarke, Jim Kinloch, Peter Martin, Julian Cardew and Louise Goodman.

Whatever reason you joined whether it be to compete, marshal or to organise we hope you have an enjoyable time doing so under the Trackrod banner and don't forget spread the word about us.

Once again welcome.

Simon Marston
Membership Secretary.

Marshals!

Phil Andrews has need of bodies for the Xmas stages as he will be running the Catterick Garrison. Contact him for a great day out in the sun for fun. Sipping pina colodas and watching some great action in the sand. Yeh, right, OK it may be cloudy and cold and theres no booze but still you'll have a good day helping an event run and watching the antics of people and machine trying to slither their way to the end of the stage!

New intercom systems

This is some correspondence I received by email from some guys making intercoms.

"Hi,

We make headsets, mainly for open cockpit aircraft. We would like to try our headsets in a rally car or, better still have someone else (experienced) try them. The headsets can also be worn with our modified helmet. Gives superb noise cancelling. Even open cockpit with 2 stroke engine just 2 ft away and propeller whizzing round flying at 100MPH. Wind straight into microphone. No problem. Just plug 2 headsets together for 2 place communication. All electronics and batteries in headset so no wires external. Will also couple easy to radio for car to pit communications. 100 hours use on single charge. will charge from vehicle if desired. Single headset will also go straight into top of handheld radio. Gives full ear defender but also hear yourself like intercom. Cuts out all external noise and allows only voice to be heard. Looks like those worn by service men in pits on Formula 1. Who should we contact that has a rally car who might be interested in trying them. We are in Yorkshire so someone close would be good and easy.

Any ideas ?

Best regards

Ken"

"Hi Ken,

I would like to suggest that you turn up one evening at a club meeting to show your system. Members that attend club nights include Jim Plevy who navigates for Craig Dykes (Hart engined sequential boxed Escort and next year quite possibly a full season with sponsorship in a Ford Focus)and Bambos Charalambous (Escort WRC), John McNichol who navigates for Jon Neale(Daihatsu), Andrew Apperly who runs an Escort Cossie and others.

The only problem that I can see with this is that they tend to use Peltor systems at the moment and may be quite happy with this. Jim is in Thailand for 3 weeks and John tends to work Tuesday nights at the moment.

The club night venues are held at different places but usually the first Tuesday evening of the month is Gildersome Conservative club which is a good venue as we have a room to ourselves with an area for a presentation. Second and fourth Tuesdays are at the Admiral Hawke pub at Boston Spa and the third Tuesday is at the Crown pub at Wetherby. The Admiral and Crown have smallish rooms that are mixed with the general public so you can turn up with pleasure but these venues may not suit your purposes. If you want to send me some information i.e. dimensions, costs etc. then I can pass these around for you to stimulate interest which may give you some feedback as to if its worth turning up or not. Or just come for an informal drink one night and see what develops. If you come to an evening committee members usually wear some trackrod clothing so as new members know who to approach.

Hope this is some help to you. Let me know what you want and I will try to sort this end out for you."

BRITISH SUPER 1600 RALLY CHAMPIONSHIP & BRITISH RALLY CHAMPIONSHIP

After extensive discussions with all interested parties, it has been agreed that the British Rally Championship and the new British Super 1600 Rally championship will both run to the previously announced calendar of seven events, each of which will be two- or three-day run at international status.

DATE	EVENT
March 10/11	Rally of Wales
April 28/29	Pirelli International
June 9/10	RSAC Scottish Rally
June 29/July 1	Jim Clark Memorial Rally
August 2/4	Manx International Rally
August 31/Sept 1	Ulster Rally
September 29/30	Trackrod Rally Yorkshire

Derek Lee

"SINGLE VENUE" RALLY AT NURBURGRING **FEB 24/25TH 2001**

We have been invited to run a rally on the famous Nurburgring circuit in February next year. Wheeltorque are the promoters and you may have seen the adverts in Motoring News for the Ringmeister Rally.

Obviously they are going to use local crews for most of the marshalling etc but I need "volunteers" to do timekeeping and the safety set-up etc. Ideally people who can "turn their hand to anything" from shifting straw bales through standing in the freezing cold holding a clock (it is VERY cold in Germany in February!!!) (If its that cold won't it be difficult to find? Oh clock. Ed) You need to commit to a week off work and be ready to travel on the teatime ferry from Hull on Wednesday 21st February, arriving back on the morning of Tuesday 27th. The event is 2 days 24th and 25th February. ! The organisers will cover all basic expenses and will provide "people carriers" for the journey.

Obviously I have to pick a team which will work together and who have the requisite skills so the sooner you let me know, the sooner I can confirm who will be involved and what we may be doing.

Look forward to hearing from you.

Rod

LARKSPEED LEAGUE EVENTS FOR 2001

Here is the list of events for the Larkspeed League 2001. First of all you will notice that the list give 4 Rallies, 3 Autotests, 2 PCT's and 1 Sprint. You will also notice that we are bringing in Keighley DMC to Co-Promote with Trackrod on the Lookout Stages as we finished 12th outside the top ten. We have taken this opportunity to give support to Keighley and to hopefully pass on some of the wealth of experience the members of this club have for organising an event of this size. I would like to see as much support as possible in you the membership competing on these events and especially on the Lookout.

The Larkspeed League was born 30 years ago as the Shell Yorkshire League and was formed to give friendly rivalry between Yorkshire motor clubs and this is why it has lasted so long. It is a simple way for you to gain points on events you compete on for your club the rewards being a small monetary award for club funds and being in the top ten organising an event in the following year's League.

