



Oulton Park
198?

Obviously trying to reduce rolling resistance!

January 2001

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

Editorial

HAPPY NEW YEAR!

The mag is going great at the moment and we have some ideas to be incorporated in it like a rolling calendar when everyone gets the Xmas blubber off. So hopefully next issue should see some new articles in place.

Graham Steggles Editor

CHAIRMAN'S CHAT

All seems fairly quiet at the moment although I know many people are planning and preparing for the rest of the year.

December saw some action for Trackrod with the Boxing Day Autotest once again run as popular "tandem" tests at Temple Newsum. 14 crews enjoyed some loose surface tests with Derek filling in the holes with his size 10's - must get him a shovel and roller next year!! Many thanks to all who attended and organised this event which is just what is needed for some inter club competition and to blow off the cobwebs of Christmas.

The Christmas Stages Rally now has some much improved "forestry style" stages using military land and from what I saw was well run. A separate report hopefully appears this month.

Thank you to all who volunteered their services for the trip to the Nurburgring in February - many more members seem able to get a weeks holiday than I thought possible, so sadly some will be disappointed not to be going. If you have not heard from me in the last week or so please accept my thanks for offering - you will be on the reserve list in case anyone cannot make it at the last minute. Those of you who are going (all 20 of you!!) remember to pack your passport, driving licence and some warm clothing!!

Finally - please book your places at the Annual Dinner Dance at the end of January - it will be a good "do"!!

All the very best for whatever you do in 2001 - have fun, safely!!

Rod Parkin
Chairman

Secs Bit.

Derek couldn't make it this month so I've got free range in his bit.
Ho Ho Ho.

I'm sure he would wish everyone a very Happy New Year and good luck for all to come.

He may then add that the Lookout Stages rally has moved dates to the 18th March 2001 at Melbourne so get the spanners out and prepare that vehicle. I don't know when the regs are available.

The Larkspeed League events :

25/2	Autotest	SEOC	TBA
15/4	Lookout	TMC/Keighley	Melbourne
29/4	Autotest	YSCC	Keighley
6/5	Sprint		Curborough
20/5	PCT	ATP	Keighley
9/6	S/V	N Humberside	Mamby
8/7	M/V	Beverley	York area
29/7	PCT	Ilkley	Bolton Abbey
9/9	Gravel sprint	York	Acaster Malbis

Reserve	Autotest	Huddersfield	Mintex
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Graham Steggles

Trackrod S/V & M/V Championship Rounds

Multi Venue		Single Venue	
Riponian	Feb	Lookout	March
Kall Kwick	Feb	Swinderby	May
North Humbers	March	John Overand	June
Tour of Lincs	April	Opposite Lock	July
Dukeries	June	Binbrook	Aug
Viking	July	Binbrook	Sept
Rally Yorkshire	Sept	Gravel sprint	Nov
Premier	Oct	Croft	Nov
Gravel sprint	Nov	Binbrook	Dec
Grizedale	Dec	Park Hall	Dec

Boxing Day Autotest.

The last autotest I did was in 1985! In fact it was the only autotest!! So getting up early and setting off in the rally car with flat battery and tyres was a bit of a shock to the system, and it was cold. After "scrutineering" and signing on I set off on test 1 and 2. No grip? Wots that I need a diff? Oh but you must know that by now. A stall on one of the lines meant I dropped about 10 seconds but came out of it without penalty.

The only other trouble I had was on 1 test I straddled a line with the two side wheels instead of the fronts after over exuberance of the handbrake lever and having got some grip and accelerating hard in 2nd I couldn't stop for the finish line, which turned out to be the start line having heading the wrong direction, skating through past Mr Whitaker and getting some jeers from the large crowd. One of those was Darren Moon who did exactly the same straight after me. (Must be a Peugeot thing!) I wasn't going to do that again so enlisted the help of my navigator Emma for the last two tests.

Simon Taylor put up a brave battle in a Renault that kept losing its exhaust and was heard to say, "forwards is ok but reversing makes it dig in!"

Andrew Apperley couldn't find (or couldn't be bovered?!) the ABS relay and found it hard to stop the hired Focus. Actually he had problems lifting the bonnet! They need a key!

Any way it all seems pretty simple really and was an enjoyable way to spend a Boxing Day morning. See you there next time, eh?

Graham Steggles.

