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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 222

AUG. 1989

EDITOR

I know you've all missed me but have no fear I have been released from the clutches of the Leeds General Infirmary Nurses - they let me out on good behaviour. I won't bore you with all the gorey details suffice to say there are some, especially during my stay in intensive care. If you want to know more you can quiz me on a clubnight - any pints bought in sympathy will not be refused - purely for medical reasons of course!

Thank you for all the visits and cards you were all kind enough to give me and also thanks to Peter Stanhope, Suzanne Brown, Chris Sharpe and Heidle for producing the last magazine.

Unfortunately this looks like this will be my last magazine as Editor as the new committee will be taking over next month after the AGM. I know there must be someone out there who thinks they can do a better job than I have these last two years so let's be having your name(s). I will have some articles for the new editor's first magazine ready to give them (aswell as any helpful hints they may want) so it will give the next Ed a chance to settle in.

So for all you budding Editors, here is a brief summary of the job:

(i) Pester all of the committee to give you their contributions.

(ii) Pester everyone else in the club to write about their own exploits - anything vaguely connected with cars (like the last time Peter Green washed his car).

(iii) Since only the Social Calendar has materialised, pester the committee again.

(iv) Put together a few editorials about anything really - if your desperate.

(v) Panic cos you've only got 3 minutes to photocopy 7 million sheets of paper and the photocopier has decided to join the dock strike!

(vi) Collate the thing (most boring bit of all) ie. staple 120 piles of paper together.

(vii) Finally you have to post out the magazines that have not been collected.

Having said all of that I can guarantee that you will enjoy being Editor as it is not only very fulfilling but it is sure to get you more involved with and aware of the workings of Trackrod Motor Club.

See you soon

Rat-Ed

SECRETARY'S SCRIBINGS

As this is my last chance as secretary to write an article I thought I should put pen to paper.

In the past year I have been very happy with the way in which I was helped along with the secretarial aspect of Trackrod.

Unfortunately due to increasing work duties, a daughter, the involvement of Richard Simpson and myself in the rally and some ill-feeling!! I am not going to re-stand. Hooray I hear you all say.

Recently I was involved in the Mobil 1 Challenge. This was a very slow rally (only one car was used all day) but the company of the top drivers more than made up for it.

On a future note the Talkland Stages is progressing well and hopefully the next one should be a multi-venue.

The Costa Stages crew once more put on an excellent day; the only problem being the weather.

Finally good luck to my successor - I hope you enjoy it as much as I did.

Richard Anderson
Secretary

COMMITTEE NOMINATIONS As on 7th Aug 1989

All names printed are nominations and as such are not proof of acceptance of nomination.

Further nominations may be put forward at the AGM even in positions where there is already a person standing. If this occurs a vote will result, after each nominee has had a chance to speak.

If there is only one nomination in any post then that person is elected unopposed.

Chairman Peter Stanhope

Secretary

Treasurer John Renny

Committee Members

Editor Susanne Brown,
Rebecca Kemp

Competition Secretary Barry Dove

Social Secretary Anne Moffat

Trophy Points Secretary

Cheif Marshal

Membership Secretary

Equipment Officer Paul Telford

Please make your name known to Richard Anderson at the AGM if you want to stand for any of the above posts. Remember elections for all or one of the posts can only show that Trackrod is alive and kicking.

THE ADVENTURES OF NICK 'YELLOW-SHED' PULLAN - or one man's attempt to bury a Honda Civic in mud up to the axles (that's if Honda Civic's have axles!)

Welcome to the first of a six part story of the pursuit of the 1989 B.T.R.D.A. All Rounders Same Car Trophy (Davigon Trophy)

The Rules - 3 different types of BTRDA events have to be tackled with 6 rounds to count. (ie stage or road rallies, autotests or PCT's etc). For the same car award the contender must drive the same car except on rallies where he/she can navigate in the same car. Points are awarded for class finishing positions.

The History (Past Successes) Won the Davigon Trophy in 1987 and was the 1st person to win it in a r.w.d. car - a rather unusual 2l Escort Estate (some like 'em big!). Did 3 PCT's, 2 Autotests and a road rally - when rallies were rallies.

