



OK, Driver, year and location? A clue is Tony Pond
didn't make it after this stage!

JULY 2001

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

At last, Motorsport! I hope all you that compete have kept your budgets intact cos rallying is coming with a vengeance. I've got a rally every 2 weeks and could have more if I could afford it. Hope my car doesn't break!

Graham Steggles Ed.

CHAIRMAN'S CHAT JULY 2001

Well - where do I start? Certainly not with a review of rallies in the UK!!

Apologies if anyone missed my scribbles last month (which I doubt!) but as Graham said I have been away a lot getting involved in Historic motorsport in Europe. If anyone is vaguely interested I shall be pleased to bore them at length at any club night.....!

However it does show that motorsport is thriving elsewhere, including Barbados and I am sure Andrew will tell you all about that as well, if you ask.

As for the UK - well Foot & Mouth has certainly not gone away - nor is "under control" but with the election out of the way we may see a return to more honest reporting. The cancellation of the Humberside event was a blow since much negotiation, time and effort had gone into agreeing a July date due to the exceptional circumstances. It is a tribute to the principal agencies (Forestry and National Parks in the main) that we got as far as we did.

Sadly the outbreak of F & M near Westerdale was seen as being "too close to home" and the inevitable followed. Be assured that the Forestry Commission are still extremely supportive of Rallies and at a recent meeting they acknowledged that "recreational" activities (clearly including rallies) was of more importance from an economic view than the sale of timber. On a more positive note the Dukeries ran last weekend and I understand that the Scottish Rally is confident of running.

As I write this I genuinely do not know what the situation will be at the end of September for the Rally Yorkshire. We are reviewing the situation as you would expect and will have to announce something by mid/late July.

Anybody know of a second-hand crystal ball shop locally??

Have fun - and remember we still have the Bar-b-que Hill Climb and the Lookout Single Venue - get your entries in early!!!!

Rod Parkin
Chairman

STOP PRESS STOP PRESS STOP PRESS

RALLY YORKSHIRE.

"It is with regret that I have to tell you that the Rally Yorkshire has been **cancelled** this year due to further recent outbreaks of Foot and Mouth disease in the North Yorks Moors area.

A full press release will be issued and should appear in the Motoring and local press on Wednesday 4th July.

This decision has been taken at this time due to the recent infections on the borders of rally route and the need to assist competitors and organisers to re-plan holidays and to make alternative arrangements for motorsport.

End of September 2002 is the date to look forward to!!"

Rod Parkin. Chairman TMC.

Karting Day 24/6/01

6 teams of 3 turned up to attempt to win the endurance type event at F1 Racing Monks Cross York. The session was 2 hours long and after this it all came down to the last laps to split the first two teams.

Position	Team Captains. (sorry I didn't get all the names)	Distance down	Fastest lap of day (secs)
1	John Renny		17.61
2	Mathew Inneson	14.68 seconds	17.50
3	Graham Steggles	3 Laps	17.47
4	Simon Taylor	7 Laps	17.58
5	Barry Dove	14 Laps	17.60
6	Derek Lee	16 Laps	17.81

The first 2 teams with Mathew and John were bumper to bumper until right at the end Mathew was taken out by a mobile chicane. (joke, Ed.) Both Mathew and Michael got going again but John had passed into first position and that's how they went over the line.

A very enjoyable and exciting day albeit knackered. There is talk of running a yearly championship. For those who are interested talk to the Social committee.

June Jesters Autotest 3rd June 2001

Due to a suitable venue not being available for this years event the autotest was not advertised. The Bingley car park was secured with just a week to go before the event. I heard about it on the Friday before the event and decided it would be a good shake down for the Pug before the Dukeries.

The event was well attended with it being a round of the ANCC autotest championship. Simon Taylor and I were there to support the club and, seeing the competition, decided to make it between him and I.

The Pug had too much rear grip and even though the tyre pressures were well up at 38psi just wouldn't come round on the hand brake. Simon was having similar difficulties. Gear selection from 1st to reverse and vica versa was also a nightmare. Pulling on the hand-brake at one stage had me out of my seat and across the gap to the passenger seat! Which was interesting driving from the left and desperately trying to get back to the right. On one test I finished with hardly any brake pedal to find that the hydraulic handbrake mechanism had bent from the cylinder and deposited brake fluid all over the inside of the car! Luckily Chris Leeming had a spare rod as mine was bent at 90 degrees and the pedal came back after fitting it. On we went with me holding Simon off even though we had similar problems of too much grip when we least needed it.