EXPERT	Ex (Something that was)	Spurt (Self explanatory)
Jonathon Turnbull	320.6	1st Expert (FTD)
Richard Davis	342.93	
Gerald Holroyd	344.82	
Andrew Apperley	351.35	1st Trackrod
Darren Moon	367.05	
James Coates	394.23	
Ian Barrett	417.26	
NOVICE		
Andy Wood	384.2	1st Novice
Vicky Apperley	393.53	2nd Novice (1st Lady)
Graham Steggles	405.79	
Simon Taylor	409.13	
Gavin Wright	429.95	
Jeremy Cox	436.29	
Robert Barrett	452.94	
Andy Shaw	496.68	

**'The Icon Labels Premier Rally 2000 & the Premier
Historic Rally Clipstone south—stages 1,2 & 7
Sunday 29th October 2000**

A Big Thank you to All'

"Thanks to all who came out in the atrocious weather conditions on Sunday 29th October to help us run stages 1,2 and 7 of the Premier Rally. It was marvellous to see such a fantastic number of you out there helping.

(A lot of credit for the great number of marshals—111 turned out—must go to excellent persuasive skills of my admin assistant Mary.- Ian)"

Press release.

Around 20 Trackrod and associated marshals turned up to this event and I would like to add that it was absolutely diabolical conditions to be out in and thank you all who endured it. (G.Steggles. Ed.)

FOR SALE/WANTED.

French Built Clio 2.0l Williams Gp A.

LHD. Matter Shell. 6 Speed sequential box with rev cut and plated diff. AP F2 brakes, Spares including Drive shafts etc.
£10k.

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Peugeot Parts For Sale.

1.9 Cylinder head (Less than 10K miles) - £100.
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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

Cosy Bits.

1 pair of rear bilstien mag shockers gravel rating with main and helper spring ready to bolt on. £250

1 front quaife L.S.D+ 909 C.W.P + 2 casting £300

1 pair of complete rear drive shafts to suit 2 wheel drive cosy £120

5 front group "N" drive shafts with C.V. joints and pot joints and 1 quaife extra long type £150

1 standard 4*4 air box and turbo feed pipe + air filters £20

1 escort cosy set of dash clocks £50

1 pair of eccentric steel group "A" wide track roller top mounts with new bearings £150

1 pair of concentric group "A" roller top mounts with new bearings £120

8 off leyland daf van wheels with nearly new tyres £130

Part worn 15" 205 gravel tyres Dunlop & Pirelli £10-15 each

contact Rob Wright

work (019467) 86879

home (01946) 815078

Kent Cams	ANCC	NORTHERN	STAGE	CHAMPIONSHIP
4 Feb	Riponian Stages	Ripon MSC	MV	Ripon/N Y moors
4 Mar	Robin Hood	Lindholme	MV	Sherwood Forest
18 Mar	Lookout Stages	Trackrod MC	SV	Melbourne
31 Mar	N Humberside	N Humberside	MV	N Y Moors
6 May	Torque Bac	Bury AC	SV	Binbrook
27 May	Bloodhound	Lincoln/Grimsby	SV	Swinderby
23 June	Dukeries	Dukeries MC	MV	Sherwood Forest
8 July	Armstrong	Beverley DMC	MV	East Yorks
21 July	Opposite Lock	Slaithwaite	SV	Manby
12 Aug	Adrian Baker	Ecurie royal oak	SV	Binbrook
2 Sept	Wolds rally	Carlton&District	SV	Faldingworth
30 Sept	RallyYorkshire	Trackrod	MV	N Y forests
3 Nov	Durham sprint	Durham	SV	Croft circuit
1 Dec	Grizedale	Furness/Clitheroe	Mv	Grizedale forest

HOW WAS IT FOR YOU?

2000 I mean. Did it meet your expectations? If you had a competition programme, did you hit your targets? Or was it general excuse me time again? If, being realistic, you were just slow, why not copy the railway companies and blame the wrong sort of leaves on the track?

Perhaps one New Year's resolution should be not to overgild the lily when seeking sponsorship. If you told a sponsor that you hoped to make the Top 10 in 2000 then finished fourth, that counts as a success. Exactly the same fourth place looks like a failure if you swore you'd be on the championship podium at the end of the year.

Looking back on 2000, seismologists were puzzled by unusual readings in January until they realised they were caused by the shouts of joy by enthusiasts at the knighthood for Stirling Moss. What an ambassador he remains for the sport — I was lucky enough to be at a lunch at Silverstone later in the year when his enthusiasm for the sport bubbled out as he answered questions. It was fascinating to hear him talk about 'balancing' a car with the throttle, even more fascinating to then be taken round the track in a Ferrari and have it demonstrated by him. Made my millennium never mind my year.