Won again in 88 and was the 1st person to win the Davigon Trophy 2 years running but this time only in a 875cc Imp. Qualifying in 3 PCT's, 2 Autotests and a pear tree (which turned out to be an autocross - this turned out to be a great laugh especially when you have a mud flying 3.6l ford Anglia in the same class).

The Attempt The 1989 plan was to get the qualifying rounds in early with 3 PCT's, 2 autotests and a pear tree (autocross). A change to f.w.d. was decided using a yellow 1238cc Honda Civic (1978) in pretty well cream crackeret condition.

Round 1. *The V.T. Fellows PCT at Sheanstone*

The 1st major BTRDA PCT of the season had a

dry and fine start with an entry of 57 competitors. Having driven the car 120 miles to Sheanstone in what could be classed as a howling gale (due to illfitting doors) we were greeted by an RAC Scrutineer who insisted on checking everything apart from the doors!

With 12 competitors all driving f.w.d. in my class I was hopeful of starting at No.12, to "see how it's done". But par for the course I was No.1. So bacon buttie in hand off we set for the morning's 20 hills. All I can say is that it is very different in f.w.d. compared to an Imp which I have been piloting up hills for the past 3 years. Dinner came and went as did 3 more bacon butties and then back to another 20 hills for the afternoon session (and not a drink in sight). By this time I had got the hang of keeping the engine in front of me unlike the Imp. So after the 40 hills off came the ballest (technical name for weight) and we *howled* our way back to Yorkshire.

N.McKay was 1st O/A with a very low score but I was well pleased to finish 2nd in class, 11th O/A and gain 19 valuable all-rounders points.

Comment of the day by RAC Trials Committee Chairman (God in the PCT World) Mike Hinde to myself referring to the Honda Civic, "I saw a car last night which was in better condition than that shed it was used for growing plants in"!!

Thanks alot Mike (Sir).

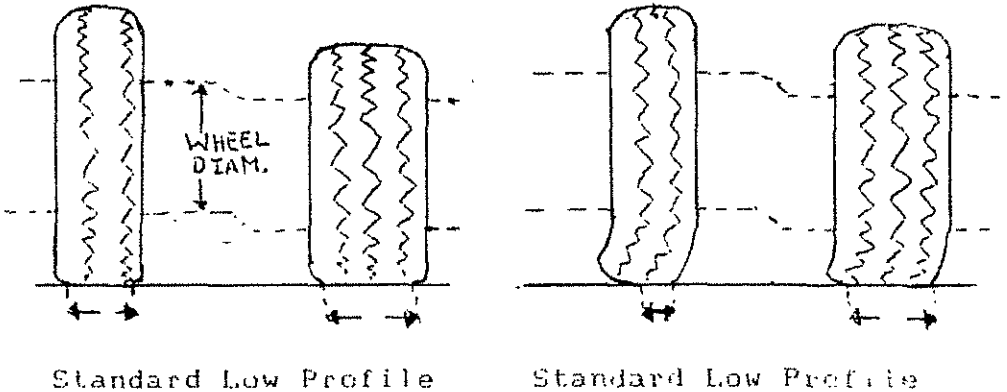
Part two of this trilogy next month. Can you stand the boredom I ask myself?

Nick 'Yellow-Shed' Pullan

WVA WHEEL STEERING- is it worth the bother.

In order to discuss this subject let me first explain the basic physics of what happens when you turn your steering wheel.

Let us assume you are driving a front wheel steering (FWS) vehicle at constant engine torque. Once you have turned your wheels into a corner the tyres are initially distorted, bending underneath the car - so to speak. This delays the actual turning of the car itself until the tyres can no longer flex and then they "pull" the car around with them. (This is presuming that the vehicle is not travelling fast enough for understeer to occur, when the tyres actually slide over the road surface). This delay depends on the nature of the articular tyre. Thus a tall narrow tyre will bend more than a low wide tyre and so low profile tyres are more responsive to steering movements (as well as preventing understeer, see fig(i) & (ii)).



Fig(i) Tyres when not turning

Fig(ii) Tyres when turning

Now the car will begin to follow the path set out by the tyres and only now do the rear tyres

become relevant as the car starts to change the nature of its movement. It is no longer moving in a straight line but it is now rotating and the front of the car is moving in the direction of the front wheels.