Then on the 10th test I was in a 360 round a cone and a knocking occurred from the front N/S with a violent pull left. I just drove out knowing the feeling of a popped driveshaft. Game over for me. Simon continued to finish the event and I jumped at the chance of helping by becoming a flag person to start the tandem tests. Very exciting as I was positioned 1/2 way up the course next to the action between the tests.

The sun shone, there was the smell of burning rubber, brakes and fuel and all was right with the world. Until I had to be towed home by Simon on a 6 foot piece of tow rope!

That evening I made a driveshaft up from 2 and fitted it knowing that at some time I will definitely have to change to a 1.9 GTI shaft, hub, disc arrangement for strength. It's the first event the car has not completed but didn't feel that bad about it.

G.Steggles

MARSHALS REQUIRED

BBQ HILLCLIMB

SATURDAY 24TH AUGUST 2001

SUNDAY 25TH AUGUST 2001

HAREWOOD HILL

HAREWOOD AVENUE

SIGNING ON OPENS AT 7.45AM

FREE GIFT FOR TRACKSIDE MARSHALS

ATTENDING BOTH DAYS

SEE SIMON MARSTON AT CLUB NIGHT

OR RING ON 07889 152580

For information only.

There are double cameras mounted to the tops of poles on the A1/M1 link road. These are digital speed cameras that process the information and send details and photo down the telephone line at the speed of light directly to DVLC. (then DVLC lose it?ha ha Ed.)

They are reportedly not live yet.... Be careful.

Simon Marston.

(you shouldn't be speeding anyway. If you feel the need then enter some competition! Ed.)

Motoring Offences.

There is a rumour going about that if you receive motoring tickets and points on your licence then you can get off them by following these rules.

If you get a speeding ticket or go through a red light or anything and you are going to get points on your licence then use this method. When you get your fine, send in the cheque to pay for it, but if the fine is £60 then make it out for £61 or a small amount over the fine amount.

The system will have to send you back a cheque for the difference. Do not cash the cheque! Throw it away. The theory being that points are not credited to your licence until all financial transactions are completed. The system is happy though because the amount due is satisfied so it will not badger you for the money.

This information has been supplied by a computer firm who sets up the standard database used by each county's computer system. I don't know if it works. Lets face it though we all should be driving in a manner on the roads that will not put any of us in such a situation.

23/6/01 Dukeries Stages. Car 96 G. Steggles/E. Bain

By eck. We drove down to Mansfield in the rally car then back to Leeds on the Friday night for scrutineering and then up at 6.00 to drive down again on the Saturday! On the plus side the car is averaging 45 to the gallon at 70 mph!!

Jim and Michelle Plevy was chasing for us and Malcolm Jagger/ Steve Lancaster servicing. The sun was shining and all was right with the world. We changed from my road tyres to brand new forest rubber and headed out to stage 1. Into the first corner sideways,

opposite lock and wondering why there was no grip. Held it together though. Not a bad stage except I've got to keep it in over blind brows. Second stage was rough, very rough. I can't say enough about how rough it was. We came out with an ominous knock from the front end. Driveshaft I thought. Taking it easier through the other stages it seemed to go off so when in Blooms Gorse I nailed it again. The car was flying, literally. Down the hill into a 90 left short straight and 90 left again uphill with crests and we hit the first one flat which had the rear of the car more airborne than the front and the front must have been 3 foot off the track. I thought to myself "don't let off, don't let off!" so I didn't and we hit the next the rear was all over the place. I still kept it in and the car survived but the knock was back. At service we found the bottom ball joint loose, the wheel bearing loose the strut top loose the screen had cracked the brand new kevlar tank guard was severely scuffed and holed in two places and the car needed a wash.

On the second half of the rally we went for a finish but I was now getting to grips with the car in the forests.