The sport as a whole fared fairly well with reasonable battles in the various world championships although I must confess that I fell asleep watching one videod GP — even though it was on fast forward. However I've done my compulsory 200 hours of community

service for the crime so I hope I can now put it behind me.

Safety became an issue in rallying early in 2000 but when you study accidents both in our sport and others, you have to conclude that there's only one common thread — they are just that, accidents. And accidents that are random are the hardest of all to protect against. Constant vigilance is the only answer I guess if we are to stop the sport biling us.

Motor clubs in general seemed to survive last year in reasonable shape. The impression I got from reading club magazines was that things got no worse, while in some areas they improved. There's some anecdotal evidence that clubs which did 'way ahead' studies — trying to look at things with a fresh eye — two or three years ago benefited from the exercises. Incidentally, looking ahead I wonder how many clubs have contingency plans in place in case there's another petrol scare.

Information Technology marched on among clubs although it didn't seem to alter the pecking order among them much — people are still more important than technology. Did you see the research showing that a majority of people regard 90% of e-mails as junk? Surprising really, I'd have put the figure much higher, although I must admit that there's some useful stuff on the net — for example, until I went surfing I honestly hadn't realised that there were quite so many manufacturers of model railway engines out there.

In the wider world, attacks from the

anti-motorist lobby seemed muted during 2000 (has Swampy become a traffic warden or something?). Certainly nothing stopped manufacturers from introducing a plethora of exciting cars with more to come.

But, as with safety, we shouldn't relax about opposition to our sport, otherwise the ants may creep up on us. Equally, we must be careful not to overreact — you may have seen that anglers faced a balancing act last year with one or two tiny anti-angling organisations getting the oxygen of more publicity than perhaps their size merited because the response to their attacks wasn't properly thought through.

In any lobbying for the freedom to enjoy our sport we've got one major plus on our side and that is the sheer strength of the motorsport industry in this country. With over 100,000 people employed in it and with sizeable exports, it's an industry of which we can be proud.

Antis? Where are they? Hold my jacket.

Stuart Turner

COD FILLET QUIZ



1. Who won the first Dordord TT?
2. Who designed the Alfa Romeo Monoposto Tipo B GP car?
3. On the Bugatti Type 35T what did the T stand for?
4. When and where was the first victory for the H.W. Alta?

ANSWERS ON PAGE 14

MSA NEWS

New format for British Touring Cars

The British Touring Car Championship is at the dawn of a new era, as British Motorsport Promoters (BMP) announced an exciting new format for next season.

The 2001 regulations will enable evenly-matched family saloon cars to compete in Britain's best racing series on a cost-effective basis. While manufacturers save money, BMP will promote the championship through increased marketing and improved television coverage.

BMP Chairman Robert Fearnall said: "Never before, when considering the future of a major championship, has such a broad spectrum of opinion been considered. The public loves this championship and we intend to repay that affection."

Machines for next season's BTCC will be two-litre saloons pushing out about 270bhp; manufacturers will be able to use four, five or six-cylinder powerplants. They will have less grip than current cars and will require longer braking distances, both aspects designed specifically to raise the entertainment on the track.

BMP director Rob Bain said: "The entire package represents both a radical and rational proposal for a new, vibrant championship, designed specifically to reduce costs while ensuring the BTCC remains the most exciting, entertaining series of its type in the world."

The new regulations won praise from manufacturers, who predict a drastic reduction in budgets. Mike Nicholson, Vauxhall Motorsport Manager, said: "We believe costs will be reduced by up to 50% with these new rules. I think next

year will see full grids and good racing. I'm looking forward to seeing other manufacturers joining us to get the championship back to the dizzy heights of a few years ago."

Peugeot have announced that it will also contest next year's championship. The company plans to re-enter the high-profile series in 2001 with a pair of factory-run cars and Peugeot Sport Director Mick Linford is optimistic that the official entries will be supported by two further cars.

"Peugeot Sport has been planning its re-entry into the BTCC ever since series organiser BMP announced new technical regulations for 2001 and beyond. Now we are in a position to confirm a two year commitment to the championship," said Linford.

"We are confident that this controlled format will provide not only a level playing field for competing manufacturers but also spectacular entertainment for both racetrack and television audiences. Peugeot has a long tradition of sporting success and we fully intend to play a major race-winning role within the restructured BTCC."

