

# TRACKROD

MOTOR CLUB LIMITED



***"Smiling Stig Checks Out Thai Model  
with redesigned front end and up-rated  
gearbox,  
Apperley accepts the offer of Focus as  
Full deposit".***

## February 2001

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

## Editorial

This month the competition calendar is really starting and I will expect some reports from you out there. It doesn't take long to write or email or fax it to me so let us all know how you are doing.

The Annual dinner dance went well this year and the food , entertainment and atmosphere was exceptional. Thank you to all who organised and turned up. ( around 70 turned up I think )

Any one who wants to send bits in for the mag will need to have it with me by the Wednesday before 1st Tuesday in the month.

Graham Steggles  
Editor

### CHAIRMAN'S CHAT FEBRUARY 2001

Congratulations to the Social Committee team who put on a splendid Annual Dinner Dance last weekend. A great choice of menu, excellent food, good entertainment and a super room layout. Everyone I have spoken to enjoyed the evening which also allowed plenty of time after the meal for socialising as well as congratulating the winners of the various awards.

My thanks to Barry for sorting out the trophies once again - not an easy job I can assure you! You will have seen the new "rules" for claiming points and hopefully soon you will see the, sometimes complex, formulas used. The system is designed to be fair to everyone but will never be able to cater for every possible combination or reward every effort.

There are a variety of awards to "go for" including specified championships such as those for the Single Venue and Multi Venue Stage Rallies. Also some awards allow a free choice of events and others reward those who organise and compete, and at least one for undertaking a wide range of sporting disciplines. Do claim your points (within the following month from the event!) and let's have some great competition this year

Some of you may have misunderstood my remark at the Dinner that we were not applying for the MSA Club of the Year Award - this was true last year because in the Committees' opinion we were not able to demonstrate our performance in several areas - mainly work in the local community and to encourage younger people. Your Committee is well aware of these aspects and would welcome any help or advice you may have to offer. We WILL be entering when we consider the time is right - hopefully this year or next. We have a web site now, and are forging links with youth groups and are closely monitoring how we may play our part in the wider community. Watch this space!

Most motorsport is now notching up a gear or two so there is plenty for you to get involved in - have fun and keep safe!!

Rod Parkin  
Chairman

# NOPE!

Ed.

## Christmas Stages Car 15

Andrew Apperley/Dave Hammond

A navigators eye view.

After start No 31 last year and a 16th O/A we were rewarded with Car 15 this year for our second run on the Xmas stages.

Last year we had our Sierra Cosworth on display, but this year the Escort was to do the rounds.

7.30 am and off to Northallerton for the start. It was cold and icy (er, isn't that normal for this rally? Ed.) but we had been told that the stages were well salted and clear of snow.

9.48 we set off to SSS1 being a 10 mile stage and having 3 miles of tarmac to start. 5,4,3,2,1, GO!, 350 to Square R, 50 KR and KL to 90 R, opens to fast R and icy on entry to 90 L to long L continues. We started to climb Waithwith Bank and between the grass bankings we were caught out on sheet ice in an open hairpin left. We were wedged between the curbs and needed a couple of double shuffles to return us to normal dropping us 20 seconds. We hit the gravel section next and Andrew passed me his tarmac Brain and I inserted the gravel section. (hold on, Mr Apperley has a brain? joke! Ed) From here on we were getting more committed. The gravel sections were smooth and flowing which allowed us to push on as much as possible. There was the odd car off in the ditches were they had been trying too much. Then we were at service.

Nothing much to do here so a sausage and egg butty with a bit of socialising and off to the next 2 stages.

These were only 3 miles apiece so it was a quick blast through and back to service again.

We were about 14 O/A after 3 stages. With 4 to go we had to get a shift on for a finish higher than our start number.

Stage 4 was a repeat of stage 1 so away we went, 350 to sq R and KR and 45 to up and down, on off, blah blah blah.... Watch the f\*\*\*\*\* ( I hope that was flipping! Ed.) ice this time, and he did. We came to the gravel a little chewed in places but not bad. From an open hairpin right flat over crest 600 over crests and bumps 200 to sq left through gates 50 to sq R and flat over bumps. Let me tell you that I shouldn't have called the bumps flat because by the 3rd we were proper air born and heading for a nose dive! All we could see through the windscreen was road! Not half sky and half road. "Well held", I called after landing back on all fours, before turning 45R into 90L! The rest of the stage was smooth quick and committed.

