

TRACKROD

MOTOR CLUB LIMITED



Catalonian Rally
Photo courtesy of Barry Dove

APRIL 2001

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

Editorial

I think I was right last month and far from me to get all political but the 'culling' (ha; re: killing) of non infected sheep solves a real political problem of raising prices of sheep for farmers. As we all know there are too many sheep in the National herd and farmers are lucky to get £2 a sheep at market! Does anyone know how much it costs to rear a sheep? Does £2 cover it? If there is a sheep shortage does this mean that lamb will increase in price? Yes! And if anyone has a problem with getting their head round the possibility of our government lying or causing problems to gain a political point then try BSE! They still don't know what caused it and it took a farmer 15 years and putting himself through education to Degree level to get the 'Experts' to listen to him!

Any road up now I'm off my soap box, what about setting up a simple pressure washer system at the entry to any single venue and spraying vehicles with disinfectant as they enter and leave the venue? Pretty simple stuff eh? They do it at major events just to make the cars look pretty.

Graham Steggles

A slightly disgruntled Editor

CHAIRMAN'S CHAT April 2001

Rod Parkin
Chairman

Trophy points to date. 01/04/01

Service Crew Award	6 People on	5 points
Multi Venue Championship	Drv G.Steggles	15
	A.Apperley	12
	Nav Emma Bain	15
	D Hammond	12
	A Heaton	15
	Stage Rally Championship	Drv A.Apperley
	G.Steggles	43.3
	Nav A Heaton	67.1
	D Hammond	63.6
	Emma Bain	43.3

These are the points so far, but current conditions are not favourable to our or any other sport.

Barry/Vince

Dear Editor (that's you Graham),

I simply include that as last time I saw our worthy editor, he was in no fit state to quite know what position he had been entrusted with. Those of you who were at the Nürburgring for the ringmiester rally at the end of February will have observed a rather delicate side of our esteemed editor. Those of you who were not, well, form an orderly queue at the next clubnight and ask him.....!(must have been the burger? Never fell down, only sick once and still on duty doing my job. Ed.) My purpose in stirring myself to contribute to the magazine is to offer congratulations to a good number of Trackrod members.
(I wish more would stir!! Ed.)

Firstly to our Social Committee who organised a most excellent club dinner back in January. Due to other commitments, we hadn't been able to attend the previous two, so it was a great pleasure to be present this year and see so many of our friends again. The meal, the entertainment, the general good atmosphere around the place was superb, so congratulations and well done. Well done also for immediately announcing the same venue and the date for the 2002 dinner. That must be a first in Trackrod's history, to have almost twelve months notice for any event, (other than perhaps the Boxing Day Autotest, the date of which is a bit outside the committee's control anyway!)

Secondly, the previously mentioned ringmiester rally. What an enormous undertaking, and such resolve to make it happen. Clearly Wheeltorque Ltd. committed big time from almost a throw-away idea. However, as some of you probably realise, a commercial company are not able to hold an MSA permit for such an event, this has to be held by a recognised, well conducted and experienced motor club. Quite frankly, there are few clubs within the UK, with the capability of achieving the original game plan of this event. Add the odd yard (metre!) of snowfall and minus a lot of temperature and what happens.

Take arguably, one of the UK's most experienced Clerks of Course complete with a core from "Rally Yorkshire" and the "Lookout" teams. Add wonderful commitment from a few other individuals, (my namesake and his pal with the Land Rover and trailer, to name but two.) What do they do? Simply moved the goalposts and created what was a superb, very challenging and unique rally at this most famous of mainland Europe's race circuits.

From the outside it did seem to be a bit on the ragged edge at times, (Rod certainly was for periods during the weekend and understandably so.)

