

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

November 2003

CHAIRMAN'S CHAT – NOVEMBER 2003

Sorry to have missed the opportunity to thank all of you who supported Rally Yorkshire at the end of September. All the reports received from the competitors were very positive about the only minor criticism was that the stages cut up a bit for some of those at the tail end. With so many cars over the weekend and the very dry weather that is not surprising! An enormous "army" of people are now involved and any one of the various locations needs a strong team of people to ensure success. A major "first" for us was to close a town centre – in this case Malton. It worked very well and was appreciated by the competitors who were made to feel welcome. Ryedale officials and local councillors together with the various Mayors and deputies were there as well to add to the occasion. Fortunately the weather was, once again, kind to us which all helps! It is much less fun being out in the driving rain (or worse) especially as many people were "on duty" from early morning to late evening.

The Milton Rooms in Malton did us proud, although there is still much restoration work to be done its position in the centre of Malton is ideal and we hope to use the facilities again in 2004. Accommodation seemed to be the biggest problem in Malton itself and this is something we are looking at with the local tourist board (who were extremely helpful in offering a bed-booking service).

Much hard work by many people as always – so once again thanks to everyone involved. Great job, well done!!

Make a note for 2004 – 2 & 3 October to give a bit of breathing room from some event in South Wales!!

Take care and have fun!

Rod Parkin, Chairman

The (non) Editor's bit

As Andrew Wride has mentioned Graham Steggles has had to step down from his many roles in the club, due to pressure of work. I have agreed to take over as Secretary until someone who actually wants to do the job comes forward. I was Secretary of Otley MC for quite a long time (including when we had more than 150 members), so I'm not a total novice.

One of Graham's other roles, that of website editor, has been taken over by Andrew Wride. You will see a note from Andrew elsewhere in the newsletter.

Graham's other role, that of newsletter editor, had absolutely no takers. Having stared at each other round the table at the last committee meeting, it was beginning to look as if we wouldn't be going home until the following morning, and since I needed my beauty sleep, I offered to COLLATE (but not edit) the newsletter on a VERY temporary basis. So please bear with us - the committee are committed to getting out a newsletter every month, but the mechanisms still need to be worked out fully. So any volunteers to help with the newsletter – to anyone on the committee. It doesn't seem too arduous – all the

items here this month arrived with no chasing, so it's probably one or max two evening's work a month. So please help out!!

Alison Jennings

Rolling Calendar 2003/2004

October 2003

1 st -5 th	Rallye Sanremo - WRC
4 th -5 th	Seven Dales Road Rally – De Lacy MC
5 th	Lindisfarne Rally – TBA
5 th	ANCC P.C.T. - YSCC
10 th -12 th	Philips Tour Of Mull Rally – Isle Of Mull
11 th	Harold Palin Memorial Stages Rally – Manby – ANCC
11 th -12 th	British Rallycross Grand Prix – Croft Circuit
12 th	FIA Japanese Grand Prix
15 th -19 th	Tour De Corse – WRC
22 nd -26 th	Rallye Catalunya – WRC
25 th -26 th	Tempest South Of England Rally - PBRC
26 th	Premier Rally - Notts

November 2003

1 st -2 nd	Cossack Road Rally – Eastwood & District MC
1 st	Cambrian Rally - BTRDA
2 nd	Lynn Stages – Snetterton – Kings Lynn MC
2 nd	ANCC Autotest – Alwoodley MC
5 th -9 th	Wales Rally GB - WRC

December 2003

6 th -7 th	Beaver Road Rally
6 th	Grizedale Stages - ANCC
7 th	Binbrook Stages
14 th	Malton MC Forest Stages Rally.

January 2004

23 rd -25 th	Monte Carlo Rally – WRC
31 st	Annual Dinner Dance – Castle Grove, Headingley.

February 2004

6 th -8 th	Swedish Rally - WRC
14 th	Wydean Forest Rally, Chepstow – BTRDA
28 th	Rally Sunseeker, Bournemouth - Ancro

March 2004

6 th	Malcolm Wilson Rally, Cockermonth – BTRDA
6 th -7 th	Robin Hood Stages, Mansfield – BHC
12 th -14 th	Rally Mexico – WRC
21 st	BRC Live! – Nuneaton
27 th	North Humberside Forest Rally, Hull - BTRDA

April 2004

3 rd	Astra Stages, N. Wales – BHC & Ancro
23 rd -24 th	Pirelli International Rally – Gateshead – BRC

