



November 2007

www.trackrodmotorclub.co.uk

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

Dinner Dance 2008

The 2008 Dinner Dance is going to be held at Castle Grove in Headingley, on 26th January.

Caroline Marston will soon be releasing more information, such as the delicious menu and the only bad thing the price.

So keep you eyes open

MSA Training Video Night

The First Tuesday of December (4th) at Old Modernians Sports & Social Club. A MSA training video will be shown plus another chance to sample some of those fantastic pie's Rod seems to get hold of..

Marshals Wanted

Once again we have been asked to run a stage in Dalby on this year's Roger Albert Clark Rally. The event is Saturday 17th November. Signing on 8.45 - 9.15 am. Finish around 15.00.

There is to be two runs through for the RAC followed by two runs for the Kall Kwik National Rally.

I will be setting up the stage on Friday if anybody is free to help.

If you would like to marshal please contact Simon Marston on 07889 152580 or simon@trackrodmotorclub.co.uk.

Simon Marston

Rally Yorkshire 07

Another great event, with the weather to match.

As for the competitors it was won by Guy Wilks in the Mitsubishi Motors UK/ Team Ralliart backed Mitsubishi Lancer Evo 9 with a flag to flag victory consisting of 8 fastest stage times. As for the Trackrod crews a mixture of success and misery

All-Star's Rally

RICHARD SYKES / SIMON TAYLOR PEUGEOT 106
1st in Class and 1st Overall

Historic Cup

DAVID MARSHALL / CHRISTOPHER HUDSON FORD ESCORT RS1600
7th in Class and 43rd Overall

DARREN MOON / JOHN MCNICHOL FORD ESCORT
SF8 - Givendale - Finish MECHANICAL

Clubman's Trophy

STEPHEN SANDERSON / CHRIS DOWNES VAUXHALL ASTRA GTE
7th in Class and 19th Overall

ROB OVEREND / GRAHAM WRIDE FORD ESCORT
TC4C - Pickering Service A - Service A Out/Regroup In MECHANICAL

For a full set of results simply log onto www.rallyyorkshire.co.uk.

A big thank you to all the organisers, competitors, marshals, rescue crews and other helpers. Who without the event could not take place.

Lets hope that next year in September it will be even bigger and better than this (if that's possible)

Thanks for a great day

Andrew Wride

That's right September if you thought you miss read or a typo "It's back to it's traditional date at the end of September"

Westfield Sports Car Club Speed Series

After the recent plea for articles for the newsletter here is my account of this season in the Westfield Sports Car Club Speed Series. My car is a Westfield SEi with a 1700cc cross-flow engine with twin 45 Dellorto carbs., a 4 speed straight cut close ratio gearbox and Quaife auto torque bias limited slip diff. and runs in the up to 1800cc road going class on list 1a tyres.

The season opener was at Croft on 9th April and after the ordeal of scrutineering in which the scrutineer did not like my three point harnesses, fuel filler cap, roll over bar and front ball joint bolts despite them being no different from last year, he eventually gave me a slip to say I could compete. I should just add at this point that no one else has had an issue with any of those items all the rest of the season.

First practice was fairly mediocre, and on my second practice run the car developed a marked reluctance to pick up out of Tower and Sunny corners. During lunch I took off the carb tops to check float levels, but could find no obvious problem so decided to risk it for the first timed run. Waiting in the pit lane to go out for my run the engine dropped onto three cylinders, so after getting back to my paddock spot I found no. 4 plug was coal black, changed it to no avail, changed leads, still no go. At this point an ex Harewood competitor happened to be passing and offered assistance, and after removing the air filter we choked off each ram pipe in turn to find nos. 1&2 had no effect at all. Off with the carb tops again to find the bowl bone dry, when I refitted it earlier I must have wedged the float against the side of the bowl and shut off the fuel supply. (stupid boy). After refitting the top again properly this time the engine fired on all cylinders and ran as sweet as a nut, but unfortunately too late for a first run. I am at a total loss as to why no. 4 plug was sooted up when the problem was with nos. 1&2, suggestions on the back of a ten pound note would be most welcome. The original reluctance to pick up also turned out to be easily rectified, fuel was surging away from the pick up pipe on fast right handers and was cured by adding more of Shell's finest. (I run the car as light as possible and only put 2 litres of fuel in at a time, note to self at fast tracks like Croft or Cadwell put 10 litres in or fit a swirl pot.) Second runs or first in my case saw me improve marginally on last year and get a 100.40 for 4th in class.

