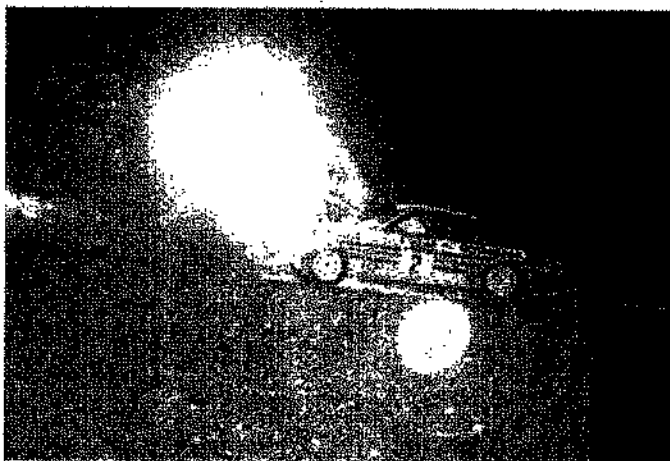


TRACKROD

MOTOR CLUB LIMITED



OK! Testing time. Driver & Year?
It was a TMC run stage on the Lombard and the driver, sadly,
is no longer with us.

November 2002

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

Editorial

Full to bustin' again. Thanx everyone.

I hope the letter doesn't spark a repeat of the last one I printed but I feel that if members have a point to make through the mag its only fair to publish.

Graham Steggles Ed.

CHAIRMAN'S CHAT – NOVEMBER 2002

As life returns to "normal" Mull has been and gone with the now usual nice weather before and after the rally!! Must be something in the Hebridian weather clock that knows we rally Friday and Saturday nights in October. When the weather is fine there is no finer place in the UK. Everything from the autumn colours of the trees, the white sands of Calgary Bay, bleak mountains to the wild countryside. Where else do you stand a good chance of seeing otters, eagles, "wild" deer, and highland cattle all in their natural habitat. Mull is worth seeing anytime, but especially when the rally is there as well. Those of you who have not been are missing a treat. Our Scottish correspondent, Peter Stanhope, has all the details!

The British Rally Championship is moving on next year with a partnership of ABIRO (the existing organisation of which we are a part) and IMS (the commercial arm of the MSA who, for example, promote the Network Q). This partnership will hopefully create the finance and publicity to ensure the financial success of the championship, including TV which is so attractive to sponsors. ABIRO will now be left free to assist the organisers of the various rounds to run even better rallies and look after the competitors.

As we move nearer to Christmas there is still much motorsport activity to become involved in and I hope you have the Dinner Dance booked in your diaries - Saturday January 25 of course.

Have fun whatever, wherever

Rod Parkin

Secs Bit.

It's the last month for trophy points this year as ours now runs from December 1st to November 30th. Get them in as its close.

With around 140 members this year it seems a shame that more of you are not taking advantage of Trackrods Trophy points system. It doesn't take long to put them down on a claim form and send it in. The trophies are very good (not the usual plastic and wood bases, but nice ornamental glassware) and this year there is hard cash to win. (Perfect 10 championship) About 10% of the membership are contesting for the points ranging from marshalling to rallying. Funnily enough these same 10% also turn up on club evenings. Why not turn up now and again to join us with your points in hand for next year?

You may see a letter in this issue that has been included by the Editor. (Me. Ed.) I believe that the answer to the question is actually in the letter...under read the regulations. But having said this the point may well be valid as it is a Trackrod organised event and we should be striving to include Trackrod members. It may have been worded differently but after speaking with the senders I believe it to be meant constructively and without malice. I hope its taken that way by all.

G.Steggles (Secretary)

Harold Palin rally 12/10/02
Car 17

No service crew, no trailer, no tow vehicle! Looks like we'll have to drive it there.....and back!

Ear plugs in and off to the venue, through scrutineering and ready for the off. To make matters worse it was raining and I had to keep the car in one piece! Manby showground can be slippery in the dry let alone the wet. It was. 1st stage and we were slow. I knew this because I was exclaiming in the intercom, "why are you braking here" to myself. Emma found it amusing. I often found myself accelerating back up to speed for the oncoming hairpins. The car was handling well in the conditions though with no rear lock up. I was on knob-blies, as I had no other tyres with me, and this may have helped. The car did not go up in the air all day and I only checked the water and fitted the ignition and fuel relays properly to the inner wing in service.

Lorraine Leeming blew her 1600 Escort up whilst 1st in class. I tried to console her with what everyone uses with me, "Well, thats rallying", if a look could give a black eye I would be needing a piece of steak now! Maybe this phrase should be struck from the rallying vocabulary?

We were hovering around the high 20's O/A and I was getting a little dejected when I suddenly realised that I was driving it home! Who else was doing that? No one I saw any way. It was obvious I wasn't going to be as fast as I could be. This in mind I started to relax and, guess what?, ENJOY the event! I played with the drifting around long 90's, smiled at the speccies in hand braked hairpins, waved down the straights and slowly went up to the low 20's O/A.

On the last stage Emma and I were in fits of laughter playing to the speccies after realising that although only a few seconds off 21st O/A we were nowhere near next in class so just tootled round. We ended up 22nd and 6th in class after a very wet day, but as we were off home the sun came out. Does this go to show the old addage that more haste equals less speed? Or was it that loads of crews crashed! which then leads me back to more haste.....

Graham Steggles/Emma Bain

SOCIAL SECTION

Go-Karting 2002

F1 Karting

Sunday 24th November 2002

**By the time you read this, you will know
whether the Karting is on or off. Response
has been zero to now.**

Wakefield MC Navi Scatter

**Now on Wednesday 13th November 2002
Speak to A Apperley or S Taylor for more
info.**

Paintball & Quad Bike Day 2003

To be held in York.

**Half day Paintball, half day Off-Road Quad
biking**

Approx date Feb 2003. Cost TBC.

More details will follow in future magazines.

2003 Dinner Dance

**Leeds United Football Club
Pavilion Suite.**

Saturday 25th January 2003

Tickets available £20 from Simon.

Menu choice also now available.

The Harewood (Barbeque) Hill Climb

This letter is not about how well this event was run. It has been written to question if Trackrod members are really wanted at this event in their rally cars and not just purpose built hillclimb cars?

