



SEPTEMBER 1999 MAGAZINE

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

CHAIRMAN'S CHAT

With the passing of the AGM it is appropriate for me to formally thank everyone who has served on your Committee for the last 12 months for all their efforts. Those of you who have been part of any organising team will know what a thankless task it is at times, but the main reward is when club members support the events organised and hopefully enjoy themselves!

As always, everyone is welcome to help in running the club, and ideas or suggestions for meeting venues, social functions would be appreciated.

There may be some changes in terms of Committee responsibilities and I already know that Jim Plevy has handed over the reins of editor to Stuart Marsh. Those of you who have had to produce good quality material month after month will understand how demanding and time consuming a task it can be. Especial thanks therefore to Jim for all his excellent work over the past couple of years (including the introduction of several colour covers and photographs) - and good luck to Stuart who I am sure will be asking for your reports and articles!

Many of you will know that we recently moved the equipment store to Coney Park - unit 109. This is a large container protected by 24 security. The unit itself has a combination lock fitted. See Andy Varley to gain access to the store - or any committee member in Andy's absence. The Fire Extinguishers (who has the 12th large red foam extinguisher please????!!!!!!) have all been serviced and are now all painted RED. So you need to look at the label to see which type of extinguisher it is.

BLACK label is CO2, RED label is water, CREAM (beige) is foam, and BLUE label is dry powder. Please note that the existing GREEN (halon gas) extinguishers have NOT been serviced since they are shortly to be banned with other BCF type gasses (ozone layer and all that). So whilst they are still "legal" competitors should note that BCF/Halon systems for competing cars will not be acceptable after the end of THIS YEAR. So for 2000 you will need suitable alternatives - such as AFFF.

We may try to arrange some training in their use - interested - please let me know. Also we are still progressing a "First Aid" course - tailored to motorsport - this will probably cost money and is likely to be spread over the space of a few weeks, so again if the idea interests you please say so, especially those at the AGM who thought it a good idea.

In the meantime happy motorsport!

Rod Parkin

SOCIAL CALENDAR

SEPTEMBER

7th. Gildersome Con. Club.
14th. Admiral Hawke. Boston Spa.
21st. The Crown, Wetherby.
25th. Trackrod Rally Yorkshire '99
28th. Admiral Hawke. Boston Spa.

OCTOBER

5th. Gildersome Con. Club.
12th. Admiral Hawke. Boston Spa.
19th. The Crown. Wetherby.
26th. Admiral Hawke. Boston Spa.

Caroline Marston.

Social Sec.

EDITOR'S SPOT

Just a quick note to thank everybody who has contributed to the magazine this year, without your articles, stories and reports this magazine would be in a very sorry state, so please keep them coming in either to me or the new editor Stuart Marsh who will be looking forward to hearing from you.

Once again many thanks,

Jim Plevy.

P.S. Does anyone have any good photos for the front cover, if so Stuart a buzz??

ARMSTRONG MASSEY TOUR

The chance to jump into the passenger seat of a proper wheel drive rally car brought to a smile to my face bigger than something that came first in a smiling contest, infact it has been a few years since I have been in a rear wheel drive car with enough grunt to see off the four wheel drive brigade, so when I received a phone call from Mr. Dykes it didn't take me long to decide if I would navigate him round the Armstrong Massey Tour.

Saturday was spent preparing the car, service van and chase car in readiness for the following day, and at three thirty we set off for Armstrong Massey on the A64 outside York for scrutineering, noise and documentation. The weather can only be described as damn HOT and by the time we reached York we were like two oven roasted turkeys and were pleased to be able to get out of the car and have an icecream while Mr. Kilmartin and crew went through the car.

Signing on completed the team set off back to the J.C.Dykes Property Development base for ice cold liquid refreshment, an hour plotting the maps and route for the chase car then time to relax and look forward to the excitement of the event the following day.

Quite a lengthy run out to the first stage, luckily Craig had fitted road sets in so we could actually hear our selfs think let alone speak to one another, and so we arrived at Elvington quick check over the car and in we went. God it was good to go sideways, infact I can't remember the last time I enjoyed looking out of the passenger window in the direction we were going!! How can anybody not enjoy this? Finished the stage trouble free and set the third fastest time in the process.

