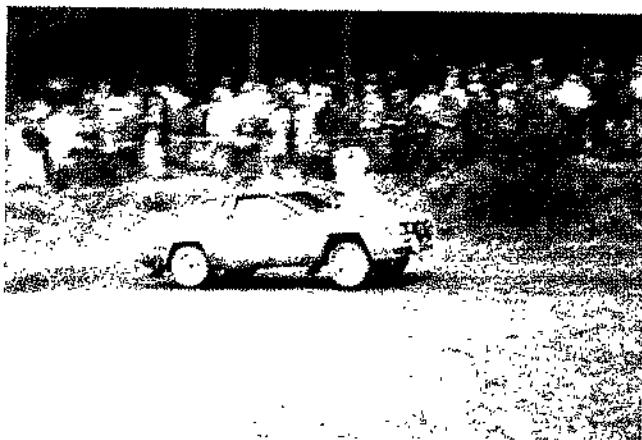


TRACKROD

MOTOR CLUB LIMITED



Driver, car, year and location? Clue? Its Japanese
driving in a place where wood was stored.

August 2001

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

Editorial

There's a bit more occurring on the sporting scene now so get out your points forms and fill 'em in. If you do some sort of sport either competing or organising how about throwing a write up together and sending it to me for publication? You never know it may just help someone to contribute to the sport or even start doing something. Don't forget the mag goes to press on the last Thursday in the month so send them to me in time or they'll go in the next one.

Graham Steggles Ed.

ANCC News

Trackrod members are blitzing the championship at the moment with drivers G.Steggles lying 2nd and J.Neale 4th O/A and navigators, E.Bain in 1st, J.McNichol 3rd and A.Heaton 7th O/A.

In Class 1 J.Neale and J.McNichol are 1st. Class 3 has G.Steggles 2nd driver and E.Bain 1st navigator and Class 4 has A.Heaton 3rd navigator. S.Sanderson is just bubbling out of the top 10 at 11 after just 1 event in class 3.

Well done and good luck everyone.

Chairmans' Chat?

Foot and mouth still has its grip on certain motor sport events and has caused major havoc this year. It was with great regret that Rally Yorkshire was pulled from the calendar but the Lookout is still running on the 9th September at Melbourne.

PP The Ed.

Scalextric evening Gildersome 3/7/01

A different track layout with similar cars saw a contest hot-ting up at Gildersome. 10 entries are chasing the No 1 slot and its getting close at the top. I wonder if there's enough trophies?

Position	Name	Time (secs)	Points
1	Simon Taylor	17.33	20
2	Richard Ineson	17.55	19
3	Graham Steggles	17.93	18
4	Derek Lee	18.17	17
5	Rob Buchan	18.33	16
6	Steve Hitchcock	18.53	15
7	Liz Kemp	18.86	14
8	Barry Dove	19.25	13
9	Emma Bain	19.48	12
10	Mark Brier	19.65	11

This has left the overall positions standing at;

Position	Name	Points
1=	Rob Buchan	36
	Graham Steggles	36
	Richard Ineson	36
4	Simon Taylor	35
5	Steve Hitchcock	34
6	Barry Dove	29
7	Derek Lee	28
8	Emma Bain	26
9	Liz Kemp	14
10	A Lee	13
11	John Renny	12
12	Mark Brier	11
13	Tom Stoker	10

MARSHALS REQUIRED

BBQ HILLCLIMB

SATURDAY 25TH AUGUST 2001

SUNDAY 26TH 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

International Rally Driving.

Andrew Apperley went to Barbados with Richard Padgett to drive in the event and beat the then current lack of events in Britain due to foot and mouth.

They seem to have had a fair amount of coverage making the local press but the real story was relayed to me over a pint at club night. The secret to rallying in Barbados according to Andrew is to have a drink, a large drink, followed by another, etc. This secret was passed on by the local law enforcement officer who said, "if you are worried about driving in Barbados then drink de rum man!" Andrew admits to losing weight from fluid loss and having to replace it with 10 litres of fluid a day! (RUM?)