There was one stage that we were taken to through a severely pot holed lane and as we travelled along it went eerily quiet. Looking around I got the feeling we were in a graveyard. Over the tops of some banking you could make out rusting old shells in flat plains of dried mud. There were no birds singing and we passed a burnt out pram rusting on the side of the track. It opened out and in front of us was a sight to rival the best scrap yard with loads of burnt out cars littering the landscape! I counted about 14 that I could see. I nearly got out to see if my cosy was there. We passed under a bridge and suddenly the countryside sprang into action again with birds singing and shrubs and trees..... Oh yes the rally. Well we finished and afterwards we decided that we had enjoyed it although by the time we had gone through the stages were beyond belief. 51 cars retired that's 1/3 of the entry. We came in 88th and 13th in class which isn't bad for a mediocre car and crew. The fact is we finished again through all odds (all of them bad) and had a good day out in the sunshine and dust. Just got to rebuild the car before the next 1 in 2 weeks time (Armstrong Massey). Thanks go to my service team of Malcolm Jagger and Steve Lancaster and chase team of Jim and Michelle Plevy.

G.Steggles/E.Bain

NOMINATION FORM

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

Signed _____

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

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on 7th August 2001 :-
Derek Lee
26 Spencer Road
Guisley
Leeds
LS20 9LG

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TRAWL TIME

Anyone seeking sponsorship for 2002 is likely to find the scene a shade confusing because foot-and-mouth as well as foot-in-mouth (or 'the election' as it was otherwise known) have made this an unusual year and have caused changes to quite a few marketing budgets. But one thing hasn't changed: if you want a trawl for support to be successful, you've got to plan as carefully as ever.

Start by being ruthlessly realistic. Consider *what* you are trying to get sponsorship for and then ask yourself why on earth anyone should support you. Because you need the money or because it would be a jolly nice thing for someone to do? Sorry – not strong enough reasons.

Because you have something worthwhile to offer in a two-way business deal? Now you're getting warmer. Approach sponsorship with the realisation that you must give something of value in return – media exposure or whatever – and you stand a chance.

Set out your proposal clearly (avoiding offputting jargon of course) and then get someone in business to play Devil's Advocate and challenge your package; if you can't stand a bout of friendly fire, you won't get far with more searching questioning from potential sponsors.

Be realistic in whom you

approach – multinationals are unlikely to be interested in a purely local programme (unless maybe their head office is based in the area) and when trawling, remember that strings are meant to be pulled so tug at any you have to try to fix meetings at which to present your case. Keep to the point at such sessions, don't waffle, and be prepared for searching questions, such as 'Why should we support motorsport when we see from TV and various Rich Lists that it's awash with money? (Did you see how this argument was used against football in the debate over a national stadium?). Sadly, you may need to overcome confusion between 'our' branch of the sport and the 'cruises' that infest seafronts and trading estates in some areas; to stress our legitimacy, make the point that our sport behaved impeccably during foot-and-mouth.

I once nearly lost a deal with a lot of noughts on the cheque because at the last minute the company wondered if being linked with rallying would backfire if a sponsored car crashed. I managed to reassure them that it wouldn't rebound on them. Let's face it, if you are sponsored by "Arkwrights Pills which Fettle the Flagging Libido" (I find their jumbo economy packs particularly good value) and put the car off, people are unlikely to blame the sponsor.

But it's a concern for which you should have an answer ready.

Success rates for sponsorship pitches seem to vary from one 'win' in every ten, to one in a hundred or worse – nobody said it would be easy; the moral being not to give up. If you do strike lucky then make sure things are put in writing because if key marketing people leave, newcomers may want to take a company in a different direction. And vow to *work* at sponsorship links. Sponsors often complain that they get sidelined once their cheques have gone through – not the way to keep people for a second year.

A final thought – don't neglect sponsorship support in kind whether it be printing help or whatever. If you took dotcom shares in lieu of cash a year or so ago, you could always staple them together to use as notepads.

Stuart Turner



COD FILLET QUIZ

1. In which year did the two 'Peters' win at Le Mans?
2. Where in the UK were Renaults built?
3. Who is recognised as being responsible for the creation of the MGA?
4. Who won his first GP at the 1973 French GP at Paul Ricard?

ANSWERS ON PAGE 14

Road rallying resumes as Foot & Mouth improves

Road rallies and classic trials are being allowed to resume in areas free of Foot & Mouth disease.

The relaxation, agreed by the Motor Sports Council, means that every form of motor sport may be permitted from 14 July, although events in infected areas remain subject to severe restrictions.

Council's main concern was biological safety. Events using public highways typically pass near or through farms and use unsurfaced roads, while controls are often in farms or gateways. Road rallies are also required to undertake PR work which, in the case of personal visits to livestock farms, presents a risk.

Council agreed that unsurfaced roads passing through pasture grazed by cattle, sheep or pigs since February must not be used; no Right of Way which remains closed to the public may be used; controls must not be sited in farmyards or entrances to fields which have had livestock present since February.