24th Somerset Stages, Minehead - BTRDA
 30th-2nd Rally Of Argentina – WRC

May 2004
 1st-2nd Welsh Rally, Epynt – BHC
 7th-8th Roush Manx Rally, IOM - Ancro
 14th-16th Cyprus Rally – WRC
 15th-16th International Rally Of Wales – Dolgellau – BRC
 22nd Red Dragon Forest Rally, Port Talbot - BTRDA
 28th-30th Acropolis Rally – WRC

June 2004
 4th-5th RSAC Scottish Rally – Dumfries – BRC
 5th Mutiny Rally, Builth Wells – BHC & Ancro
 19th Dukeries Rally, Mansfield - BTRDA
 25th-27th Rally Of Turkey – WRC
 27th Mid-Wales Stages, Newtown - BHC

July 2004
 2nd-3rd Jim Clark Memorial Rally – Edinburgh - BRC
 16th-18th Rally Of New Zealand – WRC
 17th Swansea Bay Rally, Swansea - Ancro
 24th Quinton Stages, Builth Wells – BTRDA
 29th-30th Manx International Rally – Douglas. IOM – BRC & BHC

August 2004
 6th-8th Rally Finland – WRC
 20th-22nd Rally Deutschland – WRC
 24th Mewla Stages, Epynt

September 2004
 3rd-5th Rally Of Japan – WRC
 2nd-4th Answercall Direct Ulster Rally – Armagh – BRC
 4th Woodpecker Stages, Ludlow – BTRDA
 11th Park Systems Stages, Newton Stewart - Ancro
 11th-12th Tour Of Flanders, Belgium - BHC
 17th-19th Wales Rally GB – WRC
 25th Plains Rally, Welshpool - BTRDA

October 2004
 1st-3rd Rally Of Italy - WRC
 2nd-4th Trackrod Rally Yorkshire – York – BRC & BHC
 15th-17th Tour Of Corsica – WRC
 23rd Bulldog Stages, Shrewsbury – BHC & Ancro
 29th-31st Catalonia Rally – WRC

November 2004
 6th Tempest South Of England Rally – Aldershot – BRC
 6th Cambrian Rally, Llandudno - BTRDA
 12th-14th Rally Australia - WRC



Wheels

CORRESPONDENCE COURSE

As *Wheels* wobbles into its eleventh year, it's getting harder to predict the reaction of readers and things I expect to produce a reasonable response rarely do. Example: back in July I wrote that if anyone had questions about any aspect of the MSA, they should let me have them so that I could get them answered by John Grant or Colin Hilton. I bought the booklet *Coping with hernias* for our postman, sat back and waited for him to stagger up with heavy mailbags. The result? Zero, which must mean you're entirely happy with the way things are being run. If not, well, the offer still stands.

The appeal for Shelsley Walsh in the last issue prodded one or two clubs into action, which was encouraging, but it seems there are only two ways to *guarantee* a reaction. One is to make a deliberate mistake in the quiz answers. Note 'deliberate' – I wouldn't want to upset the Ecurie Cod Fillet committee by implying that they ever make a mistake because they do a marvellous job. For their age.

The other way is to be insensitive about hiking. Make an irreverent remark about the fresh air fiends and in bounce the brickbats, so can I make it clear that I have the deepest respect for those who don't thicken socks, heavy walking boots, anoraks and bobble hats. But it

does seem a lot of trouble to go to just to climb the North Face of the local supermarket.

I suppose one way to ensure a regular postbag would be to turn this page into a motorsport agony column. You can imagine the sort of questions we'd get: "My boy friend keeps trying to make me do something I don't feel I'm ready for. Should I say 'no'?" To which of course the answer would have to be: "Certainly not. Go ahead and do the Lands End Trial in his Dellow with him. You'll enjoy every minute."


But perhaps not – such a column could get boring or bawdy and be too stressful for the editor. Talking of stress reminds me that following the piece about how it can affect you when public speaking, one or two club committee members told me they find this a stressful area too but from a different angle, namely actually finding someone to speak at their dinners.

Well, perhaps there's a simple way to stop that particular stress – ask yourself if you actually need someone. Do you sell all your tickets anyway? Has having a speaker drifted into being a tradition without anyone asking 'why'? In either case, why not give a speaker a rest for a year and see how you get on? You should certainly consider this approach if you are

quoted high fees by possible speakers – the business world pays well for speakers but there's really no reason why clubs should risk bankruptcy by doing so.