Despite appearances, it was clear to some of us, (the Stewards, if not others,) that it was all going on, even if out of sight, which was entirely due to the magnificent efforts of you Trackrod people who were present, creating the stages where many others would probably have given up. Our German friends manned the marshalling posts around the circuit, (only one hiccup there, which was handled easily,) and together, the competitors were given precisely what the regulations said they would get. Six stages, each around twenty eight miles long, to complete their weekend event. Not quite the surfaces they anticipated but most of them rose to the challenge superbly.

My presence was as the MSA Steward, so I needed to do very little, other than support Rod at times and take great pride in observing our club operating so well, given the unexpected operating conditions.

I know that despite the occasional difficulties which arose, (moving Sunday dinner being one,) Wheeltorque were very pleased, delighted in fact, with the results of all your efforts and are very positive about a repeat sometime in 2002, but including the current Grand Prix circuit as well. That should be quite something!

Thank you guys for a very pleasing weekend. I am sure that despite the difficulties you encountered in creating the event, you will look back on it with a great deal of satisfaction and pride as a good job well done. You most certainly should do so.

Did anyone else get tangled up in roadblocks created by Belgian farmers on the Monday coming back? We managed three, had to divert around Lille by Tournai, Roubaix, Tourcoing, Menen and Ypres (they hold a very good European Championship rally there every June,) before reaching Calais very, very late.

So we stayed Monday night and took an early ferry, eventually arrived home Tuesday afternoon.

Best-laid plans sometimes do go pear shaped.....!

Regards to all,

John Richardson
(Thanks John. Ed.)

Scalextric Championship

Now that the Club has its own track it is proposed that we organise a year long, 4 round championship with an award being presented at the Annual Dinner Dance.

The format will comprise of 3 practice laps and 3 timed laps for each event charged at a nominal price of 20p with as many attempts as time and wallet allow. The fastest time scores 20 points (your second fastest scores 0) down to 1 point for 19th fastest. Those at 20th or less must try harder! Out of the proposed 4 events the best 3 scores count. (just in case of holidays or illness or sore throttle thumbs) with the highest score gaining the coveted trophy. At the end of each event there may be a knockout 3 lapper for the fastest (only one time counting) 4 with 2 semis and 1 final for a token evening "award".

As we have only 2¹/₂ cars (All somewhat lethargic) the proceeds will go towards building up our own fleet. In the meantime it's a case of "run wot u brung" on the clear understanding that whatever demon car you bring can be used by all competitors!

Good luck

See the social calendar for the dates of the events.

Richard Ineson.

LOOKING FORWARD TO THE PAST

Ask enthusiasts to nominate their Top 20 drivers of all time and my bet is that Niki Lauda and Erik Carlsson would be on most lists. I can understand why after being lucky enough to listen to them both on stage recently.

Niki gave the MSF's Watkins Lecture earlier in the year and then answered questions with such blistering honesty that people were still talking about it days later, while Erik made an equal impact at a talk at the National Motor Museum. Questioner "Did you ever do any keep fit training?" Erik "Well, I was top soldier in my year. I won a bicycle." From Raleigh to rally ...

I also learnt something from Erik's talk – why rally drivers started left foot braking. I thought it was to help 'balance' a car. Wrong. It was started in the early 50s to keep the revs up on two-stroke Saabs!

Both talks triggered the usual debates afterwards about how the old (or oldish) days compare with today. Nostalgia must be a powerful aphrodisiac because it seems to make earlier day seem sexier than they probably were at the time. Some things, like costs, have worsened although the sport has never been cheap – at the height of road rallying for instance, the essential equipment, a TR3, was way beyond most peoples' pockets.

Technology has leapt over the years while the sport is more marketing driven than ever before. That in turn has generated more media coverage – which can only be a Good Thing.

Whatever the changes, there's one certainty – there's not a lot we can do to affect most of them; in 40 years people will no doubt look back at today's motorsport with wry amusement or amazement.

But there's one thing we DO need to try to do something about if the sport is to even have that 40 years – tackle the growing shortage of marshals. The reasons for the problem are oft repeated – changing social and work patterns, more things for people to do with their time, costs and so on.