The delay between turning the wheel and the action of the vehicle is also dependant on the mass distribution of the car itself. An ice dancer with arms outstretched spins much slower than one with his/her arms flat against the body. Similarly a mid-engined vehicle with most of its mass at its centre will have a much smaller turning delay than a front engined family saloon.

Hence the idea of 4WS was designed to help family saloons which are mostly not mid-engined and not equipped with low profile tyres. There are two ways of doing this. Pro-steer and anti-steer. See Fig (iii) & (iv).

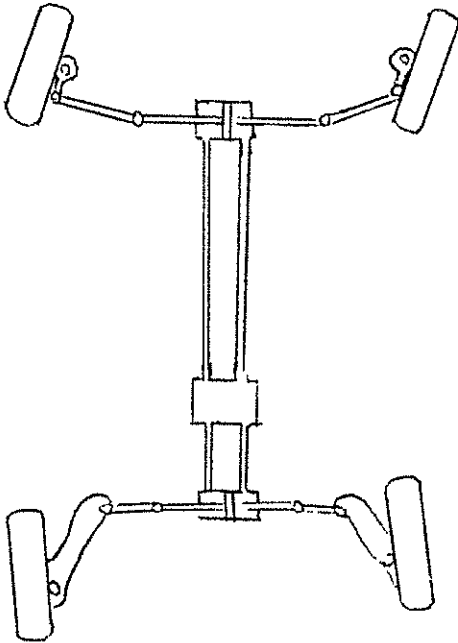
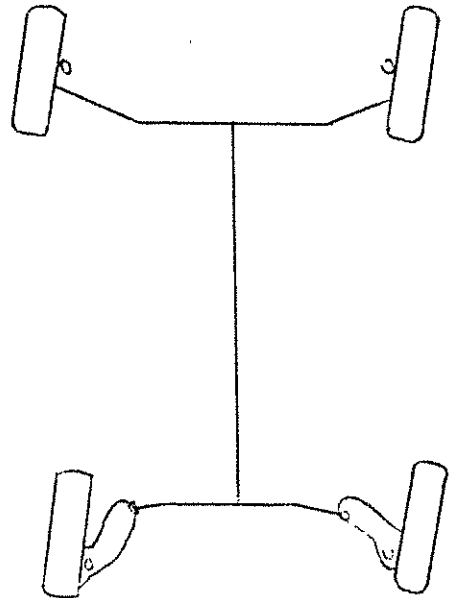


Fig (iii) Pro-steer



Fig(iv) Anti-steer

Pro-steer makes the car much more manouverable at low speeds as the car will turn

through greater angles for the same amount of steering wheel turn - similar to a fork lift truck. At higher speeds however this would make the car dangerously twitchy and so what is wanted at high speeds is anti-steer so that the car "crabs" sideways across the road.

Motor manufacturers have combined these methods in different ways. Mitsubishi use anti-steer which comes into operation above 31mph using a valve to control the rear hydraulic pump under instruction from the normally operating front system. The rear pump then drives a centrally mounted power cylinder which operates the rear steering arms which in turn act on the suspension trailing arms. This produces a maximum resulting turn in the rear wheels of 1 degrees. In the event of a rear system failure the rear wheels return to the straight ahead position. In terms of road behaviour this means that you actually have to apply more lock than you would with a FWS car. However because the resulting response is instantaneous the feel is actually the opposite. Honda use pro-steer for low speeds only - very useful for tight parking. Aza combines both; the pro-steering switching to anti-steering as speed increases.

Finally it should be emphasised that 4WS only improves the response to steering and does not enhance the roadholding. Once the car has been turned into a corner and is settled there, there is no advantage in 4WS. It may not represent the same technical advances as 4 wheel drive but for the enthusiast driver 4WS may promote in you a taste for the beautifully sharp turn-in.