So if you feel you would like to compete on one or more of these events please let me know as I will be sent Regulations and can pass them on to you and give you any help you may need (with in reason).

Looking forward to a competitive 2001

Derek Lee

League Captain

ROUND	DATE	CLUB	EVENT	VENUE
1	25 Feb	Sporting Escort O C	Autotest	TBA
2	15 Apr	Keighley / Trackrod	S/V Rally	Melbourne
3	29 Apr	Y.S.C.C.	Autotest	Keighley
4	6 May	Sheffield & Hallamshire	Sprint	Curborough
5	20 May	Airedale & Pennine	PCT	Laycock, Keighley
6	9 June	N. Humberside	S/V Rally	Manby
7	8 July	Beverley	M/V Rally	York area
8	29 July	Ilkley	PCT	Bolton Abbey
9	9 Sept	Alwoodley	S/V Rally	Melbourne
10	16 Sept	York	Autotest or Gravel Sprint	Acaster Malbis ??
RE-SERVE	24 June	Huddersfield	Autotest	Mintex, Sherburn

As promised, a kind of report about this years Network Q Rally
Great Britain.

On Thursday 23rd November 2000, as most of you would have been aware, the Network Q Rally Great Britain started off from Cardiff down in Welsh Wales. Us, being the nutter fans that we are, decided to do the 'racatttack' (does that involve a piece of string and no trolleys? Ed.) even though you had to have a keen interest in both sheep and leeks, (Oh, it does! Ed.) we had neither. (Apparently)

So at 8.00am we arrived to do some traffic directing at the manufacturers scrutineering after a 3 hours or so drive. After a few minutes we were promptly bored and so stood in the middle of a roundabout so the local council workers could laugh at us on their way into work. At 1.00pm we gave up! After waiting for hours for the cars to emerge from scrutineering we decided that it wasn't even worth doing the job that we were supposed to be doing.

A brief trip around the rally show was mildly interesting and the novelty soon wore off. So, on to the Super-Special at the docks in the evening.

After being sat in a queue of traffic for an hour or two, we decided that it would be quicker to walk, so parked up and 3 miles later arrived at the dockside, the location of the Super-Special stage. We missed the first 3 runs, namely the guys we were out to see, so after an hour we trundled back to the car, in the process getting lost! We were really looking forward to our 5* travel lodge (I think not!)

The Friday saw us having time for a fry-up and off to the last stage of the day at Myherin (SS8) Driving through the stage itself was tough due to the amount of traffic that had used it before us, but eventually arrived at our corner, a fast 90 right into a K right. Not bad, all off camber and proved quite a good view. It was clear by this stage that a lot of cars had got problems or were already out of the event. Niall McShea provided a low cloud cover and promptly blew his engine 300yds further up the stage. Unlucky!

After arriving back at our 5* accommodation at 12 midnight, we had to get up before we had even gone to sleep because it was up into Rhondda (SS9) for the first stage of the day. Driving through this was a complete nightmare, 10 miles into stage and visibility was only about 10yds! It took us an hour!! (OTL Then? Ed.) When we arrived on the corner, reasonably nice and quiet, so got 5 minutes sleep before all the local idiots (spectators) arrived! About 1000 turned up altogether and began causing the usual problems, standing in box-junctions and the like. The top runners arrived into the section at a flying pace and of course, the spectators decided that it would be quite a challenge to try and touch the passing cars.

After threatening to stop the stage, the eejits amongst them disappeared and all was calm until local boy Gwynndaf decided to park up

next to my car and caused quite a stir. How the car stayed in one piece I'll never know, talk about wanting souvenirs, they were like flies around sh*t! (wot, 12 bore? Ed.)

Then down came the rain, for those of you who were sitting in your lounge with the windows and doors open, trying to get the atmosphere, unless someone threw a bucket of ice-cold water over you, forget it, you had to be there! The car then became a kind of huge tumble dryer, much to the amusement of the Seat World Rally Team!

That evening consisted of eating, drinking and drying out, ready for the Sunday stage at Margam Park.

Into stage for 10.00am, quite a nice lie in and the exhaust fell off the battle wagon half way around stage, a slight problem. So under I went to sort it out. The stage had already been used once the previous day as with a number of other stages and so it was very rough, quite hard work in fact. Finally to junction 6 where spectators had already started to gather and some even tried to burn down the forest. This was of course the live televised stage, well the last 300 yards was televised at least and Marcus Gronholm was followed by a daredevil helicopter, we could hardly stand up in the wind, never mind fly in it! (you were flying? Ed.) But our goal was achieved, we got onto the telly! If you watch Eurosport's coverage, from Marcus Gronholm's in-car camera, he goes through a 90 left, hairpin right into K left into 90 right, then if you look on the right, we are the 3 bright yellow blobs waving frantically!

Overall, not a bad weekend, we could have covered a lot more stages if we wanted to, but to be honest, couldn't be bothered. Bring back Kielder, Dalby and the rest!! (here here we all shout! Ed.)

Simon and his band of merry men, no, idiots! (allegedly! Ed.)

To The Woods! To The Woods!

Autumn

Season of mists and mellow fruitfulness.....Aaah - sweet!...

