



December 2008
January 2009

www.trackrodmotorclub.co.uk

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

CHAIRMAN'S CHAT – DECEMBER 2008

Rather belated but nevertheless sincere thanks to everyone who helped or competed on this years Rally Yorkshire. The weather was kind to us but it was still a very long and tiring day for everyone concerned. Plans are already in hand for 2009 and I am delighted that we retain all the same Championships as 2008.

As I write this I hear that Trackrod member Darren Moon has won the Revolution Wheels "Driver of the Year" award for the 2008 British Historic Rally Championship. Well done Darren - a wholly deserved victory! Regular co-driver John McNichol will, I am sure, be supporting him when he collects the award at the HRCR awards evening in February.

Christmas will soon be upon us so may I wish everyone all the very best for the festivities and for 2009. We are once again running the BOXING DAY AUTOTEST courtesy of Tom Whittaker at his premises in Pepper Road Leeds. Really just a fun morning to blow the cobwebs away - contact myself or Andrew Apperley for more information and an entry form - or, of course, take a look at the website www.trackrodmotorclub.co.uk.

Looking further ahead 2010 is our 40th anniversary so we are already planning a celebration dinner along the lines of the one we organised for the 25th. Provisional date is SEPTEMBER 4th 2010 and I am sure it will come as no surprise that costs have increased significantly since our last "big one" nearly 15 years ago. The Committee have agreed in principle to part subsidise the event in respect of some of the entertainment and we are trying to finalise the costs. The likely venue is a return to the Marriott in Leeds where we held the 25th dinner. This seems a sensible location where most people can use public transport to get there and either stay overnight (hopefully at sensible rates!!) or get a taxi home.

Please get this date in your advance diaries and tell as many current and past members what we are planning.

Once again - all the very best for Christmas and the New Year.

Rod Parkin
Chairman

THANKS FOR THE HELP

Now that the Roger Albert Clark is over, I would like to thank everybody for their help over the two days, events of such as size would not run if it wasn't for the many hours hard work with organising, setting up and running stages.

This year I have been asked to run stages on major events up and down the country and would like to thank everybody who has travelled many a mile to help.

Trackrod has a reputation of running problematic stages successfully and I think that is something that we all should be proud of. I am sure we will be asked to run stages on many events during next year.

If anybody reading this article is interested in joining our merry band of travellers please let either Andy Turnbull or myself know.

Once again thank you

Simon Marston

THE BOXING DAY AUTOTEST

Supported by Morley Waste Traders Hunslet Leeds

FRIDAY 26TH DECEMBER 2008

The BOXING DAY AUTOTEST will be held again at Morley Waste Traders Pepper Rd yard, Hunslet Leeds! For more information contact Andrew Apperley 07836 544037 or Rod Parkin 07850 783555 .

Directions.... M1 North - M621 towards Leeds Leave on A61 Wakefield Road, Join Pontefract Road opposite DM Keith Skoda 200yds Left onto Sussex Ave which becomes Pepper Road the yard is arrowed to your right (west) after the left hand bend!

Forthcoming Events

Grizedale Stages

29th November

A forest event with its main mileage within the Grizedale Forest complex. The format remains the same as previous years with two long stages in Grizedale followed by the ever-popular blast through Dunnerdale – twice – and then a return to Grizedale with service halts in between each pair of stages.

Rockingham Stages

13/14th December

Building on the success of previous events, this continues with the two-day format this year and again 10 stages of around 8 – 11 miles each are planned, spread over the two days. Scrutineering and Documentation will take place on the Saturday morning, followed by 4 stages in the afternoon, including the now infamous 2 in the dark – so get out those spot lights and lamp pods. The separate Land Rover Rally that proved so popular in previous years is also being repeated. On the Saturday evening there will be a rally party/get together in the Welcome Suite, where food and drink will be available. (Admission for competitors and service crew is included in the entry fee).