Rat-Ed

COMPETITION CALENDAR

JULY 16 Single Venue Beverly & District

JULY 23 Multi Venue Alnwick & District DMC

JULY 28/29 Multi Venue Ulster NIMC

JULY 30 Single Venue Manby Airfield TMC
ANCC Stage Championship

AUG 2/3 Multi Venue International Rally TMC

AUG 5/6 Road Rally Clitheronian district MC

AUG 6 Single Venue Leconfield NHMC

AUG 12 Multi Venue Litheon & District MC

AUG 12/13 Road Rally Devils own? Kirby Lonsdale
MC

AUG 20 Multi Venue 3 Swans Selby & District
MC

AUG 27 Single Venue Manby 061 Car Club

AUG 26/27 Road Rally Illuminations Morcombe
car club

SEPT 2 Multi Venue Cumbria Cumberland
sporting Car club

SEPT 2/3 Road Rally Coleman Tyres? Otley MC

SEPT 3 Single venue Rotheram MC

SEPT 10 Road Rally Dry Stone Rally Sheffield
& Hallamshire

SEPT 12/15 Multi venue Manx International Manx
AC.

SEPT 17 Multi Venue Norking Gilders Stages
Lindholme MC

SEPT 23 Multi Venue Trackrod Forest Sages Rally
TMC

PCT'S AUTOTESTS AND HILLCLIMBS

JULY 9 A.T Grimsby MC

JULY 23 A.T Alwoodley MC

JULY 23 H.C Scamonden Dam

JULY 30 P.C.T Shell League Round. Ilkley &
District MC

AUG 6 P.C.T Malten & District MC

AUG 6 A.T York MC

AUG 6 A.T Spring Hill MC

AUG 6 H.C Baitings Dam Knowdale

AUG 13 H.C Scanonden Longton & District MC

AUG 27 H.C Batings dam Triumph sporting MC

SOCIAL CALENDAR

Aug Tues 8th Crown, Boston Spa. AGM 8.30pm

Tues 15th Wharfedale PCT. Venue TBA

Tues 22nd Beehive, Thorner

Tues 29th Roundhegians, Chelwood Drive

Sep Tues 5th Crown, Boston Spa

Tues 12th Roundhegians, Chelwood Drive

Tues 19th Beehive, Thorner. Marshal's
Meeting for Trackrod Forest
Rally.

Tues 26th Roundhegians, Chelwood Drive.

Future Club Night Venues

It is proposed that at least once a month the members might prefer a different pub. If you know of a suitable venue please let Pam, Christine or Anne know. We have already had a couple of suggestions - fortunately they weren't rude.

The Social Committee

Christine Goodall
8 The Crescent,
Leeds 17
Tel Lds 673491

Anne Moffat
7 The Orchard,
Ossett
Wkfd 262938

Pamela White
201 Potovens
Wrenthorpe
Wkfd 829395

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29th September 1989

This week-long motor extravaganza is being resurrected this year by the BRSCC (British Racing and Sports Car Club) and comes to our area on the above date.

Basically the "Tour" takes in special stages (gravel and tarmac), race circuits and a number of autotests throughout the country and Northern Ireland (tarmac stages). The event is for group 'N' vehicles and all must run on unleaded fuel. They will also be restricted to a certain number of pre-marked tyres. Additional ones can be marked in exchange for a time penalty!

The whole thing is being masterminded by Jim Porter and co-ordinated from Brands Hatch by Chris Belton, formerly of the RACMSA.

You may be wondering how all this affects Trackrod. Well it's like this. Russ Swift (he of the two wheel driving Montego fame) is organising the autotest side of things and has requested our services to run a series of 3 autotests - one pair in tandem and a single test. Also we will be running an "In" and an "Out" time control at Temple Newsum on the Friday night between 8.30pm and 10.30pm approximately. Yes it will be dark and it will be floodlit with commentary!! - or so we are led to believe.

So make a note of the date as we will be needing a fair supply of time-keepers, marshals aswell as two test commanders to man the tests and for crowd control!!

The cars will arrive at Temple Newsum having tackled Harewood Hillclimb and afterwards will depart to Parc Ferme in Central Leeds. There they will have an overnight halt with a 7am restart Saturday morning from the Town Hall.

For the last two days the competitors are sent through Lincolnshire and Norfolk with another overnight halt in Cambridge before they finally finish at Brands Hatch on Sunday.

So let me have your names as I am sure you will not want to miss this classic event.