And this year, wellies and water and 2 hours to Jim K's instead of the usual 35 minutes! No, you can't go up the A19, Snaith's cut off from the known world and Selby is crawling with hellycopters and gushing (in more ways than one) telly reporters. It was early November and we were collecting Jim prior to going to Pickering to start scrutineering for the MEM Dalby Rallysprint. Once we got to Jim's (via M62, Howden, Red house roundabout caff, A63 & quick gawp at Barlby on

the way past, phew), problem no.2 landed (! sorry, pun intended) in the shape of a phone call from Donna-in-Dalby. 'Malton to Pickering's flooded, we're signing the diversion, my mum's doing the arrows.' Great! And actually - it was! Off the Malton by-pass into town, left at the lights, 2 miles turn right, through Kirby Misperton and back onto the A169. No sweat.

Scrutineering was scrutineering, Noise was quiet, then we trundled off to the Downe Arms for a splendidly sociable dinner with the rest of the organising team followed by a short night's kip. Six o'clock saw the usual stalwarts tucking into the splendid breakfast buffet left for us by the chef - cereals, juices, pastries, hams and cheeses with assorted rolls, together with DIY toast, tea and coffee. The Downe Arms can give lessons in customer satisfaction to many more expensive and bigger hotel chains in my humble opinion! By 7 o'clock we were all present and (mostly) correct in the Quarry—finish off the stragglers who hadn't made it the night before (hi Andy!), then get ready for the day's entertainment to start at 8a.m. with the first familiarisation run. Strong men were seen to shake as their ever-attentive (but this time redundant) navvies strapped them into their cars and pointed them in the right direction 'up there, turn right, then right again, yes luv that's a 'to-you' and **DON'T FOLLOW HIM!**'

At least that run passed off without incident - but it was the only one that did. Bits of bodywork were soon strewn from here to the Woodyard and back up the hill to the Quarry. And as the runs progressed, and the drivers 'learned' the stage.... well! Derek Parling was overheard to be pondering the problem of fitting a seat in the glovebox so Chris could see out of the washer holes in the bonnet.... Then the sneaky organisers ensured a whole load more fun by turning the stage round at lunchtime...oooh, cruel! Then practice and another 3 timed runs filled the rest of the afternoon with more fun and mayhem until stumps were drawn just after 4 o'clock. And also just after Mark Constantine rolled in the Woodyard on his last run... just as he did last year too!

It's great event, friendly but competitive, and comparatively cheap for forest miles. Maybe we'll see YOU there next year, competing, marshalling, spectating, whatever. But above all, having fun.

Anne Watson

PS Forgot to mention - Tony Bardy set FTD in his Nissan Sunny.

DINNER IS SERVED

I'VE just been browsing through the minutes of a club's committee for a year (everyone should have a hobby). Most discussed topic? Their major competitive event... a shortage of marshals... how to get more young members? Close but not quite. No, most discussed: the annual dinner.

So, a typical club then. Yes, but the minutes in question were for the year 1950! Even then clubs were wrestling with how to make the damn things work, and the minutes recorded debates on whether it should be formal or casual; whether an earlier or later start would increase numbers; whether an increase in ticket prices would cause a collapse. And so on. All things still debated today.

Oh yes, plus one other thing — a guest speaker. In 1950 people like Sydney Allard were approached but with one difference — the minutes made no reference to any fees being paid. Nowadays clubs are sometimes shocked to find that someone who once scraped a third in class on an obscure event thinks this merits a speaking fee. Nonsense, of course, but then if a club is daft enough to pay...

What a club should do instead is look back to the last dinner. Can anyone even remember who the speaker was? No? Did tickets sell OK just the same? Then instead of paying for a speaker, get the local Borough Surveyor (or his deputy) to say a few words and save the money. Because one thing is certain, guests won't remember individual elements of a dinner — the speaker or whether the disco was too loud

(it was) or whatever. They will only remember the function as a whole, whether it was a 'reet good do' as the Ecurie Cord Fillet secretariat so poetically puts it.

And I think ensuring a reet good do means putting one person in charge — with support as necessary of course. That person should draw up a timetable and then stick to it. Most common cock-up? Starting too late. If the B on your '7.30 for B' becomes B.30 you will never pull back the half hour and speeches may be starting as dawn is breaking.

The person running the function (and all this applies if you are hosting a function to launch your new competition programme) should ideally also be the master of ceremonies when the speeches start. For instance, he or she should be the one to call for hush if noise levels rise while the mayor is speaking.

But what if it's you whose been asked to speak? Well, there are three golden rules: 1. Don't go on for too long. 2. Don't go on for too long. And, above all, 3. Don't go on for too long. After a quick calculation I find to my horror that I've given over 1500 speeches and listened to more than 3000 — I mention that not to seek sympathy but to lead in to saying that during all that tedium I have NEVER heard anyone criticised for being too brief. Plenty have been criticised for overstaying their welcome, as well as for going over the heads of the audience by using jargon or telling long rambling tales about events long — and best — forgotten.

One other thing seems to be an instant

nose-up-getter: vulgarity. I know that TV has now dumbed down to the extent that you need to go potholing to watch some of it, and it can't be long before a national programme covers the more complicated aspects of the Karma Sutra using only a tuba of Smarties, a pop-up toaster and a pretty presenter that the director made earlier, but that's no excuse for four letter words during a speech. If the aforementioned mayor stomps out with pursed lips, you won't have done the club much good in its locality and anyway, under the well known workings of Sod's Law, his brother will turn out to be one of your potential sponsors. Curtains.

Finally, before you shut up don't forget to propose any toasts you are down to do. Which reminds me, raise your glass and wish all club members a good Christmas and some exciting and safe motorsport in 2001.

Stuart Turner

COD FILLET QUIZ



1. Which race was known as the 'musical chairs' Grand Prix?
2. Who was nicknamed 'Wino'?
3. When and where did the standard E-Type Jaguar make its' competition debut?
4. Which works rally cars were painted apple-green for 1958?