A speedy check over at emergency service between stages and into stage two, an exact rerun of stage one. From the start 90 left, 90 right and merge, follow the infield around until back onto the main runway and excellently until flat in top gear at the far end of the airfield and turn in to the very long left hander, unfortunately the car did not have the same enthusiasm to turn in as we did and just clipped a bale with the offside front wheel. I am just grateful that Craig was not last on the list when they were giving strong arms out, as the shock of the impact snapped a spoke clean out of the steering wheel and if he had not held onto it the car would almost certainly have gone over, and at that speed would have been rather entertaining

Nevertheless we managed to limp the car to the end of the stage, with a snapped track control arm, to take a maximum and put us out of the running for the event and drop us to 68th.

After a Formula One type service by Ivan, Paul, Mike, Simon & Andy in no time we were back on the road again and heading for the next stage.

Much to my delight the car was as fast as ever on the rest of the stages and as we continued to enjoy the rest of the event, climbed our way back up the results to finish 20th OA and 6th. in class.

Thanks Craig for a very enjoyable day and I look forward to the next time I can keep the passenger seat warm because Barry is busy, after all sideways is a lot more fun than going in a straight line!

Jim Plevy.

MACHINE TOOLS & EQUIPMENT
MEASURING INSTRUMENTS

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MITCHELL FOX

ABRASIVES + HAND TOOLS + PORTABLE
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FAX (0113 246 5000)

LEEDS 0113 246 1000

TRACKROD

RALLY

Yorkshire '99

Saturday 25th. September 1999

Help is needed for the club's big event of the year "Rally Yorkshire '99".

Scoutneering will take place on Friday 24th. at York Racecourse. At least thirty people will be needed to staff and organise the movement of cars around the Knaresmire. Jobs up for grabs include, sticking up rally cars with rally plates, directing traffic to the trailer park, trade area and ensuring a flow of traffic through the Racecourse buildings.

The finish this year again will be at the Eye of York (Cliffords Tower, Yorkshire Museum) and will require up to ten people to staff the venue, including main time control and assistance moving cars under the finish arch.

Russell Holdsworth is also looking for people to staff the hotel and surrounding area of Rally HQ and would be pleased to hear from anyone interested in helping him.

Please ring Tim Bendelow - 01423 340 594

PROICI OFFICE INTERIORS NAVIGATIONAL SCATTER

Five crews started the event (all of them from Trackrod), and five crews finished - nobody got bogged down, and nobody got hopelessly lost, and no crews incurred any time penalties at all!

All this proves that scatters :-

Do not need ex-works F 2 cars

Do not need red-hot navigation

Do not need to take hours

The entry is free, and you can even win money!

What's stopping you having a go?

The route was all on map 104, with the route heading broadly north - west from the Square and Compass, and required answers to twenty questions.

Stars of the event were Taylor and King in a Fiat Punto, who unbelievably got every question correct, covering the route in the shortest time, and covering less than sixty miles to do it - a fantastic effort.

Final results were :-

TAYLOR / KING
TEAM APPERLEY
CHAPMAN / KELLY
GRAHAMS GANG
STEVE LANCASTER

235 Points
155 Points
140 Points
135 Points
105 Points

1st OVERALL
1st NOVICE
BEST TRACKROD.

YOU CAN SAVE LIVES

I WAS just penning a reflective piece on 'Viagra and the ageing competition driver' when I came across a copy of the revised Motor Club Manual and it seemed appropriate to skip the Viagra (Cod Fillet members should continue with the Ovaline until further notice) and pick up points from the Manual's Guideline on First Aid.

It was mainly written with competitive events in mind but the advice equally applies to road accidents and, sadly, there seem to be plenty of those about.

Personal safety is the most important factor if you come across an accident. You do not help a situation by becoming a casualty yourself so *stop and think – then act*. Protect yourself and the scene from traffic, using warning systems, vehicles and lookouts as appropriate.

Remember crashed cars are jagged; they may be hot and contain (or leak) corrosive liquids. Other materials used in car manufacture may be corrosive, particularly if subjected to heat. Suitable gloves should be worn, where possible.