The following Saturday it was off to 3 Sisters near Wigan, where in perfect sunshine and despite being 1.8 seconds quicker than last year I could only manage 6th in class. It looked like it was going to be a long hard season. I

gave Cadwell a miss the next day, apart from not being the ideal circuit for my car (not enough horses or gears) I thought three meetings in seven days a bit much for the old bones to take. This year there are 22 rounds in the championship with the best 10 to count, I proposed to do just 10 rounds so thought doing nearly a third of my season in the first week didn't leave much for the rest of the year. My next outing was on May 13th at Shelsley Walsh the oldest motor sport venue in the country, Shelsley was celebrating its 105th year of hill climbing on this my first visit to such hallowed ground. Unfortunately the weather man was spot on and the predicted deluge was bang on time and lasted the whole day, why did I fit a competition roll over bar knowing the soft top wouldn't fit anymore. Thank the lord every paddock place has a roof on it, and long before lunch I had decided to take just one timed run and head off home. It does the confidence no good at all at a strange venue to sit at the bottom of the hill in the pi****g rain waiting your turn to see Porsches being brought down the hill with smashed panels, and single seaters with wheels missing, I could hardly wait!. Shelsley is very steep, about the width of your drive with banks on both sides at the bottom of the hill, higher up the bank on your left disappears and the ground falls away about 15 feet to end in vertically mounted railway sleepers, very comforting. My one and only run netted another 6th in class, and I later learned tractors had to be employed to get cars and trailers out of the trailer park, and that the approach road to the venue was about a foot under water. A sign of things to come not many weeks later Tenbury Wells not many miles down the road was flooded out twice in as many weeks. So maybe I made the right decision for once.

To be cptinued....

Paul Pocklington

'Next Generation' forum meets for the first time

The inaugural meeting of the newly-formed 'Next Generation' forum met at Motor Sports House last week (3 October). The forum was created by the MSA Council earlier this year to ensure better representation for younger people and to ensure that their voice is heard at the top table of the sport.

The forum was made up of 18 volunteers, all less than 25 years of age, each of whom had been nominated to attend, either by their motor club or by individuals within the sport.

The agenda for the first meeting started by determining the make-up of the forum and then established what the objectives of the group should be, before turning attention to identifying some of the pressing issues that are facing young people in motor sport today.

"There was a huge amount of good work coming out of the group," confirmed Colin Hilton, Chief Executive of the Motor Sports Association. "Inevitably, it started quite slowly as people got used to being in front of a big group of their peers, but after they warmed up they were able to contribute very effectively."

The session was chaired by Gavin Miller, Director of the Inside Line, who commented: "We undertook a number of exercises during the day and as well as identifying the issues that were affecting them as individuals, we were impressed by the way they were also able to recognise the wider context and consider the challenges faced by young people coming into the sport."

The outputs from the first meeting will be presented to the MSA Council in March.

Release MSA07-059: 7 October 2007

Issued on behalf of the Motor Sports Association

National Court: 20 September 2007

Having listened to evidence at its hearing on Thursday 20 September, the National Court has rejected an appeal by Henry Surtees to reinstate him in the results of a Formula BMW UK Championship round at the Oulton Park circuit in Cheshire on 24 June.

Surtees was initially excluded from the results by the clerk of the course for driving in a manner not compatible with general safety. He was seen to 'crowd out' rival Henry Arundel as their cars approached the finish line side by side, forcing Arundel's car to spin across the track into a barrier as he took avoiding action.