ANSWERS ON PAGE 14

MSA NEWS

MSA-aided club projects top £1 million

Since its introduction as the 'windfall fund' in 1995, the MSA Club Development Fund has aided club motorsport initiatives with a total value of £1,000,890.

A total of 208 projects from MSA clubs have been considered, mainly for the purchase of safety-related equipment or improvement of venues.

With a maximum contribution of half the project cost up to £5,000, MSA had actually awarded £264,780 at the time of writing. Club investment and third-party sponsorship made up the remainder of project costs.

The future scope of the Fund has now been extended to support inter-association events and 'non-commercial' British championships.

RAC breakdown service

Rumours have circulated, especially on the internet, to the effect that RAC Motoring Services have ended discount prices for MSA licence holders and will no longer recover competition cars from private property.

MSA has been assured that service will be provided if an Associated Club member (which includes anyone joining through an MSA motor club) is stranded on private ground. According to RAC, "this service is available where access is permitted and specialist equipment is not required".

In other words, if your car has broken down in the paddock or stopped at the side of a Forestry Commission road, the

RAC will come and get it; if your car is upside down at the bottom of a 150-foot ravine, they will not. Which seems reasonable.

MSA licence holders wishing to join the RAC should call 0345 414151 during office hours. To get the special prices and the off road cover, you must quote reference "AU0003".

Associated Club members will receive all benefits enjoyed by members in the public sector, plus 15% discount off applicable RAC enrolment and renewal prices, exclusion from certain surcharges when purchasing RAC Motoring Abroad services, and incentives for switching to a continuous payment method.

A separate issue involves the RAC payment of commission to clubs for enrolling members in the breakdown service. RAC Motoring Services confirms that no commission on enrolment or renewal will be payable to any club for members with a membership date of 1 December 2000 or beyond.

For the record, RAC Motoring Services is wholly owned by the Lex Group and no longer has any legal or commercial connection with The Royal Automobile Club or MSA.

Careers at Autosport Show

Motorsport enthusiasts visiting Autosport International at Birmingham NEC (11-14 January) will have a chance to convert dream into reality if they visit the dedicated Careers in Motorsport section in Hall 20.

Exhibitors include universities and colleges specialising in motorsport, recruitment consultancies, training agencies, and personnel departments of major employers.

More information at www.autosportinternational.com, www.motorsport.cranfield.ac.uk or www.myerscough.ac.uk.

REGIONAL COMMITTEE

The final meeting of the year (writes Bob Milloy) commenced with a discussion on two items from the Rally Safety Study Group report: the imminent 'click' tyre ban and licensing for new competitors.

The committee expressed concern over communication and notification and asked that MSA publicise the background to the ban, and take note of expert views on options for licensing and tuition of rally competitors.

Details were given of the Club of the Year competition, officials' seminars, the Club Development Fund, the MSA website and opportunities for downloading the Club Manual and the newly-worded signing-on forms by e-mail.

Ann Parker gave a thought-provoking presentation of her work on the Regional Development project. It was agreed that improvements in communications and opportunities for further development should be investigated.

Items from recent Off-Road, Safety and Rallies committees included voluntary licensing and training of National B stage rally clerks of the course, proposals for voluntary licensing of event safety officers, and the availability and funding of rescue units.

Details of the inter-association events were given, including road rally, off road XTV trial, autotest, 2000 forest stage rally challenge, and dates for 2001.

David Kersey outlined his Motorsport Facilities Unit report, which included reference to set-aside land guidance, certificates for lawful use as an alternative to planning permission, and the Countryside & Rights of Way Bill amendments.

Items from individual regions for debate included definition of rally finishers, association classic rally championships, association fixture lists, and licensing and registration of voluntary officials.

Bill Troughear and Nicky Moffitt were elected as Regional Committee chairman and vice-chairman respectively for 2001.

Facts about...

The British Lawn Mower Racing Association

- The Association was founded in 1973 in a local pub by a bunch of sporting enthusiasts bemoaning ever increasing costs in all forms of motor sport. This new and eccentric sport became an almost overnight success and after just two or three events in the first few years, soon became responsible for over a dozen events each season.
- The main aim of the Association is to provide keen, well organised and inexpensive motor sport. Racing takes place between May and October. There are afternoon meetings, the season long British National Championships, the British Grand Prix, the annual 12 Hour Endurance Race and the World Championships at the end of each year.
- There are Waggin and Natter evenings, a regular newsletter and social events such as the annual Grand Grass Cutters Ball.
- It is a non profit making organisation and any monies made from events is given to charities or good causes local to individual events. The BLMRA is run primarily for fun loving enthusiasts. It is an amateur sport, although run in a professional manner. There are no cash prizes and commercialism is discouraged. It is not a sport for trophy hunters and having said that, anyone who wants to compete or help run events or just be involved, will be made most welcome.
- The basic rules are that all mowers must be self propelled by an engine. They must have originally been designed, manufactured and sold to mow domestic lawns.
- Sir Stirling Moss has raced lawn mowers and has won both the British Grand Prix and the annual 12 Hour Race. Derek Bell has won the 12 hour twice having had most of his training while winning the Le Mans five times.
- Further info: www.racemower.co.uk

AUTOSCENE

**Motoring
News**

REVIEWS FROM

CLASSIC

THE GREAT BOOK OF DINKY TOYS, Mike and Sue Richardson, New Cavendish Books, £40, ISBN 1 852727 83 2.