Mounting gingerly onto a hobby-horse of mine. I reckon sports should have a system of 'plough-back' days, whereby anyone entering a significant championship has to guarantee to give back one day to the sport (free) for every so many points he or she scores during the year. Think how beneficial it would be to have stars representing our sport at conferences of business people, farmers or calendar girls. Mentioning calendar girls reminds me that I must stress that the scurrilous rumour about a 2004 Colnbrook calendar featuring Council members in a state of undress is totally false. So you can open your eyes again now.

Stuart Turner



COD FILLET QUIZ

1. Mini Cooper racer John Rhodes competed in which British GP?
2. In which year did Renault win at Le Mans?
3. Which manufacturer made the "Rockette" in 1963?
4. Why did the two D type Jags race with 2½ litre engines in the 1954 TT?

ANSWERS ON PAGE iv



Young snappers

The BARC Midlands Centre has a great way of encouraging youngsters to become interested in motor sport. At the sprint meetings it organises, children can borrow a camera with a pre-loaded film to take photographs. The cameras are handed in at the end of the day and the films processed. First, second and third are selected and displayed at the next event – where the winner receives a trophy.

Photographers wanted

Continuing the photographic theme and adding journalism, the MSA is calling on young contributors to non-specialist publications to apply for the second Renault MSA Young Motor Sport Writer and Photographer of the Year awards.

Established last year with support from Renault UK Limited, the two awards are designed to recognise and encourage the new generation of motor sport journalists working in UK racing and rallying. The winners not only receive prestigious recognition as talents of the future, but also a cheque for £1,000.

Colin Hilton, Chief Executive of the MSA, said: "The specialist press will inevitably make up the lion's share of the entrants, but we are also hoping for entries

from people contributing to the local press, smaller circulation publications and websites."

A panel of recognised experts from the sport and the media will consider the applications before the eventual winners are announced at the MSA's Night of Champions at the Royal Automobile Club in Pall Mall, London in January 2004.

Candidates must have been aged 25 or under on the 1 January 2003 and be able to demonstrate published work involving UK motor sport. They can come from the local, regional, specialist or electronic media and will be required to submit a minimum of three published articles or photographs from the UK media this year for the judging panel to assess.

Application forms are available from msa@mpamedia.co.uk or www.msauk.org (>News).

Independence day

At last you can book your holiday for next year – the Grand Prix of Great Britain has been confirmed at Silverstone on 4 July. The complete F1 calendar can be viewed at www.fia.com

CRO appointed

Following a recommendation by the FIA Historic Motor Sport Commission chaired by Gunnar Elmgren, John Quenby, former Chief Executive of the MSA has been appointed to membership of the Commission as Competitor Relations Officer. This is in response to some years

of discussion between competitors and the commission about how to achieve the closer involvement of competitors in the development of workable regulations for all historic motor sport disciplines.

More of a show

The MSA will once again exhibit at Autosport International at the NEC in Birmingham, 8-11 January 2004. A leading exhibitor since the Show's inception 13 years ago, the MSA is working closely with the promoter, Haymarket Exhibitions, supporting initiatives within and outside the Show, with the aim of encouraging more people – of all ages – into motor sport.

More information, including tickets prices, from www.autosport-international.com

Recovered fully

The MSA is this year distributing an Annual Report to all Clubs, highlighting some of the key achievements of the year and summarising the financial results of both the MSA and IMS.

Colin Hilton says: "After the 2001 Foot and Mouth epidemic that had a devastating impact on motor sport throughout the UK, I am delighted to report that the sport recovered fully in 2002, showing a strong positive trend that has continued into 2003. Even more encouraging is the sharp rise in licence holders seen in 2002, and with nearly 33,000 registered licence holders we are clearly moving in the right direction."

HOW IT ALL BEGAN...

The first kart was invented by Art Ingels, an employee of the Kurtis Craft Company in Glendale, a firm building race cars for events like Indianapolis. Art and a friend and neighbour, Lou Borelli, built the first kart in August 1956.

The kart's engine came out of a lawnmower. When Ingels demonstrated the kart, another American, Duffy Livingstone, saw it and decided to build his own. Soon the first race meetings were being held in the Rose Bowl car park in Pasadena, California.

In 1957, the first proper rule book was drawn up by the International Karting Federation, based in California. After this, karting spread rapidly across the USA. American airmen took the sport to the UK and by 1962 there were karting clubs all over the world.