This fact was born out by the local drivers around where they were staying. If you study the picture that was provided by Andrew you can see that when you park your car across the Main Street it draws a crowd and the rum starts flowing.

At the end of the day he's got off his bum and competed on an event that must have been a great experience and warm!

Andrew may feel he's got a rum deal off this article but I think its an accurate rendition of what I was told. Which was, "write what you want and get me a drink!"

G.Steggles Ed.

Are these rum bottles?

"Its OK
you
stopped
in time
for that
rum cork
on the
floor!"



I have just been contemplating the weather for the weekend and been worried if its going to rain or not. Then I realised that it doesn't matter cos I've got road tyres for if there's standing water, intermediates for if its damp and moulded slicks for if its dry. Great! I can now rush around like an idiot trying to outguess the Great British summer weather like every one else on the day!

I've upgraded the rear torsion bars by 1mm diameter and swapped to tarmac front billies with Peugeot Sport tarmac springs, fitted 1.9 shafts, hubs, calipers and discs.

I borrowed a 1.6 Astra van, hired a 16' trailer and set off on Sunday after scrutineering on Saturday. The weather looked like it would hold only being damp and overcast. I fitted my inters and set out on stage 1. It went OK but I seemed to find less grip than had been reported to me. In places it was extremely slick. Stage 2 was a repeat of 1 and I took a bit of time out of it.

Stage 3 saw us meet an Escort cossie at the split. Being too nice according to my service crew, I allowed it into the 45 degree complex only to find I was stuffed in his boot and he wouldn't move! I know I should remain calm in these situations but a cossie should have gone? Finger on the horn and still he was in the way with a couple of corners being a bit dodgy cos the Pug nearly made his boot a lot shorter. Frustration at not being able to get past meant that I was being a little heavy with the throttle and coming out of a 90 left reduced me to an engine on tickover and a throttle pedal pinned to the floor. I knew at once the cable had gone so I stopped to see if it had just jumped off the spindle. It hadn't and it had snapped at the pedal end! Coming out of stage with hazards going and on tickover in 5th is a little disconcerting and with the fact that I had no spare with me could have meant that it was all over! Was this going to be the first that we didn't finish? We took a maximum which put us 6 minutes down and not much chance of being up there now. No. Service crew at the ready, due to Emma and Simon Marsden who was marshalling phoning them, they set to work clamping the broken end between two washers through the hole in the end of the pedal and out for 4. We knew that our chances were blown but we were determined to finish. And claw back as many places as we could.

The inters were getting very hot and sliding all over the place so for stage 5 we fitted the moulded slicks. These were instantly better and although still sliding it hung in there controllably. When the inters were stacked up they remained nearly as warm as the barby that was on the go for an incredible amount of time. I was enjoying the event now and pressure seemed to be off as I knew we could finish but not in the place we were expecting.

There were a few places that were interesting enough to play to the "spectators". I say spectators loosely cos technically there were none. Coming out of a 90 right into a 45 left between a hut and a bank into a 45 right saw the pug drifting all over the place and reaching a fast speed through the gap which I made every time we did it through skill and judgement. (Ha, Yeh right. Ed.) I even had time to smile for the videos now and again, until on one fast 90 right I waved to Phil Andrews at a high rate of knots to look back and see the front end wiping out a load of cones and off track by a few metres. I don't know why but we both found that incredibly funny and couldn't stop laughing for the next 3 corners! The last 2 stages saw us meeting up with some sort of Mitsi that was slow through the bends but we didn't have the pace on the straights to pass it. I bottled into a tightening 90 right 3 corners before the split and when coming in my service crew again told me I'm too nice and to just forget about the car and go for it. I don't know what the etiquette is for these situations on track but on the last stage I went for it and turned in as if the car wasn't there. I was to the left of it and had at least 3/4 of a car in front for the tightening right hander. Does this mean I have the line? It doesn't matter really cos I came out the other side in front. Having just watched Coulthard do a similar manoeuvre on tv has answered my question. Well if its good enough for F1?!