Fire is an obvious hazard so isolate electrics and no smoking.

Next assess the situation: What type of assistance is required, how are you going to summon it? It is often better to spend a few minutes evaluating the problem and then present concise and accurate information so that those in charge can provide the correct help more quickly.

In general the more noise a casualty is making the less likely they are to die in the next few minutes. Therefore, when you make an initial

assessment look for *quiet* casualties and inspect them first.

In these circumstances people die from airway problems or loss of blood in the short term.

Airway: 1. Is casualty conscious? 2. If not, are they breathing? Feel for warm breath coming from mouth or nose. 3. No breathing – clear airway – may need removal of helmet (this should be a two person task with neck stabilisation) – maintain airway – head tilt/jaw thrust. *Care – unconscious accident victims may have a neck injury – twisting and flexing the neck are potentially dangerous. Extension of the head and neck should be kept to the minimum necessary to maintain the airway.* 4. Still no breathing – then artificial ventilation (mouth to mouth respiration).

Bleeding: Obvious bleeding may be controlled by direct pressure upon the wound. Use a clean pad, handkerchief, etc. Remember that blood is potentially infective so try to avoid contaminating your skin, especially if you have an open wound or cut yourself. Elevation of a bleeding limb, if possible, will help.

Do not try to apply tourniquets or clamp bleeding vessels.

Spinal injuries: Unconscious patients: those complaining of pain in the back or neck and those complaining of abnormal sensation (e.g. pins and needles) in the hands or feet, may have a spinal injury. Apart from manoeuvres necessary to establish an airway they should not be moved without medical advice.

Burns: Small burned areas are best treated by the immediate application of cold, clean water; this will reduce pain and halt the burning process.

Clothes contaminated with chemicals should be removed and the surface washed with large quantities of clean water.

Burned limbs may be placed in a clean plastic bag to reduce fluid loss.

Fractures: Broken bones are generally obvious by pain at site. There may be deformity of the limb, without medical advice it is generally better not to attempt to straighten the limb. If medical or rescue help is not available, splinting may reduce discomfort. The sound limb or patient's body, with some padding (e.g. clothing), makes a useful temporary splint.

In summary, at an accident consider your personal safety then look at quiet casualties first. Act *calmly* as this will help everyone, especially the casualty. Talk to the casualty and try to gain their confidence. Introduce yourself, explain who you are and that help is coming.

Finally, why not consider a first aid course?

Stuart Turner

COD FILLET QUIZ



1. Which two 'American' named racing cars have won both Grand Prix races and at Indianapolis?
2. Who designed the K3 MG?
3. What model of Jaguar won at Le Mans in 1988?
4. In what year were cars required to be fitted with safety glass windscreen and a speedometer?

ANSWERS ON PAGE iv

Motor sport statistics

Figures published with the MSA Annual Report show that 31,915 licences were issued during 1998 (the highest figure since 1991), while the MSA authorised 4,710 separate events.

The largest growth area was racing (up by over 500 to 8,132 licences), but the most popular disciplines remained rallies (1,057 events) and off road (1,006 events).

Pressure control valves

From 1 January 1999, the fitment or use of pressure control valves to wheels or tyres will not be permitted in any discipline. The valves have the effect of releasing unwanted pressure as tyres warm up in use.

The new regulation remains subject to final ratification by the Motor Sports Council in September.

Fire extinguishers

The manufacture of Halons, commonly known as BCF, has now ceased, following an international environmental agreement for all ozone-depleting products to be discontinued.

Existing Halon systems remain acceptable in the UK until 31 December 1999, but every effort should be made to ensure that new systems are installed with alternative acceptable extinguishants, such as AFFF.

It should be noted that special variants of AFFF are available (or use on alcohol-based fuels and competitors should ensure that their systems are charged with the appropriate extinguishant).

When undischarged Halon systems are removed for disposal, they must not be vented to atmosphere. Bottles containing Halon should be returned to a local fire extinguisher service

point (see *Yellow Pages*), or to the manufacturers listed below. Disposal advice may also be sought from local Environmental Health Offices and most local authority amenity tips have recycling collection points for CFCs and Halons.

The MSA encourages competitors to change obsolete (Halon) systems sooner rather than later.

