



Photo courtesy of Andrew Wride and he is right-fully proud of this action shot.

September 2001

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

Editorial

Having our club website has made it possible for club members to be linked to their personal sites if they want. Send me any info and I will upload the links. Note: this is only for personal sites to do with their competition and any photos they want. Registration of site names becomes less important as a direct link from the clubs site will be in place. Still waiting for any rally reports for the mag.

Graham Steggles Ed.

Chairmans' Chat?

Blah blah blah.

It looks like the Chairmans chat bit is going the way of the Secs bit so the mag may get a little thinner from now on. If that doesn't matter to anyone then fine but remember the mag is meant to be the focus of your Club informing you of things coming up with features to stimulate and interest you. I hope that it achieves this and feedback so far has confirmed this. If it doesn't then please tell me as without articles, feedback and any constructive criticism I can't mould the mag how you would like it. More members are competing now so where are the articles? Come on. If I can write a little? (re: ALL) then someone else can jot some pros down. If there's a problem with writing then I can meet at club night and jot it for you. Verbal accounts don't come out the same and are in the hands of my cynical and warped, twisted sense of humour, believe me.

Pp G.Steggles Ed.

Events News. Marshals needed.

Coming up obviously is Trackrods Lookout stages and Harewood Barbeque Hillclimb on the 8th & 9th September. Check out the web site for details.
www.trackrodmotorclub.co.uk

The Premier Rally is asking for marshalling help on 30th September and starts at Mansfield Civic Centre with 40 stage miles and a shorter road route than usual. The organisers are asking for as many marshals as possible and radio car crews as well. Anyone willing to help can contact Paul Rees (Chief Marshal) on 01623 404114 or Email paul@rallymarshal.co.uk

DeLacy MC are organising a single venue rally at Binbrook on Sunday 7th October and would appreciate marshals or radio help on the day. Or make a weekend of it as I believe that the campsite will be open and a licensed bar and probably barby will be on. Contact Steve Cowley (Chief Marshal) on 01977 644139 or Email steve@cowley96.freemove.co.uk

Details from Phil Andrews. Thanks Phil.

I've sent an article to Keith McGhie regarding Trackrods involvement with the local community and utilising young people on a structured outing to become involved with the marshalling side of the sport. First trip to Melbourne and the Lookout.

G.Steggles. PR officer.

Adrian Barker Memorial
Binbrook 12th August Car 25 G.Steggles/E.Bain

A van, we had a van. So it was loaded with everything I could think we may need. Including tools, fluids, wheels and tyres, sundries and the kitchen sink. So why when I looked at my spare front subframe with rack, bottom arms and drop links and loads of space left on the van didn't I pack them? I don't know. Maybe we weren't meant to continue on this one?

After a night sleeping in the van and enduring a very windy and wet one we woke to find a wet and showery day. The ground was wet but no standing water and dirty with red mud on it. I decided to swap from moulded slicks to intermediates and head out on the first stage.

With a 50 car entry we were determined to finish well here again and no quarter was given in the driving technique. The stage was very slippery but I was now getting to grips with the way the Pug slides into corners (sometimes rear first) and although I fiddled with the front to rear brake bias I could not tune it out on braking. Its something I'm going to have to look at seriously as with the valve almost shut I still get rear wheel lock up on severe braking. After 2 laps we came out confident that we would have a good finish here.

At the last minute I decided to use knobbles but had run out of time thinking that I would change for stage 3 we went out on Stage 2 which was a repeat of the first and on the second lap heading into a very nice 90 right for the 4th time I thought I had it summed up. Sideways through it on the brakes and power on through the very slick dirty apex on opposite lock to correct when disaster struck. It gripped! Straight on to the right and I saw a 400mm kerb coming towards me. "I don't want to hit that at this speed" I thought. Too late, even with my super hero lightening fast reflexes, the car wouldn't respond as fast as I could. We bounced off into the left hand side of the track with no drive. The