After all, Trackrod members are Rally drivers and rally organisers. So, when 10 places are left open for Trackrod members you would automatically think you would have a rally car class! Not so, because after speaking to the organising team we were informed we should read the regulations for the event. This would tell us that there was no rally car class. The reason given for this decision was that it had not been well attended the previous year, even though 9 drivers had competed.

This year we would be divided between the other classes, e.g. some rally cars put in a class with no restrictions on fibre panels, no lights, charging systems or even MOT's. It seems to us that the rally cars were being used to build up other classes that were poorly entered. At last years hillclimb we asked the organisers if we could use slick tyres which we had left over from before the tyre rules were changed for rally cars. We were told then that we had to use tyres that were only legal for rally cars. However this year some drivers would have to buy slick tyres in order to try to be competitive in the class they had been put.

Come on organisers, please level the playing field or you could lose the members that helped get the hillclimb off the ground all those years ago.

Or, an alternative would be to have two hillclimbs, one for the organisers and one that is fair for members!

p.s. A very well run event on the day. Well done everyone!

From Trackrod members that competed.

Steve Preece

Darren Moon

Mark Midgely

Andy Mathers

Dave Marshal

Plus other competitors.

Scottish Correspondent - Trackrod 2002

What an excellent well organised event, well done to the team. I am sure a tremendous amount of time had been put into making it run so smoothly. The venues in both York & Pickering were superb, glad the weather was dry as well!

I had been asked to help do closing car duties again, so with Richard Webster we were looking forward to it. I left Stirling early afternoon on the Friday in Susanne's TDi Range Rover, thinking I must check the clutch prior to the 'Tour of Mull' in 2 weeks time, didn't feel right. Arrived into York by 18:30, fitted radios etc. and were on our way to Pickering for the night - well after a curry & a few beers!

Saturday morning and we were off into SS1 at Pickering show ground, closing the historic event. Great little stage, good location & ideal for everyone to watch. All cars out of stage apart from a well prepared (well the body looked good!) Cortina estate that had electrical problems 1/2mile in! On through the rest of the stages collecting a few timecards from the retired crews on the way, all due to mechanical issues. The stages (roads) were in excellent condition apart from a couple of corners, but the setting up (arrowing etc) was variable. The best set-up from our view point was Ilkley & Peter Settles team.

However, spectators were another issue. Most were in good locations, and in fact a place like the quarry could be used even more, but J14 on the same stage was not good. Down hill, over small brow, braking and all stood in front - ahhhhh!

On we went but the clutch was not good, having trouble at getting second. Plus then at end of one stage boiled the brakes, must sort prior to Mull!!!! We got back to York without any further issues and had enjoyed a successful day out.

Sunday morning dawned early in York, and we found that there was now only 1/2 a clutch pedal. Bought some spare fluid and following the BRC cars (closing them that day) went on to Pickering show-ground. As soon as we arrived decided to try bleeding the system, and lost the clutch completely!!! Very big ahhhhhhh! It looked to be the

slave cylinder had failed, spoke to the very helpful Army Landie chaps but all they had were master cylinders. Oh dear, 15+ years of helping and 1st event to fail to finish. Lloyd had pre-empted this sort of issue so Richard was off with Russell Holdsworth to do his duties, and leave me to ponder what to do next.

Many many people came by to offer help, ideas & assistance. Rick from 4plus4 got his hands dirty helping, MrT loaned me his car and I got a slave repair kit from York, but then found the master had no pressure as well. We then took out the master cylinder about 6 times trying to 'bodge it' to get some pressure to get us back to York - but we had no luck. So, at the end of the day Derek Lee kindly towed me back to John Smallwood's to leave the car over night.

Monday morning we telephoned all the main Land Rover dealers in the area, no one had the parts. So a call to 4plus4 in Leeds, yep they had the parts so off we went in John's car that he had loaned me. Within 30 mins of getting back with the parts the problem was fixed, and we could start our journey back to Stirling.

It had been a great weekend even with the car issues, it had been superb to get so much help & assistance. Thank you to everyone who helped in any way.

What other sport would you get that in? Well, I just hope I get asked back next year!

Safe motoring

Peter Stanhope

Premier Rally 2002 – Communications!

The Premier Rally took place on 27th October and crews from Trackrod ensured that the stage could run as well as can be expected! Struggling for marshals was the general opinion by the organisers but it all seemed to come together on the day.....or so it seemed. Not as many radio crews decided to turn up, whether this was due to the weather being lovely and wet or what, I fail to know.

The stage was due to start at 10.20am for both stages 1 and 2 but with the inclement weather, trees began to litter the stage and make amends to the proceedings. Kevin Patrick and team encountered or should I say, witnessed a tree fall to block the stage and was rather unsuccessful in removing/cutting/destroying even with the aid of power tools. This reduced the only decision to re-design the stage, several replaced arrows and tape and eventually we got under way. Only to be eventually stopped by about car 65 due to another tree aimed at Kevin!

The stage then was cancelled and the cars were fed through non-competitive. Stage 3 ran but without incident, a few stray branches created concerns but all seemed to run to plan. But a decision to pull stages 4 and 5 put short to the rally. Stage 6 saw the rally return to our stage, Clipstone South but by now darkness was approaching and some of the crews had no lamp pods!

The stage seemed to run smoothly, only with the usual retirements to cause any drama. But, car 107 decided to go awol. After speaking to competitors, various cars were reported off but no-one seemed to be able to shed any light on the fact that 107 had disappeared! I know strange things happen in forests but...Rallitrak was quiet. We seemed to get little or no information on the system and it seems that personnel running the system within the stage were not adequately briefed on how to use the system and what to do upon getting problems.

No radio communication was made in trying to locate the missing crew, however with only having 3 radio crews mid stage on one of 6 miles, a result was not gained. Again, rallitrak was quiet. The only option seemed to be stop the stage and send in a sweeper and rescue to ensure that crew was ok.

The OK board was not displayed and rallitrak was not deployed. No wonder they were effectively 'missing'. Annoyed, we continued. By now, pitch black and a nice Sunday dinner was slipping away! After seeing more Peugeot 205 Gti's than I thought were in existence, we managed to depart and head on our way.