To date, the MSA and FIA have approved the following UK-manufactured AFFF plumbed-in systems for use in competition cars: FEV AFFF*; Hi-Tech/MisTech AFFF; Lifeline Zero 2000*; Safety Devices AFFF*; SPA Designs Lite AFFF*.

The following systems are approved by the FIA and are therefore acceptable for use in the UK: Chubb Fire Spray Lance; Total Walkher Microdrop Arc 3x6; Werner GmbH Wema AFFF; Sparco Eco-Sir; AP Sport Extexco; Taifun Safetydrive III; BRB/Quel 3M Light Water.

Copies of the full list of FIA-approved AFFF extinguisher systems and the table of minimum quantities are available on request from the MSA Technical Department, who will be happy to advise competitors about these changes.

New FIA-homologated plumbed-in systems are becoming available and all major British manufacturers have

produced systems to the new standard (marked * above). FIA regulations require these systems for cars newly homologated in 1999 and will introduce them for all relevant international events in 2000. These systems will meet or exceed MSA requirements.

When selecting replacement hand-held units, it is highly recommended that the following criteria be shown on the extinguisher label: approval to BS5423 or EN3; Fire Industry rating of at least 34B.

In brief...

- Andy Priaulx (a past British Hill-climb Champion) won the first nine rounds of the Renault Spider Cup, beating a record set by Jason Plato.
- Vauxhall driver John Cleland, twice British Touring Car Champion (in 1989 and 1995) will retire from the series at the end of this year.
- The email address for Associated Octel on page 70 of the *Motor Sports Directory 1999* should read: fct-enquiry@octel-corp.com.
- While most people sitting the test to gain a race licence are youngsters, Snetterton recently passed Bob Tennant at the age of 67! He races in the Drayton Manor Park MG Metro Cup.

WORLD CHAMPIONSHIPS

The following provisional dates have been issued for the FIA World Championships in the year 2000:

FORMULA 1 WORLD CHAMPIONSHIP

Mar 05	Australian GP (Melbourne)
Mar 19	Brazilian GP (Sao Paulo)
Apr 09	San Marino GP (Imola, Italy)
Apr 23	Spanish GP (Barcelona)
May 07	French GP (Magny-Cours)
May 21	European GP (Nurburgring, Germany)
	Jun 04 Monaco GP (Monte Carlo)
Jun 18	Canadian GP (Montreal)
Jul 02	British GP (Silverstone)
Jul 16	Austrian GP (A1-Ring, Zellweg)
Jul 30	German GP (Hockenheim)
Aug 13	Hungarian GP (Budapest)
Aug 27	Belgian GP (Spa-Francorchamps)
Sep 10	Italian GP (Monza)
Sep 24	United States GP (Indianapolis)
Oct 08	Japanese GP (Suzuka)
Oct ??	Malaysian GP (Kuala Lumpur)

WORLD RALLY CHAMPIONSHIP

Jan 20-23	Rallye Automobile Monte Carlo (MC)
Feb 10-13	Swedish Rally (Karlstad, S)
Feb 24-27	Safari Rally Kenya (Nairobi, EAK)
Mar 23-26	Rallye de Portugal (Oporto, P)
Apr 13-16	Rallye de Espana (Lloret de Mar, E)
May 11-14	Rally Argentina (Cordoba, RA)
May 25-28	Acrropolis Rally (Athens, GR)
Jul 28-31	555 China Rally (Beijing, CN)
Aug 17-20	Neste Rally Finland (Jyväskylä, FIN)
Sep 14-17	Rally New Zealand (Auckland, NZ)
Sep 28-Oct 01	Tour de Corse (Ajaccio, I)
Oct 12-15	Rallye Sanremo (San Remo, I)
Nov 03-05	APR Rally Australia (Perth, AUS)
Nov 23-26	Network Q Rally of Great Britain

Facts about...

