

# TRACKROD

MOTOR CLUB LIMITED



No points for the driver, but which event is it and what year? A clue is that its taken by a small triangle near 5 Lane Ends, Alwoodley

## MAY 2001

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

## Editorial

I cant think of anything to write this month. Everyone seems to be in deep depression through the lack of motor sport unless you can get a trip to Barbados of course. There are offers to rally in Belgium and they look quite attractive but when you've added all the costs including van, trailer, ferry fees, overnight stops etc, it starts to get expensive (for the likes of me anyway) I couldn't just get up in the morning and drive to the venue, my tyres wouldn't last and I couldn't fit all my spares in the boot. I think that its about time the MSA relaxed the permit situation for single venues at least as the sport of Kings is being rammed down our faces on TV every day. And we all know where they train and mix. A funny old thing that Irish horses were allowed to cross the water to race but not allowed back into their country! And you cant bring that "look at how much money would be lost if horse racing didn't occur" because look at how much money is being lost to our sport. Entry fees, rent, sundries, etc. and add that up over a typical British weekends sport!

As a reminder if you wish to air your views or publish adverts or stories then please have them to me by the Thursday before the 1st Tuesday in the month. Thank you.

Graham Steggle

### CHAIRMAN'S CHAT MAY 2001

I thought I had better put pen to paper (or nowadays keyboard to screen I guess) since Graham left my "Chairman's Chat" blank last month - I didn't really have much to say last month, and after reading what follows you may still think the same.....

Anyway - hopefully, the Foot and Mouth epidemic is getting nearer to being "under control" and, if you recollect, according to the Government it always has been. Heaven help us if ever we have something "out of control"! Daily incidences are getting less each day and the latest computer prediction is that by June 7<sup>th</sup> we should see it down to zero (when IS the General election this year? June 7<sup>th</sup> seems to be forecast but I assume that is a co-incidence).

So, if the problem is now down to zero new cases before early June - when can we restart rallying? Well if you know the answer to that you are streets ahead of everyone else, including the MAFF, Government, Forest Enterprise, National Parks, National Farmers Union, and my Auntie Mabel (who never though we should be rallying in the first place!).

Seemingly it will all depend on the “state” of the area concerned at the time - was it an “Infected Area” in which case I have heard 4 months delay. Was it an “Area at Risk”, then maybe 2 months, or “Potential Risk (i.e. everywhere else) in which case we may just may be lucky enough to have a waiting period of 42 days. Bear in mind these are just my thoughts but if that is the case we could be looking at late July or early August as the earliest date, and some areas, notably Wales and Cumbria, will be lucky to restart in October.

As I write this I am told that the Isle of Man has cancelled the TT Races which must demonstrate how seriously they view the situation. If disinfection procedures work I would have thought that the Isle of Man would have been in an ideal position to control entry points and ensure “safe” entry. I hope the Isle of Mull is not going to follow their lead although I trust it will all be resolved by October. I know that no-one involved would wish to take any risk of transmitting the disease to Mull.

As with all disasters there is some good - race meetings have been better supported, Kart meetings are going ahead where possible and I know several competitors who are looking at events in Europe and further afield. We can still indulge ourselves in Autotests (on urban sites).

Planning for the Rally Yorkshire (29/30<sup>th</sup> September) is full steam ahead and hopefully soon we will be able to publish a revised calendar for the re-scheduled events.

Happy “whateveritisyouaredoing”

Rod Parkin  
Chairman



Friday 22nd June 2001

7.30 for 8.00pm



at Jarvis International Hotel, York

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All proceeds donated to Tees Rescue

# Wheels Quiz 1



1 What make and model of car is this?



2 What car is this?



3 He was twice World Rally Champion. Who is he?

- 4 The 'works' Minis were disqualified from the 1966 Monte Carlo rally after 'winning' the rally. Who drove the Minis which should have been placed first and second?
- 5 The first Jack Brabham-built single-seater race car carried another identity. What was it?
- 6 Who won the first World Championship GP race for Team Lotus?
- 7 Name four makes of car manufactured by The Rootes Group in the 1950s and 1960s?
- 8 What was the type designation of the very first post-war MG?
- 9 In 1988, the then RAC Motor Sports Association moved into its new headquarters at Motor Sports House, Colnbrook. What was its previous address?

