



Nurburgring Winner (FAST)
Snow, Ice, Sunshine and fast cars.
Nice.

MARCH 2001

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

Oh dear. Foot and Mouth. I don't know if its true but I've heard the virus is airborne and treatable. So why all the fuss? A very uninformed view by myself and I may be completely off the mark but if its true why kill all the animals and stop our motor sport? If its cost of treatment doesn't it make sense that killing animals and paying compensation is more expensive. Obviously our government must know what they're doing because they have all the experts at hand and they wouldn't do it just to make Europe think we have taken a positive step to stop it and not give them a chance to call a British meat ban?

Graham Stegges
Editor

CHAIRMAN'S CHAT MARCH 2001

Sadly the Foot and Mouth epidemic has put paid to many plans for motorsport events throughout the UK. The MSA press release (at least the latest version as I write this) has suspended all permits where the public highway is used.

In theory this could still allow race and singe-venue rallies to run along with some autotests etc. From a common sense view I cannot see how that will happen - most venues are near to farmland (or actually on farms). Even if there is no detected infection at the time, can you imagine what the perception would be if a week after the motorsport event they found Foot and Mouth? There would be an immediate link to the event and motorsports' reputation would be damaged.

I only hope that the infection is contained as quickly as possible so we can return to "normal". Plans are under way to re-schedule most of the events including the Robin Hood, Humberside, Rally of Wales, Malcolm Wilson and Astra Stages. I am not sure about the Tour of Lincs (although it is definitely not running on its original date). The calendar will be very crowded and some Championships may have severe problems.

It is also a problem now for events later in the year (including our own Rally Yorkshire) since we cannot get near the stages to plan the route and start the "Road Book".

Maybe the Ringmeister Rally at the Nurburgring is the way to go! Talking of which, a very BIG "thank you" to all Trackrod members who withstood the freezing cold (minus 9 degrees C) for 4 long days. Getting up at 6am, then on to the circuit just after 7am and staying there until 8pm moving heavy bales and tyres meant it was no holiday! And of course there was the snow and ice.....! Being the first time the promoters had run a rally to MSA regulations I am sure there were many lessons to be learnt. Hopefully it was fun and the hospitality was good.

Maybe we should organise some alternative "entertainment" for the weekend's???? Ideas please (as long as they are legal and decent of course!!).

Have fun somehow!

Rod Parkin
Chairman

Secs Bit

Sorry, no Secs bit this month as Derek is extremely busy.

Riponian Stages Rally

Car 53 Graham Steggle and Emma Bain.

4/2/01

"Look Jim it won't snow", "where have you seen that its gona snow?", "I cant find it", "anyway I've got a new Quaiffe Diff".

Sunday am and my Service crew, Simon and Caroline, Malcolm and Jan, and Management Jim and Michelle set off for Ripon in the SNOW! Time to eat my hat again.

Having to drive the car there with a snatchy and grabby diff that's meant to be smooth in operation made lane changing on the A1 quite interesting only needing application of throttle to go from the middle lane back to the nearside lane and not used the car in anger on the loose never mind snow and ice was going to be a learning experience again.

Stage 1 was Lightwater Valley which I had been told was difficult. I enjoyed this stage immensely but came out with a smashed front indicator and a grinding from the rear brakes. At first service we found the offside rear pads to be missing along with the slide and lock pin!

Luckily for me, Russel Dykes was servicing not far away and he had a complete 306 rear beam in the back off his van! I duly blagged the pad, slide and pin from him and off we went from service.

Boltby was the only stage I was looking forward to as I used to marshal on it when Trackrod ran it for the RAC in the 80's and being the next stage I was enthused only to find it cancelled cos the marshals couldn't get in for the snow! The next two stages were close together but even with my diff it was difficult just getting to stage start because of the conditions. It was totally unpredictable in the stage with first no grip and straight on from the front then absolute opposite lock and no grip from the rear. The second of these stages saw me left lock right locking it on a steep downhill approach with logs and a drop on the left and a high mud bank on the right. Its funny how when you know your out of control completely and only moments from a horrendous accident everything goes quiet, in your head you make a decision that the banking looks better than logs, a drop and a probable roll and somehow your body goes through the manoeuvres to hit the bank. Which we did going backwards and navigators side into it quite quickly. Now we were wrong direction with a car less than a minute behind and nowhere to turn as it was very narrow. A quick blast up the hill and handbrake put the bonnet onto the bank again, reverse saw us spinning backwards on the diff and 1st before we stopped off we went down the hill to the hairpin left and a cheer and applause from the crowd who had seen everything. All the way through this stage there were spectators stood on the track with hardly any intention of moving which I deemed dangerous as they made concentrating hard. We lost it trying to miss a group of about 6 people making us ride into the snowy edges and again a near spin with only the bank and navigators side rear wheel keeping us in check.

