

TRACKROD

MOTOR CLUB Ltd.



JULY 1999 MAGAZINE

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB Ltd.
RAC MSA Affiliated, No.1230

SOCIAL CALENDAR**JULY**

6th. Gildersome Con. Club.
Guest Speaker "Silkolene U.K.
Motorsports Manager"
 13th. Admiral Hawke. Boston Spa.
 20th. The Crown. Wetherby.
 27th. Admiral Hawke. Boston Spa.

AUGUST

1st. Pro Am Karting. Selby
3rd. Gildersome Con. Club.
A.G.M.
 10th. Admiral Hawke. Boston Spa.
 27th. The Crown. Wetherby.
 24th. Navigational Scatter,
 Square & Compass. N. Rigton.
 31st. Admiral Hawke. Boston Spa.

A few places still remain on the Karting trip, if you would like one of them you better give me a ring rather sharpish!!

Caroline Marston.

Social Sec.

See you there!

Arthur Heaton

MARSHALLING

In view of recent moans about lack of notice of events I've published August's date as well.

July 11th Armstrong Massey Rally.
 Beacon Farm (Holme on Spalding Moor)
 Contact Derek Lee

July 18th Summer Stages 3 Sisters Wigan

July 24th Opposite Lock Stages Manby

Aug.7/8th St. Wilfreds Road Rally
 Ripon MSC Maps 99,103,104

Aug.14th Silva Stages Guisburn Nr. Clitheroe

Aug 29th TMC BBQ Hillclimb Harewood

Nov 22nd Net.Q Radnor

Nov 23rd Net.Q Rhoronda

Please contact me as soon as possible if you want to go out on any of the above events.

PROICI Office Interiors
NAVIGATIONAL SCATTER - RESULTS
Tuesday 22nd June 1999

1.	RICHARD DAVIS/PHIL BRUCE (Ford Fiesta Courtesy Car)	245	1st O/A
2.	STEVE HUGILL/STEVE SANDERSON (Volvo T5 Company Car)	165	1st N
3.	NICK DIXON/JIM DIXON (Saphire Cosworth)	235	2nd O/A
4.	JON NEALE/JASON TURNER (Group A 309 - ex Richard Burns)	185	3rd =
5.	RICHARD CHAPMAN/ANDY KELLY (Skoda WRC)	130	
6.	STIG MARSTON/PER WRIDE (Peugeot 406)	161	
7.	GEOFF ROUND/JIM PLEVY (Subaru Impreza 22B)	185	3rd =

RALLY REPORT

Scottish Rally – SS5 Craik
Friday 11th June

Well, another event past, this time not quite as dry as previous years, that's Scotland!

LOOKOUT '99

(Here is a delayed report – due to the Internet!)
Friday was wet, Saturday was fine, Sunday was excellent!

After driving down from Scotland on Friday afternoon/evening in the rain I was VERY concerned as to what the weekend had for us. Saturday arrived damp, it soon brightened up and by lunch time it was tee shirt weather. The stage was set-up this year in double quick time, due to preparation, new equipment (large cones) and most of all team work. We then took our friendly stewards around the stage, made some minor changes and then back to the hotel for 19:00 - and to the bar!

Sunday arrived as a misty morning, oh dear! First car was on stage at it's due time, and the morning started fine with the weather clearing up as well. But then fun started, we (OK I) decided to try and pull some time back at lunch time, and then Tina & Russel broke down with a 'challenge' for the recovery team. No problem, we removed them from the stage and the next stage started. Over the lunch change around we pulled back a little time, but things were then back on the original time schedule.

The afternoon went well with no major incidents (and the sun was out by this time) with only a small delay on SS8 whilst we explained to C90 that he would be OTL even if he did try to proceed!

Thanks to everyone who helped, the list is long but I would like to express my special thanks to Andy T and Richard for their help.

To next year, '00, what shall we do? a two day event? 3 stages in the dark on the Saturday and the rest on Sunday? Suggestion/feedback to the organisers (not me!)

Until then (or Mull).