THE BRITISH RACING DRIVERS' CLUB

- The BRDC grew from a dining club formed in 1927 and organised by Dr JD Benjafield, one of the Bentley Boys and Le Mans winner.
- The Club was founded in 1928 with 25 members to promote the interests of motorsport generally, to celebrate any special performance, to extend hospitality to racing drivers from overseas and to further the interests of British drivers competing abroad
- These aims are the same today but membership has increased to £25 of which £21 are Full or Life members and 304 are Associate or Honorary members.
- Entry criteria to the club remain strict with Full Membership offered to Ladies and Gentlemen who have attained international success over a number of seasons. Associate Membership is offered to persons who have made a significant contribution to the sport, and Honorary membership is bestowed upon a very special few, including F1 World Champions who, for reasons of nationality would not otherwise qualify.
- The first British Grand Prix was held at Silverstone in 1948 and the event has been held at Silverstone every year since 1987.
- The BRDC owns Silverstone circuit and surrounding land (750 acres) and the BRDC businesses (Silverstone Circuits Limited (SCL) and Silverstone Estates Limited (SEL)) are engaged principally in the organisation and promotion of motorsport events, the Driving Centre, conferences, exhibitions and corporate hospitality, and property.
- In 1998 SCL promoted and the BRDC race department organised, over 30 motorsport events, provided driving experiences for approximately 44000 customers and provided corporate hospitality services for over 20000 clients while SEL provided space for over 40 motorsport related businesses.
- Substantial funds are provided to help young British stars of tomorrow,

Cont'd on page 10

AUTOSCENE

AUTOSPORT

REVIEWS FROM

CLASSIC

RACEY RECIPES

From Racey Recipe Group (in association with Debowe Publishing), £9.99 plus £3 p&p – order from PO Box 216, Bleicester DO, Oxon OX6 9AS

You can learn a lot about a man from the contents of his stomach, and this is apparently the inspiration behind *Racey Recipes* – the ultimate cookery book for motor racing fans everywhere.

The ingredients are simple – take the world's best-known motorsport celebrities, mix them up with their favourite recipes and serve *au naturel* with a sprinkling of anecdotes and facts.

Notables – from Prince Albert of Monaco to Michael Schumacher – have contributed. Formula 1 world champion Mika Hakkinen has even posed in a chef's outfit!

It's all in a good cause, too. The publishers are donating a percentage of the profits to UNICEF, thanks to a number of motor racing organisations which have agreed to sponsor the book.

It's a great idea – whether you just look at the pictures or laugh at the drivers' dietary preferences (Sticky Toffee Pudding just isn't right for an athlete, Damon!), there's something for everybody here. It's good value, too, at an appetising £9.99.

FORMULA 1 '98 TECHNICAL ANALYSIS

Giorgio Piola, distributed by Libreria dell'Automobile (tel: 0039 02 27301462), £20

The chapter headings leave no room for doubt: this book is for hard-core devotees of the hi-tech innards of Formula 1 cars.

The author is Giorgio Piola, *Autosport's* technical editor, so the content meets the same high standards you find in *Autosport's* pages. The text is in Italian, with English translations. This is not

too much of a distraction, because so much of the interest lies in the beautiful drawings and cutaways.

The pages are packed with minutiae in a sport where changes are measured in fractions of millimetres, and an unexplained cockpit button can spark a row. The book is the nuts and bolts of F1 politics.

A FANTASTIC RANGE of more than 1000 motoring postcards is available from PARC in Germany. From Vespa's pin-ups to witty VW ads and Porsche posters, the catalogue has something for everyone. Each costs 1DM and the complete range can be viewed on PARC's homepage: www.parc.de. Details 0049 4608 564; fax: 0049 4608 6531.

TARGA FLORIO, THE POSTWAR YEARS, 1948-1973

ISBN 1 85520 4975, race summaries by David Owen, Brooklands Books, £34.95
The third in an inspired series of reprints featuring race reports on the great sports car events. After Mille Miglia and Le Mans comes the Targa. Unfortunately the pre-war Targa races are not featured but reports from 'Jenks', Henry Manney and Cabier are invaluable reference.

MGs ON PATROL

ISBN 0 9519423 7 9, Andrea Green, Magna Press (from Menoshires), £16.95

This thin hardback tackles its subject comprehensively. Among the relentless tide of information within we learn that Abingdon's new police station will be on the site of the old MG factory, the Met ran M-type Midgets and policewomen suffered back trouble in MGs. The text is heavy on social commentary – a good thing – and there are lots of period pictures.