Second service saw the nearside rear brakes had done the same but we still had our pads. "Ruuussssel!!!". His other side slide and pin were duly appropriated from the spare beam and I do thank him for helping us out. A set of new ones are posted off to him immediately. The car in front of us that we usually see on events told us they were retiring here not for any other rea-

son but for they couldn't get grip any where and needed pushing just to get going from the line or if they stopped in stage. We knew we had to do the last 2 stages again and weren't looking forward to them so we just trundled through without any drama and going for a finish. On these stages we saw lots of cars off over 20 foot banks and in the woods so maybe we made the right decision. At the end of this stage I applied the hydraulic handbrake to find it came up to the roof! We had ripped our offside rear brake pipe off. 20 odd miles and down Sutton bank to the last stage Lightwater 2 biased to the front and no handbrake or rear brakes meant another decision of getting to the end by doing one lap and taking a maximum. Which doesn't sound bad as we did the first stage in 15:20 and a maximum was 16 minutes. We were slow but knew we would get a maximum anyway but to compound matters half way through it felt like we lost the rear wheel through a badly rutted bit. At stage finish the marshals told us the wheel was there so we drove out . Suddenly it decided to drive right again and the finish was only 1/2 mile away. The offside rear tyre was flatted to the canvass most of the tank guard was missing! Must have run over it and wedged it between the wheel and arch.

I hope we don't get many like this again but still, after the event, it was enjoyable and we finished once again. After an extremely well deserved meal we drove the car back home for lots of beer. Oh, and I now believe that Jim has a black hole behind his navel ! Soup and a couple of rolls, 3Kgs of beef on his plate and everything else piled on top with a couple of Yorkys and a pud to finish!!

Thanks go to the service and management crews and also Russel Dykes without him we would have been going home very early. Last but not least Emma who treated me to the entry for my burfday. Thank you.

48th O/A 12th in class.

Graham Steggles.

Scottish Correspondent

Happy New Year to you all from the cold North, there has been some excellent skiing up here, but it sounds like at some times that in Yorkshire you have had it worse (or just that you cannot handle it!!!)

To motorsport, the first event that the Stanhopes will be out on will be the Lookout, followed by:

Weldex

21st April 2001

On the West of Scotland, go past Glasgow, take a ferry and end up at Dunoon. Some excellent stages (45miles), Marshall's always wanted.

Scottish Rally

9th – 10th June 2001

Stages on the Saturday and Sunday, again this year Rally HQ will be in Dumfries.

I have negotiated a stage for the Saturday, Ae SS1 & 5?. I have not visited the stage yet but it is just to the north of Dumfries off the A701, approx. 20 miles long with 35 junctions (yes 35!!!). Watch out in coming months mag. for a map of the area.

How many members are interested in helping? (I am assuming that the usual team from Englandshire will be in attendance – please, thank you!). I understand that the format will be, 1st car at approx. 09:10, followed by the return at 14:15. It would then be dismantle the stage and back to the caravan site.

Yes caravan site, we have booked one, plus B&B, near the stage so that on the Saturday night we can have a BBQ – with a few company products (Guinness etc.) being consumed, along with some good meat from Russell! We then plan to have a restful Sunday. Accommodation can be found in the region, but book early since it is near HQ – Caroline Marstan is organising this element, thanks.

Please, please, please contact me if you can help, thank you in advance.

Tour of Mull

12th – 14th October 2001

Expected format 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 on any of the above, then please contact me on 01259 760611H, 07803 855457M – but not after 22:00!

Safe motoring.

Peter Stanhope

Nurburgring! 24th/25th February 2001

Without Trackrod it wouldn't have happened!

After driving all day and "hands hot on the wheel" (radar love, Golden Earing) in hired 1600 Fiat Estates, the team assembled in the bar for food and drink finishing at about 12.00 midnight to go to bed and get up at 6.30 am. It was clear and cool at trackside and finding that no bails or chicane material was present we had to wait for the tyres to be dropped off at the places for the chicanes. After half a morning we had one chicane built from stacks of 5 tyres bolted together in a double line of three affectionately referred to as a six pack. They were very heavy! By 8.00pm we had the track bailed and the chicanes built, or so we thought, and only had the marker boards and final touches to do on Friday.