Peter Stanhope
Stage Commander

Like the past few years it was very nice to see friends coming up from Trackrod Motor Club/South, including this year Martin all the way from Reading! Most arrived on Thursday afternoon/evening so we had many hands to help set-up the stage, but this year it was dry! Thank you all for your help. Craik was ment to be 7.5 miles long, but on the Thursday afternoon they reduced it to 3.9 due to be very rough at the end (a good decision as you will see later). So it did not take us long to finish staking ready for the signs to be installed in the morning. That gave me some time to test out a new radio repeater, yes it working, no it didn't, yes it did, no etc. We had a problem, power related we guessed, and since the midges were biting we decided to retire to our accommodation that Carolyn had arranged for us.

The Friday morning we had a long lie in, needing to leave Hawick at 10:00, and have the stage setup by 12:00 All the Marshals were in place on time ready for the historic event. The area co-ordinator arrived on time, then the historic course car, and the first historic car. It was nice seeing the older cars, including Lotus Cortina's, Porsche 911's, Volvo, etc.

There was then a short gap before 000 and 00 cars (no 0 it had had punctures) and the main event. The main event past without any major incidents, along with the Army Land Rovers that traditionally do this event, right on the tail of the last car of the main event.

We had a very short delay before the course closer would enter the stage, he was keen this year to close and get away from the midges! Again this year the organisers had allocated this duty to the Area Co-ordinator, but they still had to call through to HQ, even though all the cars out of service had gone through the stage. It would work a lot quicker with a proper course car!

The stage was then cleaned up very quickly and we started to set off to my house – then the problem! The rough stage had given me a

ANY ADVANCE ON 103?

FOR those of us convinced that ours is the best sport of all, it was perhaps a bit of a shaker to see how Manchester United's win in Spain blew everything else away as far as media coverage was concerned; even days afterwards the match was getting six or seven times as much space in the papers as a Grand Prix.

But buried in United's reign in Spain was perhaps a pointer for our sport and that was the amount of ink devoted to comparisons with the team's earlier days; such "then and now" features seem to have much appeal for newspapers. So what? So our sport should always grab opportunities to highlight anniversaries, whether they be of branches of the sport, personalities or motor clubs themselves; the more we do so, the more we ram home the message that the sport's been around for a long and honourable time.

Opinions vary over which was the first sort of motorsport, not least because in the beginning endurance trials, hill climbs and speed events tended to overlap and blur into one. Although I was never totally convinced by his arguments, the legendary Edgar Jessop, surely the greatest all-rounder to grace our sport, was convinced that it all started back in Roman times. He maintained that in a previous life he had co-driven for Boadicea in one of her chariots, but he could never explain how she got those knives she bolted onto the wheels homologated through Motorportus Domus in Sloughaenium. All he said was that

there was never any problem with spectators getting too close when she was on a stage.

Talking of Edgar, we are approaching the 100th anniversary of his birth and I hope the Ecurie Cod Fillet Committee are planning something suitable. When they are in their cups (usually of Horlicks at their age of course) they reminisce about the time his car gave trouble on a section of a Knowdale rally and he *pushed* it the last three miles and still overtook four cars in the process. It was cruel that he was then penalised for being early but Knowdale had just had their annual thrashing by the North Staffs Motor Club on a team event and the officials were probably still a bit tetchy.

Motor clubs themselves should pull out all the stops when they have birthdays to celebrate. As many clubs were founded in the immediate post-war years, several have passed the 50 mark while others will be celebrating their 40th this year.

Much, much earlier of course are clubs like the MCC and the Midland Auto Club which are coming up to 100 and are believed to be the oldest in the country. But there is a challenger – the Liverpool Motor Club, which proudly boasts on its notepaper that it is "Successor to the Liverpool Self-Propelled Traffic Association of 1896". This lot held their first members trial on Everton Brow in Liverpool 103 years ago then dissolved in 1902 to immediately reform as the Liverpool Motor Cycle Club, which held its first speed trial on Southport Promenade on 4 July 1903. The name then changed again

to the present one in 1904 to reflect the growing interest by the four wheel brigade. I see from the "Facts About" in this issue that Knockhill are running joint meetings for cars and motorcycles; maybe clubs that had bike links in the past should be re-forging them today to boost membership.