Due to a significant risk of Foot & Mouth being transmitted through animal slurry, roads past farms where animal slurry is present on the highway must be avoided.

Pre-event public relations, which normally involves personal visits, can be undertaken by letter or telephone to farms which have livestock.

Full details of the MSA's Foot & Mouth regulations will be sent to every registered motor club and can also be found on the governing body's website at www.msauk.org.

NEW BOSS FOR IMS

Andrew Coe is the new Chief Executive of IMS, the subsidiary responsible for MSA event organisation, marketing and overseas consultancies.

Andrew joins from the International Tennis Federation (the tennis equivalent of the FIA), where his duties included merchandising international events like the Davis Cup, the Fed Cup and the Olympic tennis tournament.

Born and educated in West Yorkshire, Andrew (age 41) has also written and contributed to several books about sport.

'Fit to be Kart' finalists

MSA, the Association of Racing Kart Schools and the Sports Injury & Human Performance Centre at Lillleshall have announced the finalists in their 'Fit to be Kart Champion' scheme to develop the careers of aspiring young kart drivers.

The following were successful: James Beacroft (Kent); Darren Burke (Kent); Rory Chamberlain (Lancs); Paul Di Resta (W Lothian); Martin Ellingham (Beds); Nathaniel Freke (Worcs); Rodolfo Gonzalez (Norfolk); Luke Johnson (Lincs); George Lovell (Dorset); Mathew Nicoll-Jones (Worcs); Mark Sargent (Somerset); Jordan Wise (Essex); Adam Wright (Warwickshire); Christopher Wright (Oxon). A reserve place has been offered to Alexander Wilkinson (S Yorks).

Aimed at 14 to 17 year olds, the programme starts at Lillleshall in August. It combines sports fitness and training, diet, nutrition, sports science, mental focus and preparation for competition and includes a session for parents or guardians of successful finalists, led by an experienced sports psychologist.

REGIONAL COMMITTEE

The second meeting of the year included details of the latest Club Development Fund awards.

Ian Davis briefed members about the Countryside Act and its far-reaching implications for all motor sport. A workshop on this subject is planned for the September meeting, to look at ways of lobbying and promoting the case for motor sport through regions and clubs.

Proposals for changes to helmet and seatbelt regulations were discussed, as were fire extinguishers (it was agreed that manufacturers should make efficient extinguishers more readily available in appropriate sizes for motor sport).

The chief executive, Colin Hilton, updated the committee on matters such as Foot & Mouth, the MSA website, the British Rally Championship, the FIA's road vehicle safety foundation, and the revised Motorsports Now! with its increased emphasis on club level activities.

Information about the schools arrangements for new stage rally drivers, and proposed changes to stage championship registrations were accepted by the committee.

Details of inter-association events were given (for more information, contact your local association representative) and it was noted that Steve Smith of ANCC is co-ordinating these events.

The meeting concluded by discussing the issue of regulations and entry forms via e-mail and websites. It was agreed that MSA should encourage the use of new technology, but without disadvantaging those who do not have it.

The meeting was followed by an afternoon workshop featuring business plans and club development, hosted by representatives from North Devon MC, winners of the Alexander Forbes MSA 2000 Club of the Year.



REVIEWS FROM



M-SPORT

- Previously trading as Malcolm Wilson Motorsport since 1979, the company became M-Sport in 1998, running cars for the Ford Martini World Rally Team.
- Designs, builds and tests Ford Focus WRCs entered on all 14 rounds of the World Rally Championship.
- Employs 125 full time staff at its Dovenby Hall headquarters in Cockermouth, Cumbria which is equipped with a 5,575 sq mtr state of the art workshop with 26 car assembly bays.
- It takes 6,207 personnel days to support all tests, recces and rallies with the minimum number of personnel required.
- 65 team members travel to each event to support a three car entry.
- 2,266 components make up a gravel specification Ford Focus RS WRC. Of these, 128 are sourced from the road car but only 58 are completely unmodified.
- It takes 1,464 individual man hours to assemble a Ford Focus RS WRC from previously assembled parts.
- There were 5,960 competitive kms in the 2000 championship. Ford Martini team driver Carlos Sainz completed 5,483 kms (92% of that distance) more than any other driver that year.
- 1,900 tyres were used in the 2000 season by officially nominated drivers Carlos Sainz and Colin McRae on 14 rounds.
- The Rally Focus has a high-ratio steering rack requiring just 1.5 turns of the wheel lock-to-lock compared with 2.9 turns for the road car.
- For more information visit the website www.m-sport.co.uk

SO THIS IS YORKSHIRE. Details from Janet Kitching, 11 Parkfield Menstron, Ilkley LS29 6LP. Tel: 01943 872343. £9.99.