6.30 am Friday I ached from pulling, pushing and rolling those damn 6 packs on and off the trailer and into position and as I opened my eyes I thought, "its light in this room, are we late?". NOPE its snowed and the extra reflected light was shining through the curtains. Snow changed everything as on Sunday the course was being run in reverse. This meant that previously unprotected armco that we could have got away with needed protection. Back to the tyre bails! In all over 2500 tyres were placed on the track and 45 very large straw bails. Down to -15°C at night and not much over 2°C through the day meant the stages were never going to clear properly and after Friday in the snow and ice, humping tyres meant my shoes, re feet, were sopping wet and by 4.30pm it started to loose 1°C of temperature per half hour. By 8.00 I couldn't stand still too long as my shoes stuck to the track! Another 12 hour day and we were ready for the off on Saturday morning.

I awoke to find my head on the floor and after depositing my evening meal in the toilet headed off to do my job of passage control in the service area, very poorly I was too. Must have been a dodgy burger!!?

I believe that the stages ran very well and as it was said everyone had created a bit of motor sport history. The first time the MSA had issued a permit for a rally outside G.B., the first time the ring had been run reverse direction and supposedly the first rally that had been run on the track although local unconfirmed reports that the Germans had used part of it in their multi venue stage rally's may quash that one. It depends how you look at it. Feedback from the competitors was that they enjoyed it although obviously it would have been better without the snow and ice.

Sunday night saw the course stripped within 2 hours and was finished by 8.15pm. The only problem was that the prize presentation dinner had been moved from 9.00 to 8.00 without telling any of Trackrod or the competitors!! Through all the stress, strain, hard bloody graft, tension, broken tempers and restrained angers I think that Trackrod produced a fine event that at least ran and at best gave the competitors a very good and different event through some difficult behind the scenes diversities. I'm proud to have worked along side some of the best expertise in the rally scene and know that my limited experience can grow through this test. I also believe that as a team building exercise it worked and hopefully bonds are in place that will become stronger through more established events.

Thanks to all who contributed
G. Steggles.

Classic events

A new-look calendar of MSA events promises opportunities for owners of all types of classic car to enjoy their treasures throughout the summer.

Three professionally-run events take place on good driving roads, include visits to interesting locations and give participants track-driving experiences around the UK and Europe.

The MSA Classics cater for cars built as recently as 20 years ago, offering the chance of participating in top-class events with the highest levels of planning, excellent route instructions and the security of full breakdown and technical support.

The 2001 season kicks off with the MSA Motorsport Classic Experience on 30/31 March, a fantastic opportunity for classic owners to enjoy some of the UK's most original and famous racing circuits.

Just 1,200 cars will be accepted in the 2001 MSA Classic on 3 June, Britain's largest single classic car event. The event offers a choice of six starting points around the UK, plus a two-day route from Scarborough and a new, shorter route from Aylesbury for pre-1940 cars.

Each route features a stately home, a driving experience and a place of special interest. All routes feature some of Britain's finest driving roads and finish at Rockingham Motor Speedway, the UK's brand new banked oval. Participants will have a chance to drive the new circuit, only the second event to use

Rockingham.

For those with a more adventurous streak, the MSA Euro Classic in September is the 'Blue Riband' of classic car runs. From its start in Brussels, it runs to northern Italy and allows drivers to make the most of their classics at some of Europe's finest motorsport facilities, such as the Imola GP circuit.

Regulations from MSA Classic Events at Motor Sports House, Riverside Park, Colnbrook SL3 0HG (tel 0175 376 5000).

Championship News

The first important entries for the 2001 British Rally Championship were announced at the Autosport International Show in Birmingham.

The British Championship remains the only national rally series in the UK with confirmed terrestrial television coverage of each round, with seven 30-minute prime-time programmes on Channel 4, a further seven 60-minute programmes on Sky and additional British coverage to be announced.

Figures released by the MSA's production company show that last year's Channel 4 coverage was watched by over 2.1 million viewers in the UK alone. Regular programmes were also seen in Europe, the Middle East, the Far East, South Africa and the USA and Canada.