- 10 What or where is the Boyndic circuit?
- 11 In which rallying homologation Group did cars like the Metro 6R4, the Peugeot 205 T16, the Lancia Delta S4 and the Ford RS200 compete?
- 12 In what year was Donald Campbell's last attempt on the World Water Speed record on Coniston Water, when Bluebird crashed?
- 13 In what make of car did Michael Schumacher win his first F1 race?
- 14 What car make did Colin McRae drive to win his first World Rally Championship?
- 15 For how many years was the Mini in production?
- 16 Who was the founder of the Tyrrell F1 team?
- 17 Which make of car has won the most World Championship rallies?
- 18 Before the Ford Focus WRC, which was the last British car to win a World Rally Championship event?
- 19 In what year did Stirling Moss and Tony Brookes win the British Grand Prix at Aintree?
- 20 David Richards now controls Prodrive. As a co-driver, with whom did he win the World Rally Championship?
- 21 On a Williams F1 car – such as the FW021 – what do the initials 'FW' stand for?
- 22 Before Damon Hill, who was the last British driver to win the F1 World Drivers' Championship?
- 23 What was Ford-UK's first front-wheel-drive production car?
- 24 Which company now owns the Alfa-Romeo business?
- 25 Which was the very first British motorway to open?
- 26 It was once possible to use a regular air ferry to take cars from the UK into Europe. True or false?
- 27 After Roger Clark, who was the next British driver to win a World Championship rally?
- 28 Michael Schumacher won the World F1 Championship in 2000, his third win. In which year did he win it for the second time?
- 29 What is the southernmost motorway in the UK?
- 30 What is an A 3 3?
- 31 Only one make of car figured in the first season of World Championship F1 racing, and this year's. Which make?
- 32 Which is the oldest/longest-established MSA Hillclimb course in the UK?
- 33 Which British racing circuit started its life as a grass track, with races being run anti-clockwise?
- 34 David Llewellyn won many rallies in Vauxhalls, but which make of car did he use to win the British Open Rally Championship?
- 35 What make/model of car was the first four-wheel-drive machine to win a World Championship rally?
- 36 At the moment, what is the maximum time that an F1 race can occupy?
- 37 Which motoring event in the UK currently attracts the largest entry?
- 38 A gas turbine engine car has never raced in F1. True or false?
- 39 All modern F1 cars are compelled to use V10 engines. True or false?
- 40 In which city is the headquarters of the FIA, the international governing body of motor sport?
- 41 What was the very first UK forestry stage to be used on an RAC rally?
- 42 What sort of motor sport facility is at Gurston Down?
- 43 When Murray Walker is not commentating at a Grand Prix, who is his stand-in?
- 44 An F1 race has been held on a street circuit in Detroit, USA. True or false?
- 45 What type of cars compete in NASCAR races?
- 46 Dingle Dell is a corner on which British race circuit?
- 47 In which post-1945 year was the first modern intercontinental 'Marathon' rally held?
- 48 Who is the only driver to have won the Monte Carlo rally, the Nurburgring 1000km race, and to score points in F1 motor racing?
- 49 Why did the Tyrrell P34 look different from all other 1970s-style F1 cars?
- 50 The engine of the modern Ferrari 550 Maranello is located behind the driver. True or false?

If you don't want to spoil your quiz then turn the  
page now.  
(Sorry about the pictures)