This is an exhaustive hardback history of Dinky's hugely collectible models. Despite initial impressions that it's only for serious collectors, with lots of listings and tables, the book does contain some gems of information and is great for finding out more about those battered models in the loft or dipping into after a swapmeet.

The depth of research includes fascinating photos of wooden prototypes and original dimensioned design drawings. Extensive listings of Dinky products extend to signs, posters and promotional items such as branded golf balls and mugs.

With 292 glossy pages, the volume is good value and includes a wealth of archive photos, though repro is variable. Approximate values would be useful, but overall a great book.

McLAREN SPORTS RACING CARS, Dave Friedman, £24.99, Motor Books International, ISBN 0 7603 0724 5.

Yet another photo album from prolific snapper Dave Friedman and it's a corker. Dedicated solely to McLaren's sports-racers, this is a collection of pictures from his seemingly bottomless archive with long, scene-setting captions.

Additional soundbites come from the usual cohorts such as Bob Bondurant and Dan Gurney.

The images are magical, but, aside from the usual 'Bruce and Denny Show', there's a wealth of stuff on the little guys — Lothar Motschenbacher battling Chuck Parsons' Lola T163 for last spot on the

podium at St Jovite in '69 and John Cannon's heroic efforts at a sadden Laguna Seca to win by a lap. Good value at nearly £25.

THE BEAULIEU ENCYCLOPAEDIA OF THE AUTOMOBILE, edited by Nick Georgano, The Stationery Office, distributed by Menashire, £195, ISBN 0 11 702319 1.

There can't be a motoring back anywhere who doesn't treasure a well-thumbed copy of Georgano's Complete *Encyclopedia of Motorcars*.

First published in '64, this work became the bible for enthusiasts so this, the fourth coming, was eagerly anticipated. And it's worth the wait. Now in two volumes, it's beyond comprehensive.

Nick Georgano gathered an array of respected historians with the brief to concentrate on their specialisms, the editor neatly crocheting the whole thing together.

Think of a marque, however obscure the chances are it's in — Dunkley Promotor or Montevideo's R-Sport anybody?

Obviously there are bound to be omissions among the 7,000 covered but, after much head scratching, all we could come up with was the Mini Mouse trike and, surprisingly, HWM which did, of course, build road cars.

But picking fault with such a labour of love is senseless. Georgano should be congratulated on having the vision to produce such an authoritative reference work. He will probably receive no thanks from those who plagiarise this encyclopaedia, but it will probably double in value in time. A must for all students of motoring history.

Tyre Pressures

THE question is simple enough "how do you know which tyre pressures to run?"

And the simple question is: 'The tyre pressures that give you the best performance from the tyres' -- for a competition car, for a road car it's a very different story. With a competition car, finding the optimum pressures is no simple task, so you start at the obvious place, the tyre manufacturer's recommended settings.

From here you go testing with the corner weights adjusted and the steering geometry checked and set to where you think it ought to be. What you then need is a tyre temperature gauge. The tyre manufacturer will also be able to tell you the temperature at which the tyres deliver the best performance and when they are overheating. Off you go for half a dozen laps to get the tyres warm and then you come into the pits. The first thing to check

is the hot tyre pressure. This is the pressure you are driving with, not the cold pressure you started with. As the tyre heats up, the air expands and the pressure increases. You also need to know the tyre temperature -- measured across the tread, i.e. outside, centre and inside.

For correct tyre pressure the theory says that the average of the inner and outer temperatures should equal the centre reading. For example: 50/60/70 deg across the tread would be right even though the temperature spread might not be ideal. If the centre temperature is higher than the average, you let some air out, if it's lower you put some air in. That's the theory, but it doesn't always work out to be the best setting. The tyre pressures can be used to balance the car, i.e. add some oversteer or understeer and this often gives better lap times, even though the temperature spread is telling you otherwise.

You should, again in theory, alter the camber angles to get an even

temperature spread across the tyre, but sometimes you get better lap times with the outside of the tyre running a touch hotter than the rest, and no, I don't know why...

For a fast road car it's a different game. Tyre wear is just as important to most of us as performance. The angles and pressures that work on a circuit will not work on a road car. Quite simply you will wear out the outside edges since the car spends more time going in a straight line than cornering hard. Here manufacturer's recommendations often provide the optimum compromise.

QUIZ ANSWERS

1. Argentine GP 1955 (The 2nd Ferrari had 4 driver changes)
2. Giuseppe Farina World Champion 1950
3. Oulton Park Spring meeting 1961 (Graham Hill)
4. Triumph TR3A

**A Merry Christmas
and a Happy New Year
to all Motor Club
Members**

**Motoring
News**

**CLASSIC
CARS**

MSA
MOTOR SPORTS ASSOCIATION
UNITED KINGDOM



CARS
and CAR CONVERSIONS

The Geriatric Navigator Reports. Premier Rally 2000.

Having threatened the diminutive Daihatsu in true teacher style that it "must try harder" we went off to the Premier Rally in the Nottinghamshire forests determined to make or break the thing.

We were delighted to be in such excellent Trackrod company with no less than five crews out (so why am I writing this?) (because you were very kindly volunteered by me! Ed.) Bambos and Jim were so high up the entry list they had a nose bleed, Andrew Apperley had obviously run over the seeding committee's cat the last time he was there and languishing down the bottom end were Graham and Emma, Jon and myself and Caroline and Michelle.

I'll spare you the details of what happened stage by stage but I wish there had been a prize for the best team of five because we all finished an extremely tough event and even picked up a few trophies!