Hot tips for accuracy!

A reader wants to know if those little stick-on-heat indicator tabs actually work, as in: are they accurate? You often see them stuck on cylinder blocks and gear box cases where the panels are supposed to change colour as the surface temperature goes up.

I recently conducted a few tests with my tyre temperature probe and concluded (wrongly as it turned out) that they aren't accurate at all. My mistake was in using a tyre temperature probe, which is a submersion probe, on a heated surface.

A couple of heat indicator tab manufacturers took me to task on this one and showed me how the tabs are tested under laboratory conditions. I had the back of my legs slapped in no uncertain terms. I am told that some people pay good money to be treated in this fashion but I didn't find it a pleasant experience at all.

Basically, I didn't know enough about surface heat to realise that a submersion probe loses a lot of heat from one side of the thermocouple when it isn't submerged.

When checking tyre temperatures I now make sure I get well under the surface of the rubber with the tip of the probe to get an accurate reading.

In answer to the question; yes, they are deadily accurate and usually to less than 1%.

QUIZ ANSWERS

1. Duesenberg and Eagle.
2. H.N. Charles.
3. XJR-9LM (7 litres V12).
4. 1937 (January 1st).

Facts about... Contd from page 10

the most visible aspect being involvement in the BRDC McLaren Autosport annual award.

- BRDC is run by a Board of Directors, all ex racing drivers, and continues to be owned by Members.
- More information can be found on www.silverstone-circuit.co.uk.

Rally Navigation

Develop winning skills with advice from the experts by *Martin Holmes*

Written by an international rally journalist and photographer, this is a collection of interviews with experts covering every aspect of present-day rally navigation, from club level to world championship events.

'A bible for co-driving wannabes' - *Auto Express*.

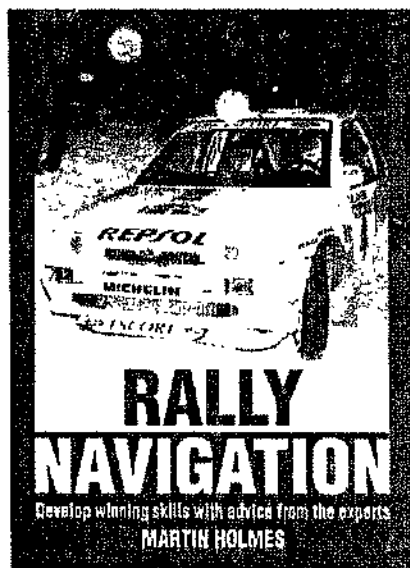
ISBN: 1 85960 400 5 £12.99 RRP

Rally Navigation is available from all good bookshops, mail order specialists or, in case of difficulty, direct from the publisher (Please add £2.00 P&P).



Haynes Publishing

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Live Motorsport Training For All Enthusiasts

The Association Of Northern Car Clubs have taken the initiative to set up a series of five training evenings to cover a range of specialist sessions on a range of subjects that will benefit anyone connected with the sport, either marshalling or competing.

Richard Ashton is the training coordinator and firmly believes that our sport has become more specialised and whilst from the Clerk of the Course to the Doctor, from the Rescue Crew to the Radio operator, from the timekeeper to the stage commander, it doesn't matter what our title is on the event we are all MARSHALS.

Venue: De Lacy Motor Club. Brotherton

Timetable

Tuesday 14.9.99 Event Organisation

From event planning to staffing. Stage management, spectator control, through to an introduction to topics covered in greater depth in later weeks.

Tuesday 21.9.99 Road Rallying

Many compete and marshal with limited knowledge. Find out about the four timing systems used and a better understanding into road rallying both as a competitor and a marshal.

Tuesday 28.9.99 20 Minutes.

Some time in your life you are going to be unfortunate enough to be first on scene at an accident.

This session shows you how to cope and make a real difference in the 20 minutes before help arrives

Tuesday 5.10.99 Timing

We cannot change time but we can change the methods of capture. A refresher on the existing timing methods and an update on new technology

Tuesday 12.10.99 Communications

How did we manage without radios? Up to four different systems are now in use on rallies, getting the message through on the right system is an events lifeline, but do we know the extra advantages and uses these systems have?