Following Mr Gavin Rules in his red, yellow and blue sierra (you'll know the one) into the finish control his window was down and a voice said, "what time did you get?" 13.35 I said. "Bo\*\*\*\*\*s" was the reply! He doesn't like it when we beat him. (some can take and like a good beating and some can't! use a plastic sheet for the blood. Ed.) As it happened we took a minute from our time and 40 seconds out of him only to beat him on the previous 2 stages!

At service we were 11th O/A, 3 stages left to do and everything to play for.

We attacked the next short stages and took 20 and 45 seconds from our previous times through them giving us a good feeling for the last stage. Whilst in service I looked around for results and times and the car was given a good going over only to find that the rear beam had to be shimmed to bring the drivers rear wheel into line! Probably due to the hard landings over the yumps.

A 20 minute delay allowed me to watch Steve Petch in his Escort WRC (course car) go round the first few corners before we set off. By heck that cars got some grunt!

We took a good clean final run over the stage trying a little too hard over the yumps but surviving to give us a good time of day. The rally leader Bryan Gill had broken down giving way to Anthony Eaton to take 1st, 2nd was Tony Bardy and 3rd, Paul Bird (Impreza)

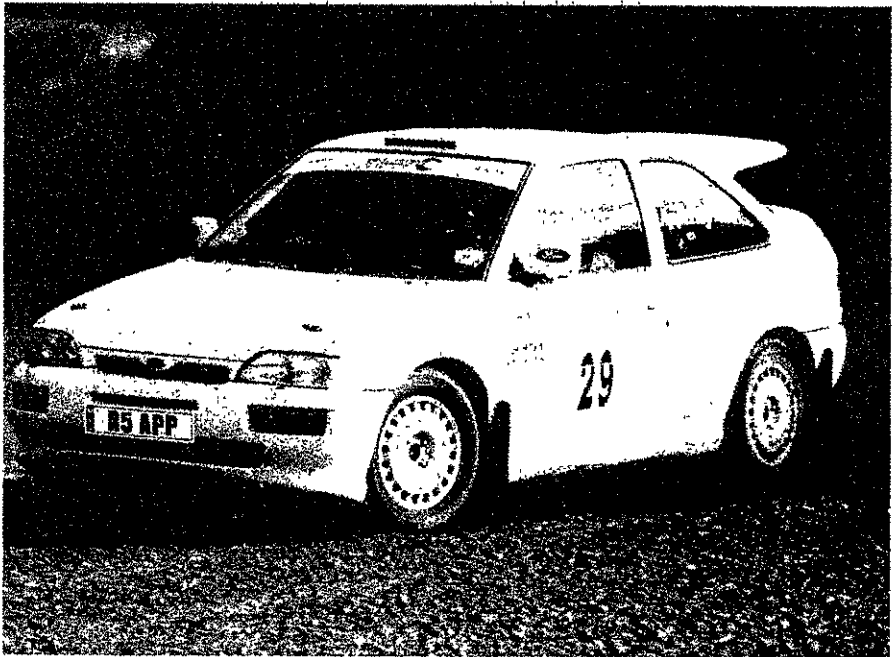
Back at the finish venue and a pint. The times came through provisional and we had made our goal of 9th O/A which was well deserved.

Thanks go to Andrews dad in management car/service, Chris Rawson for his 100% efforts on the maps and spanners as ever and finally to Proici Office Interiors for their support with transport arrangements.

To finish I would like to say that although my face isn't as regular at club nights as it used to be (due to work commitments) I am doing events under the club banner e.g. Mintex 2000 and other national rallies with Andrew and attaining good results. Not only for myself but also Trackrod MC. So come on you other rally people lets get out this year and show the other clubs what its about!

All the best in Motorsport, Dave Hammond.