So another finish with help from Jim and Michelle Plevey, Jan and Malcolm Jagger and Steve Lancaster as service, thankyou. We ended up 70 th and 24th in class. This has dropped me to 2nd in class, 5th in Multi venue and 4th O/A and Emma is the same for navigating except she's 1st in class in the ANCC. Without the maximum we could have been 47th ish and 14th in class but that's like saying if I could drive better we would have won! Next one at Manby another place I cant say I've been so it could be interesting and I will be going for it!

G.Steggles/E.Bain

F351 PLL Development Corner Graham Steggles

I've fitted uprated torsion bars and lowered the rear expecting my new tarmac billies and springs to be lower. Wrong, the new stuff was standard ride height even though the platforms are adjustable. The front drive shafts, hubs and brakes are now 1.9 so shafts shouldn't be much of a problem anymore. After the Armstrong I found the rear to be breaking away all over the place but significantly more so on fast bends and on approach to tight ones. I took Emma testing at Rally Drive near Gainsboro. Not a bad day and only £45! The test track was 1.2 miles and reasonable quality. The back end still has a mind of its own but so long as you commit it follows the front. I had a word with one of the instructors there who raced a 206 and he said that if I raised the rear it would improve. So as soon as I got home the rear went back to standard height. Howard Patterson owns the school and has a loose track as well although it was booked at the time I went. We drove down and wasted a couple of front tyres. We had lots of laps and it was well worth it. If you've got £45 to spare have a go it's a chance to set up and shake down your car.

The home made alloy sump guard has fared better than the kevlar rear tank guard as it has developed frilly bits and holes in only 45 stage miles! (Dukeries) I was under the impression that kevlar was strong! I don't know what would have happened if I'd fitted a kevlar sump guard as well?

Next event is the Opposite Lock at Manby. We'll see how it fairs there as I've been told that it should suit the Pug.

Amazing
what can be
done with a
computer
isn't it?



TRUE TO FORM

Our sport sometimes suffers in comparison with others because of its complexity. This particularly applies where production based-cars are concerned and sooner rather than later it brings us to the homologation form, which is the technical 'birth certificate' of a car used in motorsport.

So what does the homologation process involve? Well, above all, it involves the FIA because only it issues Sporting Homologation forms (although lots of ASN's like the MSA have log book systems for lower level competition). And then it involves the large volume manufacturers because only manufacturers accredited to supply VIN plates to production vehicles are allowed to homologate cars.

The rules change over the years - which can sometimes lead to confusion - but the principal remains the same: manufacturers start by filling in detailed forms which ask over 230 questions and call for some 26 photographs or diagrams to be produced. Much creativity has been applied to these forms over the years - at one stage it was possible to list things for 'export markets' and someone once got away with homologating an item for use in an imaginary country! And it has been known - so I'm told - for camshafts to be

photographed in very creative ways.

The forms then have to pass an FIA Technical and Homologation working group followed by a site visit by FIA technical staff, the ASN and another manufacturer - 'poachers and gamekeepers' springs to mind ... The manufacturers also have to send in fairly hefty fees.

People are quick to hurl rocks if a manufacturer makes a mistake over homologation but it's a complicated process, made worse by the fact that the forms are often drawn up while only prototypes are available - the forms have to be produced up to three months before you want clearance to compete. But if you consider that even draft workshop manuals are often full of errors and it's not uncommon for several different widths to be quoted in company literature as a car nears production and, well, it's not surprising that mistakes are made.

There is of course a big difference between mistakes and outright cheating. It perhaps indicates how cynical sport can get that cheating is sometimes seen as bending the rules and getting caught whereas a genius bends the rules and isn't caught.

Modern cars are complex - there was never any trouble when Dellow's, driven by gentlemen, featured strongly in

the sport - and, being realistic, the regs are not written by people who have been at the sharp end of winning, so there are often plenty of bones for the lawyers to gnaw over after teams have bent the rules.

Nevertheless, the system works reasonably well, not least because manufacturers watch each other closely and tend to self-police. When the occasional problem arises, it's tempting to ask 'why bother?' Why not have a free for all? Well one answer is that it would mean that the company throwing the most money at the problem would invariably win. That may be fine as a credo for F1 but for events using production based cars it would totally disenfranchise the privateer. And though, as with marshals, privateers often get forgotten, the sport would be a great deal poorer without them.