impact had knocked it out of gear. Having realised this I selected first and to my surprise it drove off albeit with the steering wheel at a funny angle. Second was taken and I became aware that it wasn't exactly going in a straight line and pulling to the right. I thought I had a flat when smoke began passing my side window. I wasn't about to stop having 3/4 of a lap to the finish and carried on at a slower pace. we made it to service only dropping 1 1/2 minutes to our first stage time and when I got out the wheel had about 4 degrees positive camber and was touching the rear of the front arch! Bugger. The bottom arm was shaped like a banana and the anti roll bar drop link was pulled from the socket. Malcolm tried to remove the lower arm as I rushed round service asking all the Pug drivers if they could donate a spare O/S lower arm. Nobody had one and if they did they were group A ones that wouldn't fit. In desperation I began asking people who had just rolled or retired and even asked one mechanic who was servicing for a 6R4!! Chris Leeming offered me his vice, big hammer and service crew who all had that evil glint in their eyes when they thought they had a chance of hitting sumat with a hammer! But as its cast I gave up on that one because it would only have fatigued it. I eventually got back to find Malcolm had only just got the arm off as it was bent so bad that the bolts wouldn't come out and it was trapped on the rubber bushes. I told him I couldn't get a spare and we had to put it back to get it on the trailer!? Well it went back but with only the front bolt in and the rear one flaping about an inch and a half upwards in the air. It was enough to get it on the trailer though. We watched the rest of the rally and eventually the lure of the pub got too much so we went during the last stage with about 20 left in the rally to go home with our first DNF retirement. Next event in a week at Leconfield again.

G.Steggles

4.30 am? It's a nightmare. Scrutineering and drivers meeting dispatched with and out for a wet stage 1. I now understand how other competitors feel when they have tyre choices as the day went from wet to damp to dry to damp to soaking wet. Stage 1 and 2 were taken on road tyres as wet weather material. The organisers had made the hill jump the other direction to the last time we were there which meant we had a lot of air time as we went over it. The only problem being a hair-pin left just after we landed. There were stories of competitors shoving their sumpguards through the sump and damaging mountings when landing from this. The more we did it the longer we got in the air until Emma sensibly started slowing me for it. After stage 4 we decided that it was dry enough for slicks and started to grip at last with the front end now biting and pulling us round bends.

We started =39th after stage 1 and were now progressing up through the field. After 3 we were still in the 30's which worried me a bit but we carried on. After stage 5 we looked at the results and found to have picked up a 1 minute penalty. We enquired about this and the organisers informed us that we had checked out of a finish control 1 minute early! We knew we hadn't as we were following the car in front and had no way of checking the finish time cos the marshals were writing in the time and sending us out. When they checked it was found that they had written in the wrong time. After this was rectified we were 23rd and 11th in class after stage 6.

The last 2 stages were 3 milers and we had 13 seconds to make to get 22nd and 10th. A little ambitious so we went steady to try to minimise mistakes and hoped everyone in front would make them. To make matters worse it rained heavily for the last stages so I chose inters at the last moment with the top runners on wets. My theory that they would shift enough standing water by the time we went through to warrant our selection. We managed to take back 10 seconds over the last 2 stages and 6 miles leaving a 2 second deficit. So the final result was 23rd and 11th in class. Next one at Melbourne on the Lookout!

G.Steggles/E.Bain

THE MEAT OF THE MEET

A *Wheels* reader (I knew if we published long enough we'd stumble across one) reckons I underplayed the importance of 'the meeting' when writing recently about trawling for sponsorship. Fair comment because the aim in phoning or writing to potential sponsors should be to fix a meeting; no sponsor – well, no sponsor with any sense – is likely to commit without seeing you.

So, with a meeting fixed, how do you make the most impact? By planning and taking it all very seriously; if you are slapdash, you are signalling that either your pitch or the person you are approaching isn't important – not the way to make friends and influence people. Consider: if you are hoping for sponsorship for a ten event championship, then it follows that a meeting to land support is ten times as important as any single event.

When you've decided what you've got to say, establish who should say it; if it's a club making a pitch, this needn't be the chairman if someone else is more persuasive, while if you have someone who is a bit abrasive but a great character 'once you get to know him', leave him out of the meeting.

Once you've established who should attend a meeting (and avoid going mob handed) I think it's worth appointing a leader; he or she should have a signalling system (perhaps by scratching an

ear) to indicate that a speaker should shut up; hitting them over the head with a chair will have a similar result. Many done deals have been *unsold* at the last minute through people rabbiting on too long.

The team should run through their pitch but not rehearse to the point where it becomes stale; if in doubt shorten it. Then all you've got to do is make the presentation and drive away with the cheque.