A further 6 stages will take place on the Sunday, providing a total of around 85 miles of competitive motoring – all for an entry fee of only £295 – the same as last year - excellent value for money at around £3.50 per mile. For those unlucky enough to retire on the Saturday, there will be a Trophy Rally over the 6 Sunday stages.

The event has raised almost £4,500 for charity over the previous 4 years and this year we are again supporting the Lynda Jackson Macmillan Centre for Cancer Support and Information at Mount Vernon Hospital (LJMC). We hope you will give generously to this worthwhile cause.

Jack Frost Stages

18th January 2009

A single venue multi use rally using the smooth tarmac of Croft circuit near Darlington. This is a round of the ANECC and ANCC stage rally championships, 36 stage miles are promised over 8 stages.

If you would like any further information on any of these events please contact me.

Andy Turnbull

Chief Marshal

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The Geriatric Navigator Reports 2008.

It's been a busy year and this report is very much overdue but I will try to keep it mercifully brief.

The intention for this year of Darren Moon and myself was to do some of the British Historic Rally Championship (BHRC) to see if we could compete with some of the stars. There was just an idea to do the first couple of rounds and take it from there. If we did OK and were in good shape, we would do a couple more rounds and so on.

First event of the year was as a "shakedown" for the season, a local event to get us in the groove, The Riponian. Not at our best in the morning, including me starting the notes at the wrong place on the Trackrod stage resulting in a big spin right in front of Barry and Becky. Picked it up in the afternoon though, finished 8th o/a and first two wheel drive car. Not bad for a Historic car (and navigator).

The Robin Hood was the first BHRC round and saw an entry list including Stig Blomquist, Bjorn Waldegaard and Jimmy McCrae not to mention Martin McCormack! We really wanted to get into the top ten finishers and were delighted to be 4th o/a and just 7 seconds off the winner – Richard Hill. It was enough though just to beat two World Champions and the multiple British Champion.

We were well satisfied to finish with such a result, particularly the coverage in MN from Paul Lawrence who became a real support over the year. We even dared to mention to each other that "we might just win one of the rounds" this year but we had had a drink at the time!

The Pirelli was the next round and a dream came true because we won! The Friday evening went well despite Darren wanting to retire just because we had no tread on the back tyres after 20 miles. Saturday morning saw us set off reseeded with just Jimmy McCrae in front of us. First stage saw us on the same second as Jimmy and we reached the end of the next stage to be asked if we had seen Jimmy – we hadn't because he had gone off a long way resulting in both crew being injured and air ambu-lanced to hospital.

That left us with one stage to drive to clinch the win. Darren drove like an absolute drain but we did get to the end and arrived in Carlisle market place to be the outright winners. "I can't believe it!" was Darren's reaction. Nor could I. We even got a "Down the Pub with Darren Moon" column in MN!

The next two rounds were to be in Wales so we were very much going into events "blind" but grateful to Robin, Mark, Dave and Chris for their guidance and assistance. Severn Valley saw us finish behind Richard Hill but beaten on every stage including the last one where we tried really hard and had two enormous moments. We had a sign on the front of the car "Martin" to remember Martin Kemp who sadly died that week. A hand came from somewhere to put us back on the road when we should have been down a big drop – thanks very much.

Mid Wales stages saw the return of Martin McCormack to the BHRC but both he and Richard Hill had problems early on and we fancied our chances of picking up maximum points again. Not to be, that Irish lad is absolute magic (and has all the kit and support to go with it). We finished 4th o/a but 2nd in the category to McCormack who was not doing the full championship so a good result championship wise but it is not easy trying to beat experienced (and talented) campaigners like David Stokes and Steve Smith on stages they know so well.

The next round was to be the Manx and we decided that we had to miss it due to the time and money involved. This was to prove a mistake as Richard Hill was left to pick up maximum points on a round that counted for 1.5 in the BHRC. The scoring on BHRC is complicated and we didn't really appreciate the system fully. What we do understand though is how hard it is to win the overall championship from class D5 even if you are the outright quickest.