( Thank you Dave and I hope you got that ride for the annual dinner dance. Ed.)



## Sad Loss

January saw the loss of potentially one of Britains greatest hopes for the rallying future and His Father who entertained people in a brilliant way on tarmac. These being Bertie and Mark Fisher. It's a sad loss for anyone but tragic as well as Mark had a bright future ahead. I'm sure all of Trackrod would offer condolences and hopes of recovery to Bertie's wife, Gladys and their Son who remain critical.

Trackrod M.C.

This one is set some Time ago when Tom Whittaker owned a fine Audi Quattro.

During an unofficial Trackrod Continental trip the following misunderstanding is said to have taken place;

As the now Famous Five Trackrod Members in Toms car arrived at the Italian border. The Italian Customs agent stopped them and advised: "It's illegal to put 5 people in a Quattro." "What do you mean it's illegal?" asked Rod Parkin from the passenger seat, who had now woken up after a brief afternoon nap. (never seen Rod asleep in a car seat before?! Ed.)

"But Sir, Quattro means four" replied the confident Italian official. "Quattro is just the name of the car," Parkin retorted disbelievingly. "Look at the papers: this car is designed to carry 5 persons."

"You can't pull that one on me ," replied the Italian customs agent. "Quattro means four. You have five people in that car and you are therefore breaking the law".

At this point Parkin had a characteristic sense of humour failure, similar to the type people have in Curry's, and replied angrily, "You idiot! Call your supervisor over I want to speak to someone with more intelligence!"

"Sorry," replied the Italian official, "he can't come over right now. Look He's busy with those two guys in that Fiat Uno."

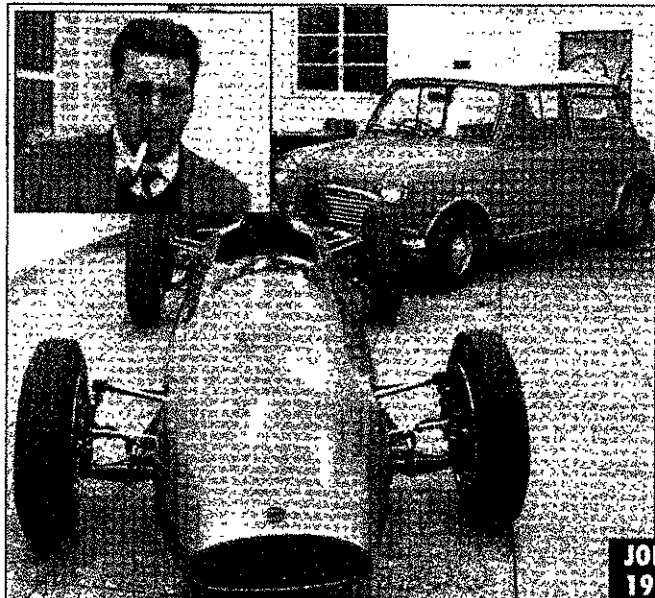
Fact or Fiction? Do you have one better?