Richard Ineson

Motoring News Snatches - *just a couple of things I thought you might find of 'interest'.*

* The danger of rally cars falling off trailers was highlighted after the Tobermory 200 Rally last weekend (MN 6.7.89). Robert Laidlaw's Escort, which finished 7th overall fell off its trailer on its way to the Mull Ferry. Luckily neither the car nor any people were harmed, although the lady whose garden the car landed in was none too pleased. (!)

* The FISA Technical Commission has recommended that steel roll cages should be compulsory on rally cars from January 1, 1992.

- for all of you who are planning to do the RAC next year.

The Costa Stages Rally 30th July 1989

As secretary of the Costa Stages Rally I would like to thank all those who made the journey down to Manby to help out one way or another. We did order sunshine but!!

The event was a total success and was well received by all the competitors however car No.1 was excluded before the last stage for using illegally wide tyres.

Thanks to Roland (Shirt and Tie) Cross and the Leeds University Union motor Club Results Service for producing

up-to-the-minute results throughout the day. Just to show you can produce results and stay sober!!

I would especially like to thank Vince Fletcher and John and Margaret Smallwood who helped set the airfield out and clear up again a week later.

Results

- | | |
|---------------------------------------|--------------------|
| 1. Graham hawkridge/Shela Wadsworth | Escort RS |
| 2. Ken Hall/D.Riddiough | Escort KH4 |
| 3. Chris Lewis/John Richardson | Renault 5
Turbo |
| 10. Alan Powell/Andrew Hobman | Escort RS
RWD |
| 23. Darren Moon/Jackie Smyth | Escort RS |
| 26. Jon Fairweather/Bob Pearson | MG Maestro |
| 33. Nicholas Dixon/P. Bewsher | Dolomite
Sprint |
| 39. George Cook/Lawrence Fowler | Austin
Metro |
| 40. Mark Ryan/Slap Hall | Escort RS |
| 48. Steve Sanderson/Stuart Bell | Astra GTE |
| Last O/A. Shaun Hanlon/Mark Appleyard | Escort |

Thanks again to all concerned.

The Organisers

Note from the Clerks of Course

Thanks to all especially to a very supportive committee for splendid work and encouragement which resulted in an excellent event.

Hope to see you all next year.

Barry Dove and Beccy Kemp

Lord Mexborough's private car
collection 18th July 1989

On Tuesday 18th July, 20 members from the Club met by the cross in Helmsley to visit Lord Mexborough's private car collection. We arrived at his "House" at exactly 7:00pm as he requested.

There were three garages for us to visit. In them there was:-

Garage 1

ACE Aceca Bristol
MGB GT Special Edition
Porsche 914/6
Porsche 924 Carrera '72 RHD
Porsche 911 Carrera German Rally Spec
Maserati Bora
Lamborghini Uracco (For Sale!)

Garage 2

Ferrari Mondial Convertable
" 308 GTB (Reg No 308 GTB!!!)
" 365 Daytona Spyder
" 365 Daytona Coupe
" 512 Boxer
" 288 GTO (Reg No GTO 30)
All in RED. Beautiful sight.

Garage 3

Ferrari 246 Dino Spyder
Lancia Stratus Chequered Flag (Reg No LOV 1)
Porsche 959 (Reg No 959 MOT!!!)
" 911 Carrera RSR
" 911 Carrera RSR Lightweight

They were all beautiful!! We were allowed to sit in some of the cars and take pictures. I propose to have an evening in the near future when everybody who went, and took pictures, will show them.

After we had looked round we were provided with light refreshments.

Lord Mexborough commented that it was nice to see a group of people so interested in his collection.

Look out for the photo evening and there might be another visit next year, I hope so!!

Peter Stanhope.

Club Membership

Dear All,

The membership still stands at 84 renewed and 13 new members.

*
* HAVE YOU MOVED HOUSE? *
*
*

Please let me know if you have moved house so that I can keep my records up to date, my address is at the rear of the mag. This will result in the mag being delivered quicker.

Application/renewal forms are available from most committee members or see myself, I am at most clubnights.

Enclosed this month is an application form, incase anybody has a friend who might want to join.