1 Mitsubishi L200 V1 Tommi Makinen Edition; 2 Swallow Dorelli (1954); 3 Walter Kohrt; 4 Timo Makinen and Raimo Aaltonen; 5 MRD; 6 Innes Ireland (1961); 7 Hillman, Humber, Singer, Sun-beam; 8 TC; 9 31 Belgrove Square, SW1X; 10 Kart circuit, Banff, Scotland; 11 Group B; 12 1967; 13 Benetton-Ford; 14 Subaru Impreza; 15 31 years (1959-2000); 16 Ken Tyrrell; 17 Lancia (74 events); 18 Ford Escort WRC (1997); 19 1957; 20 Ari Vatanen; 21 Frank Williams; 22 Nigel Mansell (1992); 23 Fiesta (1976); 24 Fiat; 25 M6 Preston by pass late 1958; 26 True (1950s to 1970s); 27 Colin McRea (1993 New Zealand); 28 1995 (Benetton-Renault); 29 M5 South of Isxeter; 30 MSA Tribunal enquiry; 31 Ferrari; 32 Shelsey Walsh; 33 Brands Hatch; 34 Toyota Celica GT4; 35 Audi Quattro (Sweden 1981); 36 2 hours (which is when the chequered flag is hung out); 37 The MSA classic run (once Norwich Union, once AXA); 38 False (the Lotus 56B raced in 1971); 39 True; 40 Geneva; 41 Keilder (1961); 42 A Hillclimb; 43 James Allen; 44 True - several times in the 1980s; 45 'Silhouette Saloons in the USA; 46 Brands Hatch; 47 1968 (London-Sydney); 48 Vic Efford; 49 It had 4 front wheels (1976); 50 False (it is a front engine car).

Quiz Answers

## THEN ALONG CAME BILL

**A**lthough not unnaturally it got rather ignored because of concern over Foot and Mouth, the Countryside and Rights of Way Act which came into force earlier this year could have quite an impact on some branches of our sport; it could even affect the racing brigade if it interferes with the synchronised jogging or whatever it is they do nowadays to keep fit.

Two main areas of the Bill need concern us. First is Countryside Access, in other words *where* we can go and *when*. Before the reality of the Right to Roam comes into play, various countryside agencies will have to draw up maps which will go through draft and provisional stages before becoming carved in stone, all of which could take up to five years (perhaps less in National Parks) but it could then affect us because two areas of Access Land (where people can go) may be linked by the creation of new footpaths. So? So what if the new footpaths run across land used by motorsport...?

With the hiking boot on the other foot, in exercising the Right to Roam you won't be able to do anything which "intimidates, obstructs or disrupts a lawful activity on the land or adjoining land" – if someone does offend then the landowner or his agent can turf them off as a trespasser.

Obviously it will be beneficial for event organisers to be appointed as 'agents' in order to have this power in case, for instance, someone insists on leading a crocodile of campers through a trial.

That's all complicated enough but the second area of concern, Rights of Way, is even worse and the new Act doesn't exactly clarify ROW legislation. Incidentally, one thing you have to learn in this area is acronyms – I'm sure you've guessed that ROW means Right of Way. But try this, and I quote: "RUPPS will by a future SI become Restricted Byways (not open to motors) probably in 2026 (so we've got a week or two to prepare) when the cut off will come into effect preventing the claiming of new ROW." Glossary: RUPPS = Roads Used as Public Paths; SI = Statutory Instrument.

What I think all that means is that to protect ourselves we need to claim all useful RUPPS as BOATS (Byways Open to All Traffic!) before any further statutes are made because they are likely to try to streamline the process and this may well make it more difficult to prove vehicular rights. Speak now or...

The sections dealing with the deadline are highly complex (now there's a surprise) and even mean all mediaeval routes within towns must be recorded; that will make some Ecurie Cod Fillet

members nostalgic because they've been staggering over many of them for years.

Shortly after trying to digest the new Bill, I was at a Federation of British Historic Vehicle Clubs conference and was struck by the attention that has to be given to monitoring legislation to see that things don't slip through (perhaps for innocent reasons) that could cause havoc with classic motoring.

Well, we need the same vigilance over any legislation covering access to the countryside, to protect our freedom to use the stuff and to do so unimpeded.

It's worth all the effort. After all, nothing can compare with lying back in the countryside... gazing up at the millions of stars... wondering what it all means...

And then realising that it means someone has nicked your tent.  
*Stuart Turner*



### COD FILLET QUIZ

1. *When and where was the most recent GP win by a Belgian?*
2. *What engine powered the Morgan Type F Super 3 wheeler?*
3. *Which racing driver was known as "Il Pirata (the Pirate)?"*
4. *In 1952 which coachbuilder bodied the Continental Bentley (the fastest 4 seater in the world)?*

ANSWERS ON PAGE iv

# MSA news

## Foot & Mouth Disease

Because F & M appears to be expanding only within previously-infected areas (as at 10 April, no new areas had been declared for two weeks), MSA has implemented a cautious resumption of some motor sport events.