Mr Apperley



MOTOR SPORTS ASSOCIATION  
UNITED KINGDOM

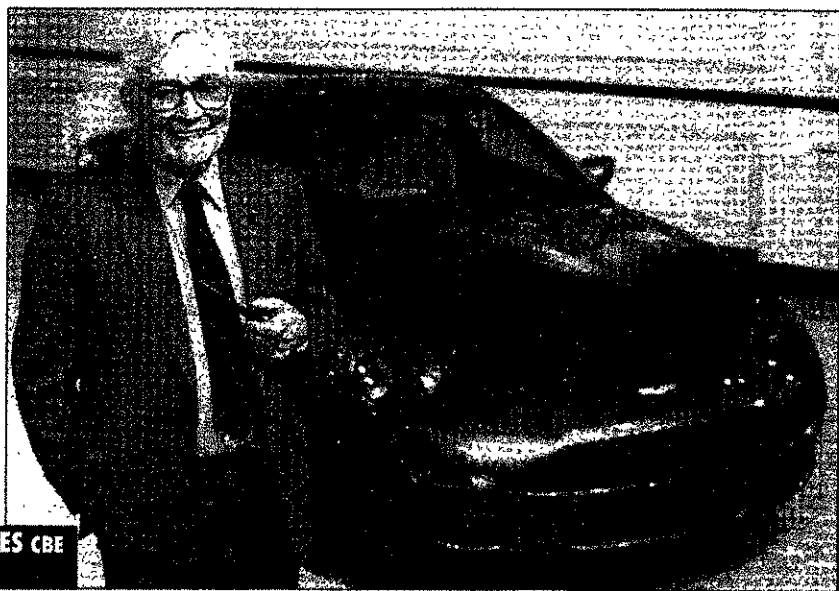
# Wheels



**JOHN COOPER CBE**  
1923-2000

## *In memoriam*

Two giants of motorsport history sadly died in the closing days of 2000. Walter Hayes (below) was head of Public Affairs at Ford when he approved the finance of the Cosworth DFV, which became the most successful engine in Formula 1. In the 90s he was chairman of Aston Martin when the DB7 was launched. John Cooper (left) pioneered mid-engined racing cars in Formula 1 and Indianapolis; he also inspired the Mini Cooper, one of Britain's most successful competition cars.



**WALTER HAYES CBE**  
1924-2000

# MSA NEWS

## RAC breakdown service

An article was published in the 12/00 edition of 'Wheels', explaining that the RAC would still recover members' cars from private ground "where access is permitted and specialist equipment is not required".

That article was printed in good faith and followed extensive research here at Motor Sports House. Nevertheless, it appears that the answers given to MSA were wrong and that RAC recovery from motor sport events on private land has, indeed, been withdrawn.

According to a letter from RAC Motoring Services, "RAC has moved to reaffirm that it does not regard certain 'off road' activities as a reasonable scenario within which a member should always 'expect' to receive service under their terms of membership.

"RAC believe it unreasonable to recover competitors taking part in race meetings or stage rallies where the expectation of damage to a vehicle is known & the competitor could be expected to manage this eventuality in preparing for the event.

"Vehicles which have broken down whilst taking part in a motor sport event which takes place off the road and/or is not subject to the normal rules of the road are excluded from cover."

The same letter does offer a crumb of comfort with respect to events on the public highway: "In respect to the 2000 events taking place on a Public Highway or in a public place where all vehicles comply fully with The Road Traffic Act, I confirm that breakdown cover would be provided. Examples of such events being Navigational Road Rallies, Touring Assemblies and Treasure Hunts."

If any motor club member has been refused service in a situation where service

appears to be in order, they are asked to forward details to David Bromwich at RAC Feltham (tel 0208 917 2885, fax 0208 917 2879), who "will investigate the requests for assistance in each case & establish whether the breakdown scenario fell within the 'reasonable expectation of damage' description."

A separate issue involves the RAC's payment of commission to motor 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.

MSA is aware of the existence of other breakdown service providers and will always seek to arrange the highest possible level of recovery for licence holders and members of our affiliated clubs...

## Popularity chart

MSA has recently completed analysis of event permits issued in the year ended 31 December 1999. The average number of starters at each type of event is listed in order of popularity.

Car race meeting 112 competitors, schools kart race meeting 107, short circuit kart race meeting 93, hillclimb 89, Formula 6 kart race meeting 89, special stage rally up to 45 miles 75, special stage rally over 45 miles 72, drag race 69, sprint 68, single-venue special stage rally 62, speed event practice day 59, classic trial 55.

Economy run 48 competitors, rally timed trial 47, off road hill rally 46, road rally 45, round the houses kart race meeting 43, rallycross 43, historic road rally 39, autocross 38, long circuit kart race meeting 37, timed road rally 36, car race training meeting 35.

Off road promotional event 27 competitors, off road point-to-point 24, production car trial 23, off road safari 23, off road trial 21, sporting trial 21, sand race meeting 20, endurance kart race meeting 20, off road gymkhana 19, truck race meeting 18, navigation road rally 17, off road treasure hunt 17, autotest 16, minicross 15, off road tyro trial 12, off road timed trial 11, standard car trial 10, off road team recovery 8, production car trial 6.