The event ran late so we were running in the dark for the last set of stages in torrential rain with standard headlights. The little Daihatsu was like a pebble being skimmed across a lake most of the time but I think we began to come to terms with just what it can do. We finished second in class, just one second behind the winner and Bambos and Jim also picked up an award but the real heroes were Caroline and Michelle for battling against horrendous conditions and an off late on to get to the finish. Its character building this rallying!

I'm sure all the crews would want to say a big thank you to the service crews that turned out and kept cars (not always their own) and their crews going in very difficult conditions.
"THANK YOU ALL"

And finally - we have decided the Daihatsu can stay, it will never be fast down the straights in Yorkshire but it is different and fun. It is also economical; the chase car uses more petrol than it does!

John McNichol.

PS Happy Christmas to everyone Jenny and I know, you won't be getting a card!

"Hi Graham,

Thanks for all the info.

We are based in Barnsley South Yorks. We know the Peltor very well. These were often used in microlights a few years ago as they were considered one of the better systems. This was until ours came out. There is no comparison now between that and ours other than they look a little similar. For reasons of noise no one who flies open cockpit would chose peltor. What we could do with is us turning up at some sort of practice session not too far from where we are. We would not want to interfere with the practice but it could give one of the teams the chance to try the system out. We feel confident they will be gobsmacked.

Cheers for now

Ken"

Anyone interested? Try emailing them at Nev@airzone.co.uk and if I get any more info I will publish it. If you do contact them and try it please let me know as I would like to follow up the story in the Mag. Thanks.

G.Steggles. Editor.

New Web Site.

Take a look at this if you have time. Trackrod has received an email from our web site asking for a link to be inserted and I've had a look. Rally cars can be advertised here. Don't know about costs etc. but if you are in the market or want to sell then visit it and check it out.

www.rallycars.co.uk

By the way at the time of going to press our site has had 740 hits.

A FEW ITEMS OF INTEREST IN THE LATEST MSA CLUB BULLETIN

TYRES

Slick and cut slick tyres will be banned from special stage rallies after 31 December 2000. Exceptionally, Dunlop will be permitted to supply factory-cut slick tyres until 1 July 2001, but competitors will not be allowed to make any alteration to the Dunlop tread pattern

DRIVER TRAINING

From 1 January 2002, a new Stage Rally Driver competition licence will be introduced together with a mandatory 'starter pack' and mandatory attendance at an approved rally school.

The starter pack and rally school attendance will be highly recommended for new special stage drivers in 2001.

OFFICIALS SEMINARS

The MSA will run another series of seminars for event officials in 2001. This year the seminars are targeted at Clerks of Course and Stewards, so if you would like to attend please let me know and I can put your name forward. Trainee Clerks and Stewards or those who would like to take up one of these posts are also welcome.

The seminars will be a full day starting at 09.30 and finishing around 16.30. The nearest one to Trackrod members will be held at Becketts Park College, Headingley Leeds on Sunday 25 February.

MSA STEWARDS & SCRUTINEERS

With the increasing number of events that require qualified officials, the MSA is looking for suitable people to train as MSA Stewards or Scrutineers. If anyone feels that they would like to train for either of these posts, let me know and I will give you the contacts at the MSA.

HELMETS & SUITS

Below are summarised the requirements for 2001, but for detailed information it is advisable to check specific requirements in Section Q of the Motorsports Yearbook.

Helmets: National events

- BS6658 Type A and Type A/FR
- Snell SA95 and SA2000
- SFI 31.1 and 31.2

Suits: National

- FIA homologated
- BS6249 Part 1 Index A or B
- EN533 (or prEN533)

'NEVER SAY NEVER'
(It always comes back to haunt you !!)

Premier Stages Rally 2000

After a horrible trip down to Mansfield due to terrible wind a rain we arrived at scrutineering and met up with Michelle Plevy, Carolines navigator and Graham Steggles and Emma Bain who were also competing as was Jim Plevy hitching a ride with Bambos in the Escort WRC. Scrutineering was passed and off to the hotel for the night.

Whilst the three navigators were marking up their maps the rest of us got on with the serious stuff like drinking (Only to be sociable you understand!!) Maps marked and food was ordered, it was around this time when organising service and management vehicles and who would have what radios that our Editor whose tales of car building and budget rallying we have heard so much about (I'm not complaining) asked the question why did he need a radio as he would not need a service crew as nothing would go wrong and if it did he had nothing to repair it with anyway.

The start came and went with a couple of crews and service vehicles taking the wrong route due to some iffy instructions in the road book (Steve and Myself included) we arrived at first service and awaited the arrival of the cars.

A short time later the radio crackled into life it was Graham with the following message " Get some long nuts and bolts ready I've pulled the front pipe off don't know what can be done " Nuts, bolt, washer and exhaust clamps were gathered together and his arrival waited. Into service came Graham and Emma which we knew as we heard them 10 mins before, After the environmental scrutineer had laughed at them at his noise check in they came. Malcolm and I found the front pipe hanging loose and set about sorting the problem. Twenty minutes later and bang on time they left service with a secure and if only slightly quieter exhaust. Meanwhile Nigel and Steve cared for the Skoda of Caroline & Michelle which typically needed nothing doing.

At this point I must say that having heard all about Grahams building of the car and his borrowing and fitting of bits I assumed that he would know what size nuts and bolts he had used, but no!! a 13mm nut on the sump guard turned out to be 17mm!! and the exhaust bolts had shrunk from 13mm to 11mm (must have been all the rain)

Second service went with no problems except for weather as at this point it was throwing it down with rain which coupled with the dark had made

the stages extremely slippery. The only other problem was when Caroline and Michelle's car cut out and refused to start two stages from the finish, after eventually getting the Skoda re-started they made it back to the finish at Mansfield as did Graham & Emma. Not bad considering they didn't need a service crew!!