Stuart Turner



COD FILLET QUIZ

1. Who used to drop the tricolour at the start of the French Grand Prix?
2. Name the Sicilian who won the Targa Florio 3 times.
3. Name two Ulstermen to win the Monte Carlo rally.
4. Old rally co-drivers will know the name of the OS 7th series map 140.

ANSWERS ON PAGE 14

Schools for novice stage rally drivers

Novice special stage rally drivers will be obliged to buy a 'starter pack' and attend a rally school, before applying for an MSA competition licence.

New regulations, ratified by the Motor Sports Council, will apply to any first-time applicant for a 2002 licence for stage rally driving.

The changes do not affect the current holder of any MSA licence valid for stage rallies.

A new Stage Rally Driver competition licence will be introduced next year. Both the licence and the mandatory 'starter pack' (similar to those supplied for many years to novice drivers in car and kart racing) goes on sale from 3 December this year.

Each applicant will be obliged to pass an assessment by the British Association of Rally Schools (BARS) before applying for the new MSA licence.

BARS currently boasts ten rally schools, and 'travelling schools' will visit parts of the UK where no school currently exists and where a clear demand exists for the new MSA course.

Licence upgrades eased

Special arrangements for the upgrading of rally licences for the remainder of 2001 have been approved by the Motor Sports Council, to take account of the reduction in available events because of Foot & Mouth disease.

To upgrade from a Non Race National B to a Rally National A or a Rally International Historic licence will require proof of

finishing two special stage rallies. One of those events can be replaced with evidence of satisfactory attendance at a BARS rally school. (The normal upgrade process requires four rallies).

To upgrade from a Rally National A to a Rally International licence will require proof of finishing one special stage rally. That event can be replaced with evidence of satisfactory attendance at a BARS rally school, providing this dispensation has not been used for earlier upgrading as above.

These dispensations apply to both drivers and co-drivers. They apply only until 31 December 2001.

Dunlop rally tyres

Competitors on UK special stage rallies can continue using Dunlop factory-cut 'slick' tyres until 1 October 2001, an extension of three months to the current waiver, because industrial action has delayed the introduction by Dunlop Tyres Ltd of acceptable moulded tyres.

Competitors are reminded that they may not make any alteration to the factory-cut tread patterns.

All other makes of slick and cut slick racing tyres have been banned since 31 December 2000.

British Rally Championship

With only two rounds surviving, the MSA has cancelled this year's British Rally Championship.

The MSA stated that the championship would continue if at least three of the original seven rounds could run. With five events now lost to Foot & Mouth, only the Kumbho Tyres Scottish Rally (15/16 September) and the Jim Clark Memorial Rally (7-9 December) currently plan to go ahead.

MSA Chief Executive Colin

Hilton said: "Our energy and attention will now be devoted to delivering a fresh and vibrant Championship in 2002."

This is the first time the British Rally Championship has been cancelled since its inception in 1958.

New kart control board

British karting is set for a major boost with the creation of a new structure next January, bringing together all areas of the sport.

A new Kart Control Board, the result of a year of talks between top bodies within the sport, will guide this fast developing sector of motor sport and commercial leisure activity.

The control board starts with four main objectives:

- 1 To provide a controlling and advisory body for all UK circuit karting, both indoors and outdoors.
- 2 To upgrade safety & liaise with Government bodies and insurers.
- 3 To bring together the sport and provide a suitable infrastructure for commercial and sporting growth.
- 4 To help promote karting at every level and to indicate a natural ladder of success through to Formula 1.

One key aim is to bring together indoor and outdoor karting and commercial and sporting operations for the benefit of all concerned in building up the sport.

Outline plans include a new starter licence to cover current unlicensed racing. This will be linked to the ARKS scheme, offering a fast-track way to a full MSA kart race licence.