Ford confirmed at the Autosport Show that Mark Higgins will drive a Focus RS World Rally Car on all seven rounds, prepared and run by M-Sport.

In the British Super 1600 Rally Championship, which runs alongside the outright title at all seven events, the first entrant was a factory-specification Peugeot 206 Super 1600 car run

by the Ryton Employee Rally Team. (For more details see *Facts About ...*)

Award of Merit

One of the best-known personalities in British motor sport was presented with the Prince Michael Award of Merit at the annual dinner of the Motor Sports Council in February.

Robert Rae has for many years made an outstanding contribution to safety in motor sport, notably with his work for the Motorsport Safety Fund (MSF) and the British Motorsport Marshals Club (BMMC).

He created the text for the booklet which the MSF published as "A Pocket Guide to Rescue & Resuscitation". He followed that with "A Pocket Guide to Marshalling", of which over 24,000 copies have been distributed.

Bob recently finished editing the "Rescue Manual", which makes another important addition to event safety, and he helped with the script for the new MSF video "First Aid in Motorsport".

In addition to his writing, Bob still finds time for extensive marshalling duties with the BMMC. He is a past winner of both the Unipart Marshal of the Year Award and the MSF-Perno Trophy.

Born on 22 April 1954, Bob works as a journalist and lives in Sheffield.

The Prince Michael Award of Merit is presented for meritorious service to British motor sport. The award is open only to people who do not principally earn their living from the sport. Among those not eligible are current members of the Motor Sports Council, and serving directors of The Royal Automobile Club and MSA.

THE BRITISH RALLY CHAMPIONSHIP

- First run in 1958, the British Rally Championship has been contested every year since. Four of the champion drivers have gone on to win the World Championship drivers' title.
- The record for the most titles is held by Jimmy McRae with five wins between 1981 and 1988, followed by Roger Clark with four.
- All FIA homologated cars are eligible for the 2001 Championship, including World Rally Cars and FIA 1600cc cars. The homologation for the Escort WRC, Escort Cosworth, Nova GTE and other popular Group A and N cars has been extended.
- There are overall and 1600cc Championships for drivers, co-drivers and makes.
- There are seven rounds between March and September: four gravel and three tarmac.
- Independent drivers in Group N cars can compete for the National Group N Champion title.
- The 2001 Championship begins on 10-11 March with the Rally of Wales. Other rounds are the Pirelli International Rally (28-29 April), the RSAC Scottish Rally (9-10 June), the Jim Clark Memorial Rally (29 June-1 July), the Manx International Rally (2-4 August), the Sena Line Ulster Rally (31 August-1 September) and the Trackrod Rally Yorkshire (29-30 September).
- More details from Catherine Higgins, Championship Coordinator, 11 Blythswood Square, Glasgow, G2 4AG (phone 0141 204 4999, fax 0141 204 4949), email rsac_motorsport@compuserve.com

AUTOSCENE

Motoring News

REVIEWS FROM



MGF, David Knowles, Haynes Publishing, ISBN 1 85960 637 7, £17.99.

The best bits of this book are on the development of the 'mid-engined Metro', the first 'proper' dedicated model MG since the B variants.

Knowles tackles the subject with the insight of an enthusiast, from the ADO21 prototypes and the EX-E of 1985, where the seed was really sown, through the prophetically named 'Phoenix Route' prototypes, but has to include the debacle of the '98 Bonneville record attempt.

He has talked to all the crucial people involved, up to the Phoenix acquisition. Photos tend to be more recent, but archive shots include those hilarious Metro 'pizza delivery' van mules. Comprehensive, professional, well laid-out and easy to read.

JAGUAR The Sporting Heritage, Paul Skilleter, Virgin Publishing, £35, ISBN 1 85227 889 7.

At first glance you might mistake this book for *The Glory of Goodwood* from the same stable, so similar is the design. But it is none the worse for that, even though the occasional spreads of big text might not be to all tastes.

Generally this is an excellent book and especially good visually as there are no qualms about using pictures over entire spreads of the wide format. It is not big on words, but those there are are informative and entertaining.

We do, however, question the excessive shots from the past few

years' Goodwood Revival meetings, which, though adding colour, surely would have been better supplanted by period action.

MEN AND MOTORS OF 'THE AUSTIN' Barney Sharratt, Haynes, £30, ISBN 1 85960 671 7.

Twenty years of research have gone into this book – at the sharp end – talking to people who designed the cars, who tested them, who built them, and who sold them.