What it all means is that organisers are often biting their finger nails until the last minute over manpower; even where the actual number of marshal numbers hasn't fallen, the number of days they are prepared to devote to their hobby has.

The tragedy of Melbourne may well lead to changes but such changes will not obviate the need for real people to marshal.

So what's to be done? One essential is to recognise that the cliché which keeps getting trotted out is actually true –

marshals *are* vital to any event so their needs should be kept in mind in the planning and not just tacked on as afterthoughts. Then I guess we all need to pull our weight in solving the problem and not just leave it to others – if you're a driver and not competing next month, why not marshal?

Too busy with your yacht? Let someone else take it down to the paddling pool to play with it while you marshal instead.

To try to help address the problem, from the next issue of *Wheels*, CCC – to whom many thanks – have agreed to step aside from their Technical Tips so that we can devote the space to a marshals' column instead. If there are any specific issues you would like this to address then please let me know.

Stuart Turne



COD FILLET QUIZ

1. Where and when was Niki Lauda's first GP win?
2. Name the two people responsible for the design and building of the Chaparral?
3. Which company produced the annual "Achievements" booklets?
4. Which driver in what car won the 1962 European Rally Championship (Group 2)?

ANSWERS ON PAGE iv

Foot & Mouth Disease

In light of the increasing spread of foot & mouth infection, the Motor Sports Council decided in late February to suspend the majority of British motor sport events.

The suspension halted all events using public highways as part of the competition, and all events which commonly take place on or near agricultural land. These include rallies, trials, autocross and off road events.

Existing MSA Permits for these events have been suspended and no new Permits will be issued until further notice.

The continued running of events at permanent motor sport venues is under active review. MSA will urgently discuss the situation with the venue owners and make a further announcement in due course.

Detailed advice on the implementation of this announcement, together with relevant information from national landowners (Forestry Commission, Ministry of Defence, etc) has been circulated to every MSA motor club and can also be seen on the MSA website (www.msauk.org) – look for the flashing “LATEST” logo.

Chief Executive to retire

Motor Sports Association Chief Executive John R Quenby has decided to exercise his option to retire at the end of October this year, at the age of 60.

During the past year, a major re-organisation took place within MSA, the aim being to

deliver a better and more focused service to licenceholders in particular, and motor sport in general. MSA now deals with all regulatory matters involved in the governance of the sport, while a wholly-owned subsidiary, IMS, is responsible for event management and all commercial matters.

One outcome of this restructuring is that each of the two companies, having separate and independent boards, needs to be led by its own chief executive. Currently, John Quenby occupies both posts.

Having seen the new structure put in place, John has now decided to retire. MSA is pleased to announce that, to manage the handover most effectively, Colin Hilton was appointed Chief Executive of MSA with effect from 30 March 2001.

Mr Quenby's retirement was announced by MSA Chairman Michael Limb OBE, who said: “After more than a decade as Chief Executive of MSA, both at home and internationally through the FIA, John Quenby has been responsible for making MSA one of the leading governing bodies of motor sport in the world.

“With the help of his staff, he has brought about many changes for the better. He has been instrumental in making the sport safer for both participants and spectators. He has encouraged more people to take part, both as entrants and as officials. He has encouraged the setting-up of new venues and has worked hard to improve existing ones.

“The benefit to both the company and to the two new chief executives of having Mr Quenby on hand as an advisor between now and October cannot be overstated.”

Mr Quenby will remain as

Chief Executive of IMS until a successor is appointed in his stead. He will then remain in a consultancy capacity to both IMS and MSA until his full retirement in October of this year.

Ferno MSF Award to John Symes

The annual Ferno MSF Motorsport Safety Award was presented to John Symes, the MSA Environmental & Safety Executive.