By the time the next round came along – the Harry Flatters on Epynt, we were trailing due to not scoring on the Manx but were hopeful that when crews began dropping scores later on we would come back into contention. According to MN “One of the drives of the rally came from Darren Moon and John McNichol, who pushed their Ford Escort Mk2 home in fifth place having only seen Epynt for the first time on Saturday morning's recce.” The Epynt specialists beat us but Richard Hill was way off us which made us regret not taking him on in the Isle of Man. We had the satisfaction of being second fastest on the last stage, only just behind Mark Solloway. There was a mistake with a time there – but we weren't going to tell anyone!

The Tour of Flanders is the annual trip to Belgium but is a clash with an important time of my work but an opportunity presented itself to Darren due to Ken Forster having a big accident on Epynt and having no use for his accommodation or navigator in Belgium. I think it is harder watching a rally on the internet than actually doing it! I kept wanting to text Darren with “he's behind you!” type messages. Suffice to say, Darren proved which side of the car the talent sits by a blistering performance that won the category and gave him the title of “rain master”. It was unfortunate that the complexities of the scoring system on this 1.5 round allowed Richard Hill to sneak enough points to put him out of reach in the category for the championship.

So we went into the final round, the Trackrod, knowing that even if we won we would still be just one point behind Richard. Nevertheless, win we were intent on doing. Having battled in Nottinghamshire, Kielder, various parts of Wales, Belgium and on gravel and tarmac over the year we were on home territory and on our favourite surface. Winning would be a formality – but rallying is never like that. A puncture in Cropton which we had to stop and change while in a position to claim maximum points put paid to any ambitions of winning. We did continue to maintain our 100% finishing record and got another puncture in Langdale for our efforts. Worst result of the year when we expected our best, no punctures all year and then two in one event!

So ends another year, a brilliant year. I've sat next to the best driver I've ever seen over the last 30 years. His pace and commitment have been outstanding and we have never had a cross word (although he complains that I snore!) Next year? Who knows? Ask Gordon Brown.

John McNichol

A Busy Few weeks

It's the end of September and it's back into the forests for Rally Yorkshire in the Clubman's event with Ian Jemison in his Porsche Boxster. This meant a leisurely afternoon start with time to catch up with the competitors in the historic event as they came into service and then watch them through the showground stage.

Ian was keen to finish this event following our retirement on Otterburn, which was his first in 20 events with the car, so a steady approach was the plan. The early morning mist had cleared when we left the showground, waving to the historic competitors who were just finishing their event, for the first stage Housedale. Have to admit this stage had cut up a lot as the rest of the field had already been through but it didn't cause any dramas. Cropton and Gale Rigg were in much better condition and we returned to service lying 2nd in class. A quick check over, fill up with petrol and off to see the familiar faces of the Trackrod team running the showground stage. It was then off to Langdale and Staindale which again hadn't cut up much. Back to Pickering for the finish to find we had retained our 2nd in class and finished 15th overall, mission accomplished. A very enjoyable event helped by the weather with no dramas or delays. We were given our 3 minute provisional start time at each arrival control and we started every stage on this time, never managed that before. Congratulations and thanks to everyone involved in the organisation and running of the event.

Two weeks later and it was down to Oswestry for the Bulldog Rally which next year will run in March as a round of the British and Historic Championships. I was doing this event with Simon Wallis in his historic spec Warrior engine Mk1 Escort. Through scrutineering with no problems but on the limit for noise, another job for the winter list. First stage in Dyfnant was excellent, totally different from Yorkshire with very few junctions and 90s. 5 miles into the 16 miles of stage 2 and the car started to fill with smoke, no where to stop so we carried on to the next junction by which time we could hardly see out of the car pulled off to be told by the marshals that we were on fire, no it's just smoke from the engine says Simon then lifts the bonnet and yes we were on fire but only from oil on the exhaust manifold so a quick squirt from the hand held sorted it. So that was it a second stage retirement again. Turns out the little L piece at the bottom of a spark plug had fallen off and jammed between the piston and block ruining them both but fortunately with no damage to the cylinder head. More jobs for the winter list.