Liverpool Motor Club actually listed Fangio as a VP at one stage and in the '60s even had a New York branch and started a series of carbon copy events run on both sides of the Atlantic with results phoned across and trophies arriving later by Cunard. More sobering, membership recently fell to just one paid up member but now stands at around 75, so decline doesn't have to lead to oblivion.

The links to 1896 are tenuous but just about tenable so maybe, just maybe, Liverpool is the oldest club. Unless, that is, another one has the Mersey beat.

Stuart Turner

COD FILLET QUIZ



1. What is the difference between an L1 MG Magna and an L2?
2. When did a Triumph Herald win an International Rally?
3. Where is the Automobil-Verkehrs- und Übungs-Strasse?
4. Who was placed 2nd in the fastest GP of all time?

ANSWERS ON PAGE iv

puncture! The Discovery was full of gear, but we just managed to get the jack handle out. Fixed in double quick time with all the help, thanks, then were all off home to freshen up ready for the BBQ. The food was excellent, great company, good weather, plenty of booze, so a good time was had by all.

Then on the Saturday we organised a charity PCT, got VERY wet, and went to a full Scottish barn dance, with a bar of course!

Thanks to all 14 of you that came all the way North, plus the rest to the stage. Hope to see you all again next year, plus more?

Best regards, Peter Stanhope

Tour of Mull 1999
14th - 17th October 1999
30th Event

This year a special challenge - a special stage in Tobermory!

This event has become a bit of a tradition again for the 'Yorkshire team' (and others from further South) and there are now well over 20 attending! Sorry Arthur. Closed roads, during the day and night, a friendly atmosphere, and plenty of celebrations/commissioners on the Sunday (afternoon and night) make this a very enjoyable event for all the family.

With this being the 30th event, the organisers have arranged with the locals for a special stage through Tobermory on the Friday night - SS1. Exact route still to be clarified but starting on the front, round the clock tower, 90 in front of the bank, hairpin left up the hill, left along the cliff top, over a couple of cross roads and stop before the Dervaig road!!! Should be good! It is likely that the 'Yorkshire team' will be asked to run this stage (due to being experts at moving tyres etc) so all help will be needed.

Other than the above the expected format will be similar to last year - Friday night, Saturday afternoon, Saturday night, all on closed roads. We have two cottages that are FULLY booked, accommodation is VERY difficult to find, so if you would like to visit the event book your room now! Do not leave it to the last minute!

If anybody would like more details then please contact me (01259 760611H, 07803 855457M).

Safe motoring.

Peter Stanhope

RETROSPECT

From the pages of TMC Magazine No. 105
July 1979

On the cover, an unidentified Vauxhall Magnum opposite locking it's way through an unidentified forest!

Chairman Richardson reported briefly on the recent activities of the club and it's members and reminded all that the AGM would be on Aug.7th. at Lawnswood Arms and alerted us to the impending need for some new committee members as well as a new Chairman as JHR was standing down after a very successful 4 years.

The June Jesters Autotest was reported on by John Westmooreland and Hugh Mantle, the co-organisers for the event. It took place at Tockwith with 32 entries on just about the only sunny Sunday in a run of 6! The abbreviated results reveal names familiar to some - Phil Whatmough (RS2000) John North (VW) Chris Cotton (Datsun) Brian Kitching (Sunbeam) Tom Riordan (Minor 1000) Paul (Russ) Swift (1275GT) Mike Penrose (Mini) Graeme Bradford (Mini) Dave Goodlad (Mini) and somebody called Ineson got FTD! Where are some of them now? Some are still Autotesting, some are still seen out and about on events generally but some we never hear of. Excellent event - also a round of the ANCC championship.

Derek Lee reported on the June Sportnoggin held at the Leeds Crest Motel, 6 tests (one of which was done blindfold with the help of a navigator!) completed by 10pm by 14 competitors - excellent laugh with awards to Beryl Stoker, Bob Stoker, John Renny and that Ineson person again.

There was an interesting article on the IOM TT races by Sue. S ? from the racing sidecar of Steve ? - now as we all know that to do this you do need to be agile, heavy enough to provide some degree of movable ballast and definitely deficient in the grey matter! Above all you need to be brave and Sue S.? seems as if she was certainly brave - interesting alternative to the rally reports in the magazine.