The rallitrak system may be all well and good, but for it to become effective, it seems that more personnel need training on the system and of course, the competitors need to be stressed the importance of using it! A hard slap on the wrist should go to the crew of car 107 because I am sure that I am not the only one who expected the worst. So, Trackrod were the backbone of SS1, 2 and 6 and if it wasn't for Kevin and Phillis' teams, I am sure the stage could not have run due to lack of comms!!!!

Simon Taylor

TMC Welcomes new members

Dave Muscroft

Richard Petty Experience

Ever dreamed what its like to ride in a 630Bhp Nascar at 140mph? I have, so I went to find out at Walt Disney World Speedway (the land were dreams come true) and the Richard Petty Driving Experience.

When I got there I was suited up and taken trackside, were I got my first sight of a dream. The adrenaline was really starting to kick in as I climbed in and met my chauffer "Bobby". They strapped me in and fastened my door net.

Then "Bobby" fired it up and off we went down pit road and into a quick reconnaissance lap around the inner loop and back down pit road, a brief stop at the start/finish line.

Then first gear the revs go up and all the power comes, back I go in my seat and were already exiting the pit and onto the back straight about 2 foot away from the wall, slight brake for turns 3 and 4, then back on the power down the front straight, let off the power for 1 and 2 and back to 140 mph, down the back straight and into turn 3 again. Lap 2 went by, then lap 3 the white flag, then sadly the chequered flag it was all over.

We came to halt down pit road and I was un-strapped and I climbed out. Paler and out of breath. (I was only the passenger why was I out of breath? I didn't do anything.)

3 laps in about 2 and a 1/4 minutes. A thoroughly heart pumping and adrenaline filled ride. A definite must.

Andy Wride



CHARITY CLARITY

As all clubs received a copy of the Motorsports Safety Fund's 3-in-1 safety video recently, I thought it might be an idea to give you a bit of background to the charity. I suppose in these politically correct times I'd better declare an interest and reveal that I'm one of the trustees so what follows is of course totally biased. But nonetheless true.

When Roger Williamson was killed in the Dutch GP of '73 the impact on the sport was so great that the following year a registered charity was formed in his name to help marshals.

Over the years this evolved into the Motor Racing Racing Fund but then apart from occasional grants for rescue equipment, it lay fairly fallow (nor an unfamiliar pattern with charities). Six years ago it was revived and started a twice yearly publication, for doctors and rescue crews in motorsport.

The charity then had a stroke of luck. It approached Prof Sid Watkins for permission to use his name for an annual lecture on safety matters; this was given and the trustees thought that would probably be the Prof's only involvement. Not a bit of it. He actively helps in finding high calibre lecturers and then makes a point of introducing them. It's almost worth becoming an MSA Registered Marshal just to get on

the invitation list for the lectures to hear these scurrilous but hilarious introductions.

After giving a Watkins Lecture, JYS commented that too many drivers still assume 'it can't happen to me' and take silly personal risks. This aside triggered the MSF's first video, *It could happen to you!*, which spawned a second video, *First Aid in Motorsport*, then a third *Motorsport Marshalling*. All three videos have been bundled onto the tape recently sent to clubs and it's encouraging that they have also been taken up by several other countries.

On the publication front, the charity has a couple of booklets for marshals and rescue crews as well as a recently introduced 'Z' leaflet which folds down to credit card size and contains basic advice.

Two other changes - the name has evolved yet again, to the Motorsport Safety Fund (it is purely coincidental of course that this makes it easier to extract donations from non-racing clubs. Of course.) and the newsletter has expanded to become *The Marshal* and now goes to all those on the MSA's Register.

The trustees who include two doctors (at my age you tend to hedge your bets) all give their time free and the BRSCC kindly provides a secretarial 'umbrella'

so in effect everything the charity raises is ploughed straight back into the sport, mainly via videos and publications as you'll have gathered from the above. Incidentally, the MSF has no formal connection with the MSA although it doesn't move on booklets or videos without full consultation.

Why am I telling you all this? Well...dinner dances are coping round...clubs run raffles...and there is a traditional nursery rhyme which goes:

*Christmas is coming
and the geese are getting fat
So please put the proceeds
of your motor club raffle
into the MSF's hat.*

OK so maybe it doesn't scan as well as the original version. But the thought's there.

Stuart Turner

COD FILLET QUIZ

1. The European GP of 1927 race was held in heavy rain, who won?
2. Name two of the sponsors of the highly successful works 1970 McLaren M8D.
3. How many victories came with the Factory Porsche 917L (Long tail) 1969-1971?
4. Where did the Jaguar E Type 2 litre race?

ANSWERS ON PAGE 14

Rally Marshals seminars

The Motor Sports Association has completed the first stage of its initiative to retain, recruit and register rally marshals, with the culmination of 14 UK-wide rally marshal seminars.

The campaign was a significant success, attracting some two and a half times the number predicted. Over 2,600 people attended the seminars, with more than 1,300 signing up to the National Rally Register. The Motor Sports Association expects over 2,000 to register by the end of the year, following the Network Q Rally of Great Britain.

The initiative was a direct result of a report by the Rally Safety Study Group and forms a key element of the Motor Sport Association's plans to raise safety standards and minimise risks to rally spectators. Seminars were held throughout the UK and were aimed at giving marshals a broad grounding in issues such as personal safety, spectator control and first aid, as well as building the national register.

Many seminars were heavily oversubscribed with some switched to larger venues.

Those who have signed up to the National Register so far are, as expected, predominantly

experienced marshals. The structure of the register encourages marshals to undertake further training to advance to higher grades and also, for the first time, provides an invaluable database.

"The setting up of this centralised register provides us with direct lines of communication to those marshalling on UK rallies and that, together with the training and grading systems, is an important step forward," said Allan Dean-Lewis.

To consolidate the success of the seminars and as part of its wider effort to increase skills, the Motor Sports Association has distributed free copies of a compilation video, 'Motor Sport Marshalling' and 'First Aid In Motor Sport' (produced by the Motorsport Safety Fund), to all clubs across the UK for use at a local level. In addition, a video of the rally marshals' seminar presentation has been produced by the Motor Sport Association and distributed to regional associations, with loan copies for clubs available on request.

In brief...

The FIA has confirmed major dates for 2003: the British Grand Prix at Silverstone will be on 20 July; the Rally of Great Britain at Cardiff on 5-9 November.

Ashley Pover has taken over from David Grace as Chief Executive of the Rockingham circuit.