Taking the story from 1905 through to BMW's recent disengagement from Rover, it's a massive achievement. *Men and Motors of 'The Austin'* brims with fascinating information, amusing and sometimes plain appalling anecdotes, plus 1001 insights into life at Longbridge.

Not setting out to be a detailed chronicle of Austin cars, it tells instead the human story behind the vehicles, bringing industrial history alive with a directness shaming more academic studies. We're talking about a cracking read here: you don't need to be an Austin buff – or indeed an engineer or historian – to find Sharratt's narrative un-put-downable.

A substantial 270-odd pages in length, the book contains a superb selection of 300 photos – carefully chosen and many of them new to this reviewer. The reproduction is high-quality on top grade paper.

This is a landmark book, and the extra £10 over the average marque history is well worth it for such an indispensable addition to the shelves.

FURTHER OUTLOOK UNSETTLED

The postman staggered to the door recently with a parcel of around 100 club magazines, representing about a quarter of the clubs taking *Wheels*. Not a scientific sample size I admit but nevertheless a trawl through the mags was perhaps as good a way as any of feeling the pulse of clubs. The exercise left me thinking I was wrong in saying in a recent *Wheels* that all was well with the world.

While a few clubs were upbeat, there seemed to be a lot more bad news around. Examples: one club's committee had dwindled to four, all of whom were planning to resign at the next AGM ... several 12-car events cancelled through lack of entries ... universal despair over finding marshals ...

Perhaps most unexpected was that some of the clubs affected were well known ones, not struggling newcomers.

Whether or not it's because the dot.com bubble has burst I don't know (a couple of the 100 clubs even reported that they were abandoning their web sites) but in an IT world, poor communications still seem to be a problem. A fairly common complaint was that 'there are rumblings in the club' about this or that, instead of open debate.

And whatever social or sporting group you talk to – not just in motorsport – they all report that people seem to be reluctant to get involved. An example from our world – a bright Regional Association laid on a seminar for clubs to cover all the vital things concerning them today ... and had to cancel through lack of interest.

So what's to be done? Well, maybe there's a case for doing absolutely nothing on the basis that you can't fight market forces. It's only a personal view but I reckon that instead of 750 clubs in 15 Associations, we'll eventually end up with 500 in 10 – the challenge will be to stop at that and not drop even further.

I met a Round Tabler recently who felt that if a Table goes into decline then it's best to let it die and start a new one so that you throw off all the inherited baggage. Seems a bit drastic to me; I think it's better to try to fight. And I reckon the fight starts by trying to step back from the daily struggle to run a club, to take a longer term view – some clubs have successfully developed five year plans although in this changing world even a 2 year one is better than nothing.

Is there scope for more liaison with other clubs – joint

social programmes, joint magazines, or whatever? Even outright mergers? One thing's for sure – we can't afford the lunacy of carrying on feuds between neighbouring clubs for reasons long forgotten.

To end on a happier note – an example of the benefits of planning. At the end of last year the Lancashire Automobile Club ran a Motorsport Lunch, in the wilds and on a Sunday, at which two old timers answered questions and demonstrated the truth of the adage that 'the older you get, the better you used to be'. With club dinners struggling to survive, you might guess that 60 or so turned up. Wrong. 380 (the maximum the hotel could take). Why? Because the club had a small organising team which started the planning eighteen months ago. QED. *Stuart Turner*



COD FILLET QUIZ

1. After winning what, do you traditionally drink the milk?
2. In which car did Mike Hawthorn win his first races?
3. In which car did Peter Collins win his first race?
4. Who was placed 2nd in the 1932 RAC Rally?

ANSWERS ON PAGE 14

Going nuts

Ever thought about nuts? Or bolts and thread types and sizes? One of the points sometimes raised is about bolts or studs with a 'rolled' thread.

Basically you are probably more familiar with cut threads. You take a rod or bolt and cut the thread onto the shank with a die, or a die nut. Naturally this leaves you a thread that is cut from the original material, which means you have some stress raiser points in the teeth of the thread. The form of the thread will dictate how high or low they are.

With a rolled thread you take your shank and force a wheel into the material, squeezing the material up

from the surface to form a thread. It often takes several goes at this before you get the finished thread, at the required size. A rolled thread can be likened to a forging because the original grain of the material flows into and along the threaded section, rather than being cut at 90 degrees to the flow of the grain.