July events were a club night PCT at Stubbings Farm, Scalextric at The Lawnswood Arms, Economy Run and Treasure Hunt, Oh and a pub meet at the Square and Compass (shouldn't we have more clubnight activities along these lines?)

Trackrod-----Ends
Richard Ineson

MSA NEWS

Timekeepers needed

A serious and urgent shortage of timekeepers has become apparent in every discipline of UK motor sport. The Motor Sports Association is attempting to fill the vacancies by every possible means, whether it be with new recruits, with experienced timekeepers who have left the sport or even retired timekeepers prepared to help out. Please contact John Ryan at Motor Sports House (tel 017 5368 1736).

Officials seminars

At the series of MSA seminars recently held throughout the UK, a total 703 people attended, including 313 scrutineers (144 attending for the first time). Over 96% made positive comments about the style and content of the programme, and over 70% made positive comments about the judicial presentation by Tony Scott Andrews.

Allan Dean-Lewis, MSA Training & Development Executive, commented: "The response from scrutineers this year was tremendous and we will be looking at ways in which we can actively involve a wider range of disciplines and officials when we undertake our planning for future years. The continuing success of the programme owes much to the dedication and volunteer commitment of the seminar team who deliver the series."

Lead-free motoring

Historic vehicle enthusiasts – worried that the disappearance of leaded petrol at the end of this year might curtail the use of their cherished machines – can take heart from the announcement that the Federation of British Historic Vehicle Clubs (FBHVC) has endorsed four lead substitute products as "adequate for all normal driving".

The FBHVC announcement marked the completion of an extensive

programme of testing at the Motor Industry Research Association (MIRA). This was intended to measure the resistance to valve seat recession afforded by commercially-available lead substitutes (for which no standard test existed, despite the great claims made for these products by their manufacturers).

The FBHVC realised that the withdrawal of leaded petrol would affect the entire historic vehicle movement and – in the absence of any initiative from government or national standards institutions anywhere in Europe – commissioned extensive testing by MIRA.

Using a Rover A-Series engine (a power unit particularly prone to valve seat recession) with new cylinder heads and valves donated by the Rover Group, each of 12 lead substitute products underwent an identical 70-hour test programme, including 20 hours of accelerated wear at full throttle and full load. For reference purposes, tests were also made using leaded, unleaded and low-lead petrol.

After about 1,000 hours of testing, independently reviewed by an RAC technical assessor, four products passed the demanding tests: Millers VSP-Plus, Red Line Lead Substitute, Superblend Zero Lead 2000, and Valvemaster.

The FBHVC recommend that owners of historic vehicles should not mix lead substitutes, but "should choose the product which most closely suits their requirements and stick to it".

BRSCC supports safety fund

The British Racing & Sports Car Club will continue to provide substantial support to the Motorsport Safety Fund in 1999, through a £1 levy on each race entry fee at BRSCC-organised race meetings.

In 1998, the MSF received nearly £10,000 from the BRSCC and it is expected that a similar amount will be donated during the coming season. The MSF is a registered charity which raises money for the provision of rescue equipment; grants are regularly made to rescue teams in all branches of motor sport.

The MSF's next Watkins Lecture will be presented by Max Mosley, President of the FIA. Previous speakers have been Professor Sid Watkins and Jackie Stewart. The 2000 Watkins Lecture will take place at 4pm on Friday 14 January, during the Autoport International show at the NEC. If you would like a ticket send a SAE to The MSF, PO Box 239, West Malling, Kent ME19 4BL, but please note that tickets will not be despatched until later in the year.

Off Road Trials

The Off Road Committee is seeking the views of organisers and competitors in respect of trials for road-taxed vehicles (RTVs).

The committee is aware of wide differences of severity between RTV trials organised by different clubs and is concerned that potential competitors with standard or lightly-modified vehicles are discouraged from competing, because some RTV trials are too extreme and potentially damaging.

The committee view is that clerks of the course need to be more consistent and give more consideration to competitors' expectations; the terrain should provide the challenge, rather than the placing and layout of the gates.