The End.
Simon Marston.

Just on a personal note Caroline and I would like to thank Mum & Dad, Graham, Carol & Andrew Wride, Malcolm & Jan Jagger and Stephen Lancaster and anybody else we've forgotten for all their help, support and food in at times some horrible weather conditions.

Great Balls of.....

It's come round again - that time of the year - hoover the sequins, steam the velvet, let out the black trousers one more notch....time to go to the Ball! and the Awards do, and the Motor Club Dinner Dance And Annual Presentation Of Awards, and the Xmas party with streamers and the office junior who ends up in the Ladies bawling her eyes out because the spotty youth in the mail room hasn't tried to snog her under the mistletoe. You know the scene - danced there, drunk that, got the hangover to coin a new phrase. But this year, the sequins got an extra dusting, because we'd got an invite to the International Rally Drivers Club bash in Cardiff where the first ever Roger Clark Award winner would be announced. We had a bit of a proprietary interest, as we'd been supporting 3 out of the 7 finalists. Luckily, our hotel was next to the Cardiff Arena (if you don't count the dual carriageway which separated us - I didn't until I tried hurdling the central reservation in ankle length chiffon and strappy sandals. Not recommended if you're trying to look dignified.) so it was quick drinkies in the bar to get warmed up, then off to the party. The evening's format looked simple - dinner, charity auction, R Clark award, then drink or dance depending on your preference. Well - I could hardly get my warm salad of salsa, rocket and aubergine down my throat for rubber necking! Every time I lifted my fork I got a dig in the ribs - 'look it's Richard..or Colin.. or Marcus*.. or David'. Just like an ordinary TV dinner really - except it was real. (Gronholm you twerp, not Dodd)

But the fun really began with the charity auction. Richard Stoodley did an absolutely fantastic job as the auctioneer in persuading (very rich) people to part with money. How about £1000 for a child's drawing of a car? It was red so Andrew Cowan bought it for a grand! I should at this point mention that the child was a patient at the Great Ormond Street Hospital. And every other auction item was treated as generously by the rich and famous to raise money for the charity. Then it was on to the main event - the 7 finalists in the Roger Clark Award were each called up on to the stage to warm up, before Danny Mellow invited Gee and Gill's Club

to make the presentation. The judges decided that Niall McShea had the qualities they were looking for. which flattened our evening a bit , cos he isn't one of our three! Never mind, try again next year. Then it was on with the drinking, dancing and chatting (in no particular order) till the Arena staff threw us out at 2 o'clock . Phew, what a night! Did I enjoy it! Am I looking forward to the next one? (Yeah) and the one after...and the one after, etc.. all the way through till February? Ask me again next year!
Anne Watson

FOR SALE/WANTED.

Peugeot Parts For Sale.

1.9 Cylinder head (Less than 10K miles) - £100.
4 off 1.9 Gti alloys - white - never had tyres on £200.
1 Pair GPN Gravel Bilstein struts.
1 Pair Rear Gravel Bilsteins. - £250 the lot.
1.9 Gti Front 1144 Mintex pads - New - £30.
1.9 Gti Rear 1144 Mintex pads - New - £25.

01757 617263/0589 400930

E mail john.neale@british-energy.com

Peugeot 205 bits.

1.6 GTI engine with injection and ancills, Std. 12000 road miles since receipted rebuild. £150
Magnex SS exhaust. 1 part tatty but sound. £100
Wanted; Quaife LSD for Pug 205

G.Steggles. 01132893641

RAC Rally of Britain Report.

Mark Fisher, the 27 year old Ulsterman, along with his experienced co-driver fellow Irishman Gordon Noble has had a dreadful day on the first serious seven stages of the world rally championship, the Rally of GB. (HUH?Ed.)

On the first Super Special Stage, held last night on the newly completed 1.6 mile spectator friendly track in the centre of Cardiff, they were thoroughly enjoying the experience, when the car steamed up after hitting the water splash. This then cost them quite a few valuable seconds, and they finished the night in 42nd overall. However, at the start of this cold, rainy day, typical Rally GB (that's better Stella.Ed) weather, it all started to go horribly wrong. The first group of three stages totalled some 31 miles, split as 8, 7 and 17, with service only allowed at the end of the loop. On the first of these, a suspension problem occurred, resulting in a very slow time. It worsened on Stage Tyle, and with the longest stage to follow, the crew cobbled together a repair. Although this kept them in the rally, they also netted some road penalties. The combination of the slow times and the penalties saw the crew finish this section in a lowly 110th place.

With high hopes that the service had repaired the problem, they tackled the next loop of 2 stages only to find an even worse scenario. Three wheel drive made the car virtually undriveable and Mark found that the car "snatched" erratically over the slightest bump. It was with a gutsy drive that the crew made the next service halt at all.

At this service, back in Bullth, the gearbox was changed after the electronics engineer had discovered the exact problem inside the differential. Without dropping any further time, the French mechanics put the car out of service, but they had none of the precious 20 minutes available to check the suspension, so the car's handling, albeit improved, was still unpredictable, and certainly not to Mark's liking.

However, the last two stages went seriously better than the earlier part of the day, and the crew netted a 22nd fastest and 24th fastest respectively in Hafren & Myherin stages, despite being completely dark. This has moved them back up through the field, and into 63rd overnight.