REGIONAL COMMITTEE

The third and final meeting of 2002 opened with the Chairman thanking Ian Davis, Tim Stevens and Alan Kind of LARA for their considerable work in dealing with the threat of changes to the Permitted Development Rights '14/28 Day Rule'. Ian Davis thanked those associations, clubs and individuals who had written to their MPs to assist with the successful lobbying.

Details of the Rally Marshal Training Seminar video and an update on the Club Development Fund were provided in Allan Dean-Lewis' absence.

The calendar of Inter-Association events was reviewed, with reports from recent and forthcoming events. The ANCC Chairman was presented with the Inter-Association Autotest Trophy on behalf of the winning team.

John Symes reported on the development of discipline-related risk assessments, revisions to crash helmet standards and the preferred common sense approach to involving young people on events.

Colin Hilton joined the meeting to give a brief report on such matters as Rally Marshals' Seminars, the appointment of MPA Media, RSAC developments, Silverstone, changes to the Road Traffic Act and the frequency of specialist committee meetings.

The Chief Executive then gave a presentation of the recently completed MSA Strategic Review. In discussion which followed, the committee emphasised the need to strengthen communications and relationships at all levels throughout club motor sport. Colin Hilton invited the Committee to provide a short list of key issues for consideration. All associations will therefore be encouraging their member clubs to offer appropriate suggestions for inclusion.

The meeting concluded with Bill Troughear and Nicky Moffitt being re-elected as Regional Committee Chairman and Vice Chairman respectively.

Karting is often seen as a low cost entry route into motor sport. But as with so many other sports the costs can run away.

At the starting point of club racing if you do your housekeeping sensibly then it can be a very low cost route in. Buy a good second hand kart and some spares for say £1500 in a class like Formula TKM. A license, suit and helmet will set you back another maybe £350 and running costs per meeting will work out at maybe £100, including entry fees.

So a year's club racing based on one event a month could work out at around £1500 plus your initial purchase cost. Not bad.

Move up a gear to the Super 1 national champs and even in the same class your costs will at least treble with travel, hotels, mechanics and many other items coming to the fore.

And move into an open tuning class like ICA or Formula A and you can easily reckon on doubling or trebling those costs again. So to do a six round national championship seriously could need £12-£20K.

Add to that the need for vans, trailers etc and you get the picture. So plan what you want to do and what it will cost, and then you can work out whether you really can afford it.



FAST WOMEN - THE DRIVERS WHO CHANGED THE FACE OF MOTOR RACING. John Bullock, Robson Books, £16.95. ISBN 1 86105 488 2.

What starts out as quite a dry read soon draws you in. This hardback does not plumb new depths of detail - surprising, as Bullock met some of the subjects during their careers, and has been in touch with their families since - but does offer up some nuggets and is a worthy attempt to include all the lady racers from the Brooklands era and before, including the farcical society ladies race organised by Barbara Cartland. Of more interest are the lesser-known racers, such as Jill Scott, who drove ex-Parry Thomas cars and also flew, and Bill Wisdom, often quicker than her husband Tommy. A nice touch is the closing few pages, bringing us up to the present day when, proportionally, there are probably fewer women competing than in the '20s.

AUSTIN-HEALEY. A celebration of the fabulous Big Healey. Bill Piggott, Haynes, £19.99. ISBN 1 85960 850 7.

This one's for 'Big' Healey enthusiasts only, as it focuses on the model in celebration of its 50th anniversary this year. Pre and post Big Healey history is brief, but coverage of the models themselves, from 100 to 3000 MkIII, is detailed and easily accessible thanks to regular sub-headings. The text is full of information without being laborious and a good selection of studio photography, some from

the pages of C&SC, is a welcome bonus to augment archive information, some superb colour period adverts and the odd gem, such as the Healey team getting ready for '53 Le Mans in the courtyard of its chateau base. With its clean, spacious design and single-minded approach Piggott's new work provides a fresh look at an age-old subject.

KURTIS-KRAFT - MASTERWORKS OF SPEED AND STYLE. Gordon White, MBI (from Haynes), £29.99. ISBN 07603 0910 8.

Another definitive labour of love from US publisher MBI, this exhaustive work covers the life and dramatic race cars of Frank Kurtis. From hopping up Model A Fords as a teenager to Bonneville specials developed with AK Miller, this enjoyable read is a superb tribute to the Californian constructor's craft. From 1941-1965, Kurtis designs dominated Indy grids including five 500 wins. White's own motor sport dates back to 1952 when he 'stooged' for Kurtis midge ace Bill Schindler and the depth of his research is impressive. As well as oval racers, the book extensively covers midgeys (Kurtis produced over 1000) and the 500 series sports cars. Non automotive projects included a rocket-propelled parachute test sled which reached Mach 1.2 speeds in 4.5 secs. This attractively presented 216-page book is packed with photographs including Indy colour from the Bob Tronolone collection. A treasure for fans of American racing.

MARSHALS POST

by the BMMC

Motor sport Rescue Units carry a combination of mechanical and medical equipment.

The mechanical equipment – mainly cutting and spreading equipment – is there to create as big a space as possible so that any casualties can be removed easily.

The medical equipment is intended to stabilise the casualty and prevent their condition from deteriorating before they can be admitted to a hospital.

The Motor Sports Association lays down the basic equipment a unit must carry, but you will often find additional equipment, too. Recent years have seen a trend towards units carrying double acting hydraulic equipment, usually powered by a small two or four stroke petrol engine and often with some form

of hand or foot pump as backup.

A range of shears, spreaders and rams can be connected to the pump, as well as 'Combi tools' – shears which can cut through vehicle pillars or crush them, as they close like a pair of scissors, but can also spread metal as they are opened.

You can also find air powered chisels, saws and wrenches on units, but these are falling out of favour because they are noisy and cause a lot of vibration which is uncomfortable for casualties, not to mention the additional danger of having to carry high pressure air bottles.

Electrical saws and other electrically powered equipment is becoming more popular and there will always be a range of hand tools on board a Rescue Unit.

Medical equipment on a Rescue Unit falls into three main categories – equipment to maintain an airway and supply oxygen; fluids to compensate for blood loss and, last but not least,

equipment to immobilise a casualty who may have suffered a spinal injury or a fracture.