All evenings start at 20.00 and finish at 22.30 with a 15 min break and extra question time at the end.

There are no fees for delegates. The sessions are funded by the Motor Sport Safety Training Fund.

An attendance certificate will be issued for every session. This Country boasts the safest motorsport in the World. This is your chance to keep it that way.

If you require any further information please contact:

Richard Ashton
Station House Barn
Stansfield Mill Lane
Triangle
Sowerby Bridge
W Yorks
HX6 3LZ
Tel 01422 316588 fax 01422 316730
E.Mail Virusolve@serif.net

MARSHALLING

Good to see Trackrod members topping up their tans on the Armstrong Massy Rally
Nice little stage, Beacon, the only one we didn't spin on.

Sept. 11th	Harewood Hillclimb, short course
Sept. 12th	Harewood Hillclimb, final meeting
Sept. 25th	Trackrod Rally Yorkshire '99 contact Steve Smith
Nov 22nd	Net.Q Radnor
Nov 23rd	Net.Q Rhondda

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

See you there! Arthur Heaton

PARTY TIME

It's coming to that time of the year again when the festivities get into full swing and the spirit of Christmas starts to flow.

To get you into the xmas mood our Christmas Party will be held on the 14th. December (venue to be announced next month) and the Trackrod Motor Club Annual Dinner Dance will again be held at the Castle Grove, Hedingley on the 29th. January 2000.

Tickets are on sale now and are priced very reasonably at £18.50.

The menu is being finalised as you read this and will also be published in next month's magazine.

Please contact:
Caroline Marston 0113 248 1323

RETROSPECTIVE

From the pages of TMC Magazine No. 106
August 1979

On the cover - MKI Escort on a night forest event sponsored by J. Stephenson Joiners & contractors (Tel 538559) car no. 46 and sporting Team Trackrod stickers - any idea who?

JHR's last Chairman's chat paid tribute to the outgoing committee and reflected on the time and effort required to administer a very active motor club - no small commitment indeed.

John Westmoorland won the treasurehunt with 211 points scored out of a 240 maximum 14 crews took part - excellent turnout.

Editor Charlie Palmer thanked all his contributors over the previous 12 months and reminded us all he was the first editor not voted onto the main committee - you don't have to be on committee to be at the heart of things - this still applies in 1999 of course.

Vince Fletcher reported on the CD Bramall Trophy Rally on 23/24th of June, Trackrod crews were; Alan Powell / Hugh Edwards at No.1, Ian Gurnett / Jack Coulthard at No.2, Bob Pearson / Rod Parkin, Jon Marfitt / Ronnie Moore, Gez Waters / Vince Fletcher at No. 53 and Derek Lee / Barry Dove at 68.

The original route was cut to 95 miles because of PR and petrol availability problems.

A good number of crews retired having been "pulled" for speeding at Bolton Abbey - among these was Ron Beccroft. Alan Powell blew his head gasket (the car wasn't well either!) Ian Gurnett lost control when a steering rod broke, nevertheless Trackrod featured well in the results with Pearson / Parkin 5th. OA and Waters / Fletcher 11th. OA.

Events for August:- AGM Lawnswood Arms, Ladies Autotest at The Fox and Grapes, Treasure Hunt and pub meeting at The Shoulder of Mutton (Kirby Overblow).

John Westmoorland provided a 30 question brain teaser e.g. If Samuel was a rat and Robinson was a pig, what was Sir Isaac Newton?? & 29 others in a similar vein!!

Trackrod—————Ends
Richard Ineson

F1 THOUGHTS FROM A BROAD

It's now almost two years since ITV announced it was taking over not only the F1 circus, but also it's ringmaster, the one and only Muddly Talker. How have things panned out in the meantime?

Well, we now get the full glory of 60 minutes of Saturday practice, padded out by Messrs Jim Rosenthingy and Smoothy Chops Jardine to two hours. Sometimes, paint seems to dry quicker, but not by much. The major entertainment is listening to the desperate attempts of the commentary team to waffle convincingly about a 100% empty track whilst the multi millionaire drivers lurk seecretively in their cockpits doing their 'I can out pysche you even if you drive quicker' thing. But, it is the only chance you get to view the Minardis, Arrows, etc's as they dive out of the pits for their 2 minutes (to the nearest thousandth of a second) of glory.