Competitor statistics are not detailed for events run under certificates of exemption, such as touring assemblies, veteran runs, marshal training days, treasure hunts and concours d'elegance.

## MIA Export Council

With the rapid growth of export activity, plus Grand Prix conferences, overseas trade missions, and involvement in America, an Export Council has been formed by the Motorsport Industry Association (MIA) to advise about such key matters as which markets to concentrate on and where to focus support.

The new council has already carried out a survey on behalf of the 150-plus MIA members. This revealed that approximately 33% of members export over 50% of their turnover; the USA was identified both as the top export market and the best potential market (46%), followed by Japan (21%) and Germany (13%).

More surprising, Denmark, Israel, Portugal and Poland also featured among 'best' or 'most potential' markets, proving

*continued on page 4*

## COD FILLET QUIZ



1. What were the racing colours of Egypt?
2. Where was the Grand-Prix des Nations held?
3. Who designed the Ferrari Tipo 375 (4.5 litre)?
4. The 1963 Alpine rally. Which cars beat the works Healey 3000's to win their class?

ANSWERS ON PAGE 11



acts about...

# The Rally of the Tests

This year sees the 50th anniversary of the first truly-competitive RAC Rally. The event was revived after the war, running in a new format in 1951 with a General Classification for the first time.

Ian Appleyard took the factory's white K120 rallycar, NUB 120, to best performance on the tests.

The new format was a success, and for the next 10 years this was how the RAC rally ran before it switched from being a road-rally to the forests.

A limit on entries was imposed in 1954, and 50 crews had their entry turned down. There were 33 Fords, 30 Jaguars, 5 Sunbeam Talbots, and 12 Healeys.

The smallest British car to win outright was the Standard 10 of Jimmy Ray in 1955 — and the biggest must be the remarkable 5.4-litre Cadillac-engined Lord J2X of Goff Imhoff, who took "best in the tests" in 1952.

Blackpool was always the start, and the end of the Tests format finished at righton seafront in 1961, and these are the Start and Finish venues for a revival rally to celebrate the anniversary, to be held over the weekend of December 1 with the support of the Classic Rally Association. The plan is to run a Historic road-rally under an MSA permit down the length of England for three days very much in the format of the Fifties, even down to authentic route instructions. So ... no Slip Road Books.

A booklet has been produced on the RAC rally of the 1950s, and is available from the Classic Rally Association, price £5. It charts the top-ten results from '51 to '61 and has lots of old photos, some never published before.

More details from the C.R.A., on 01235 51291, fax 851292, at the Rally Office, Westbrook St., Blewbury, OX11 9QA.

# AUTOSCENE

**Motoring News**

REVIEWS FROM



## RALLY CARS, ISBN 3 8390 4625 1, Reinhard Klein, Könemann, £19.99.

How do they do it for the money? Here we have a huge, weighty, beautifully shot, reproduced and presented book for the price of a motor manual. You'd happily pay twice or three times this much to obtain insight and depth of this quality. Klein is the world's premier rally photographer — his work appears regularly in *Autosport* — and the images here tell of the changing face of the sport over the past four decades, bearing testimony that the constant struggle to win doesn't get any easier.

This should really be called 'Works Rally Cars', as the story essentially starts with the homologation specials, from the Mini Cooper to today's world rally cars. After a quick introduction to what it's all about — getting down a country road as fast as possible — all aspects of rallying are covered here, short stages to safari marathons.

But it's the images that really make this book, rich in tone from all around the world, and most shot by Klein himself over his 25-year career.

## STEVE MCQUEEN, William Claxton, Arena Editions, £44. Available from Zwemmer Books; tel: 020 7240 4157. ISBN 1 892041 37 5.

Acclaimed fashion and jazz photographer Claxton was a buddy of McQueen and his stylish photographs capture him at his most natural. McQueen's passion for cars and bikes features extensively here including his treasured XKSS, 289 Cobra and '63 250 GT Lusso as well as favourite Triumph dirt bikes.