A few copies of "So this is Yorkshire" are still available from the Ilkley and District Motor Club's. With scores of glorious photographs this 152 page softback takes a nostalgic look at 2 and 4 wheel motorsport in Yorkshire from 1910 to 1939. Highly recommended.

BEYOND THE LIMIT by Professor Sid Watkins, published by Macmillan, 25 Eccleston Place, London SW1 W9NF. Tel: (020) 78818174.

This the second book by F1's official doctor Professor Sid Watkins and it is fair to say it is an evolution of his first book *Life at the Limit*, which was triggered by the death of Ayrton Senna.

With no driver fatalities in F1 since that day, *Beyond the Limit* is a little more light hearted as a consequence.

It's an easy book to read and before Watkins gets to the meat, which is a detailed account of the major incidents in the 2000 GP season, he gives short précis of the seasons starting from 1996 and ending at 1999.

Beyond the Limit is a fascinating account of Watkins' involvement at GPs.

His anecdotes are littered with humour and shows us that one of the most respected men in F1 is also one of the funniest.

Watkins outlines the sequence of events in some major crashes and the book also gives details of the safety standards in Grand

Prix racing from 1963-1999. The statistics are very interesting and shows how the ever improving medical standards have kept up with the increasing speed of the cars. However, the tables may need a little patience. I mean, how do you explain to your bored loved one what "Hyge test is? Quite.

THE GREAT ENCYCLOPEDIA OF FORMULA 1: 1950-2000. 51 Years of Formula 1. Pierre Ménard, Constable & Robinson, £75. ISBN 1 84119 259 7.

It's massive, missus: just lifting this hefty two-volume set is enough to induce a hernia. This really is an extraordinarily comprehensive effort, giving a blow-by-blow account of all the players to have competed in world championship grand prix since 1950.

The author's diligent research shines through, with year-by-year accounts of the major teams' histories including several pages on each season plus racing results. Ménard isn't afraid to tell you how it is - his summary of Loris Kessel's attempts to qualify his self-financed Apollon (essentially a rehashed Williams FW04) for the '77 Italian GP being typical: 'It might have been better not to have attempted it.'

The images, too, are largely excellent with many unseen shots by Bernard Cahier and Jean-François Gáleron among others, with just the odd incorrect caption.

The only other reservation is the scant histories of the smaller equipes - Amon, Onyx-Moneytron, Merzario *et al* - though they are all included.

MARSHALS POST

by the BMMC

RALLIES arguably present some of the biggest risks for competitors.

Let's keep things in proportion. Serious accidents causing major injuries are few and far between.

But when it all goes pear shaped on a rally, it may happen miles from anywhere and anyone.

Whether you are a spectator or a marshal, when you come across an incident, there's always a tendency to get stuck in. It's a tendency we all need to curb – particularly if the car has landed on its side or roof! And, while we were talking about cars on their side or roof – never EVER shove the car over, letting it drop back on its wheels. You could be

consigning the competitors inside to a wheelchair – or worse! We've said before that the first priority is *your* safety. Protect the scene by sending someone back down the stage to warn other competitors. That also buys you time to think and to take control.

Why me, you ask? Well, you've already elected yourself by sending someone to warn competitors. Don't be afraid to let someone more experienced take over, but if you just let things happen, the chance are they will go wrong.

The first priority is fire. Fighting fire effectively is a subject we will deal with later in these columns. Suffice it to say, if there is a fire you need to get it out as quickly as possible AND you need to isolate the cars electrically to stop fuel being pumped into a hot engine.

Before you do anything more, try to find out how the

competitors are.

Approach from the front, get down to the same level – eye to eye, if possible – and talk to them.

One of the biggest risks in heavy motorsports accidents is spinal injury.

When you speak to someone they turn their head towards the sound and that sort of movement could make a spinal injury worst.

Talk to them, even if they appear to be unconscious. Hearing is the last sense you lose so be careful what you and others say about the casualty and their condition.