Rolled threads are therefore felt to be superior in terms of mechanical strength (size for size) to a cut thread. The best bolts, or at least the more expensive ones, tend to have a waisted section, perhaps with a shoulder at one end and a thicker section half way down if it is a long bolt. The theory is that the bolt will only be as strong as the thinnest cross section at the

base of the thread, so the shank need not be any thicker than this. The raised sections are simply there to provide location within the hole, since the hole must be size of the outside of the thread, not the base of it.

On most bolts you will find a number on the top of the bolt. This represents the tensile strength of the bolt. For example, an 8.8 would be a general purpose steel bolt, while a 10.9 is higher tensile. If you are replacing bolts around the car, always check the rating and replace like with like.

QUIZ ANSWERS

1. Indianapolis 500
2. Riley Imp
3. Cooper 500
4. F.R.W. 'Lofty' England



Castrol Event Support Material

including items such as:

- ☒ **marshall's tabards**
- ☒ **marshall's arm bands**
- ☒ **direction arrows**
- ☒ **rally tape**
- ☒ **signs (caution, no-entry etc.)**

Order forms available from:

Castrol Publicity Distribution Centre, Unit 2,
3 Sheldon Way, Larkfield, Aylesford, Kent ME20 6SF
Tel: 01622 882473 Fax: 01622 882498



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

Trophies

This is the selection of Trackrod Trophies and how to win them. Some are not run at the moment but Trackrod is always looking for organisers so have a go.

Rally and Speed Shop Trophy (Autotests only)

Trophy for the winner and runner up. All types of event count. Best 8 scores.

Dickinson Trophy (PCT only)

Trophy for winning driver. All events to count. Best 8 scores.

Marshals Trophy

All events to count. Scoring 5 points per day.

Service Crew Trophy (Stage rallies only)

All events to count. Scoring 5 points per day.

Outside events Trophy (off road only)

All events to count. (Rallycross, autocross, races, hillclimbs, sprints, etc.) Best 8 events.

Yorkshire League Award (Larkspeed)

All events, max 10 in league to count.

Spy 44 Trophy.

Events to count are (driver only) Autotest, RallyX, Sprints, PCT, hillclimbs and (driver/navigator) road and stage rallies. Best 5 events, but these must include different types.

Ladies award (best lady competitor)

All events to count. Best 8 scores.

Hunters trophy

All navigational scatters and treasure hunts. Best 5 to count.

Best stage rally driver	Arnold G Wilson trophy
2nd	Lloyds stage trophy
3rd	Crest trophy
Best stage rally navigator	Dickinson navigator trophy
2nd	Gordon Jefferson trophy
3rd	TBA
Best road rally driver	FSB driver trophy
Best road rally navigator	FSB navigator trophy
Best 8 scores	

Trackrod trophy (All rounder)

TMC events only to count. Scoring:
 Organising events-15 pts for Sec of meet & CofC.
 10 pts for named in regs.
 5 pts all others.
 Competing on events-5 pts all finishers
 3 pts non finishers.
 Social event organiser, max 3 people-5pts per event.
 Any clubnight with signing on sheet-2 pts

Newman Cup. (All round lady)

scoring as for Trackrod trophy (ladies only)

Willy Wonker Trophy.

Best crew on indoor rallies. All rounds to count.

Scalextric trophy

FTD wins this.

J&B trophy

To all clubs best organised event. (By committee)

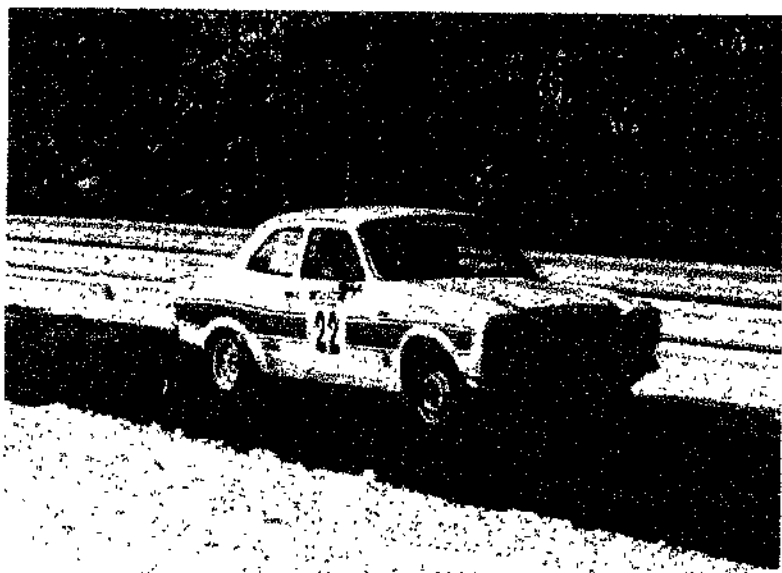
Myers memorial shield (best novice)

(By committee.)