2001 BTCC calendar:

Mon 16 April at Brands Hatch,
Mon 7 May at Thruxton,
Sun 20 May at Oulton Park (Island circuit),
Sat 2 June night races at Silverstone (International circuit),
Sun 17 June at Mandello Park,
Sun 1 July at Donington Park (National circuit),
Sun 22 July at Knockhill,
Sun 29 July at Croft,
Sat 4 Aug night races at Snetterton,
Mon 27 Aug at Oulton Park (Island circuit),
Sun 9 Sep at Silverstone (International circuit),
Sun 16 Sep at Donington Park (International circuit),
Sun 7 Oct at Brands Hatch (Indy circuit).

Lead replacement petrol

Competitors are reminded that it is not permitted to use lead replacement additives or lead replacement petrol when championship regulations specify fuel to 95N228 (Unleaded) or 957800 (Super Unleaded) standard.

MSA Board

Two MSA executives, Terry Lankshear (General Secretary) and Colin Hilton (Director of Sporting & Technical Services) have been appointed to the main board of The Royal Automobile Club Motor Sports Association Ltd.

At the last meeting of the Motor Sports Council, Martin Grant-Peterson (chairman of the Historic Committee) and Julian Fack (chairman of the Trials Committee) were re-elected as Council representatives on the main board of The Royal Automobile Club Motor Sports Association Ltd.

Championship Control Panel

MSA has created a Rally Championship Control Panel, to make independent decisions about the regulations and calendars of future rally championships. A similar panel has operated in car racing for many years.

The panel will include the chairman of the Motor Sports Council Relics Committee, the chairman of the Rally Championship Steering Group and representatives from major rally clubs. The panel will be chaired by an MSA executive director.

Starting in 2001, each rally championship will require a 'lead' club, who will steer that championship through the approval process.

Facts about...

Prodrive

- Prodrive is one of the world's largest multi-disciplined motorsports businesses employing nearly 450 people.
- It was formed in 1984 by its current chairman, David Richards, and commercial director, Ian Perry. Initially based at Silverstone, it moved to its present site in Banbury, in 1986.
- Prodrive has won three Manufacturers' World Rally Championship titles with Subaru and two Drivers' titles with Colin McRae. It has also won seven Asia-Pacific Rally titles and numerous national championships.
- At the Rally of Great Britain in 1999, Prodrive achieved the milestone of 100 international rally victories.
- In circuit racing, it has won five British Touring Car Championships — three with BMW in 1988, 1989 and 1990, one with Alfa Romeo in 1994 and the 2000 championship for Ford.
- In addition to the factory teams for Ford and Subaru, Prodrive also prepares Subaru Impreza World Rally and Group N cars for customers to compete in championships around the world.
- The Prodrive Allstars team gives drivers the opportunity to compete in World Championship rallies in Prodrive-prepared world rally cars with the same level of support as a factory team. As a result, Allstars drivers like Arai, Dor and Papademetriou often finish in the top ten of World Championship events.
- While it is far success with motorsport for which Prodrive is best known, more than half the company's revenue now comes from other areas.
- Prodrive's Automotive Technology division works with the world's vehicle manufacturers and tier one suppliers to enhance the performance of their products.
- www.prodrive.com

AUTOSCENE

Motoring
News

REVIEWS FROM

CLASSIC
SPORTS CAR

ON THE MOVE, Great Transportation Photographs from Life, edited by Maryann Kornely and Jennie Hirschfeld, Bulfinch Press Book, £25, ISBN 0 8212 2622 3.

This elegantly designed book takes the pick of car, train, 'plane and boat photos from *Life's* legendary photo archive. Many of the now-famous images will be familiar on postcards but, despite such exposure, they are still a treat together in this book.

Not surprisingly the bias is to US subjects, but don't let that put you off. Stand-out car images include Martha Holmes' 1955 night shot of Brooklyn Dodgers fans celebrating aboard open Cadillac and Buick, and studies of migrant families such as Allan Grant's image from Highway 30 in 1949. But the real joy is the mix of subjects from Texas cowboy to Spruce Goose, all printed in rich duotone. Highly recommended.

AUSTIN PEDAL CARS, by David Whyley, Arthur Southern Ltd, from Austin Counties Car Club, £9.95, c/o 8 Broughton Road, Pedmore, Stourbridge, West Midlands DY9 0XP, ISBN 0 946265 31 3.