QUIZ ANSWERS

1. 1951 Peter Whitehead and Peter Walker – Jaguar C type
2. Acton 1927–1961 (except war years)
3. Syd Enever
4. Ronnie Peterson

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www.safety-devices.co.uk

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

Scottish Correspondent June 2001

Well we have had some Motorsport! But not a lot! Just one day so far. With business busy, and the lack of the 'normal events' then I have been selective. But this is what we have done:-

UK Rally Challenge

2nd June 2001

What an excellent day at Knockhill – and a long one as well! After 'volunteering' us to run a sector we were allocated the rallycross track and part of the circuit near Clark. This is the 1st time that the RSAC had run a single venue event here, and it was in conjunction with AMTV, so lots of cameras everywhere. The team, Richard Webster, John & Margaret Smallwood, Simon & Caroline Marston plus Steve Lancaster all arrived on the Friday evening, and a Chinese was had by all (oh, and a few beers!!!)

Saturday a.m., up at 06:00 – including Erin & Ewan who were very excited!, and off to the circuit to arrive by 07:00. Sign on, sort out our bit of stage and then get the breakfast going! Stage 1 started more or less on time. This was approx. 2 & ½ times around the circuit and the outer service road. Stage 2 the same, then minor changes for 3&4. There was approx. an hour break for lunch plus reversing the stage (it also allowed the frying pan to get used again!!!) Then a busy afternoon.

On the circuit at Clark the camber was the wrong way, so cars started to go off, an Impreza, followed by a MKII Escort and then a Ka rolled. We had to stop the stage a couple of times to recover the cars in these dangerous locations.

All this time club members (yes there were two entered!) Tommy & Steven Morris running their 6R4 were steadily climbing from 10th O/A to be in 4th on SS8 – when fate struck. A broken drive shaft, and just at our location. Upset? YES! But that is rallying! All the day Erin & Ewan had been cheering them on (plus the rest of us as well!) So, immediately Ewan asked 'Daddy, can I go and try on Tommy's helmet?' 'Not just now son, once the rally is over'. Then the same question again every 5 minutes!!!!

SS8 was completed for approx. 18:00, then it was clear our section, then all back to my house. It was then noticed that everyone had got sun burnt – except the kids who had put sun cream on. But that did not matter once a few beers had been had. Susanne had laid on a wonderful BBQ for us all, so with Tommy and Isabel there as well we solved all the day's issues – now what was the solution to them?

The event has now been on TV, but as I write this (at Heathrow just for a change!) I have not seen what I have recorded from the TV, but if it is any good I am sure I will bore you all with it next time we meet up!

Thank you to everyone who helped, it was much appreciated. Plus special thanks to Margaret, who had the 'challenges' with 'the kids' whilst I was busy at times.

Next year? I hope there will be another event the same, and then maybe more can attend this excellent location (I hope the weather is as good to us!)

Scottish Rally

15th & 16th September 2001

Postponed – to 15th September. Watch this space for more details, all help will be needed if we are still to run Ae, a 20mile stage, and only 2 weeks prior to the Trackrod!!! I have been looking around for accommodation, and in fact the Tunnies, Turnbills & Stanhopes 'tested out' the caravan site this last weekend 9th June (when the Scottish should have run). An excellent weekend, lots of motor racing – well OK with RC cars! Plus, found out that the Ae stage is approx. 30minutes away.

So, who is available on the 15th Sept.? Outline agenda is, set-up stage Friday (if you are available), run stage twice during Saturday, BBQ on the Saturday night – and company produce on tap! Relax on the Sunday (or go spectating if you wish). Please call or eMail to let me know, so that Caroline can sort out the beds (thanks in advance Caroline!!)

Tour of Mull

12th – 14th October 2001

Still ON at the present. 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, with no Motorsport the rest of the year everyone will want to be going there!!!

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! (eMail - Peter.stanhope@udv.com)

Safe motoring, and see you all on the Lookout.

Peter Stanhope



UK Rally Challenge
Knockhill 2 June 01

After the announcement that the Scottish Rally was to be postponed, Peter Stanhope asked if I was interested in helping with this single venue rally, having not been out on any events this year (due to F & M) my answer was YES.

Travelled up with Simon & Caroline Marston on the Friday evening to meet at Peter's joining John & Margaret Smallwood and Richard Webster who had also travelled North.