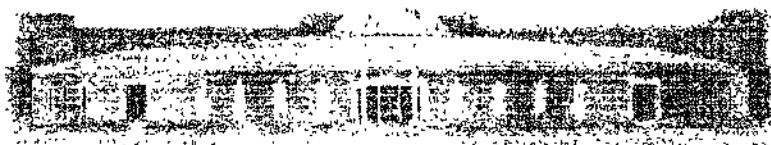
What can you do to help if you are at an incident when a Rescue Unit arrives? First and foremost you can tell the unit chief and medical crew when and how the incident happened and how the casualty has been since. That information alone can be crucial.

You can help by protecting the scene – keeping bystanders, other marshals and yourself away from the area where the Rescue Crew are working and providing fire cover – and by providing an extra pair of hands if asked to hold or carry something.

QUIZ ANSWERS

1. Benoist, Delage
2. Goodyear, Reynolds Alummum, Gulf, Bosche
3. None, all the wins came from the 917 K (Short tail)
4. 1954 RAC TT Dundrod Moss/Walker

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

Rally dates for marshals:

NOVEMBER

- 1 3rd, Dalby Gravel Sprint
- 2 9th, Forest rally, Yorkshire complex. TMC has 2 stages to run!
- 3 1st Dec, DRT stages, Binbrook

Thanks to all marshals last month on Rally Yorkshire and especially the Premier which had the worst weather conditions for some time.

SEE YA.

PHILL

For info:

Phill Andrews on 01937 588696 or mob 07940 250022 or

pg.andrews@talk21.com

Network Q Rally of Great Britain 2002

If anyone wishes to be involved with the rally as a marshal this year, any help would be appreciated.

Accommodation is booked at a cost of £39.95 per night per room in a travel lodge if so required

(2 left). The agenda is:

Thursday 13 th Nov:	Shakedown/SuperSpecial
Friday 14 th Nov:	SS6 – Rheola
Saturday 15 th Nov:	SS9 & SS11 – Crychan 1&2
Sunday 16 th Nov:	SS16 & SS17 – Margam 1&2

If anyone is interested, let me know asap so I can let the organisers know.

N.B. All marshals present at the rally **MUST** be on the rally marshal register and numbers need to be forwarded in advance of the event!

Simon Taylor

2002 Rolling Calender

October 2002

- 4th WRC Rally New Zealand
- 5th Sprint - Curborough. BARC
- 5th Seven Dales Road Rally (ANCC) Maps 99, 100/1/4/5
- 6th PCT – WDMC See A Apperley
- 11th – 13th Philips Tour Of Mull Rally – Isle Of Mull
- 12th Harold Palin Memorial Stages (ANCC)
- 13th FIA Japanese Grand Prix
- 26th Autotest Kirby Lonsdale MC. National A Status (ANCC)
- 31st WRC Rally Australia

November 2002

- 3rd Dalby Forest Gravel Sprint
- 3rd Poacher Road Rally – Maps 112/3 & 122
- 9th Cossack Road Rally (ANCC)
- 12th Navigational Scatter – TMC See A Apperley
- 14th-17th WRC Network Q Rally Of Great Britain – Cardiff
- 27th Time Trial – WDMC See A Apperley
- 30th Beaver Road Rally Maps 100/1/6/7 (ANCC)

December 2002

- 7th Grizedale Stages Rally (ANCC)
- 7th C S M A Road Rally – Maps 98 & 103
- 11th Westgate Stages WDMC – See A Apperley
- 26th Boxing Day Autotest – TMC See A Apperley
- 29th – 30th Neil Howard Memorial Stages – Park Hall.

January 2003

- 19th Pie & Peas Disco Night WDMC Championship Presentations
- 25th Trackrod Motor Club Annual Dinner Dance. Leeds United FC.

NETWORK Q RALLY OF GREAT BRITAIN

14-17 November 2002

List of Entries

Entrant Driver/Co-Driver Nat. Vehicle Group Class

PEUGEOT TOTAL (F) Richard BURNS GB Peugeot A
M Robert REID GB 206 WRC 8
PEUGEOT TOTAL (F) Marcus GRÖNHOLM FIN Peugeot A
M Timo RAUTIAINEN FIN 206 WRC 8
PEUGEOT TOTAL (F) Harri ROVANPERÄ FIN Peugeot A
M 206 WRC 8
FORD MOTOR CO LTD (GB) Carlos SAINZ E Ford A
M Luis MOYA E Focus RS WRC 02 8
FORD MOTOR CO LTD (GB) Colin MCRAE GB Ford A
M Derek RINGER GB Focus RS WRC 02 8
FORD MOTOR CO LTD (GB) Markko MARTIN EE Ford A
M Michael PARK GB Focus RS WRC 02 8
MARLBORO MITSUBISHI RALLIART Francois DELECOUR F Mitsubishi A
M (GB) Daniel GRATALOUP F Lancer Evolution WRC 8
MARLBORO MITSUBISHI RALLIART Alister MCRAE GB Mitsubishi A
M (GB) David SENIOR GB Lancer Evolution WRC 8
MARLBORO MITSUBISHI RALLIART Jani PAASONEN FIN Mitsubishi A
M (GB) Arto KAPANEN FIN Lancer Evolution WRC 8
555 SUBARU RALLY TEAM (GB) Tommi MAKINEN FIN Subaru A
M Kaj LINDSTROM FIN Impreza WRC 2002 8
555 SUBARU RALLY TEAM (GB) Petter SOLBERG N Subaru A
M Philip MILLS GB Impreza WRC 2002 8
SKODA MOTORSPORT (CZ) Kenneth ERIKSSON S Skoda A
M Tina THORNER S Octavia WRC Evo 3 8
SKODA MOTORSPORT (CZ) Toni GARDEMEISTER FIN Skoda A
M Paavo LUKANDER FIN Octavia WRC Evo 3 8
SKODA MOTORSPORT (CZ) Roman KREST A CZ Skoda A
M Jan TOMANEK CZ Octavia WRC Evo 3 8
HYUNDAI CASTROL WORLD RALLY Armin SCHWARZ D Hyundai A
M TEAM (GB) Manfred HUEMER D Accent WRC3 8
HYUNDAI CASTROL WORLD RALLY Freddy LOIX B Hyundai A
M TEAM (GB) Sven SMEETS B Accent WRC3 8
HYUNDAI CASTROL WORLD RALLY Juha KANKKUNEN FIN Hyundai A
M TEAM (GB) John REPO FIN Accent WRC3 8
AUTOMOBILES CITROËN (F) Thomas RÄDSTRÖM S Citroën A
Denis GIRAUDET F Xsara 8
AUTOMOBILES CITROËN (F) Sébastien LOEB F Citroën A
Daniel ELENA MC Xsara 8
BOZIAN RACING (F) Gilles PANIZZI F Peugeot A
Herve PANIZZI F 206 WRC 8
JUUSO PYKALISTO (FIN) Juuso PYKALISTO FIN Peugeot A
Eske MERTSALMI FIN 206 WRC 8
ARMIN KREMER (D) Armin KREMER D Ford A
Dieter SCHNEPPENHEIM D Focus 8
MIKKO HIRVONEN (FIN) Mikko HIRVONEN FIN Subaru A
Jarmo LEHTINEN FIN Impreza WRC 8
STOHL RACING (A) Manfred STOHL A Ford A
Ilika PETRASKO A Focus WRC 8
IOANNIS PAPADIMITRIOU (GR) Ioannis PAPADIMITRIOU GR Ford A
Allan HARRYMAN IRL Focus WRC 8
FORD MOTOR CO LTD (GB) Mark HIGGINS GB Ford A
Bryan THOMAS GB Focus RS WRC 02 8
JUSTIN DALE (GB) Justin DALE GB Subaru A
Andrew BARGERY GB Impreza WRC 8
FORD ESPAÑA (E) Txus JAIO E Ford A
Lucas CRUZ E Focus WRC00 8
DAVID HIGGINS (GB) David HIGGINS GB Subaru A
Daniel BARUTT GB Impreza WRC 8
TOMASZ KUCHAR (P) Tomasz KUCHAR P Toyota A
Maciej SZCZEPANIAK P Corolla WRC 8
AUSTIN MACHALE (IRL) Austin MACHALE IRL Toyota A