Please send your thoughts to the committee, care of Ian Davis at Motor Sports House.

The MSA name

Readers are reminded that, with the disappearance of the RACMSA name, there is no such organisation as "MSA Ltd" or "Motor Sports Association Ltd".

Any reference to the limited company – for example, on insurance indemnities and legal documents – must be to "The Royal Automobile Club Motor Sports Association Limited".

Day-to-day use can be simply to "The Motor Sports Association" or "Motor Sports Association United Kingdom" (abbreviated as "The MSA" or "MSA UK").

If you are in any doubt about the correct use of MSA titles, please check with Motor Sports House.

Facts about... **KNOCKHILL**

- Knockhill Racing Circuit, by Dunfermline, Fife, is Britain's most northerly licensed race track and has developed more recently into a multi-use venue for all forms of motorsport, both on and off the track.
- Earlier the venue was a sheep farm and practice firing range.
- The circuit was built in '74 and opened in January '75 with a rallycross event.
- The 1999 season is a special one as it marks the 25th Anniversary of the venue and 15 years of ownership under its current Managing Director Derek Butler.
- The 1.3 mile circuit now sees annual visits of the MCN Superbikes and AutoTrader British Touring Car Championships.
- BTCC lap record stands to Frank Biela at 53.44secs in 1996. In contrast, the 2CV record is held by Roger Lott at 80.82sec.
- By its nature, the venue has excellent viewing facilities and is generally liked by most competitors for its challenges and demands – but not always for its weather reputation.
- During 1999, the SMRC are hosting the unique spectacle of combined car and bike meetings, not racing together but alternating!
- New additions in 1999 include the resurfacing of both paddock one and two to keep pace with modern race demands. It is hoped that the resulting football pitch sized areas will be used for autotesting, early drive for children and skid training.
- The Knockhill race/rally schools are recorded to be the fourth biggest in the UK and now boast the Honda Ron Haslam Motorcycle School. A fleet of 29 bikes ranging from the CB600 Hornet to the fabulous CBR900 Fireblade are available in three different packages which mirror those available at Donington.
- Amongst the role call of first time drivers in a race car at Knockhill are Coulthard, Franchitti, McNish, Dumbreck and Kirkaldy.
- For more information phone 01383 723337. Web site www.knockhill.co.uk

AUTOSCENE

AUTOSPORT REVIEWS FROM



THE JIM RUSSELL STORY
ISBN 0 85184 058 2, Norman Greenway, published by Transport Bookman Publications, £19.99
Jim Russell's name is now connected with his famous racing driver's school, which rather misses the point that he was a competent and effective racing driver back in the 1950s, best-known for racing Coopers, from 500s to Climax-engined single and twin seaters.

The school was launched in May 1957, and since then an enormous number of well-known faces have sat behind a Jim Russell Racing Drivers' School wheel, notably Emerson Fittipaldi. The writing style is enjoyable, with a fair number of witty stories, but what really makes the book is the plethora of (snapshot-style) pictures, invariably with Jim himself somewhere in shot and laughing. Highly entertaining and readable, though the subbing (particularly full-stops) is a bit hit-and-miss.

BRABHAM RALT HONDA – THE RON TAURANAC STORY
ISBN 1 899870 35 0, Mike Lawrence, Motor Racing Publications, £16.99
Ron Tauranac co-founded Motor Racing Developments with Jack Brabham in 1960, penning Denny Hulme's 1967 F1 world championship-winning Brabham BT24, before going it alone in '75.

Thereafter his Ralt single-seaters dominated F3 for 15 years, creating what might as well have been a one-make series, and launching the careers of, among others, Nelson Piquet, Nigel Mansell and Ayrton Senna. Consider Tauranac's achievements, and it dawns that a biography of this British-born, Aussie-raised designer is long overdue.

And this 256-page effort is well worthy of the role, giving a fascinating insight into what makes this publicity-shy genius tick. From his first,

tentative forays into the sport down under (in '50 with a self-built motorcycle-engined special) through his involvement with Brabham (former F1 World Champion 'Black Jack' wrote the book's foreword) to his most recent Ronta open-wheelers, the author covers his entire career in depth, thankfully without reverting to the 'and the following year he did this' routine.