The Government has classified the country into three designations: 'Infected Areas' (IA), 'At Risk Areas' (ARA) and 'Potentially at Risk Areas' (PRA). A PRA is an area which remains free from outbreak.

MSA Permits were being considered only for events taking place wholly within permanent venues (races, hillclimbs, sprints, rallycross, single-venue rallies, etc). Such events are approved only with the written consent of the landowner and after taking advice from the Ministry of Agriculture, Fisheries & Food (MAFF). Any measures requested by MAFF or the landowner must be adhered to.

Subject to the same conditions, permits may now be issued for autotests on sealed surfaces on urban sites, and for marshals' training days at permanent venues or on urban sites, even if these fall within an IA.

In any ARA, at places where there is no livestock, MSA may additionally permit concours d'elegance, gymkhanas and static displays. Touring assemblies and veteran runs may be allowed to use B class or higher roads.

## IMPORTANT

Because the situation over F & M is changing rapidly, if in doubt clubs should check with MSA.

In any PRA, on non-agricultural sites, MSA may additionally permit trials (sporting, production, off road and tyro), winch/team recoveries, promotional events, orienteering, point-to-point events, off-road gymkhanas and competitive safaris. Touring assemblies and veteran runs may be allowed to use any sealed highway.

A framework has also been created to process the many special stage rallies expected to seek dates during the latter part of the year, having been postponed due to F & M.

The MSA Rally Championship Steering Group has agreed principles for all re-scheduled events. The Group includes representatives from every national UK rally championship, plus the Society of Motor Manufacturers & Traders and the Regional Committee (representing the 16 Regional Associations).

It was unanimously agreed that no MSA-approved rally championship will be extended into 2002. Any event unable to run before 31 December cannot be part of a 2001 championship.

Any event running on its original date will have priority over a postponed event, irrespective of status. The organiser of the postponed event is required to negotiate with the existing event to ensure that both rallies can run without any shortage of rescue units, doctors, timekeepers, marshals, etc.

## REGIONAL COMMITTEE

Chairman Bill Troughear opened the meeting by expressing concerns over Foot & Mouth. The meeting unanimously endorsed the actions taken by MSA in restricting our sport to protect the farming community.

There was feedback on a document from London Counties Association regarding licensing of officials.

After a full and frank discussion on Mrs Ann Wood's Regional Development project, communications were identified for attention. Fixed publication dates for Motorsports Now! and extension of the content and circulation of Wheels were mooted; these and other proposals were submitted to the Motor Sports Council.

An MSA Motor Sport Trust was established, with a 'watchdog' function; Nicky Moffitt, Barry Guess, Gerry Blythe and John White were nominated as Trustees, with the Chairman taking up the fifth available place.

Financial support for Inter-Association events was announced as part of the MSA Championship Development Fund, and Steve Smith of Northern Association was appointed co-ordinator for these events.

Items submitted by individual associations included discussion on the role of the Rally Liaison Officer; provision of explanations for regulation changes; and the extension of some Clubsport Permits to enable the invitation of six clubs.

Questions from delegates were taken on specialist committee minutes; an update of the MFU report from David Kersey was tabled; and Paul Gladstone (Technical Executive) explained recent changes in tyre regulations.

The next Regional Committee meeting is scheduled for 6 June 2001.