Brian MURPHY IRL Corolla WRC 8
 JARI-MATTI LATVALA (FIN) Jari-Matti LATVALA FIN Mitsubishi A
 Carl WILLIAMSON GB Lancer Evolution 8
 MICHELIN GRIFONE (GB) Valentino ROSSI I Peugeot A
 Carlo CASSINA I 206 WRC 8
 2* ANDREA DALLAVILLA (I) Andrea DALLAVILLA I Citroën A
 I Giovanni BERNACCHINI I Saxo VTS 6
 2* NIAL MC SHEA (GB) Niall MC SHEA GB Opel A
 J Michael ORR GB Corsa 1.8 16V 6
 2* GIANDOMENICO BASSO (I) Giandomenico BASSO I Fiat A
 J Luigi PIROLLO I Punto HGT 1.8 16V 6
 2* FRANCOIS DUVAL (B) Francois DUVAL B Ford A
 J Jean-Marc FORTIN B Puma 6
 2* JUSSI VÄLIMÄKI (FIN) Jussi VÄLIMÄKI FIN Citroën A
 J Tero GARDEMÄSTER FIN Saxo VTS 6
 2* ALEJANDRO GALANTI (PA) Alejandro GALANTI PA Ford A
 J Xavier AMIGO S Puma 6
 2* CHRISTIAN CHEMIN (I) Christian CHEMIN I Fiat A
 J Simone SCATTOLIN I Punto HGT 1.8 16V 6
 2* JUHA KANGAS (FIN) Juha KANGAS FIN Suzuki A
 J Jari LAAKSONEN FIN Ignis 6
 2* NICOLA CALDANI (I) Nicola CALDANI I Fiat A
 J Dario DESPOSITO I Punto HGT 1.8 16V 6
 2* GWYNDAF EVANS (GB) Gwynndaf EVANS GB MG A
 J Chris PATTERSON GB ZR 6
 2* JARNE TUOHINO (FIN) Jarne TUOHINO FIN Citroën A
 J Petri VIHAVAINEN FIN Saxo VTS 6
 2* MARTIN ROWE (GB) Martin ROWE GB Ford A
 J Chris WOOD GB Puma 6
 2* GIANLUIGI GALLI (I) Gianluigi GALLI I Fiat A
 J Guido D'AMORE I Punto HGT 1.8 16V 6
 2* DANIEL SOLA (E) Daniel SOLA E Citroën A
 J Alex ROMANI E Saxo VTS 6
 2* MIRCO BALDACC (RSM) Mirco BALDACC RSM Citroën A
 J Maurizio BARONE I Saxo VTS 6
 2* DANIEL CARLSSON (S) Daniel CARLSSON S Ford A
 J Mattias ANDERSON S Puma 6
 2* NIKOLAUS SCHELLE (D) Nikolaus SCHELLE D Suzuki A
 J Ignis 6
 2* KOSTI KATAJAMAKI (FIN) Kosti KATAJAMAKI FIN Volkswagen A
 J Jukka HONKANEN FIN Polo GTT 6
 2* SVEN HAAF (D) Sven HAAF D Opel A
 J Michael KÖLBACH D Corsa 1.8 16V 6
 2* DAVID DOPPELREITER (A) David DOPPELREITER A Peugeot A
 J Ola FLOENE N 206 XS 6
 2* KAZUHIKO NIWA (JPN) Kazuhiko NIWA JPN Suzuki A
 J Akihiko TAKAHASHI JPN Ignis 6
 2* ALEXANDER FOSS (N) Alexander FOSS N Ford A
 J Richard PASHLEY GB Puma 6
 2* ROGER FEGHALI (L) Roger FEGHALI RL Ford A
 J Nicola ARENA I Puma 6
 ANTONY WARMBOLD (D) Antony WARMBOLD D Toyota A
 Gemma PRICE GB Corolla WRC 8
 ALISTAIR GINLEY (GB) Alistair GINLEY GB Ford A
 A Rory KENNEDY IRL Focus WRC 8
 EAMONN BOLAND (IRL) Eamonn BOLAND IRL Subaru A
 A Francis REGAN IRL Impreza 555 8
 GARETH JONES (GB) Gareth JONES GB Subaru A
 A Ryland JAMES GB Impreza WRC 8
 STIG BLOMQUIST (GB) Stig BLOMQUIST S Mitsubishi N
 A Ana GONI YV Lancer Evolution 4
 NIK ELSMORE (GB) Nik ELSMORE GB Mitsubishi N
 A Brian HARDIE GB Lancer Evolution 4
 PETER BIJVELDS (NL) Peter BIJVELDS NL Mitsubishi N
 Peter BIJVELDS NL Lancer Evolution 4
 MICK JONES (GB) Mick JONES GB Mitsubishi A