Coupled with this will be special MSA promoter permits for circuits and commercial race organisers,

BRITISH HILL CLIMB CHAMPIONSHIPS

- Championship started in 1947 following meeting in 1946 at The Royal Automobile Club, Pall Mall and was known as RAC British Hill Climb Championship.
- In the first year there were five rounds of the Championship at Bo'ness, Bouley Bay, Craigantler, Prescott and Shelsley Walsh. Four of these venues are still used today.
- In the early years competitors had to nominate in advance which events they wished to score points in, as not all could count.
- Championship has gradually increased in size over the years and now incorporates sixteen events.
- For the first ten years points were scored from the times achieved in the class runs.
- In 1957, due to competitors running in changing weather conditions, a top ten run-off was introduced at the end of the event. Each competitor had two runs, the best to count. Reserves were brought in if anyone was unable to start.
- This system was retained until 1984 when the run-off was increased to twelve cars, with no reserves. Only the fastest ten still scored points.
- In 1999 the system was changed again to give two separate run-offs at each event at the end of each set of class runs. Both are one run only and both count for Championship points.
- Since the Championship started there have been 25 champions.
- Tony Marsh has won it the most times with six wins and he is still competing today.

AUTOSCENE



REVIEWS FROM



THE FERGUSON TRACTOR STORY, by Stuart Gibbard, £19.95 plus £1.50 p&p, from Old Pond Publishing, 104 Valley Road, Ipswich IP1 4PA, www.oldpond.com ISBN 1 903 366 089.

No farm is complete without one of these stripped-back beauties sitting up to its axles in grass.

Over a decade from 1946, half a million TE 20s were sold, the secret of its success being the hydraulic depth control, manoeuvrability and light weight.

This passionate book gets under the skin of the man behind it all, Harry Ferguson: also famous for the pioneering Fergus Formula four-wheel-drive and anti-lock brakes as well as the fabulous P99 racing car.

You don't have to be an extractor fan to enjoy this.

TOURING CAR WORLD 2001, Fabio Ravaioli, published by Wheeled Cat International for Eygocar Trading Ltd, International House, 31 Church Road, Hendon, London NW4 4E3.

This latest edition of TCW by respected Italian journalist Fabio Ravaioli is as indispensable for tin-top fans as the previous six annuals.

It must be a superhuman feat to put TCW together. Between the covers Ravaioli has lovingly collated the grid positions and results of every touring car race from the 2000 season.

Ravaioli's introduction to the book is both entertaining and informative, and pulls no punches when discussing the future of touring cars (and the reason why he doesn't include the DTM series).

Other features include a technical profile of the different makes of Super Touring and Production cars used in the various championships, ported biographies of active drivers, plus details of tracks around the globe.

Admittedly it is not the kind of book you can sit down and read from cover to cover, but as a reference work to dip into at will, it is second-to-none, especially if you fancy becoming a world authority on touring cars.

WRIGHT PLACE, RIGHT LINE

These fabulous large-scale watercolours by Michael Wright are part of a range available from Ming International.

The prints are limited runs of 1000 copies each, signed and numbered by the artist. Pictured are a Bugatti Type 35 chasing an Alfa Romeo in the 1927 Targa Florio; eventual winner Peter Collins keeping the Italians behind his Mercedes-Benz 300 SLR in the 1955 Targa Florio; and Prince Bira holding off the ERAs in a Maserati 8CM in the Campbell Trophy at Brooklands in 1937.

Call 01256 359814 for further details and prices.

GUIDE TO THE IDENTIFICATION OF ALFA ROMEO CARS, by Maurizio Tabucchi, Giorgio Nada Editore, £20. ISBN 88 7911 233 3.

This is an extraordinary compilation of statistics, model outlines and potted histories of all production Alfas from 1910-1986. Want to learn the wheelbase of an OSI 2600 De Luxe or an engine number for a Giulia diesel? It's all in here.

MARSHALS POST

by the BMMC

FIREs are a bit like buses. You won't see one for ages and then a whole lot of them come along at once!

As always, your own safety is paramount, so make sure if you are out marshalling that you are dressed to fight a fire – that means natural fibres – wool or cotton – next to your skin or some flame-proof underwear and, if possible, some flame retardant overalls, plus leather gloves and stout boots.

Before we go any further, let's consider the priorities when fighting a vehicle fire. After your own safety comes the safety of the driver and, on a rally, the co-driver, too. Then there are spectators to consider and last of all the vehicle.