Not quite. There's one other thing to consider: visual aids. I've put these last because they are the least important. Your *words* have to convince; if you need pictures to prop them up then they're perhaps not strong enough.

Nevertheless, illustrations may still help but do practise with whatever system you plan to use to show them. 35 mm slides are long established but have an uncanny way of getting out of order or upside down; I've seen both happen in the last couple of weeks. Computer generated and operated slides are more sophisticated and foolproof aren't they? Pull the other one. Within the same two weeks I've seen a recalcitrant system reduce an audience to hysterics. The laughter was largely due to the fact that the pitch in question was about the hi-tech services being offered by the presenter!

Such disasters reinforce my view that if you only face an audience of half a dozen or so, a simple series of flipover

illustrations is as good as anything. Such a scheme is more flexible than the others because you can cut things by turning over a few at a time and you don't have to grub around looking for a power point or erecting a screen. Foolproof? Well, I thought so until I recently set up my folder with a flourish ... then watched it unfold because I'd forgotten to fasten a retaining strap. As it collapsed it naturally knocked over the marketing director's coffee; it didn't help that she totally misinterpreted my fumbling attempts to wipe it off her dress.

Anyway, when you're through, follow up any promises you made, whether to supply more information or whatever, and then have a debriefing meeting to consider how you can improve your pitch if you have to make it again. You will. *Stuart Turner*



COD FILLET QUIZ

1. The book 'Driving Ambition' is whose biography?
2. What does the Ordnance Survey 7th series symbol of a small triangle containing a dot indicate?
3. How many times have Coventry Climax engines powered cars which have won the Constructors championship?
4. In the 1977 Japanese Grand Prix who was the additional sponsor of the SHADOW DN8 cars?

ANSWERS ON PAGE 14

UK in pole position

The first definitive survey of the UK's motorsport industry, commissioned by the Motorsport Industry Association (MIA), shows that the industry contributes almost £5 billion to the British economy and contributes over £2.2 billion to Britain's export earnings, placing it in the top three export earners (excluding financial and other services).

The results were researched by the Universities of Birmingham and Newcastle, Cranfield University School of Management and Henley Management College.

MIA chief executive Chris Aylett said: "Outside the world of motorsport, the size of this British industry and its leading position in the global arena is little known.

"This survey reveals, for the first time, its true economic value, with more export earnings than agriculture and steel combined. It employs some 40,000 people nationwide and is right at the heart of the knowledge-driven economy that represents the real future for this country."

For an industry based mostly on small businesses clustered within 'motorsport valley' – a swathe of southern England stretching in a crescent roughly from Southampton to Norfolk – UK motorsport has achieved startling international success. Three-quarters of the world's single seat racing car production is British-built, and 80% of Formula 1 World Championship races in the past decade have been won by British-built cars.

The report goes on to examine

the opportunities and threats faced by an industry based on complex inter-relationships and dependant on a constant flow of highly skilled and innovative employees.

"In 2001, motorsport has more in common with the aerospace and IT industries than with the traditional perception of engineering. The survey also shows that if we are to keep our leading place in the field, we have to work harder in areas such as training and education, and the promotion of the industry as an exciting and rewarding career for young people," concluded Aylett.

New promoter for Rally GB

International Motor Sports Limited (IMS), the commercial subsidiary of the Motor Sports Association, has announced the appointment of International Sportsworld Communicators (ISC) as sole promoter of the Network Q Rally of Great Britain.

ISC, media rights holders of the FIA World Rally Championship, will assume immediate responsibility for promoting this year's Cardiff-based event, which starts in the Welsh capital on Thursday 22 November.

Announcing the appointment, John Quenby, Chief Executive of IMS, said: "This is great news for the Network Q Rally of Great Britain. Our appointment of ISC, and their ability to pioneer cutting-edge broadcast technology, reflects our commitment to developing a showcase for rallying in the UK and around the world."

David Richards, Chairman of ISC, commented: "The Network Q Rally of Great Britain has always been one of the most innovative rounds of the World Rally Championship. We are delighted to be able to give our full

promotional support to its future development. We will be working hard to dramatically enhance the TV content, revolutionising the programming while retaining the event's fundamental heritage and character."

John Quenby added: "We are looking forward to working with ISC to evolve the Rally of Great Britain into one of the most exciting events for those who view it live, on television or through interactive media."