Karts became more powerful and safer, with proper brakes instead of just a lever pressed against the rear tyre as in the original kart. Engines were also made especially for kart racing. The different types of karts were grouped into classes, for juniors and adults, and for the slower and faster types. Each class then had its own race at a meeting. Instead of straw bales lining the track, proper miniature racing circuits were made with permanent barriers.

From those beginnings karting developed to the point where it is today – one of the most vibrant branches of motorsport in the world.



REVIEWS FROM



BIRTH OF THE BEETLE

The development of the Volkswagen by Ferdinand Porsche. Chris Barber.

Haynes. £30.

ISBN 1 85960 959 7

Barber has been writing about Veedubs for years so is well placed to document the formative years of the people's car. Though the story of 'when Adolf met Ferdy' has been documented plenty of times before, this super hardback is full of fresh information and never seen images. Highly recommended.

THE FORD IN BRITAIN FILE

Model by Model.

Eric Dymock. Dove Publishing.

£19.99. ISBN 0 9534142 6 4

This is the fourth in the small hardback series – and the most comprehensive so far. After a brief intro, it covers each model, a spread at time, from the 1908 Model T to the new GT, with a chronology at the back. It's exhaustive, but the first half is of more interest, including GT70 and Lotus 49 (Ford paid for the engine development). Each profile is brief, with a good spec table, plus a mix of colour and mono photos. There are the race cars Ford wants to trumpet (GT40), and some it didn't (F3L). And there are unusual additions such as '67 Comuta and Ford-built Merlin V12. A few wrong pictures – and the Mexico-derivative RS1800 is lumped in with the RS2000 – but a good, comprehensive work.

BARNY OLDFIELD

The life and times of America's Legendary Speed King.

William Nolan.

Brown Fox Books.

£32.50

www.brownfoxbbooks.com

ISBN 1 888978 12 0

First published in 1961, Nolan's highly readable biography of the cigar-chomping American speed king still cuts it. He was a great writer and among his credits is the best-seller *Logan's Run*. Coincidentally his father even competed against Oldfield. From 19th century bicycle board tracks to record runs with tractors in the 1930's, Nolan paints a vivid picture of this larger-than-life character. This is much more than a reprint and includes a wealth of fresh photographs and an evocative new jacket featuring Peter Helck's painting of 999. With first editions selling at £90, this reprint is superb value.

SHEENE'S STORY

Harper Collins.

£17.99.

Fans of the late motorcycle racer Barry Sheene should check out Stuart Barker's latest biography. Started in association with the East-End born 500cc champion until his illness put the project on hold, the new book contains extensive interviews with friends, team mates and racing rivals.

MARSHALS POST

by the BMMC

Rally Event Safety Officers have some fairly basic responsibilities, according to the MSA Competitors' Yearbook – or 'Blue Book.'

They have to make arrangements so that Stage Commanders can summon emergency services and provision for radio communications – unless the whole of the stage can be seen from start to finish.

In reality, though, the job involves much more than that.

The heart of an Event Safety Officer's job is to get different agencies to talk to each other, and to produce a risk assessment, safety manual and incident plan – the event's safety book.

Event Safety Officers have to

develop a relationship with the emergency services, establishing themselves as a reliable source of all the information they may need.

The first step, however, is to get to know the event, close up.

They should drive the whole route, using the notes made by the Clerk of the Course and looking at Special Stages, Road Sections and Service Halts to make sure they are safe for marshals and spectators.

It's important to know the terrain; what will and won't stop cars and where competitors might push harder – and go further if it all goes wrong.

Any artificial structures – TV towers, bridges, jumps, water splashes and the like – will need checking for safety.

Spectator control – including making sure that large numbers of spectators are not encouraged to gather in one place by things like the location of car parks or

even burger vans – is another issue for Event Safety Officers.

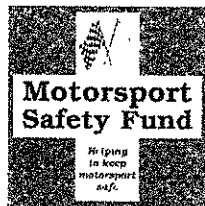
It is normally the job of the Event Safety Officer – and the Chief Medical Officer – to organise rescue, medical and recovery services.

On bigger events, they will also need to make arrangements for air evacuation and that could mean liaising with the Civil Aviation Authority as well as ensuring the safety manual includes instructions for marshals who need to clear a landing site and help helicopter crew with an evacuation.

And that's before the event has even started.