If the vehicle is on fire and the driver is still inside, concentrate your effort on the cockpit and get the people inside out as quickly as possible. If you can put the fire out without moving them, then do so.

If you can't, control the fire in the cockpit until you can get them out.

People immediately think about the danger of burns and they worry about possible spinal injuries in a crash, but what is far more deadly is the way fire consumes oxygen and the damage the hot gasses can do to the driver's airway and lungs as they struggle for breath.

Everyone knows that a casualty who isn't breathing can die within three to four minutes, but far fewer realise that a casualty can die far faster than that if they are struggling for breath when there is no oxygen or if the heat of the gasses causes their airway to swell and close.

If a driver is on fire, get them away from the source of the fire and down on the ground. Flames rise, consuming the oxygen they are trying to breathe if they are standing up.

Pat out the flames – don't roll them in a blanket – or use a foam extinguisher to put the flames out and cool them. Get medical help as soon as possible if you fear they may have inhaled hot gasses or they are suffering burns.

continued from page ii

with a major clamp-down on novices being allowed to drive high performance karts without effective training and licensing.

Organisations such as the MSA, the Association of Race Kart Schools, the British Kart Industry Association, the National Karting Association, the National 4-stroke Association, Daytona, Playscape, and the Association of British Kart Clubs have been involved in the creation of this new structure and fully back its aims.

BKIA spokesman Grabame Butterworth said: "This is the most important thing that has happened within karting for a decade. It will create new opportunities while underlining the vital importance of safety."

QUIZ ANSWERS

1. Toto Roche
2. Nino Vaccarella – 1965, 1971 and 1975
3. Ronnie Adams 1954 and Paddy Hopkirk 1966
4. LLANDOVERY

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Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 6HG

Scottish Correspondent July 2001

What a busy Autumn we are going to have! It is a **BIG** pity that the Trackrod has been cancelled, but very understandable. So with the Look-out now on the 9th Sept. and all the events below, it is going to be fun!

Kumho Tyres Scottish Rally 15th & 16th September 2001

From the organisers I quote:

'Despite the cancellation of the British Rally Championship, we remain confident that the Scottish Rally will take place to show to the world that Dumfries and Galloway is open for business'

So, 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 booked the same farm as we had in June, so who would like to join us?

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!!)

UK Rally Challenge 2 Sunday 23rd September June 2001

It's back! The organisers have decided to repeat the Kockhill event, but with a few improvements:

- Competitors will start at 30sec intervals, but this time complete one stage prior to starting the next,
- Entry restricted to 80 cars,
- The gravel areas that broke up will be relaid with Tarmac to prevent erosion and save damage to cars and tyres, (bit more boring for us!)
- The Challenge will incorporate the *Five Nations Cup* with teams from Scotland, England, Ireland, Wales and the Isle of Man and a prize of £5,000 to the winning team,
- Every Marshal will receive a free copy of AMTV's 70-minute video of UK Rally Challenge 1.

An excellent day at Knockhill was had last time, so who is available this time? I have not yet 'volunteered' us to run a sector yet, but would like to know who is interested? Please let me know ASAP.

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!

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

SOCIAL MATTERS

It has been noted that some members of Trackrod Motor Club lack enthusiasm when it comes to social events. Members often ask why there have not been many social events organised, but when the effort has been made to organise an event there has been very little interest and when asking for ideas from club members the lack of response has been disappointing.

Richard Ineson has made a special effort to organise a scalextric championship and it's the same group of people who take part each time. If no one puts forward their ideas then other events will not get organised. The social committee can only think of so many events to do. Such events as the dinner dance, navigational scatters, brewery trip, ghost walk, quiz nights, boat trip and go karting. Only a few of these events were of reasonable attendance the only one that didn't happen due to lack of interest was the brewery trip. There is an understanding that these events have been organised before and therefore not everyone wants to attend them more than once. One suggestion is that someone other than a member of the social committee organises a different event at least once a month. The club needs more variety and that has to come from the club members. Other events still to try are table top rallies, video nights, more quiz nights and a go karting championship involving other clubs which will probably happen next year if there is enough interest.