Mark commented "It's been a very, very difficult day. The car just wanted to fly off the road; it's been an incredibly testing time. I didn't stick my neck out in Hafren or Myherin, as I was still a bit nervous of the car. However, I have to make sure I

start tomorrow with a positive attitude."

The service crew had 45 minutes at the last service to finally enable the geometry and suspension to be properly aligned, so tomorrow should see a better set of stage times on the board.

"It's like driving a grizzly bear" was how Mark Fisher finally summed up the Friday stages of the Rally of GB. (come on now Stella, I've told you once! Ed) However, today, Saturday, the grizzly still had more aggravation for the Super 106 Cup prize winner and retirement soon beckoned.

On stage 1 of the 7 stages today, a repeat of yesterday's Rhondda stage, the car went on to three cylinders. Despite this, Mark and fellow Irishman Gordon Noble posted a 25th overall time, yet again moving them dramatically up many places into 52nd overall.

The next stage, Rheola, still in the Neath valley complex, saw the gremlins re-appear in full spate. An unexplained suspension failure in turn caused damage to the main water hoses, losing all the water which caused the engine to overheat, and over 120 degrees were recorded. They limped through the last five miles of the stage. At the stage end, the car wouldn't restart on leaving the time control, although they finally got it started and coaxed it into the service area.

Retirement was inevitable and the crew hung up their helmets on arrival into the park. Their time through Rheola netted them a place on the results sheet, ironically another improvement into 45th place, their exact seeding for the rally.

During that last stage, they also narrowly avoided a collision with fellow competitor Papadimitrou, as they lurched sideways at a hairpin. They hadn't seen his approach, although they had been keeping a watchful eye out, and as Papadimitrou started his passing manoeuvre, they were nearly ditched as they took avoiding action. Understandably, the crew are distraught that their prize drive and all the work they have put in through the year has turned sour, but they can take satisfaction that they have put their best into it, and on this occasion, the car has just let them down.

However, the team remain positive that so many miles were successfully achieved in testing, and appreciate that some improvements must be made in event scenario.

Released through Peugeot Sport

Stella Boyles
Peugeot Rally Co-ordinator

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

[]

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally MV

Stage Rally SV

Treasure Hunt

12-Car

Other -
state type

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Event Status

Clubman CM []

National "A" []

National "B" []

International []

ANCC Round

LARKSPEED Round

Other

[]

[]

[]

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

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

XMAS DINNER DANCE!XMAS DINNER

The Social Committee has organised the Xmas dinner dance to be held at The Mansion in Roundhay Park on 27th January 2001. Tickets will be priced at £18.50. All the usual plus good food. Some tickets may be raffled, or given away as prizes. So attend club nights to be entered.

DECEMBER

- 5 Conservative Club, Gildersome
- 12 Admiral Hawke, Boston Spa.
- 19 Crown, Wetherby
- 26 Admiral Hawke, Boston Spa.

JANUARY 2001

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa.
- 16 Crown, Wetherby

Trophy Points

I have had an amazing response to publishing a much depleted trophy points list. From the opening of the year I had in total perhaps 15 to 20 claims, now there are lots coming forward, some from as far back as February !!!!. Please remember when you claim points you **MUST** furnish an entry list and a set of results. If I am not in possession of these items, I will not be in a position to award points. An updated Trophy Points List will appear next month, and please remember that the CLOSING DATE for claims will be the Delivered Post on Monday 8th January 2001

Barry Dove

Your 2000 Committee

Chairman/Assoc. Rep

Rod Parkin
15 Holly Drive
Tinshill Lane
LS16 6EF
0113 2262422 (h)
0850 783555 (m)
rod.parkin@virgin.net

Treasurer

Michelle Plevy
24 Kirkfield Avenue
Thorner
LS14 3EL
0113 2892127 (h)
0589 153584 (m)
michelle.plevy@talk21.com

Secretary

Derek Lee
26 Spencer Road
Guiseley
LS20 9LG
01943 875231 (h)
dereklee.lee@virgin.net

Social Committee

Simon Taylor
0973 914965 (m)
Simontaylor
@powerpromotions.
freeserve.co.uk

Katy Lee
26 Spencer Road
Guiseley
LS20 9LG
01943 875231 (h)
dereklee.lee@virgin.net

Michael Kemp
8 Redhall Garth
Leeds
0113 2329160 (h)
mkemp@inmyworld.
freeserve.co.uk

Competitions Secretary

Jim Plevy
24 Kirkfield Avenue
Thorner
LS14 3EL
0113 2892127 (h)
0402 277995 (m)
jim.plevy@virgin.net

PR Officer

Andrew Apperley
The Gate House
Church Road
Altofts
WF6 2NJ
01924 892579 (h)
0836 544037 (m)
andrewapperley@rally2.
fsnet.co.uk

Member/Merchandise Rep

Simon Marston
20 Berkeley Avenue
Harehills
LS8 3RH
0113 2481323 (h)
0589 152580 (m)
simon.marston@virginnet.
co.uk

Editor

Graham Steggles
1 St John's Court
Thorner
LS14 3AX
0113 2893641
g.steggles@virgin.net

Trophy Points

Barry Dove
5 Kenilworth Gardens
Gildersome
LS27 7EW
0113 2536985 (h)

Chief Marshal

Arthur Heaton
29 Kings Meadow Mews
Wetherby
LS22 7FT
01937 588287 (h)
07808 579018 (m)

Equipment Officer

Tom Watson
01405 860758 (h)
0589 769641 (m)
atmng@compuserve.com

Andrew Varley
91 Moseley Wood Gardens
LS16 7JD
0402 564314 (m)