Saturday was an early start, Signing On at 7am so up at 6ish?? for the half hours run to Knockhill. The weather at Peters was blue sky and not too cold but as we arrived at Knockhill the wind had picked up and it stayed with us *ALL* day (this might have something to do with the fact that the circuit is built on top of the hills over looking the river Forth, excellent scenery.) making it rather cold but sunny.

A quick look at the stage plans saw 8 stages planned, 4 clockwise & 4 anticlockwise using the circuit, perimeter tracks and the rally cross track in the middle of the circuit with approx 5 miles per stage. Full entry of 90 with Irelands Kenny McKinstry at 1 in a Impreza WRC with Brian Lyle at 2, unfortunately Brian cancelled due to his car not been ready in time. The entry was a good mix of cars, a hand full of Impreza's, Escort cossies, a couple of Evo VI, two 6R4's one of which is a neighbour of Peters and a TMC member seeded 41 Tom Morris. Ford Puma's and Ka's, the event being a round of their championships, six Army Land Rovers plus the obligatory Mk I and II escorts, Nova's & 205's (a good event for you Graham!!)

Simon, Caroline and myself were placed at "Clark" in the middle between the circuit and the perimeter track, Peter said that we expect more problems on the perimeter track and that the circuit would look after itself, he couldn't have been more wrong! Peter, John, Margaret & Richard looked after the split off the circuit onto the Rally cross track. Stages 1-4 were run clockwise which is the correct direction for the circuit; the perimeter track was tight & twisty and rough! So speeds were fairly low, the circuit however was far more exciting. The stages were interposed so when car 1 had finished stage 1 they were straight back in for stage 2 mixing it with cars seeded in the 20's, this made for some very exciting rallying. They passed us three times each stage, twice on the circuit, we had a good view of most of the circuit and with so many cars out at any one time we didn't know which way to look, neither did the cameras as the event was to be broadcast on TV (just in Scotland).

Clark bend is an uphill blind over crest 90 right after a fairly long straight so very quick approach. Most competitors were cutting over the curb onto the grass and then running wide into the kitty litter and grass on the exit. This was throwing a lot of soil, stones etc. onto the circuit which would prove interesting in the afternoon. This was good entertaining fun watching which lines they would take and the results, the commitment of the drivers was clear to see, however nobody came to grief. After stage 4, dinner time, Kenny McKinstry was leading. Tom Morris was up in the top ten and going well. There was a fair number of punctures as most of the crews were running cut slicks or inters, one crew in a Daihatsu Avanzato seem to be going just as quick with a FNS puncture!! (a note for John McNichol).

Stages 5 to 8 – run anticlockwise, this is when the proper fun started!! First car, Kenny flying towards us at well over 100mph, set the car up to take Clark bend (which is now totally blind 90 left with the road falling away to the right) hit all the soil etc which put him into a very quick 360 spin off into the gravel just clipping the tyre wall, like all good drivers he engaged first gear before the dust had settled, and was gone!! This is a *quick* car. The only damage a tank guard catching the ground, his second lap round a few minutes later was noticeably slower!! It wasn't long before another crew decided to visit the kitty litter; they also managed to get themselves out and continued. Again most crews were cutting the corner and in doing so a few were lifting onto two wheels because of the high curb and the road dropping away to the right. Then a Impreza beached itself in the gravel and was going no where, as we considered this to be in rather dangerous spot we requested the stage stopped so it could be recovered, after a light shower of rain and five further crew nearly hitting it, the stage was stopped and the car was removed.

Shortly after we had restarted a Mk II escorts steering broke right in front of us and sent him into the kitty litter, fortunately in a safer place than the Impreza so he stayed until the end of the stage. At Peter's location another escort decided to take out a gate and when they had got him going his steering broke just before he got to us. Even the Army lads were enjoying themselves getting the Land Rovers sideways, onto three wheels and going off, not bad for diesels!

The spin Kenny McKinstry had cost him over 30 seconds and the lead of the event but on the final two stages the crew who had taken over first place parked their Impreza in the tyres at the hairpin and were out. Tom Morris was now up to fifth but unfortunately the gearbox broke on the seventh stage and put them out, shame seeded 41 and was on for a top five finish.

As we were trying to have a quiet five minutes one of the Ford Ka's attacked the corner, slide off and rolled heavily over the gravel ending up on its roof. The crew were OK just shaken but the car now needs reshelling, it even bent the cage. I thought it was the driver's side that got most of it, i.e. off side front corner but no, it was left hand drive so the Navigator got it again!!