 A Andy MORGAN GB Lancer Evolution 8
 STEPHEN HARRON (GB) Stephen HARRON GB Subaru A
 A Philip MCCREA GB Impreza WRC 8
 OSCAR SVEDLUND (S) Oscar SVEDLUND S Mitsubishi N
 A Björn NILSSON S Lancer Evolution 4
 ROBERT CEEN (GB) Robert CEEN GB Subaru A
 A Alistair DOUGLAS GB Impreza 555 8
 TOBIAS JOHANSSON (S) Tobias JOHANSSON S Mitsubishi N
 A Mikael JOHANSSON S Lancer Evolution 4
 GAVIN COX (GB) Gavin COX GB Mitsubishi N
 A Tim HOBBS GB Lancer Evolution 4
 NATALIE BARRATT (GB) Natalie BARRATT GB Hyundai A
 A Roger FREEMAN GB Accent 8
 2* SIMON JEAN-JOSEPH (F) Simon JEAN-JOSEPH F Renault A
 A Jack BOYER F Clio 1.6 16V 6
 MAGNUS JANSSON (S) Magnus JANSSON S Mitsubishi N
 A Thomas FREDRIKSSON S Lancer Evolution 4
 ANDERS FELDMANN (D) Anders FELDMANN D Mitsubishi N
 A Gerd OTTENBURGER D Lancer Evolution 4
 JEREMY EASSON (GB) Jeremy EASSON GB Mitsubishi N
 A Nigel GARDNER GB Lancer Evolution 4
 JAMES THOMPSON (GB) James THOMPSON GB Mitsubishi N
 A Richard PULLYN GB Lancer Evolution 4
 BOB COLSQUIL (B) Bob COLSQUIL B Mitsubishi N
 A Tom COLSQUIL B Lancer Evolution 4
 JOHN LLOYD (GB) John LLOYD GB Mitsubishi N
 Pauline GULLICK GB Lancer Evolution 4
 2* RENAULT TEAM SWEDEN (S) Jonas KRUSE S Renault A
 Chris DAVIDSON S Clio 1.6 16V 6
 2* KRIS MEEKE (GB) Kris MEEKE GB Ford A
 A Glenn PATTERSON GB Puma 6
 2* GUY WILKS (GB) Guy WILKS GB Ford A
 A Roger HERRON GB Puma 6
 STEVE FLECK (GB) Steve FLECK GB Subaru A
 A Mark ASPINWALL GB Impreza 555 8
 STEVE PEREZ (GB) Steve PEREZ GB Mitsubishi N
 A Matias BOLSOVER GB Lancer Evolution 4
 ROBERT SWANN (GB) Robert SWANN GB Mitsubishi N
 A GB Lancer Evolution 4
 DANIEL HARPER (GB) Daniel HARPER GB Mitsubishi N
 A Bob ROSE GB Lancer Evolution 4
 PATRICK RICHARD (C) Patrick RICHARD C Subaru N
 A Alyson MARLOW GB Impreza Sedan 4
 2* GLYN JONES (GB) Glyn JONES GB Proton A
 A Craig PARRY GB Satira 1.6 Gti 6
 2* MG SPORT & RACING (GB) Mark BLUNDELL GB MG A
 Bob MCKENZIE GB ZR 6
 2* TONY JARDINE (GB) Tony JARDINE GB MG N
 A Maurice HAMILTON GB ZR 3
 2* ROB GILL (GB) Rob GILL GB MG N
 A Gary SYLVESTER GB ZR 3
 RICHARD HOPKINS (GB) Richard HOPKINS GB Subaru N
 A Eyal EVANS GB Impreza 555 4
 PETER STEPHENSON (GB) Peter STEPHENSON GB Subaru A
 R Allan WHITTAKER GB Impreza WRC 8
 GRAHAM MIDDLETON (GB) Graham MIDDLETON GB Hyundai A
 R John MORGAN GB Coupe 7
 KEVIN STEVENS (GB) Kevin STEVENS GB Mitsubishi N
 R Stewart FOLEY GB Lancer Evolution 4
 LUCA CECCHETTINI (I) Luca CECCHETTINI I Fiat A
 R Mitia DOTTI I Punto HGT 1.8 16V 6
 DAVID BAGSHAW (GB) David BAGSHAW GB Mitsubishi N
 R Steve GRIFFITH GB Lancer Evolution 4
 M=FLA WRC Manufacturers/J=Junior WRC/2*=2-Litre category/
 A=Amateur/R=Reserve