Donated by Ferno (UK) Ltd, market leaders in pre-hospital patient care, the award is presented by the Motorsport Safety Fund to the individual, club or organisation making a significant contribution to motorsport, medical or rescue services. Last year's winner was Max Mosley, President of the FIA.

Tim Stock, Chairman of the MSF Trustees, commented: “During 2000, one person made a significant contribution to safety by the way in which he balanced the sometimes conflicting interests of all the people involved in the sport.

“The knowledge and calm, commonsense approach John brought to what at times must have seemed a Herculean task earned him wide respect.”

New forest charges

In accordance with the current agreement between Motor Sports Association and the Forestry Commission, new charges will apply for the use of forest roads for special stage rallying. With effect from 1 April 2001 until 31 March 2002, the charges are as follows:

Primary use £389 (the old

THE ROGER CLARK AWARD

- The Roger Clark Award was established as a means of encouraging future champions and highlighting promising drivers and bringing them to the attention of major manufacturers.
- Open to any British non works driver, male or female, any age, contesting any events in any car / class.
- 69 drivers benefited from training and advice in its first year.
- Democratic selection process for the Final by the Award's sponsors *and* the public.
- 5 finalists selected by the judges; one finalist receives a direct placing from being the highest placed under 21 driver from a National 1400 cc Championship.
- Final to be held for 6 Drivers. Winner selected by an independent panel of judges. Activities include Interview, presentation, timed runs, pace notes, front, rear and four wheel drive assessments, and safe road driving assessment.
- Official Partners last year included, Malcolm Wilson, the late Bertie Fisher, Ford Racing, Michelin, T L Clowes, Xtrac, Sunseeker, Motoring News and Roger Clark Motorsport.
- Associate Sponsors included Richard Burns, AutoWindscreens, Drive & Survive, Historic Motorsport, Genesis Design, Xenogamy, ANCR0 National Rally Series, and The International Rally Drivers' Club
- Niall McShea, 26 from Enniskillen was the first winner.
- Website: www.TheRogerClarkAward.co.uk
- Contact: Richard Stoodley
Tel: 01302 746674. Fax: 01302 759974. email: info@TheRogerClarkAward.co.uk

AUTOSCENE



REVIEWS FROM


CARROZZERIA ITALIANA

Advancing the art and science of automobile design. Edited by Angelo Tito Anselmi, published in 1980, valued at around £20.

Great books on car styling are scarce. Carlo Anderloni's magnificent *Touring History* and Michael Lamm's *Century of Style* are essential to any motoring library but this 140-page volume offers the best overview of Italian styling.

Originally published in Italian, it was later translated into English. Editor Tito Anselmi covers all the influential coachbuilders, styling stars and major studios.

Contributors highlight Savonuzzi's aerodynamic Cisitalias, and the development of urban transportation.

From Alessio to Zanellato, there's the added bonus of short biographies on key stylists.

Also included are brief histories of the major coachbuilders: even details of firms such as Motto and Moretti.

This concise book is packed with illustrations: finished cars plus little-seen models and sketches.

Lots of cigarette card-sized images beg to be reproduced much larger, but this all adds to the busy character.

Highlights include Michelotti's sketches of the Maserati 3500 Allemano and Lancia Appia spider plus Rapi's bold proposals for the Isotta Fraschini 8C Monterosa.

DRIVEN, Jesse Alexander, Chronicle Books of San Francisco, £22. ISBN 0 8118 2851 4.

Stylishly designed, this 144-page book proves you don't need full colour to give black and white photographs depth and rich tones.

Alexander's first assignment on the '53 Carrera Pan Americana hooked him, whereupon he relocated to Europe to report and photograph the greatest races of the '50s. Drives were clearly at ease with Alexander's probing Leicas as his portraits look totally natural, but his photos of racing cars in full landscape have an epic quality. You can almost hear Ascari's D50 in his wonderful shot at Pau. Superb value.

AROUND THE WORLD IN 80 DAYS from the Classic Rally Association, tel. 01235 851291. £18 plus postage.