The first Sunday in November and it was back to Picketing Showground for the Malton Forrest Rally with Ian and the Boxster. The rally was using Gale Rigg, Cropton Langdale and a longer stage in the showground. Unlike Rally Yorkshire the weather was awful as I'm sure all the members who were marshalling in Langdale will agree. That's 3 wet rallies in 4 this summer, so much for global warming. All the stages were incredibly slippery and that was just the straights but we kept it on the road to finish 23rd overall and 2nd in class again.

It was then on to the Kall Kwik two weeks later again in the Boxster. This event ran alongside the RAC for the first day. It was a strange top 10 for a two wheel drive event as there was only one escort in it the rest being BMWs, a VW Golf an Opal Manta and our Porsche. We were seeded at number one following Ian's 4th place last year and the first 3 not entering this year. This was a new experience for me running at number 1 so the pressure was on.

The start was in Leeds on Friday night followed by a short stage in Temple Newsam. Awful, rough, tight, twisty and dark what more can I say, only 12th quickest but still better than one crew in a 205 who wrapped it round a tree. Restarted on Saturday again from Elland Road and again off to Temple Newsam. Even rougher now but a least it was daylight and we took 11 secs off our time. A stage to be endured rather than enjoyed, at least we only did it twice the RAC entrants had to do it 4 times.

Up to Pickering Showground (again) for a cup of coffee and then off into the rally proper 13 miles in Langdale, then Harwood Dale and Olivers Mount all run twice and using maps as no pace notes allowed. Couldn't believe Langdale was the same forest we had been in two weeks ago, smooth dry and no chicanes, brilliant. Took a bit of time to get into the map reading as the stage didn't start from where it was marked on the maps supplied but after that all OK. No problems in Harwood Dale so it was on to Olivers. Always have enjoyed this stage and Ian said don't bother with maps as he knew it. Flew round 6 secs quicker than everyone else and equal with Malcolm Wilson's first time in his M Sport built Escort (which I understand failed scrutineering). Very surprised to get a text from Andrew on the way back to service saying we were leading by 3 secs. Pressure still on. A quick check in service and then back out for the second loop of stages. A delay at the start of Langdale meant it was dark when we started it but all OK this time and we were 7 secs quicker despite the dark we were slower in Harwood dale and arrived at the last stage Olivers in second place 9 secs behind the leaders in a BMW. We had beaten them by 20 secs on the first run but they had been on forest tyres but had borrowed some tarmac ones as they were leading so it was all to play for. Again flew round but only beat them by 6 secs so finished second by 3 secs. Would have happily taken second at the restart but to be so close to winning was gutting but a great end to the year with my best ever result.

Better get on with tiling the kitchen now before the Red Kite stages in January.

Graham Wride

RETROSPECTIVE

30 YEARS AGO - DECEMBER 1978 - Sue Broadbelt was wanting £1000 for her Mini Clubman and Ronnie Moore was seeking an engine for an MGB.

The Bonfire Autotest at the Crest Motel saw Ineson reappear on the autotest scene with a victory some 2 years after the conflagration on the 1976 Crest Stages. Chairman Richardson described it as a "phoenix rising from the ashes" - yes, very apt. Needless to say the bonfire was a roaring success!! The Crest was, for a short time, the site for some excellent autotesting, especially when the ramp was incorporated.

RAC stage at Boltby was a great success with Mikkola fastest from Pond.

Editor Palmer got Jack Coulthard to dig the dirt on himself for this month's personality parade - turns out he was a fan of Man City FC; Bristol 412's; Star wars and Felicity Kendall. He wanted to be MN Champion and drove a Marina 1800 coupe (nothing wrong with that - so did I at the time!!) and was distraught at making a mistake that cost victory on the 1974 Vincent Ferrand Rally.