QUIZ ANSWERS

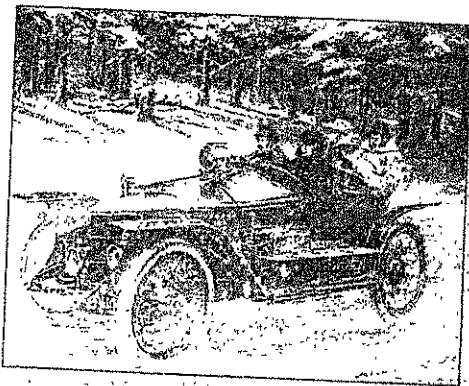
1. 1965 in a Cooper 1.5
2. 1978 (Alpine A442 – Jousaud/Pironi)
3. Fairthorpe (It had a Triumph Vitesse engine)
4. Handicap reasons giving more 'credit' laps



Christmas cards

From a painting by Michael Turner of a 1912 Prince Henry Vauxhall in the snow. The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:
Motorsport Safety Fund
PO Box 239, West Malling
Kent, ME19 4BL, United Kingdom



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

A New Era for the Website

As you now Graham has stepped down from the committee. So that made various vacancies available and after a little chat, I was offered the chance to take control of the website, which after minutes of consideration I decided to take up the offer. Some of the ideas I currently have are to put the trophy points, merchandise and more information on the events such as the Lookout Rally and the BBQ Hill-Climb, oh and so a bit of a face lift. So basically I'm asking for any ideas for what to put on it or anything you want changing. Any ideas send to- trackrodmc@btinternet.com

Andrew Wride

SOCIAL

2004 DINNER DANCE & PRIZE PRESENTATION - 31ST JANUARY 2004

The Dinner Dance will this year be returning to Castle Grove in Headingley. Dinner is 7.30 pm for 8.00 pm followed by the Prize Presentation. The bar will be open until 12.00 am with the disco finishing at 12.30 am. The cost per person will be £23.00.

As in the past there will be various menu options available. Because of this, each couple/person attending the dinner will be required to fill out and sign a booking form to confirm your preferred menu choice. No bookings will be taken without the accompanying form and payment.

Members wishing to attend the Dinner must have their completed forms and remittance to Caroline Marston or Katy Lee either at Club nights or by post, by Friday 16th January 2004. Payment can be made in full or in instalments between now and January. The Menu is as follows (full menu detailed on form):-

Warm Chicken & Bacon Salad or
Cream of Mushroom Soup or
Fresh Salmon and Prawn Terrine

Roast Leg of Lamb or
Oven Baked Breast of Chicken or
Fillet of Salmon

Treacle Sponge & Custard or
Caramelised Lemon Tart or
Cheese & Biscuits

Coffee & Mints

CHRISTMAS GATHERING

We are hoping to have a Christmas get together at The Yeoman Pub in Otley on 16th December 2003 with a buffet and quiz. The cost is hoped to be around £4 per person payable in advance. As the pub is changing Landlord we will not have confirmation of this until we meet there in November so we will let you have more details in December's magazine and at club nights

A BUSY WEEKEND

When the regs for Rally Yorkshire arrived I sent in an entry for myself and Rob Overend in his MKII Escort for the clubman's event on the Sunday. Ordered some pace notes and sat back waiting for all the paperwork to arrive.

A few days later I received a tel. call from Brian Thomas the co-ordinator for the Historic Rally Championship. One of the drivers in the championship was looking for a co-driver. As I had done a couple of the earlier rounds and lived locally he rang me.

I rang the driver, Dave Dyer, and it turns out his son had been sitting in the hot seat but couldn't get time off work. A quick chat established that he had only done four previous rallies but he had already got a second in class finish. Whilst not having driven before he had worked for David Sutton and Ralliart so car preparation should be OK. As the historic were running on the Saturday I agreed.

We agreed to meet at the trailer park, you know the procedure I'm the one with the white and blue Mexico. I easily found him and the service crew fresh from the drive up from Kent. A quick look at the car confirmed it was very well prepared with all the right legal bits on it. Scrutineering was no problem very efficient and no delays. Remembered to ask them to check my helmet and overalls for Sunday as I would be competing when should be scrutineering for Sunday. Again no queues at signing on and did the paperwork for both events. A quick chat with some of the other drivers put the stickers on and off to get some fuel and find the B & B.

Saturday morning dawned and off we went to the start in Malton after a quick chat with the Mayoress we were away. 10 minutes service soon went as did the first stage in the showground. Cropton and Gale Rigg were next before second service. Both stages were excellent smooth and quick. Got back to service and we were pleased to find we were 8th overall and first in class having set quickest class time in Cropton.