And what about race day? Martin B is always good for a giggle as he gets the brush off from somebody (everybody?) on the grid. But, as he is utterly 100% better than Dr Jonathon Audi Palmer, I won't hear a word against him. Unlike himself, who is always willing to put the boot into any pay-as-u-drive oik who doesn't shift fast enough.

The major complaint (week after boring week in Muttering Screws) was 'the adverts', which purists claimed was ruining the entire spectacle. Rubbish!

There is nothing more guaranteed to add spice to a boring procession than an advert break. Every time. 100%. No messing. As soon as you hear Muddly's agonised shriek of 'SenSAYshunal News!!!!' after a break you know to pay attention for a minute.

Also, I find ITV's timing is impeccable - you fancy a drink? Adverts. A visit to the litttest room? Adverts. Chinese Stir Fry Vegetables with oyster sauce and prawn crackers? Adverts. No such comforts from the Beeb, they could rivet you to your seat for two endless, uninterrupted hours. I think it's very thoughtful of ITV to provide comfort breaks.

And there's no need ever again to miss anything (except McCrash's Focus spectacular), all human need is catered for with replays.

And you don't have to wait too long either -like a London bus, there'll be another one along in a minute.

It's just a pity the whole F1 race thing is so boring. And that Money Bags Ecclescake has decided that if you haven't got a bottomless pocket and a digibox on your (German) TV set you only get one on-car camera shot, so he can screw even MORE money out of the hapless punter.

Did you see the WRC rallying from Argentina the other month? Dear Bernie should now be REALLY worried!

Ann Watson

GARAGE CLEARANCE SALE

No Reasonable offers refused

Ford wheels (some with good tyres fitted)

13"-6 inchXR2 Pepperpots
from £10 each (5off)

13"-7 Capri 2.8 Pepperpots (Mint) from
£25 each (4 ex Craig Dykes)

14"-6 Weller Steels With Tarmac Yokos
£20 each (7off)

14"-6 5stud Mk II Granada Ghia alloys from
£10 each (5off)

15"-6 ET49 Steel Mondeo/Sierra from
£10 each (loads)

15"-7 ET40 Sapphire Cosworth alloys from
£25 each (plenty)

**Loads a new and part-worn Rally Tyres 13-15"
both gravel and tarmac all at least 4mm from
£10 each (phone for details by fax)**

*Please call Andrew Apperley for more details on
(01924) 892579 or (0836) 544037 anytime*

**TROPHY
POINTS
CLAIM**

TRACKROD

MOTOR CLUB LIMITED

Name _____ Memb. No. _____

Event _____ Date _____

Organising Club: Trackrod/Other

**ORGANISER/DRIVER/NAVIGATOR
MARSHAL/SERVICE CREW**

Competitors: Please fill in below
AND provide evidence:-

EVENT Type:

Autotest	PCT
Stage Rally S-V	Stage Rally M-V
Road Rally	12-Car
Hillclimb	Treasure Hunt
Economy Run	Other:-

EVENT STATUS:

C CM R N I

ANCC round? Y/N

LARKSPEED League round? Y/N

ENTRANT Name: _____

RESULTS

Entry No. _____ Position Overall _____

No. in Class _____ Position in Class _____

Received _____

Processed by _____



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1999 CALENDAR

SEPTEMBER

4/5th. Woodpecker Stages
5/6/7 WRC China
9/10/11 BRC Manx Int.
12th. Italian Grand Prix
18th. Derwent Stages Rally
Cumbria
18/19 Wexford Stages
Wexford
25TH. Trackrod Rally Yorkshire '99
26th. European Grand Prix Nurburgring

OCTOBER

Ludlow	1/3	Cork '20	Cork
	2nd.	Cambrian Rally	Llandudno
	2nd.	October Stages Rally	Manby
Monza	3/6	WRC Sanremo	
	15-17	Tour of Mull	Mull
	17th.	Malaysian Grand Prix	
	23rd.	Buldaog	Shrewsbury
	31st.	Japanese Grand Prix	