The small, slim softback tells the story of the famous Austin J40, the pedal car inspired by the Austin A40 that delighted generations of children, and its rarer cousin, the 750 Twin Cam racer-inspired Pathfinder Special, which was actually the first in production. These were built by ex-miners in Wales at a time when rehabilitating the disabled was unfashionable, but the project was a huge success, and surviving cars fetch thousands today, even in poor condition.

This is an informative, heartwarming read — with a table of paint and trim

colours, and production changes at the end, just like the real thing.

DRIVING ME WILD, Nitro-Powered Outlaw Culture, Leah Kerr, Juno Books, From Turnaround, £14.99, ISBN 0 9651 042 9.

This addictive paperback has a unique perspective on hot rod culture. Lowbrow art, hot rod movies, drag strip legends, African American racers, gearhead inspired rock and today's retro rodders are all featured and author Kerr has a knack of getting great quotes from her heroes and heroines.

The book is packed with 'didn't know that' nuggets such as El Mirage dry lake, home of hot-rodding, being the backdrop for the race action in Russ Meyer's *Basomonia* flick *Faster, Pussycat, Kill! Kill!* or Linda Vaughn's vital statistics. If the Stone-Woods-Cook Willlys Gasser turns you on or the saga of 'Jungle' Jim Liberman breaks your heart, you must order this book immediately.

THE OLYMPIAN CARS, The great American luxury automobiles of the twenties and thirties, Richard Burns Carson, Beaver's Pond Press, via Meneshire (020 8566 7344), £39.99, ISBN 1 890676 02 0. If you're a fan of American coachbuilt cars of the inter-war years, this packed landscape-format book is a must — if you don't already have the first edition published in 1976. Richard Burns Carson may be little known but he does full justice to this glamorous era. The layout is crammed with contemporary photos of the magnificent work of Murphy, Dietrich, LeBaron *et al* — with the bonus of extensive captions. This book is based on individual marque histories but Raymond Dietrich rightfully gets a full chapter.

Damp Spring!

WE often get letters about dampers and damper settings. Questions range from: "Do I need uprated dampers with heavier springs, and why?" to: "Can I uprate the dampers with standard springs?"

On a basic level, the damper is there to control the spring, not the suspension action. Try driving a car without dampers fitted and you will find it wallows all over the place, rocking across the diagonal and pitching about... and that's only going in a straight line!

The spring should allow the wheel to move away from a bump in the road (deflection) without upsetting the chassis, which tracks straight and level. The initial deflection passes to the car eventually, because compressed spring energy has to go somewhere. That energy starts to lift the car chassis, so just as the wheel passes down the other side of the bump the

chassis moving upwards. The spring is then stretched beyond its normal ride height, encouraging the chassis to come back down and compress the spring just a bit more than the normal spring compression height. This cycle continues until the thing sorts itself out, or finds another bump in the road. This natural spring cycle is what you witness when you see an old MoT failure progressing down the road like a nodding dog, we need a spring damper (shock absorber really isn't the right descriptive term at all) to dampen all that uncontrolled motion.

You need to match the damper action to the spring rate, but it's not that simple. You also need to take into account the motion rate of the suspension (i.e. how much the damper compresses for each inch of wheel movement), the unsprung weight of the suspension (including the wheel and tyre) and even the ratio of sprung to unsprung weight.

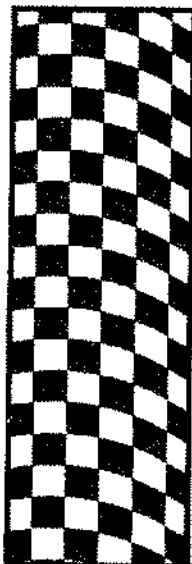
Too little damping is when the car hits

a bump and tends to 'leap in the air'. The spring takes the initial impact, on bouncing back the damper offers no control, and the car tends to catapult off the ground by the compressed spring as they rebound. What you need here is more damper control.

Conversely, too much damper control and you have the effect of the damper acting as a semi-solid suspension device which prevents the spring from doing its job. In certain categories of competition, where standard springs are mandatory, you may want to use the damper to achieve just that, but this is exceptional and should be avoided.






QUIZ ANSWERS

1. Stirling Moss, Jaguar, 1950
2. Vittorio Jano
3. TARGA (first appeared in the Targa Florio 1926)
4. MANX Cup 1949



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Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

Stories are a bit thin on the ground at the moment so here's sumat to think about:

What did the great explorer eat in the jungle?