Shell League ended with us in 3rd place though 600 points behind winners Ilkley.

George Mathie had some part worn (nearly bald!) SPR3'S for sale at £12 each

The first indoor rally was won by Derek Lee/ Ronnie Moore - other participants included B.Wainwright/N.Masterman; R.Dobney/T.Ward; Rob Buchan/S Sanderson and Gez Waters/V. Fletcher.

20 YEARS AGO - DECEMBER 1988 - Christmas party set for the 20th at the Crown, Boston Spa New Members this month: - Andrew and Roy Apperley; Tim Tennant; Mark Tennant and Gordon and Julie Sutton.

Article by Peter Stanhope on correct procedure and etiquette for budding rally radio operators. The navigational scatter, organised by John Westmoreland was won by Tim Tennant/ Nick Pullan from Ron Maclinnon/John McNichol. The organising team for the Quip Forest Stages were already seeking recruits for the 1989 event!!

Trophy points up to the end of Nov. had the following leading the standings for the various awards :- Steve Lancaster; Richard Anderson; Mark Eastwood; Peter Green; Richard Ineson; Peter White; John McNichol; Pam White and David Smith.

10 YEARS AGO - DECEMBER 1998 - Russell Holdsworth was disappointed at the poor (only one enquiry) to his efforts to get a trip together for the January Autosporst Show - especially as last year's outing was a great success !! Peter Stanhope reported on the Tour of Mull and suggested that member's book now for their 1999 accommodation!!

A nice update from Steve Lloyd on his liking for their recently acquired Mazda MX5 - he spoke as if it was his but really it was Mary's - yea, and we all know what happens to wives shopping cars!!! There was a photograph showing JR's Bitza being driven by Andy Apperley at Hartshead Moor services in an attempt to promote the Boxing Day autotest which was to be held at Temple Newsam.

TRACKROD _____ ENDS

Richard Ineson

(And the compliments of the forthcoming season to all my readers!)

	2			5				
5		3			4	1		9
	7	6		9	1	2	3	5
9				6				
	5		2		9		7	
				8				2
2	1	4	9	3		8	5	
6		5	1			4		3
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6		7			5		4	2
	6			3	8			
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	4	5	6				2	

e-Wheels

WRGB is neutral

For 2008, the Wales Rally GB has become the first round of the World Rally Championship to offset all its carbon emissions, including all spectator travel. The event has been awarded CarbonNeutral® event status, confirming that the event's carbon footprint is now 'net zero'.

Access to all 19 special stages is by ticket – buy in advance to get the best value:

- by calling the ticket hotline on 0844 847 2251
- online via the official website: www.walesrallygb.com
- or in person from Ticketline, 47 Westgate Street, Cardiff, CF10 1TL

2009 Autoglym Motor Club Quiz

This is an opportunity for UK motor club teams to win the first prize of £2,000 by pitching their knowledge against others in a nationwide Motor Clubs Quiz. The quiz will be held on the Autoglym website (www.autoglym.com) in the autumn of 2008.

Only one attempt per club will be possible using password access and clubs can pre-register for their free entry (at the Games and Competitions section at www.autoglym.com) in advance, from now until 30 November 2008.

The on-line quiz will go live on 1 December 2008 and will run through to 31 December 2008. Each club will have only one attempt to answer questions – which will be selected randomly from a vast database of questions – in a limited time of 20 minutes.

Questions will be asked on motor racing, rallying, other forms of motor sport, modern motor cars, classic cars and classic motoring, motoring history and current motoring conditions.

The four highest-placed club teams will be invited to attend a live Finals Day, which will be held at the Heritage Motor Centre, Gaydon, on Saturday 17 January 2009. Three contestants will represent each club in this live event.

Discount show tickets

The MSA has concluded an arrangement with Haymarket Exhibitions to offer MSA members a £5 discount on weekend tickets for the Autosport International show at the NEC on 10-11 January 2009.