ISC will utilise their own in-car technology to change the way World Championship rallying is broadcast to 4.8 billion TV viewers world-wide.

The 2001 Network Q Rally of Great Britain – the UK's largest annual sporting event – will be the 14th and final round of the FIA World Rally Championship. It is sponsored for the eighth consecutive year by Network Q, Europe's largest used car brand.

Government support for Autosport Show

Government organisation Trade Partners UK will support the next Autosport International Show in Birmingham (10-13 January 2002). Trade Partners supports UK companies trading overseas, with teams at over 200 British embassies around the world. Ticket details at www.autosport-international.com.

Congratulations to ...

David Mosey, first MSA British Champion of 2001, for the autotest title in his Mini Special.

Dave Boulton, who won the marshals' prize draw at the British GP, an expenses paid trip for two to a European GP in 2002.

Welsh Association of Motor Clubs, who presented £1,450 to a fund established for farmers affected by Foot & Mouth Disease in Wales.

THE BRITISH MOTORSPORT MARSHALS CLUB

- The BMMC lays claim to being the largest organisation for motor sport marshals in the world.
- Founded in 1957 with the aim of providing training and making it simple for enthusiasts to marshal at a range of events, the club has expanded to provide a range of other services, including insurance, reduced price regalia and equipment.
- A National Newsletter is published every quarter and the club has its own Web site – <http://www.marshals.co.uk>
- Safety – for competitors and spectators as well as marshals themselves – remains a key priority for the club whose system for recognising marshals' skills became the foundation for an MSA scheme for all clubs organising race meetings.
- The club has expanded its sphere of interest and now has members performing a range of roles at kart meetings, hill climbs and sprints.
- Rallying is another important area of interest for the BMMC, so much so that it has a separate section which provides a similar range of service and recognition of experience for marshals whose main interest is in rallying.
- Members marshal for anything from as few as a couple of days a year to more than a hundred and, while the bulk of its membership is concentrated in the UK, the BMMC also has members in Europe, North America and Australasia.
- For more information contact Chris Stoddart on 0208 502 9304.

AUTOSCENE



REVIEWS FROM



MERCEDES IN MOTORSPORT

by Alan Henry, Haynes, £25.

ISBN 1 85960 658 X.

This is a chronicle of Mercedes in motor sport, from 1894, when a Daimler V-twin-engined Peugeot won joint first prize in the world's first motor race, Paris-Rouen, to the present day.

Although clearly it has to pander to modern tastes, more than half of the book deals with the glory days up until 1955 when Mercedes pulled out of racing, and the rallying Fintails thereafter, and there are some wonderful images.

Historically, nobody has gone racing more thoroughly than the Swabian company, and this might explain why this hardback leans heavily towards Mercedes PR: its back-door involvement in motor sport for three decades (touring cars, Sauber) before joining the F1 bandwagon is described as a 'low profile approach', Jaguar driver Hawthorn is blamed for that awful Le Mans carnage, and putting Mercedes badges on cars designed and built by McLaren and powered by Ilmor goes unquestioned.

THE ROLLS-ROYCE PHANTOM II AND PHANTOM III, by Nick

Whitaker and Steve Stuckey, from Complete Classics, £27.80 inc p&p, PO Box 2004, Coulsdon, Surrey, CR5 2ZP. Tel: 020 8660 9525.

Clearly a labour of love by authors and publisher, these marvellous A5 books are designed to fit in the glovebox and are packed with data, registers and a wealth of photos.

The gallery chronicles all the body styles, with fascinating

captions. Did you know pop artist Andy Warhol owned a Phantom III 'Woody', Farina styled a Phantom II for Marquis Demetrio Imperiali or that a 1930 Thrupp & Maberly limousine was converted to a fire tender in Switzerland? A valuable, fascinating release.

PROTOTYPES The History of the IMSA GTP Series by JA Martin and Ken Wells, David Bull Publishing, £49.95.

This hefty 511-page work covers North America's version of Group C, from Brian Redman's '81 championship with the brutally effective Lolo T600 to the domination of Juan Fangio II in the All American Racer's radical Toyota Eagle Mk III.

As well as the big guns, the little guys such as Grid, Harrier, Badger, Cougar and the JG/Phoenix all get credit for giving the series colour and variety.

Author JA Martin, aided by Ken Wells, avoids the usual race-by-race chronology, leaving that to the extensive results section, to focus on the characters, teams and spectacular cars that made GTP.