What will they do when the forth bridge falls down?

What cake flies through the air and comes back again?

What do you get if you interbreed an elephant with a garden hose?

What do you give an injured lemon?

Answers.

Snake and pigmy pie

Build a 5th one

Boomerique pie

A jumbo jet

Lemonaid

Thanks for Xmas crackers, Eh? You can't beat them, you pull 'em.

Technocorner.

Paddock talk. Great init? Loads of people will advise and inform you in service areas (and bars) as to where you might find an extra 100 horse power from or get around that last hairpin 20 mph quicker, but be careful. I've stood in many race areas competing with motorcycles and cars and appreciate any advice that can be given. I've learnt, although its given in all good faith, to beware. This is because of a number of factors. Firstly there are the Bullsh*t merchants who think they know it all and will pass any old twoddle on to you that they have read in the Beano. Then there are those who have been Bullsh*tted to. These two are the worst and can cost

you lots of money. There are those who genuinely believe that what they say is correct and there are those who definitely know it will work. (for them)

What works for one may not work for another. Is the vehicle identical? I think not. Is the vehicle tuned to the same degree? I think not. Are all the settings the same? I think not, and do the crew have the same driving techniques? Need I say more?

Even when one make racing, advice can be given that should be equivalent to all, so why does that one in front accelerate so fast away from me on the straights? Answer. They're cheating or they have set the vehicle up in such a way that all the modifications work together and for the drivers style.

There is an argument for saying that the cam fitted to the fastest thing out there will not work for you because the porting is different, the valves are a different shape, the compression ratio is 0.5 out or the exhaust is different and fitting it will actually rob you of power! If you are listening to these people and intent on spending the money that may in fact rob you of power, speed or handling then just stop and think for a moment. The only way to be sure is through a scientific process of fitting and testing. Even going to have an engine built to specific parameters does not necessarily imply the same result for everyone. Engine builders can build the same engine to the same specs but can produce different power characteristics. The good thing about going to a professional is that they will know in what area to start, will have a good idea of what works and can go from there. Also the engine will probably have a dyno sheet with it. As for suspension unless you have lots of Wonga to fit multi adjustable legs and springs and go testing in all types of conditions and surfaces how are you going to know that slinging it sideways at Melbourne on the 18th March this year that you can get round at that speed? No its trial and error for most of us and the only thing I can see for using those Bilstein 2.5" adjustable legs is that I've bought some reliability from using standard road legs and springs. Oh the damping and rebound is obviously going to be better and may even keep the wheels on the ground but that only increases friction doesn't it? And increased friction means I need more power. And.....

A tongue in cheeked
Graham Steggle.

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick ☒ appropriate
boxes below and provide evi-
dence (results)

Event Name

Event Date	Event Type:	
	Autotest	<input type="checkbox"/>
	Economy Run	<input type="checkbox"/>
	Hillclimb	<input type="checkbox"/>
Organising Club:		
Trackrod	<input type="checkbox"/> PCT	<input type="checkbox"/>
Other	Road Rally	<input type="checkbox"/>
	Stage Rally M/V	<input type="checkbox"/>
Type of Claim:	Stage Rally S/V	<input type="checkbox"/>
Driver	<input type="checkbox"/> Treasure Hunt	<input type="checkbox"/>
Navigator	<input type="checkbox"/> 12-Car	<input type="checkbox"/>
Marshal	<input type="checkbox"/> Other -	
Service Crew	<input type="checkbox"/> state type	
Organiser :		
state position		

Event Status

Clubman CM <input type="checkbox"/>	National "B" <input type="checkbox"/>	ANCC Round <input type="checkbox"/>
National "A" <input type="checkbox"/>	International <input type="checkbox"/>	LARKSPEED Round <input type="checkbox"/>
	Other	

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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

ANNUAL DINNER DANCE!

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.

JANUARY 2001

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa.
- 16 Crown, Wetherby
- 23 Admiral Hawke, Boston Spa
- 30 Woodside Pub, Horsforth

FEBRUARY

- 6 Conservative Club, Gildersome
- 13 Admiral Hawke, Boston Spa.
- 20 Crown, Wetherby
- 27 Admiral Hawke, Boston Spa

WOTS ON

- | | |
|------------|----------------------|
| 27 January | Witch Way Raod Rally |
| 4 February | Riponian Stages |
| 3 March | Robin Hood Stages |
| 18 March | Lookout Stage Rally |

Your 2001 Committee

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