Cheers for now and see you all at the AGM.

Peter Stanhope
Membership Secretary.

I hereby apply for membership of Trackrod Motor Club Ltd and if accepted agree to abide by the rules of the club and the decisions of the Committee.

Name(s)

Address

.....

Telephone No.

Date Signed

Proposed Seconded

Please delete as appropriate.

Single membership £7.00 Joint/Family £9.00

Enclosed is Cash/Cheque for the correct amount.

Please fill in the page overleaf and return to the membership secretary. If this form is returned by post the membership card will be sent with the first magazine, unless a stamped addressed envelope is enclosed.

Please notify us of a change of your address.

Thank you.

For official use.

Membership No. Comp.

Membership card

TRACKROD MOTOR CLUB MEMBERSHIP APPLICATION

Please complete the following section to give us as much detail as possible about your interest in Motorsport.

This information will be held on a computer, and will only be available to the Committee and organisers of Club events.

Please tick as appropriate,

I am interested in: -

	competing	marshaling	organising
a Road Rallies
b Stage Rallies
c Autotests
d Production car trials
e Hill Climbs
f Sportonoggins
g Treasure Hunts

Please give details of any previous Motorsport experience you have had: -

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TRACKROD TROPHY POINTS - MAY '89

Marshals Trophy

P. Stanhope	25
M. Jagger	20
P. Andrews	20
A. Heaton	20

Trackrod Trophy

P. Stanhope	15
S. Lancaster	10
C. Sharpe	10

Service Crew Award

R. Anderson	5
R. Buchan	5

Off Road Events

R. Ineson	80.00
P. Stanhope	71.66
J. Renny	30.00

F.S.B. Drivers

S. Sanderson	10
D. Unsworth	10
A. Powell	10

F.S.B. Navigators

S. Bell	10
D. Smith	10
B. Dove	10

Lloyds Special Stage Rally Trophy

D. Unsworth	78.91
A. Powell	73.42
M. Vary	51.66
S. Sanderson	34.82

Single Venue Stage Rally Trophy

D. Unsworth	33.57
R. Kemp	5.00
A. Powell	3.00

Hunters Trophy (Navigational Scatters)

J. Westmoreland/ S. Sanderson	15
----------------------------------	----

Well folks at last there are some Trophy points that are worth publishing, although I know for a fact that there are a lot of you out there that haven't claimed any yet, so come on and get them claimed before the 3 month time limit is up, and yet again let me remind you it is your responsibility to get a claim form filled in and passed onto to me, 'cos unless there is a form correctly filled out with results etc. then you won't get any points!!!! OK

It was decided at the last committee meeting that a points system would be introduced for anyone attending any Clubnight, and so from the 1st Tuesday of June there will be a book for you to sign and for every clubnight you attend and sign in at you will be awarded 2 points per night which will count towards your points tally for the Trackrod Trophy, and it will be up to you to locate the book and sign yourself in.

Chris Sharpe
Trophy Points Secretary

COMMITTEE MEMBERS

Chairman	Richard Simpson 69 Eastleigh Drive, Tingley Nr. Wakefield. Leeds 527031
Secretary	Richard Anderson 28 Ash Tree Grove, Whinmoor LS14 5LT. Leeds 608044
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Competition Secretary	Barry Dove 5 Kenilworth Gdns. Gildersome LS27 7EW. Leeds 536985
Trophy Points Secretary	Chris Sharpe 28 Lee Lane East, Horsforth LS18 5RE. Leeds 580364
Chief Marshal	Malcolm Jagger 19 Springfield Close, Horsforth Leeds 589683
Membership Secretary	Peter Stanhope 21 Woodhill Gdns, Leeds LS16 7DD. Leeds 675885
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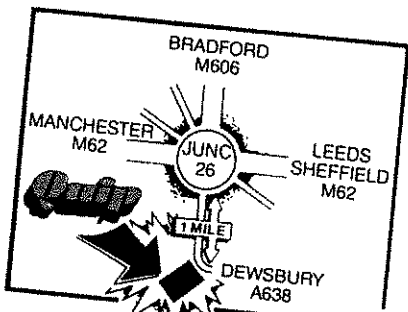
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