Forster Shell trophy

For best trier through the year. (By committee)

NB: Points to be in 1 calendar month after the event!



3rd overall on the Nurburgring in a bog standard
 RS2000 Mk1 with a diff and twin 40's!!?
 Shurley Shum Mishtake?

FOR SALE/WANTED

French Built Clio 2.0l Williams Gp A.

LHD. Matter Shell. 6 Speed sequential box with rev cut and plated diff.
 AP F2 brakes, Spares including Drive shafts etc.
 £10k.

Phone Donald or Russell 01992 505251

Peugeot Parts For Sale.

1.9 Cylinder head (Less than 10K miles) - £100.
 4 off 1.9 Gti alloys - white - never had tyres on £200.
 1 Pair GPN Gravel Bilstein struts.
 1 Pair Rear Gravel Bilsteins. - £250 the lot.
 1.9 Gti Front 1144 Mintex pads - New - £30.
 1.9 Gti Rear 1144 Mintex pads - New - £25.
 01757 617263/0589 400930

E mail john.neale@british-energy.com

Peugeot 205 bits.

1.6 GTI engine with injection and ancills, Std. 12000 road miles since receipted rebuild. £150

Magnex SS exhaust. 1 part tatty but sound. £100

G.Steggles. 01132893641 (I don't need a diff anymore)

Cosy Bits.

1 pair of rear bilstein mag shockers gravel rating with main and helper spring ready to bolt on. £250

1 front quafe L.S.D+ 909 C.W.P + 2 casting £300

1 pair of complete rear drive shafts to suit 2 wheel drive cosy £120

5 front group "N" drive shafts with C.V. joints and pot joints and 1 quafe extra long type £150

1 standard 4*4 air box and turbo feed pipe + air filters £20

1 escort cosy set of dash clocks £50

1 pair of eccentric steel group "A" wide track roller top mounts with new bearings £150

1 pair of concentric group "A" roller top mounts with new bearings £120

8 off leyland daf van wheels with nearly new tyres £130

Part worn 15" 205 gravel tyres Dunlop & Pirelli £10-15 each

contact Rob Wright

work (019467) 86879

home (01946) 815078

ROAD AND STAGE CARS OFFERED FOR SALE

F2 ESCORT RS2000 GpN+

This car was originally prepared by Hendy Ford Motorsport for Marcus Dodd it has been maintained and developed regardless viewing is therefore essential. Probably the best first rally car package in the world. (£P.O.A)

AUDI A4 1.8 20Valve Sport Road Car

Aug 95 N reg ,Alloy Wheels with New Tyres (Steels optional), Full Electrics , Audi Main Dealer Service History 109K miles (just run in), 11 months MOT & 5 months Tax, Half the JCT used Showroom Price! Outstanding value at only **£5495**

For more information please contact Andrew Apperley on (07836) 544037 daytime or (01924)892579 eves. Thank You.

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Autotest []

Economy Run []

Hillclimb []

Organising Club:

Trackrod []

Other []

PCT []

Road Rally []

Stage Rally M/V []

Stage Rally S/V []

Type of Claim:

Driver []

Navigator []

Marshal []

Service Crew []

Organiser :

state position

Treasure Hunt []

12-Car []

Other -

state type

Event Status

Clubman CM []

National "B" []

ANCC Round []

National "A" []

International []

LARKSPEED 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.

NOTE!! VENUE CHANGE!

3rd week venue change from The Crown in Wetherby to The Royal Oak in Wetherby. This venue has a private room for us to use and is upstairs.

MARCH

- 6 Conservative Club, Gildersome
- 13 Admiral Hawke, Boston Spa.
- 20 Royal Oak, Wetherby
- 27 Admiral Hawke, Boston Spa

APRIL

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa.
- 17 Royal Oak, Wetherby
- 24 Admiral Hawke, Boston Spa

WOTS ON

Nothing

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