Not sure about the results but I believe Kenny McKinstry won, maybe Peter could fill us in?

The day was finished off nicely with the now traditional BBQ at Peter's. I would like to thank Peter for the invite and hospitality. It was well worth the trip to what was a thoroughly enjoyable and entertaining days motor sport, all the competitors on the limit all day and some going over it quiet a few times!!!

Stephen Lancaster.

FOR SALE/WANTED.

Ford Sierra XR4x4

2.9 V6 1988 Flint Metallic Grey 97K miles. Very solid good car, tidy with RS alloys and body kit. 11 months MOT.

£995 o.n.o.

Contact Richard Ineson 01132679329 (H)

07759817482 (M)

Peugeot 205 bits.

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

G.Steggles. 01132893641

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 evi-
dence (results)

Event Name

Event Date

Event Type:

Autotest ☐

Economy Run ☐

Hillclimb ☐

Organising Club:

Trackrod

☐ PCT ☐

Other

Road Rally ☐

Stage Rally M/V ☐

Type of Claim:

Stage Rally S/V ☐

Driver

☐ Treasure Hunt ☐

Navigator

☐ 12-Car ☐

Marshal

☐ Other -

Service Crew

☐ 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:

The Annual General Meeting will be held at Gildersome on the 7th August 2001. Nomination forms are in this and the next publication.

JULY

- 3 Conservative Club, Gildersome: Scalextric Round 2.
- 10 Admiral Hawke, Boston Spa
- 17 Royal Oak, Wetherby
- 24 Woodside Pub, Horsforth.
- 31 Admiral Hawke, Boston Spa.

AUGUST

- 7 Conservative Club, Gildersome A G M
- 14 Admiral Hawke, Boston Spa
- 21 Royal Oak, Wetherby
- 28 Admiral Hawke, Boston Spa.

Wots on.

- 1st July, Binbrook, DeLacy MC
- 8th July, Armstrong Massey *single* venue, (Leckonfield)
- 21st July, Opposite Lock Rally, Manby
- 12th August, Adrian Barker SV, Binbrook
- 19th August, Lookout rally SV, Melbourne.

Your 2001 Committee

Chairman/Assoc. Rep

Rod Parkin
15 Holly Drive
Tinshill Lane
LS16 6EF
0113 2262422 (h)
07850 783555 (m)
rod.parkin@virgin.net

Treasurer

Michelle Plevy
24 Kirkfield Avenue
Thorner
LS14 3EL
0113 2892127 (h)
07889 583584 (m)
michelle.plevy@talk21.com

Secretary

Derek Lee
26 Spencer Road
Guiseley
LS20 9LG
01943 875231 (h)
dereklee.lee@virgin.net

Social Committee

Simon Taylor
07973 914965 (m)
Simontaylor
@powerpromotions.
freeseve.co.uk

Katy Lee
26 Spencer Road
Guiseley
LS20 9LG
01943 875231 (h)
dereklee.lee@virgin.net

Michael Kemp
8 Redhall Garth
Leeds
0113 2329160 (h)
mkemp@inmyworld.
freeseve.co.uk

Competitions Secretary

Jim Plevy
24 Kirkfield Avenue
Thorner
LS14 3EL
0113 2892127 (h)
07779 582588 (m)
jim.plevy@virgin.net

PR Officer

Andrew Apperley
The Gate House
Church Road
Altofts
WF6 2NJ
01924 892579 (h)
0836 544037 (m)
Apperley@tinyworld.co.uk

Member/Merchandise Rep

Simon Marston
20 Berkeley Avenue
Harehills
LS8 3RH
0113 2481323 (h)
07889 152580 (m)
simon.marston@virginnet.
co.uk

Editor

Graham Steggles
1 St John's Court
Thorner
LS14 3AX
0113 2893641
g.steggles@virgin.net

Trophy Points

Barry Dove
5 Kenilworth Gardens
Gildersome
LS27 7EW
0113 2536985 (h)

Chief Marshal

Arthur Heaton
29 Kings Meadow Mews
Wetherby
LS22 7FT
01937 588287 (h)
07808 579018 (m)

Equipment Officer

Tom Watson
01405 860758 (h)
0589 769641 (m)
Tw@silkoleneoil.com

Andrew Varley
91 Moseley Wood Gardens
LS16 7JD
0402 564314 (m)

Answer to front page caption: Roger Clark, 1984 & Knowsley Safari Park