A check over new back tyres and some fuel and we were on our way to Staindale.

Another fastest time maintained our position but dropped back one after an overshoot in Housedale. Givendale was going very well until we went into a left 4 a bit quick and ran wide. I thought we had got away with it but we then went across to the other side and this tipped us onto the roof! Both OK undo the belts and crawl out. Marshals helped us put it back on its wheels and lift it over a log and back onto the track. We had lost the screen

if everything else looked OK so we carried on having lost four minutes. The back
recon then blew out so it was a drafty ride back to service.

My driver for Sunday was servicing for another MKI that had already retired with
carbox problems so a phone call arranged for them to remove their screen and bring it to
us when we arrived. Fortunately little work was needed to make it fit and tank tape is
wonderful stuff. Just time to top up with petrol and make our due time out. Our position
having dropped to 26th and 6th in class.

The showground having been cancelled we continued to Cropton at the end couldn't
understand why we had improved our time slightly from the morning but everyone else
had improved much more. A late check round revealed two slicks on the back. All the
pushing round sorting the windscreen forgot to check the tyres. However it would have
been a waste of tyres as we wouldn't have improved our position much finishing 22nd
overall and 6th in class.

Back home quick shower then out to a wedding do. Was a good boy not too much to
drink as had to get up early the next day to do it all again!

Met Rob at the service area as he had stayed there overnight. A quick watch of the front
runners before the start in Malton and back to the showground for our go. This was the
first time Rob had used pace notes so it was a nice gentle introduction before we started
for real. As it was the first time Langdale and Pike Hill had been used they were still
relatively smooth. Rob quickly took to pace notes and all went well.

Back to service and then out to Dalby for the Housedale and Givendale stages both of
which I had done the day before. Could I remember where we rolled! Both stages showed
signs of the dual useage with some deep ruts in places. Lost the car in front, neither of us
saw it so perhaps some use for the Rallitrack radio as they had gone off somewhere. We
got through OK and to the finish at the Coachman Inn, a bit of an anticlimax as nothing
much happening no results and no one there.

Met the service crew back at the showground and put the car on the trailer ready for
home, calling in at Malton to see how we had done. We had finished 34th overall and 16
in a very large class of 25. Good to see Arthur and Michael get a top 10 finish.
Overall two very good events running to time with no delays. Thanks to all the organisers
and marshals.

Graham Wride Car 320 on Saturday and 452 on Sunday.

Club Nights

4th Nov- Gildersome Con. Club

11th Nov- Admiral Hawke B. Spa

18th Nov - Yeoman, Otley

25th Nov - Admiral Hawke B. Spa

2nd Dec - Gildersome Con. Club

9th Dec - Admiral Hawke B. Spa

<u>Chairman/Assoc. Rep</u>	<u>Secretary</u>	<u>Treasurer</u>
Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 226 2422 (h) 07850 783555(m) rod.parkin@virgin.net	Alison Jennings 1a Rosehurst Grove Pannal Harrogate, HG3 1JT 01423 871634(h) 07801 029049 (m) alison.jennings@lineone.net	Michelle Plevy Rose Farm House Church Fenton Lane Ulleskelf , LS24 9DW 01937 530963 (h) 07881 518604(m) michelle.plevy@kpmg.co.uk
<u>Social/ Merchandise</u>	<u>Membership</u>	<u>Competitions Secretary</u>
Katy Lee (see trophy points) and Caroline Marston (see Simon Marston below)	Emma Bain 1 St John's Court Thorner, LS14 3AX 0113 2893641 (h) 07711 515521(m) e.bain@lrmu.ac.uk	Jim Plevy Rose Farm House Church Fenton Lane Ulleskelf , LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevy@virgin.net
<u>Web site</u>	<u>Trophy Points/Equipment</u>	<u>Chief Marshal</u>
Andrew Wride 124 West End Drive Horsforth Leeds LS18 5JX 0113 2590274 (h)	Katy Lee 26 Spenser Road Guiselcy LS20 9LG 01943 875231 (h) 07766 750126(m) KTL90@hotmail.com	Phill Andrews 01937 588696 (h) 07940 250022 (m) pg.andrews@talk21.com
Russell Holdsworth Russell.holdsworth@virgin.net	Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07789152580 (m)	Kevin Patrick 31 Colbert Avenue Ilkley LS29 8LU 0194 3604545 (h) 0779 9460022 (m) kp31@btinternet.com