The pictures are highlighted with anecdotes such as the story of the Ford trashed while on set in Texas, and McQueen's new 250 Lusso, a gift from wife Neile: they

headed off on a motoring trip up Highway 1 with Claxton's new 356 in company. 'The Ferrari would regularly buzz by at 130 mph,' recalls Claxton who features the car in a high camp fashion shoot for *Cosmo*.

## FERRARI THE RACING CARS, Keith Bluemel, Sutton Publishing, £19.99. ISBN 0 7509 2487 X.

Trying to cram Ferrari's motor sport history into 150 pages is a tall order. But this is a surprisingly good read and the author is evidently familiar with the subject matter, honest in his assessment of the cars, drivers and the famed *scuderia*.

What is especially welcome is the inclusion of lesser-known Ferrari racers such as the indescribably ugly Bellancauto 512BB/LM from Le Mans in '84 or the fragile 308-based Carma FF of 1980; just a couple of the cars that usually don't even receive a token mention in most marque histories. On the debit side, there are too many happy snaps among the period pictures, and reproduction is variable. A good introduction.

## COOL CARS, SQUARE ROLL BARS, Arnie and Bernie Shuman, Hammershop Press Inc, £39.90.

There seems to be no end to books on California hot rod culture, but this inspired publication proves that the scene was as alive on the East coast. Enthusiastically written by a pair of hot rodders active in New England in the '50s, this book is packed with stories from Orange airport drags and other Massachusetts events.

The cars are not as slick as West coast designs but this only makes the activities of the Tyrads, Falcons, SCATS *et al* more intriguing. The variety of drag machines is fascinating, with Allards and XKs popping up.

# One thing leads to another!

A reader new to competition has asked about high tension (HT) leads in racing engines. Why do some leads cost a lot more than others and can these leads actually produce more power?

The answer is no. HT leads can't generate power as such; all they can do is carry the current for the spark and not leak to earth before that spark has occurred. In order to do that they need very good insulation. Racing ignition systems often produce very high voltages for the leads to carry and

there is more chance of a leak if the insulation isn't up to it.

The resistance in the lead also has to be taken into account. Most ignition systems are designed to account for the lead resistance to arrive at the correct spark firing voltage and duration. Copper wire leads with suppression caps are an exception here, but generally, fitting a different set of leads can change the value of the resistance and hence the spark firing voltage and duration.

*continued from page 2*

how global the motorsport market is.

The summary of the MIA's third Japanese trade mission makes impressive reading. Eight companies took advantage of the government-sponsored trip. All are in the motor sport industry, most employ fewer than 50 people and already export to Japan, yet only half had been on a trade mission there before.

Orders valued at £400,000 were taken and business resulting from the trip is estimated at nearly £2 million over the next two years.

Further information from Jane Montgomery, tel 0247 641 4999.

## QUIZ ANSWERS

1. Pale Violet (with red on white numbers)
2. Geneva 1946, 48, & 50
3. Aurelio Lampredi
4. Reliant Sabre 6's (Bobby Parkes 1st and Roger Clark 2nd)

2001

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## The Social Section

First of all, a big thank you to all who attended the Annual Dinner Dance & Prize Presentation, I hope that everyone had a thoroughly enjoyable evening and there were no problems. You will be probably pleased to know that we have already booked the venue for next year, again on the last Saturday of January, being the 27<sup>th</sup>. So please put the date into your next years diary!

Any comments from this year will be addressed for next year and please feel free to put forward any comments to myself or any of the Social Committee and hopefully we will be able to act upon them for next years event.

Also a big thank you to all who donated prizes for the raffle, both individuals from the club and companies, namely Greenway Lubricants, Granville Oils, Airedale, Dixons Ltd, ATM Engineering and others. In addition to the raffle, a thank you has gone from the club to Mal Sanderson, the magician who added to the atmosphere of the evening.

I'm sure you will agree that the evening was a great success and we shall await what is in store for next year.

Bring you back up to date, please don't forget that there is a new venue for our 3<sup>rd</sup> meeting in Wetherby, no longer will we be meeting at the **Crown**, as we have arranged a deal with the **Royal Oak**. We have got a room to ourselves in which we can hold meetings and not infringe on anyone else. Food is also being provided free of charge as long as we all don't drink orange juice all night!