A fine tribute and excellent value.

JAGUAR E-TYPE/MERCEDES-BENZ SL & SLC

ISBNs 1 85532 881 X/185532 880 1, Denis Jenkinson/LJK Setright, Osprey Automotive, £12.99

Two welcome reprints from Osprey of two famous books. Of course 'Jenks' and Setright need no introduction and neither do these titles. Osprey, however, has tried with both to offer something new to the reader in the form of extra colour, and updated sales records and specifications.

The 'Jenks'-eye view of E-types was first published in 1982 while Setright's homage to the Teuton supercruisers first saw light of day in 1979. Since then both have sold well and had several reprints and revisions. While hardly new material, therefore, these 130-odd page softbacks offer decent value to replace well-thumbed copies or as a gentle introduction to these highly distinctive authors.

SINGER: CARS OF THE ROOTES GROUP, published by the Singer Owners' Club, £10.99, available from 19a High Street, Hoddesdon, Herts.

This fat, 240-page book of contemporary Singer road tests features SM1500, Hunter, Gazelle, Vogue and Chamois models culled from the pages of *Autocar*, *Motor* and *Motor Trader*. Motoring journalist and long-term Singer fan John Simister briefly introduces the tests and factory press releases. Good value.

Making light of it!

Lighten and Balance are words we use, perhaps without stopping to explain exactly what we mean and why they're important. For instance, what are 'lightened' flywheels and why do they allow the engine to generate more power? Well for starters they do not affect the power output of the engine one way or another. Let's begin with why we have a flywheel in the first place; it's more than just somewhere to put the clutch and the starter ring gear.

The flywheel effectively stores the energy acting on the crankshaft. It smooths

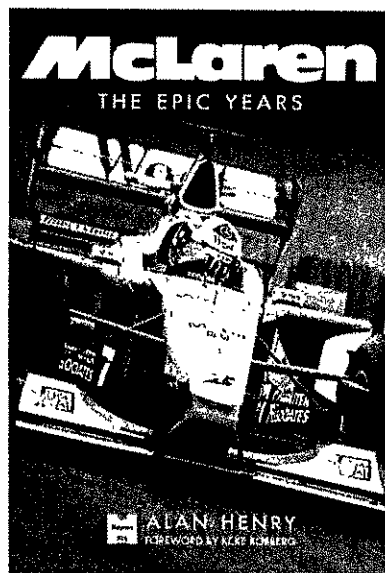
out the pulses from the firing cylinders and reduces the tendency of the engine to rock on idle. It allows lazy gear shifting by keeping up engine rpm when the clutch is depressed and the throttle is closed during gear changes. This is fine on a family car, but *we* look for something different. The down side of the heavy flywheel is that it takes energy to accelerate it, energy that could be better employed in accelerating the car. The way to think of it is that every gram taken off the flywheel is like one gram (multiplied by the overall gear ratio) taken off the car.

For example, reduce the flywheel weight by 1kg and with an overall gear ratio of 10.1 your car is effectively 10kg lighter. Note now that 1kg off

the centre of the flywheel is not as effective as 1kg off the outside – but I'm sure you are getting the picture. The lighter flywheel also allows the engine to slow down quicker, so gear changes can be made in a hurry. Generally speaking, for a competition engine you cannot have the flywheel (and clutch assembly) too light.

QUIZ ANSWERS

1. The L1 is a four-seater, the L2 has 2 seats.
2. 1961, Tulip Rally, Geoff Mabbs.
3. Berlin, AVUS race track (opened in 1921).
4. Ronnie Peterson, March (Monza 1971).



McLaren: The Epic Years

By Alan Henry

Foreword by Keke Rosberg

In this absorbing book, leading motorsport writer Alan Henry has drawn on his long association with McLaren to produce a uniquely penetrating memoir of an organisation in which perfection is only just good enough.

ISBN: 1 85960 431 5 £17.99 RRP

McLaren: The Epic Years is available from all good bookshops, mail order specialists or, in case of difficulty, direct from the publisher (Please add £3.00 P&P):



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TRACKROD TROPHY POINTS, SCORES SO FAR.