## LONG DISTANCE RALLIES

- Following the London to Sydney in 1968, then the London to Mexico in 1970, ... the second World Cup was in 1974 and became the first rally to cross the Sahara ... the era ended with the London to Sydney of 1977; with 30,000 miles it remains the highest mileage of any rally ever.
- The longest stage ever organised may well be claimed by the 1st World Cup, although they were never officially called stages, as nobody could close a road ... for 550 miles!
- Britain's most successful long-distance driver is probably Andrew Cowan, boss of Mitsubishi Ralliart - he won the '68 London to Sydney in a Hillman Hunter, underlying the importance of utter reliability and won the second London to Sydney for Mercedes - on both London to Sydneys the man he had to beat was Paddy Hopkirk, second both times.
- There are plans to revive the World Cup Rally, for 1.4 modern hatchbacks, with strictly limited tuning, what old hands will recognise as "Group One Saloons, set to drive to southern Morocco with a London start, returning to the Earls Court Motor Show in October, supported by the *Daily Telegraph*, Saturday Motoring Section, and the S.M.M.T.
- The MSA are providing the permit, and former Lombard RAC Rally route co-ordinator Dave Whittock is Clerk of the Course. No competition licences are required as it is a Clubman's Permit rally.
- More details can be obtained from the World Cup Rally Office, 01235 851292, fax 851292.

## AUTOSCENE



REVIEWS FROM



**FESTIVAL OF SPEED, from Goodwood Collection, £14.95, tel: 01730 814814.**

If you missed last year's outstanding Festival or would like a memorable souvenir of the weekend, this excellent production is a must.

The production thankfully avoids endless shots of the hillclimb runs, but instead focuses on interviews and diverse paddock highlights.

Doug Nye is a natural in front of the camera, providing a wealth of insight about the assembled racing greats, soap box competitors and artist Gordon Crosby.

He, and Speedvision presenter Alain de Cadenet, make an entertaining duo: some of the others look wooden in comparison. Watching them enthuse about a highly original Bugatti or Edwardian racing heroes is a treat.

**BOND TO BE WILD**

*007 Racing* is the latest game from Electronic Arts, available for the PlayStation from all good computer game retailers, with an rrp of £29.99. The game gives you an opportunity to relive some of the best Bond chases in his legendary cars, including the Aston Martin DB5 and Lotus Esprit.

Scenes involving Pierce Brosnan's modern BMWs tend to be adverts for the manufacturer, but it's good fun if not the most realistic of driving games. The cars boast 'all the usual refinements' from Q's boffins, and a multiplayer

option allows you to settle any scores with your mates in a behind-the-wheel shootout.

**CAN-AM RACING CARS 1966-1974, Brooklands Books, ISBN 1 855 20544 0, £14.95.**

A collection of reprints of period articles from *Road & Track*, *Car & Driver* and *Autosport*, this is necessary reading for CanAm fans not fortunate enough to have an infinite collection of back issues. Heavy on the technical elements of these charismatic 'knife-fight rules' big-bangers, the mood is lightened by some excellent driver profiles and coverage of some of the lesser-known efforts from the likes of Caldwell, PAM and McKee. Good value and highly recommended.

**FINISH GRAND PRIX, various authors, Usercom Finland Oy, from specialist bookshops, £25, ISBN 952 91 2892 4.**

Golden memories of Finland's national sport: this details the history - in the drivers' own words - of the Rally of the 1000 Lakes, from Arvo Karlsson's '51 victory (in an Austin Atlantic!), to Marcus Grönholm's win in a Peugeot 206 WRC. It's fascinating to see how rallying has changed - in the first year's regularity run there were just two special stages, just 0.1 per cent of the total distance, compared with 23, 24 per cent of the distance, now. The text is anecdotal, but the joy is in the amazing old yumping pictures - complete with Tatraplan - only slightly spoiled by encroaching messy type.

# MARSHALS POST

by the BMMC |

WE'VE all seen them out on events. A pair of trainers, sopping wet jeans, thin nylon waterproofs and hair plastered to their heads. Hypothermia just waiting to happen.

When you go marshalling, warm clothing – and plenty of it – good waterproofs and stout boots are even more essential.

Although you don't need any special clothing, its worth taking a bit more thought than usual about what you wear.

Starting from the skin outwards, try to wear natural fibres – cottons and wools. Its a precaution in case you get involved in fighting a fire. Man made fibres like nylon can melt in the heat, stick to your skin and cause nasty burns.

Wear plenty of layers – thick shirts and trousers, several jumpers and one or more pairs of thick socks. You can always take a layer off.

Take a hat. We lose a high proportion of body heat through our heads and in summer a light hat will protect you from sun stroke.