Martin's text is peppered with interviews from key entrants, designers and drivers perfectly complementing the wealth of photographs. The 500-plus pictures include several big shunts, none more spectacular than Chip Robinson's short flight at Riverside in the Group 44 XKR-7, when he tangled with Doc Bundy's Corvette and Lyn St James' Ford Probe. Amazingly, none of the drivers was seriously hurt.

MARSHALS POST

by the BMMC

THE best extinguishers for vehicle fires are a dry powder extinguisher to knock down the flames, followed by foam. If you are at a circuit, both types of extinguisher should be ready to hand, but if you are out on a rally, it's not a bad idea to carry your own hand-held extinguisher in your car.

The best extinguisher to buy is an 'ABC' dry powder extinguisher. The ABC refers to the types of fire the extinguisher can cope with.

- Type A fires involve solid materials like wood, cloth and paper
- Type B fires involve flammable liquids like oil and petrol
- Type C fires involve

flammable gasses like propane, butane and natural gas.

Some dry powder extinguishers are only 'BC' extinguishers so won't be all that effective if wood catches fire – not much of a problem on a circuit, but on a Rally in a forest...

So, what's in foam extinguishers? Water and some hi-tech washing up liquid. You will often see the letters AFFF on foam extinguishers. That stands for "Aqueous Film-Forming Foam" – aqueous because of the water and film forming foam because the foam forms a film which cools and excludes oxygen from the fire.

Fire needs three things to sustain itself – fuel, which could be anything from dry grass and vehicle trim to petrol, oil or brake fluid; heat, which can come from the engine, a turbo, the brakes or exhaust and

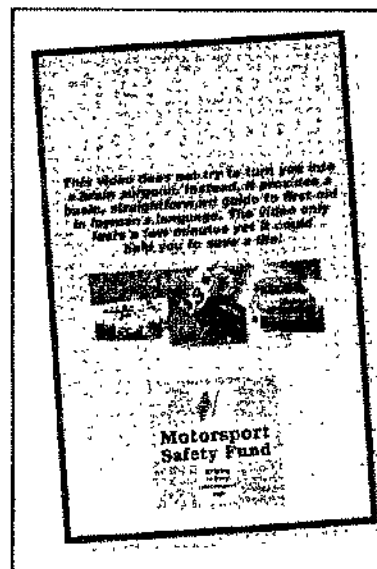
oxygen, and there's plenty of that all around us!

Powder extinguishers knock down the fire, excluding oxygen and providing instant cooling, while the foam provides further cooling and seals the site of the fire to stop re-ignition.

The best way to learn about fire fighting in motorsport is to take yourself along to a marshals' training session. Most take place in January or February, before the new season starts, but there are some mid-season sessions too. Details of marshals training are available from the MSA, Regional Associations and racing clubs.

QUIZ ANSWERS

1. Alan Jones
2. Triangulation station
3. 4 times. Cooper 59-60, Lotus 63 and 65
4. Benihana (Japanese steak houses)



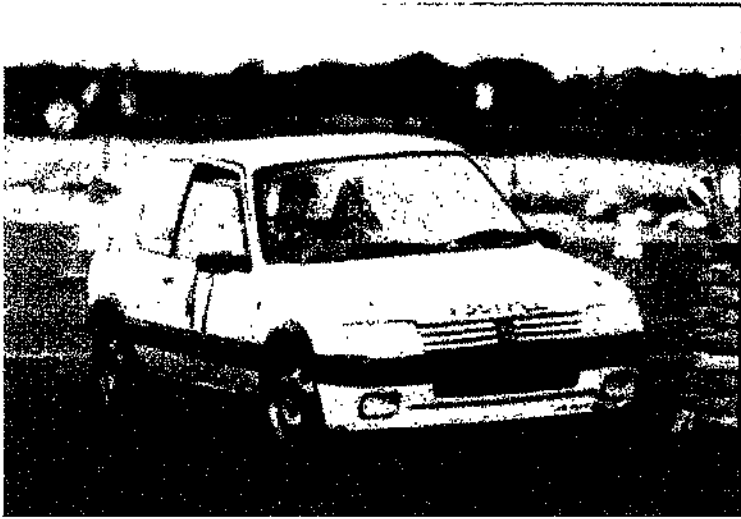
First Aid in Motorsport

A new video giving a straightforward guide to first aid for all those involved or interested in motorsport.