The offer is open to all MSA competition licence holders, registered marshals and licensed officials – who will need to produce their 2008 or 2009 MSA licence when entering the show using their discounted ticket.

The MSA stand will this year be located at the entrance to Hall 19. There will also be a *Go Motorsport* stand in Hall 7 providing comprehensive information for anyone looking to get involved with the sport for the first time, whether as competitor, spectator or volunteer, and this will include a dedicated Volunteers in Motorsport area.

In order to book MSA-discounted tickets to Autosport International, visit the Haymarket ticketing website at www.autosport-international.com/public/msa, then click on 'book tickets'. Enter the following promo code: MSAGM09 to receive your discount, or call 0844 579 3188 and quote the above code. Bookings must be made by 31 December 2008.

Well done Lewis!

Colin Hilton, Chief Executive of the MSA, paid tribute to Lewis Hamilton on becoming FIA Formula 1 World Champion.

"Lewis' performances since his arrival in Formula 1 last year have set the world alight. He has demonstrated his extraordinary talent, commitment and determination to become the youngest ever F1 world champion.

"Lewis is providing an incredible platform from which to develop motor sport in this country. The British public has been gripped by Lewis' exploits and the sport is enjoying more media coverage than ever before. More and more people, from all kinds of backgrounds, are becoming interested in the sport. The MSA is firmly committed to increasing participation and bringing more people to the exciting world of motor sport, either as competitor, volunteer or official. We are investing heavily in promoting the sport and making it more affordable and accessible to all."

Where to Go Motorsport or Karting

Following the comments by Colin Hilton above, here's a reminder of two of the MSA's initiatives.

Let's Go Karting is an MSA funded initiative to attract young people to gain their first experience of karting without having to make an up-front commitment to acquire a race kart and associated safety equipment.

www.LetsGoKarting.net

The Go Motorsport campaign aims to attract competitors, volunteers and spectators. As mentioned in the June issue of *e-Wheels*, to be included in the Go Motorsport initiative, motor clubs should complete a questionnaire, which is available from http://files.e2ma.net/2971/assets/docs/go_motorsport_questionnaire.xls This will ensure the correct information is on the Go Motorsport website.

Club officials can return questionnaires by email to info@gomotorsport.net or by post to Ben Taylor at Motor Sports House.

If you have any questions, contact Alex Birley, who is coordinating Go Motorsport, on 07841 673012.



I told him not to park next to the shuttle launch pad

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Autotest []

Economy Run []

Organising Club:

Hillclimb []

Trackrod

[] PCT []

Other

Road Rally []

Type of Claim:

Stage Rally M/V []

Driver

[] Stage Rally S/V []

Navigator

[] Treasure Hunt []

Marshal

[] 12-Car []

Service Crew

[] Other -

Organiser :

state position

state type

Event Status

Clubman CM []

National "B" []

ANCC Round []

National "A" []

International []

Yorkshire League 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.

Club Nights

December 2008

2th Old Modernians Sports & Social Club
9th Fox & Grapes – York Road (A64)
16th The Yeoman – Otley
23rd Admiral Hawke – Boston Spa
30th None (It's Christmas week)

January 2009

6th Old Modernians Sports & Social Club
13th Fox & Grapes – York Road (A64)
20th The Yeoman – Otley
27th Admiral Hawke – Boston Spa

February 2009

3rd Old Modernians Sports & Social Club
10th Fox & Grapes – York Road (A64)
17th The Yeoman – Otley
24th Admiral Hawke – Boston Spa

**Also any suggestions
for new places to meet
please contact any
member of the commit-
tee.**

Events Calendar 2007

December 2008

4th-7th Wales Rally GB
6th Grizedale Stages
13th-14th Rockingham Stages

January 2009

8th-11th Autosport International Show
31st Dinner Dance

Dates for 2009

31st January	Dinner Dance
22nd March	Lookout Stages Rally
26th September	Rally Yorkshire
26th December	Boxing Day Autotest

Your Committee

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