Cover your arms and legs – even when its hot – you can't fight fires in T-shirts and shorts. Overalls protect your clothes and give additional protection against fire. You don't have to invest in a set of the orange, fire retardant, Proban treated overalls which are often worn by marshals, but they are worth considering if you get the marshalling bug.

Marshals wear orange because it doesn't clash with any of the flags used in motorsport – including some rallies – and because the colour lets you be seen.

Thick gloves are essential and need to fit loosely enough so that you can flick them off if fuel gets on them and catches fire. It's worth carrying a second pair of waterproof gloves as damp gloves will scald your hands if you grab something hot.

Stout boots – hiking or work boots – are also essential. Its quicker and safer to kick debris off a track. Never wear trainers. They give you no protection and they are not water or fuel proof.

You should always take waterproof tops and trousers with you. Avoid thin nylon at all costs. Rubberised cloth and the more expensive fire resistant waterproofs are the best option.

## QUIZ ANSWERS

1. Thierry Boutsen, 1990  
Hungarian, Williams Renault
2. Ford 1172cc
3. Felice Bonetto
4. H J Mulliner, costing £6,928

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

## Development corner

It seems to me that the biggest failing of the old Pug 205 is the rear suspension! Only a sniff of a lump in the ground has the rear end lifted and yawing all over the place but this isn't the worst of it because it is also unpredictable in that you can't anticipate which way or how bad its going to be. Therefore it can catch you out very easily with sometimes disastrous results. Watch any rally video and see how many 205's spin!

The problem as I see it is a few things, being wear, the torsion bar setup and the inclined rear dampers.

Wear can occur and not be noticed in the rear trailing arm bearings. These are two caged needle roller bearings in the rear beam on each side. They are a pig to remove and fit unless Peugeot special tools are obtained as one of them is 18" inside the beam. Also the trailing arm bearing surfaces can rot which doesn't help. The trailing arms are £250 ish each and involves the whole assembly being stripped to remove. A little mod can be used to help stop this wear by drilling and tapping a hole in the beam between the bearings and a grease nipple inserted both sides. Now all that is needed is a few lbs of grease pumped in now and again to keep it all free. Not an ideal way to keep things in order but relatively cheap.

The next thing is the torsion bars. I have thought of uprating them to larger diameter thereby increasing the spring rate but I believe that this will only compound the matter by giving the rear dampers more work to do. Which leads me into the rear dampers and because they are inclined it is never going to be ideal and I have heard that the units fade quite quickly because of this. A quick fix for this is to use tarmac rear bilstiens even in the forest as the damping rate should be higher.

G.Steggles

## FOR SALE/WANTED.

### **SUBARU LEGACY TURBO**

**1994 "L" REG**

- Full main dealer service history
- 12 months MOT
- 197 bhp and still going strong
- Done more stages than some rally cars!
- 186,000 miles
- Go ahead - make me an offer!!

Ring Rod Parkin on 07850 783 555

### 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](mailto: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

### Cosy Bits.

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

### Wanted

Secure storage for Mk1 Escort rally car and spares package. Leeds area preferable but willing to travel locally.

Tel: Malcolm Jackson 07831 673 168

# 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 [ ] PCT [ ]

Other [ ] Road Rally [ ]

Type of Claim:

Stage Rally M/V [ ]

Driver [ ] Stage Rally S/V [ ]

Navigator [ ] Treasure Hunt [ ]

Marshal [ ] 12-Car [ ]

Service Crew [ ] Other - state type [ ]

Organiser : state position [ ]

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.**

### MAY

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

### JUNE

- 5 Conservative Club, Gildersome
- 12 Admiral Hawke, Boston Spa
- 19 Royal Oak, Wetherby
- 26 Admiral Hawke, Boston Spa.

### **Sunday 24th June Karting.**

£115 per teams of ideally between 4-6 people but can be more or less. 12-3 pm at F1 Karting Monks Cross York. There is Scalextric, a bar and other stuff to do. Social needs £10 per person as a deposit. Speak to Social committee for details and deposits. Social may open this up to inter club championship so get supporting your club!

# Your 2001 Committee

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Answer to front page caption: I think its Colman tyres road rally in 1982/83?