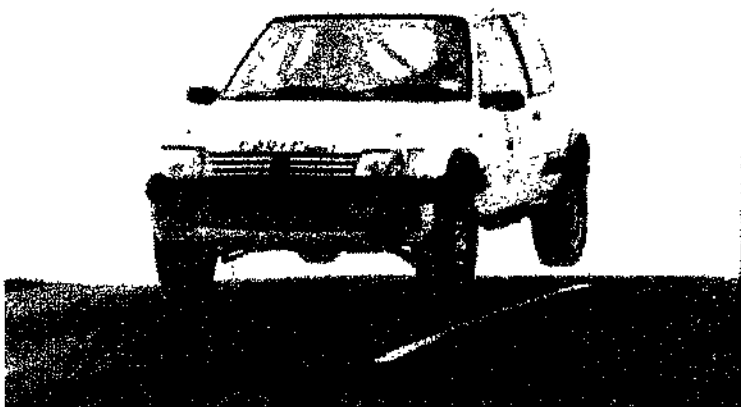
It runs for just over 13 minutes and is available at £10 incl p&p from:

MOTORSPORT SAFETY FUND
PO Box 239, West Malling,
Kent, ME19 4BL.

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



OK. Pictures of my Pug again. Tarmac suspension, Tyre choice and a high jump meant I was in for it.



Web Sites

The committee has passed that members may have links to their own personal web sites from the club site;
www.trackrodmotorclub.co.uk

This doesn't include any commercial sites but if you have a personal site to do with competing, marshalling or organising events then we will include a link to it.

If you have wanted a site but don't know how to go about it then contact me as I can help. Things you could include are pictures, reports, championship standings, escapades you may have encountered, etc..

If you have an email address other than with a company then you probably have some free space for a personal web site and as such can upload your site to there. If you don't then just register with a provider and get an email address and space will be available. Registering a name becomes void as a link directly from the clubs site will be there.

Its simple really and you never know who might get in touch.

G.Steggles. Web master.

Trackrod Merchandise

Item	Colour	Price
Sew on patch	N/A	£2.50
Polo Shirt S(40") M (44") L (46") XL (48") XXL (50")	Grey	£10.00
Sweatshirt	Grey	£11.00
S (40") M (44") L (47") XL (50") XXL (53")	Navy	£11.00
Roll Neck	Black	£16.00
S-M-L-XL-XXL	White	£16.00
Rugby Shirt	Red/Black	£22.00
S(36") M (40") L (44") XL (48") XXL (50")		
Short Sleeved Shirt	White	£14.00
(Please state collar size)	Blue	£14.00
Wooly Hat	Black	£4.00
	Grey	£4.00
Cricket Sun Hat	Navy	£5.00
Wallet	Black	£4.00
Navigators Bag	Black	£7.50
Holdall	Black	£14.50

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Marston)

FOR SALE/WANTED.

Ford Sierra XR4x4

2.9 V6 1988 Flint Metallic Grey 97K miles. Very solid good car, tidy with RS alloys and body kit. 11 months MOT.

£800 o.n.o.

Contact Richard Ineson 01132679329 (H)

07759817482 (M)

Peugeot 205 bits.

1.6 GTI engine with injection and ancills, Std. 12000 road miles since receipted rebuild. £150

G.Steggles. 01132893641

Wanted

Secure storage for Mk1 Escort rally car and spares package. Leeds area preferable but willing to travel locally.

Tel: Malcolm Jackson 07831 673 168

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

[]

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[]

[]

[]

[]

[]

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other -

state type

[]

[]

[]

[]

[]

[]

[]

[]

[]

[]

Event Status

Clubman CM []

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

SEPTEMBER

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 Royal Oak, Wetherby
- 25 Crown, Boston Spa.

OCTOBER.

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Royal Oak, Wetherby
- 23
- 30 Crown, Boston Spa.

Wots on.

September

- 1st, Woodpecker
- 8th/9th, Harewood Barbeque Hillclimb, Harewood.
- 9th, Lookout stages, Melbourne
- 15/16th, Khumo Tyres Scottish Rally
- 30th, Premier rally

October.

- 7th, Lightning Stages, Binbrook
- 13th, Harold Palin Memorial Stages, Manby.

Your 2001 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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