To make the social aspect of the club more active, it needs more than the social committee members to come up with ideas, so if any of you have any views on the events mentioned above or if you would like to organise an event yourself then please see a member of your social committee, who will be happy to help with the organisation of an event of your choice. (don't be afraid we don't bite).

Social Committee.

Trackrod Merchandise

Item	Colour	Price
Sew on patch	N/A	£2.50
Polo Shirt S(40") M (44") L (46") XL (48") XXL (50")	Grey	£10.00
Sweatshirt S (40") M (44") L (47") XL (50") XXL (53")	Grey	£11.00
	Navy	£11.00
Roll Neck S-M-L-XL-XXL	Black	£16.00
	White	£16.00
Rugby Shirt S(36") M (40") L (44") XL (48") XXL (50")	Red/Black	£22.00
Short Sleeved Shirt (Please state collar size)	White	£14.00
	Blue	£14.00
Wooly Hat	Black	£4.00
	Grey	£4.00
Cricket Sun Hat	Navy	£5.00
Wallet	Black	£4.00
Navigators Bag	Black	£7.50
Holdall	Black	£14.50

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Marston)

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.
£800 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

Opposite Lock Rally 21/7/01

Car 33 Graham Steggles/Emma Bain

Drinking til 2 am the night before with Chris and Lorraine Leeming and being woken by the hot water system at 5 am doesn't make for feeling fit and raring to go at the Manby venue for the first stage.

Trackrod was well supported with Andrew Apperly/Dave Hammond in the Escort cossie, Darren Moon navigating, Jon Neale/John McNichol in the 4wd turbo small engined effort and Aurthur Heaton navigating for Mick Moore.

There were a few delays between stages but apart from that it was a good day albeit a little repetitive due to the loose not being used.

We were in the late teens throughout the day and although Emma tried to control me on the last stage I took a gamble and drove the wheels off my Pug. On the last chicane before the last finish board on the last stage I had a 1/2 spin braking from around the 100mph mark and ended on a tyre. We dropped 30 seconds but finished in 17th O/A and 6th in class obtaining best mixed crew award in the process.

The car went well with only the clutch starting to let it down on one stage but this seemed to clear. Having only changed the plate with a recon £15 cheapo a few rallies ago I can't really complain. Time to get the spanners out again. This meant my service crew, Jan and Malcolm with Simon and Caroline staying for the first half due to commitments and Michelle had not a lot to do apart from dole out the butties and tea, sleep and watch the event. Thanks go to them all again as because of the delays it seemed like a longer event than it was a long day. We worked out that for the 11 hour day there we only rallied about 25 minutes over 8 stages!

Darren, Andrew and Dave retired, Arthur received 3rd O/A and Jon and John received 3rd in class awards. So all in all not a bad day for Trackrod.

Next event is Binbrook 12th August.

Graham and Emma.

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick [✓] appropriate
boxes below and provide evi-
dence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

[]

Autotest

[]

Economy Run

[]

Hillclimb

[]

PCT

[]

Road Rally

[]

Stage Rally M/V

[]

Stage Rally S/V

[]

Treasure Hunt

[]

12-Car

[]

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.

AUGUST

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

SEPTEMBER

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 Royal Oak, Wetherby
- 25 Admiral Hawke, Boston Spa.

Wots on.

August

- 12th, Adrian Barker SV, Binbrook
- 18th, Astra Stages
- 19th, Sea King Stages, Leconfield.
- 25/26th, Trackrod BBQ Hillclimb, Harewood

September

- 1st, Woodpecker
- 9th, Lookout stages, Melbourne
- 15/16th, Khumo Tyres Scottish Rally

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 Plevey
24 Kirkfield Avenue
Thorner
LS14 3EL
0113 2892127 (h)
07889 583584 (m)
michelle.plevey@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.
freeserve.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.
freeserve.co.uk

Competitions Secretary

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

PR Officer

Andrew Apperley
The Gate House
Church Road
Altofts
WF6 2NJ
01924 892579 (h)
07836 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: 1984, Terry Kaby?, RAC, Woodyard