it's October, it must be....

Shrewsbury, as it happens. Or if you're National A, it's Newtown, whilst the Hystericals got banished to Sweet Lamb. And service crews got Bow Street, Machynlleth and Dolgellau thrown in as well. Confused? You will be!

Yes, it was time for Jon and me and the trusty Cozzie to head for Wales again for the Final ANCRO round of the year, the Bulldog Rally. I think the organisers have got delusions of grandeur - 5 star hotel syndrome for them, but no-star messing about at 3 different locations for crews and cars to be noised, scrutineered and documented. (Shrewsbury by-pass on a Friday? Don't go there!) The event proper started at the college in Newtown with a reasonable run out to an absolute blast of a stage in Hafren South. The track was in beautiful condition, just a hint of frost in the shadows, and the eleven miles passed seemingly in a flash. What a WONDERFUL stage it was!

On to Tarrenig, closely followed (as geography dictates) by Myherin. But first, Tarrenig. Again, an utterly belting stage, with almost every ditch liberally splattered with rally cars, testament to how hard the top-quality entry was trying (it's not true that Nik Kershaw of Egger Lawson Insurance fame was seen wandering round the start area, weeping quietly into his shades as he surveyed the wondrous array of WRC machinery. Eat your hearts out, BRC!)

Again, Tarrenig was a stupendous stage - sweeping bends, crests, logs, swooping up and down the hills in glorious full flight. As we approached, it read innocuously enough - '100 C 40↓ FML 100 KR>' etc. The 100 Crest was no problem and I don't know what the 100 Kay Right tightens was like either, 'cos we came to grief on the 40 Down Fast Medium Left. Remember the frost? - we discovered it was liberally spread on the 40 Downhill, thanks to the trees on the left, and when your tyres aren't turning you also lose the steering and braking effects that are fitted on standard cars. Whoops! straight on, big impact as we hit the bank and took off, landing 5 yards further on in a peat bog. We managed to get the car back four and a half yards, but in spite of the fact there was no actual damage, there it stayed.

Until, that is, the advent of a mad Irishman in a Subaru, who took off on the same patch of ice and parked his (hired) Scooby very untidily where our back bumper had been. The Cozzie shot forward under the impact (much to Jon's displeasure), and the front of the Subaru resembled Emu on a bad day, with steam and smoke and various

other noxious emissions from under the bonnet area. The whole front end looked like a Beirut bomb site, especially after Robert Gough doused the entire front end in £50's worth of Lifeline's best AFFF. Did I remember to mention Robert, who had parked daddy's Evo 6 on the crest with a busted prop shaft?

Once the stage had finished, we hoicked the Subaru off the bank with a tow rope, the Quick Motorsport boys who'd come for Robert towed us off with their 4 x 4, and we drove the car back to Shrewsbury and the trailer park. End of rally. Aaaaahh!

Roll on the Premier.

Anne Watson

Trackrod Motor Club is proud to announce the all new club sponsored

"Perfect 10" Stage Rally Trophy Series 2002

Awards include:

1st O/A Driver and Co-Driver	Trophies + £100 cash each
2nd O/A Driver and Co-Driver	Trophies + £50 cash each
3rd O/A Driver and Co-Driver	Trophies + £25 cash each

Brief Details

- £12 TMC Membership = Free registration
- Points must be claimed in accordance with the current TMC rules (based on ANCC principles) Remember the 1 month time limit for claims!
- Events are a mixture of Single Venue & Multi Venue
- Trackrod decals and/or sunstrips to be used.

This unique Club Trophy allows your best 6 results to count from the following events (Events may be deleted or replaced)

1	Robin Hood	3 March	Lindholme MSC
2	Lookout stages	17 March	Trackrod MC
3	North Humberside	6 April	N Humberside MC
4	John Overend	18 May	N Humberside MC
5	Dukeries	22 June	Dukeries MC
6	Armstrong Massey	7 July	Beverley&District MC
7	Opposite Lock	20 July	Slaithwaite MC
8	Sea King Stages	18 Aug	Wakefield&DistrictMC
9	Rally Yorkshire	29 Sept	Trackrod MC
10	Grizedale	7 Dec	Furness&DistrictMC

Good Luck and see you at the 2003 Dinner Dance to collect your awards!

Andrew Apperley

Email: apperley@tinyworld.co.uk

Daytime phone: 07836544037

Tel/Fax: 01924892311

Trackrod Motor Club 2002 Leisurewear Range.

Rugby Shirt Navy, Black or White	<u>£20.99</u>
<i>S(36) M(40) L(44) XL(48) XXL(50)</i>	
Polo Shirt 1 – Plain Black, White, Grey or Navy	<u>£9.99</u>
<i>S(41) M(43) L(45) XL(47) XXL(49) XXXL(51)</i>	
Polo Shirt 2 – 2 Colour (Collar) White, Navy or Bottle Green	<u>£11.99</u>
<i>S(41) M(43) L(45) XL(47) XXL(51)</i>	
T-Shirt 1 – Round Neck. White, Grey, Navy, Black or Royal	<u>£4.99</u>
<i>S(40) M(43) L(45) XL(47) XXL(50)</i>	
T-Shirt 2 – ‘V’ Neck, Plain. White, Grey, Navy or Black	<u>£5.99</u>
<i>S(36) M(38) L(42) XL(46) XXL(50)</i>	
Dress Shirt 1 – Denim Style Denim	<u>£15.99</u>
<i>S(46) M(48) L(50) XL(52) XXL(53)</i>	
Dress Shirt 2 – Short Sleeved Light or Royal Blue, White or Grey	
Please State Collar or Chest Size	<u>£15.99</u>
Leisure Jacket – Lightweight Navy, Royal Blue or Black	<u>£26.99</u>
<i>S(37) M(41) L(44) XL(48) XXL(52)</i>	
Motorsport Jacket – Heavyweight Navy, Black/Grey or Black/Red	<u>£44.99</u>
<i>S(38) M(41) L(44) XL(47) XXL(50)</i>	
Fleece Jacket – Warm! Black, Navy, Grey or Blue-Violet	<u>£19.99</u>
<i>S(38) M(41) L(44) XL(47) XXL(52)</i>	
Summer Cap – With Suede Peak Black/Red or Black/Grey	<u>£7.99</u>
One Size Fits All	
Cricket Hat – Keep The Sun Off Navy	<u>£4.99</u>
S/M or L/XL	
Beanie Hat – Look Cool Black or Navy	<u>£6.99</u>
One Size Fits All	
Fleece Hat – Keep Warm Navy, Black, Grey or Royal Blue	<u>£4.99</u>
One Size Fits All	
Fleece Scarf – Keep Even Warmer Black or Navy	<u>£6.99</u>
Fleece Hat and Scarf Combo Black, Navy or Mix	<u>£9.99</u>
Naviator’s Bag – Stay Organised Black or Navy	<u>£7.99</u>

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

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 M/V []

Stage Rally S/V []

Treasure Hunt []

12-Car []

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[]

[]

[]

[]

[]

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.

November

5th No Meeting, Gildersome undergoing refit works. (I'll be in the Beehive in Thorner. Bonfire & Grub. Ed.)

12th – Admiral Hawke – Boston

19th – Gildersome Con Club. MG Car Club (possibly?)

26th – Admiral Hawke - Boston

Trackrod Motor Club Ltd

2003 Dinner Dance & Awards Presentation
To be held in the Pavilion Suite, Leeds United
Football Club.

On
Saturday 25th January 2003



Tickets £20.00 Available from Simon Taylor at most
clubnights or by calling him on
0800 026 8493 after 6pm.

Evening will start at 7.30pm finishing with entertain-
ment through 'til 12.30am

A Full menu and booking form is now available from
Simon and will be included in next month's magazine
issue.

Your 2002 Committee

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