The following events are also being organised:

- |                           |   |
|---------------------------|---|
| 6 <sup>th</sup> February  | Playstation racing night, get practising on Colin McRae 2.0   |
| 27 <sup>th</sup> February | Bowling evening. Hollywood Bowl, Kirkstall Road. Starting at 8.00pm, costs will be available nearer the time. |
| March 2001                | Ghost Tour of York, More details to follow.   |
| Spring 2001               | Go Kart Challenge, Inter-Club Tournament. Navigational Scatter, joint with other clubs.                       |
| Summer 2001               | Boat trip on the Ouse in York.  |

Any more suggestions will be gratefully received, please see a member of social.

Many thanks for your support

Simon.

On behalf of the Social Committee.

**FROM NOW ON, THE THIRD TUESDAY OF THE  
MONTH WILL NO LONGER BE AT THE CROWN,  
WETHERBY.**

**OUR NEW VENUE IS EXCLUSIVE, SPACIOUS AND  
ALL NEW TO TRACKROD MOTOR CLUB.**

**AS FROM TUESDAY 20<sup>th</sup> FEB. 2001 ALL THIRD  
TUESDAY MEETINGS WILL BE AT:**

**THE ROYAL OAK,  
MAIN STREET,  
WETHERBY.  
IN THE ROOM UPSTAIRS.**

**THANKS,  
THE SOCIAL COMMITTEE**

### **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.

Phone Donald or Russell 01992 505251

#### **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](mailto: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

G.Steggles. 01132893641 (I don't need a diff anymore)

### 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

## ROAD AND STAGE CARS OFFERED FOR SALE

### F2 ESCORT RS2000 GpN+

This car was originally prepared by Hendy Ford Motorsport for Marcus-Dodd it has been maintained and developed regardless viewing is therefore essential. Probably the best first rally car package in the world. (£P.O.A)

### AUDI A4 1.8 20Valve Sport Road Car

Aug 95 N reg ,Alloy Wheels with New Tyres (Steels optional), Full Electrics , Audi MainDealer Service History 109K miles (just run in), 11 months MOT & 5 months Tax, Half the JCT used Showroom Price! Outstanding value at only **£5495**

For more information please contact Andrew Apperley on (07836) 544037 daytime or (01924)892579 eves. Thank You.

# TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Autotest [ ]

Economy Run [ ]

Hillclimb [ ]

Organising Club:

Trackrod [ ]

Other [ ]

PCT [ ]

Road Rally [ ]

Stage Rally M/V [ ]

Stage Rally S/V [ ]

Type of Claim:

Driver [ ]

Navigator [ ]

Marshal [ ]

Service Crew [ ]

Organiser : [ ]

state position

Treasure Hunt [ ]

12-Car [ ]

Other - [ ]

state type

Event Status

Clubman CM [ ]

National "B" [ ]

ANCC Round [ ]

National "A" [ ]

International [ ]

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 1 month from the date of the event and must include a copy of entry list and final results sheet.**

## NOTE!! VENUE CHANGE!

3rd week venue change from The Crown in Wetherby to The Royal Oak in Wetherby. This venue has a private room for us to use and is upstairs.

### FEBRUARY

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

### MARCH

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

### WOTS ON

- 4 February Riponian Stages
- 3 March Robin Hood Stages
- 18 March Lookout Stage Rally

There is a 'run what ya brung' day for motorclubs such as ours, to be held at Melbourne. The basics are:

- 1) Car must pass basic scrutineering/MOT
- 2) No comp. licence is required.
- 3) A helmet **must** be worn. (They will be provided if needed)
- 4) The cost is £8.00 Gate fee (in advance) and £10.00 signing on fee.

The date is the 20th May 2001 and this will be an inter-club competition with several other clubs from the North of England. Any car can be used as well. It sounds like it could be a laugh!!!!!!

# Your 2001 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)  
Apperley@tinyworld.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 Steggle  
1 St John's Court  
Thorner  
LS14 3AX  
0113 2893641  
g.steggle@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)  
atmeng@compuserve.com

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