Jun-99

MARSHALS TROPHY

Simon Marston	75
Arthur Heaton	50
Caroline Marston	40
Barbara Steele	15
David Steele	15
Stuart Drabble	5

NEWMAN CUP

Caroline Marston	5
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SERVICE CREW AWARD

Stuart Drabble	15
Rob Buchan	10
5 Others on	5

RALLY DRIVER 1999

Andrew Apperley	216'8
Steve Sanderson	140'8
Craig Dykes	106'6
Tom Whittaker	46'1
Caroline Marston	10

RALLY NAVIGATOR 1999

Richard Padgett	216'8
Arthur Heaton	160'8
Barry Dove	152'7
Dave Hammond	144'1
Chris Downes	140'8
James Dixon	19'1

TRACKROD TROPHY 1999

Simon Marston	40
Caroline Marston	20
4 Others on	5

LADY COMPETITOR 1999

Caroline Marston	20
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AUTOTEST TROPHY 1999

Andrew Apperley	193'3
Caroline Marston	10

This compilation is almost up to date, but more results arrive daily. For both club championships I am still waiting for entry lists. (you are claiming points against other Trackrod members) and results sheets do not list all entrants or clubs entered under

Please ensure ALL claims are accompanied by Entry & Results sheets !!!
No Claims For 1999 Will Be Accepted After January 4th 2000

Barry Dove
Trophy Points Sec

ANNOUNCEMENT

The committee would like to announce the

Annual General Meeting

of Trackrod Motor Club Ltd.
will be held at the

Gildersome Conservative Club on
Tuesday 3rd. August 1999 at 21:00 hours

Any agenda items any member would like to raise at the AGM must be made in writing to the Secretary no later than 14 days prior to the meeting. All nominations for committee must also be given to the Secretary

7 days prior to the meeting.

Apologies to the Secretary or to another committee member and will be given at the start of the meeting.

Derek Lee

Secretary Trackrod Motor Club



NOMINATION FORM

I _____ hereby wish to put my name forward in nomination for committee of Trackrod Motor Club Limited.

For position of Officer/Committee Member*
(* delete as appropriate)

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on 3th August 1999 :-

Derek Lee
26 Spencer Road
Guiseley
Leeds
LS20 9LG



TROPHY POINTS CLAIM FORM

Members Name _____

Event Name _____

Event Date _____

Organising Club :
Trackrod []
Other _____

Type of Claim :
Driver []
Navigator []
Marshal []
Service Crew []
Organiser -
state position _____

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

Event Type :
Autotest []
Economy Run []
Hillclimb []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []
Other -
state type _____

Event Status :
Clubman CM [] National "B" []
National "A" [] International []

ANCC round []
LARKSPEED round []

For Official Use Only
Date received _____
Processed by _____
Awards eligible for

RESULTS
Your Entry No. _____
Position Overall _____
Position in Class _____
No. in Class _____

ALL claims to be made within 3 months from the date of the event.

YOUR 1999 COMMITTEE

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0589 152 580

Chief Marshall.

Arthur Heaton
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Wetherby
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01937 588 287
07808 579 018 (m)

Trophy Points.

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1999 CALENDAR

JULY

2/4th.	Jim Clark Memorial Rally	Dunns
10th.	Elckeryck Rally Sprint	Belgium
11th.	Armstrong Massy Viking Tour	
11th.	British Grand Prix	Silverstone
16/18	WRC Rally New Zealand	Auckland
17th.	Enterprise Printing	Swansea
24th.	Opposite Lock Rally	Manby
24th.	Quinton Stages	Llandrindod Wells
30/31	Stena Line Ulster	Belfast

AUGUST

1st.	TMC Karting Trip	Selby
1st.	German Grand Prix	Hockenheim
8th.	Tyneside Stage	Otterburn
8th.	Speed Championship	Harewood
15th.	Hungary Grand Prix	Hungaroring
20/22	WRC Neste Rally Finland	
21/22	Mintex Rally Sprint	Silverstone
29th.	TMC BBQ Hillclimb	Harewood
29th.	Mewla	Llandrindod Wells
29th.	Belgium Grand Prix	Nurburgring