This colourful paperback is organiser and former journalist Philip Young's personal diary of last year's mammoth undertaking, written under the pseudonym Syd Stelvio and offering a day-to-day insight into the highs and lows of the 21,000-mile journey around the world.

The text is light-hearted and full of anecdotes, managing to avoid being repetitive despite the daily diary format. A personal approach helps the reader get to know the competitors and behind the scenes.

Breathtaking Mike Johnson photography captures the drama of the event, including a few moments crews may want to forget, and is the book's biggest asset.

Rules and Regulations

A reader wants to know why so many forms of racing have rules and restrictions which make it so difficult to build a half decent engine on a reasonable budget. He cites the example of a series which insists on standard cylinder head castings, valves and springs, but gives free reign to camshafts and followers on Pinto engines.

The result is that those with the money can afford to have a large number of heads flow tested and pick the best standard casting. They fit new valve springs every time the car goes out and dyno test dozens of cams to find the best one for a standard head casting, with stock compression ratio, something most cam companies can't tell you since they only make cams for modified heads, not half-modified engines, the question is: 'why?'

The answer is probably buried in good intentions. Organisers make up rules with the general idea of making racing both fair and affordable. If it wasn't, then they wouldn't have anyone racing in their series. The trouble starts when you get some competitors actually trying hard to win – and prepared to spend money in order to gain an edge.

If someone is prepared to spend, there is always going to be an advantage to be had; it's impossible to legislate against. Often as not, the rules which are designed to limit expense simply result in even more money having to be spent in order to gain an advantage. So long as we want to compete against each other this is always going to be the case.

Remember enjoy your sport, be fair, be competitive – be safe.

continued from page 11

charge was £378); secondary & subsequent use £287 (the old charge was £279).

Any event cancelled within ten weeks of its intended date will forfeit the amount of £2,000 for an international rally, or £1,000 for any other rally.

MSA gains no financial benefit whatsoever from the use of Forestry Commission roads by rallies. MSA simply administers the charges on behalf of the Commission and passes those charges directly to registered clubs.

QUIZ ANSWERS

1. Spanish GP, Jarama 1974
2. Jim Hall and Hap Sharp mid 1960's
3. Castrol
4. Steyr Puch 650 driven by Sobeislaw Zasada

2001

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Dates for stuff that is happening over the next few weeks/months with the club.

Scalextric League:

1st Round: 1st May 2001

2nd Round 3rd July 2001

3rd Round 4th Sept 2001

4th Round 6th Nov 2001

All to be held at Gildersome.

Ghost Walk in York. 8.00 pm start Costs to be Confirmed. Tuesday 24th April 2001

Go-Karting 24th June. More details to follow

Boat Trip in York to comprise of a one hour cruise to the Ship Inn at Acaster Malbis, a meal for one hour and a cruise back for an hour. Will be an earlier start, probably 7.30pm. Costs approx £10.

Will take place on Tuesday 24th July 2001.

Simon Taylor
Social Committee

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 re-
cepted 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 bilstien mag shockers gravel rating with main and helper
spring ready to bolt on. £250

1 front quaipe 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 quaipe
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+

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AUDI A4 1.8 20Valve Sport Road Car

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

G reg 2.0l DOHC Sierra Sapphire

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Barry

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07771650599

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 []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []

Organising Club:

Trackrod

[]

Other

Type of Claim:

Driver

[]

Navigator

[]

Marshal

[]

Service Crew

[]

Organiser :

state position

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.

APRIL

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa.
- 17 Royal Oak, Wetherby
- 24 Ghost walk in York, Later at Admiral Hawke, Boston Spa

MAY

- 1 Conservative Club, Gildersome
- 8 Admiral Hawke, Boston Spa.
- 15 Royal Oak, Wetherby
- 22 Woodside pub, Horsforth
- 29 Admiral Hawke, Boston Spa.

WOTS ON

Nothing

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