Surtees appealed against his exclusion to the stewards of the meeting but they upheld the clerk's decision. Surtees and his Carlin Motorsport team then appealed to the National Court.

At the hearing, video evidence and photographic stills of the incident were reviewed and accounts from both drivers and witnesses given. Surtees agreed that he had put at least three quarters of his car off the edge of the circuit on the run to line, but believed this to be acceptable as he hadn't driven totally off the track.

He also claimed this was the fastest route to the finish line and it allowed plenty of room on his left for Arundel to attempt his move. However, Surtees said he could not be absolutely sure which side of him Arundel was as spray coming up off his tyres on a wet track severely limited visibility in his rear view mirrors. Arundel argued that Surtees must have known he was there as his car had almost drawn fully alongside.

The Court said that Surtees' actions did indeed amount to driving in a manner not compatible with general safety and ordered him to pay £1000 costs. The appeal fee was forfeit.

Release MSA07-057: Monday 24 September 2007

No regulatory value: for information purposes only

Issued on behalf of the Motor Sports Association by Fingal

RETROSPECTIVE

30 YEARS AGO - NOVEMBER 1977 - A whole page of forthcoming events for the diaries, right up to 10th Jan 78, both social and competitive. Club night venues included The Royal at Boston Spa; The Shoulder of Mutton; Square & Compass; Leeds Chamber of Commerce!!! And The Crest Motel (also one of our better autotest venues of the day).

We had 6 crews out on the Tour Of Mull: Steve Rathbone/Frank Stuart-Brown; Ian Gurnett/Jack Coulthard; Martin Kemp/Jeff Dealtry; Alan Powell/Hugh Edwards; Elvin Garnett/Steve Mills; Dave Marshall/Graeme Kellet and John Renny/Rick Stevens who spent some considerable time exploring the bottom of several ditches - the wings and valances of the Escort took the additional scarring well as they only added to what were already there!!!

Pete Silberberg was offering canvas tool holders at £4.95 which was said to be a giveaway price though similar items had been spotted at £3.95 elsewhere!!!!

Nick Leuchars gave us a report on the recent Pennine Rally by Alwoodley MC entitled "Flat out and Boring" - nuff said!

24 new members this month - largely as a result of the recent Costa Rally though Vince Fletcher is still around though not seen very often in club circles.

20 YEARS AGO - November 1987 - Chairman Simpson and Bob Stoker reported on their outing on the Des Winks Honda Stages at Wombledon where they had an eventful day in the ex Tom Whittaker RS2000 (but now 1700 !) as the gear lever kept coming off in Bob's hand!! Stage times were said to be in the low 20's position though actual results were not to hand!!!

Mr Angry had a worthwhile rant at Keith Oswin of Autosport for his critical piece on the officials on our forest stages - they didn't seem to afford him the respect he thought he deserved - from his antics at rally HQ and out and about (as I recall) he got far more than he deserved as some people actually spoke to him!!! Bernard Ferneyhough/Andy Williams (wonder what they were singing??) took 37th o/a on Mull with Pam White/Ian Parkinson in 75th. Bernard also gave us a full report of the event which ran to 3 pages!!

10 YEARS AGO - NOVEMBER 1997 - Rac Rally based in Cheltenham and Donington its most northerly stage so- sadly nothing for the club to do except help out wherever needed or just go and spectate!!

The Larkspeed league finished with the Selby & DMC Stages at Elvington where our team consisted of Alan Larkin/Bernard Ferneyhough; Richard Rowley/Dave Hammond; Barry Stoner/Andrew Smith; Steve Sanderson/Rob Buchan and Stuart Drabble/Arthur Heaton. Even though messrs. Rowley and Drabble retired with engine maladies our three survivors netted us an excellent 3rd on the day. Russell Holdsworth seeking interested parties for a trip to the January Autosports Show at the NEC, get your names down quick as it's only a 41 seater!!! Dinner Dance tickets on sale at £18 for the Castle Grove bash.

TRACKROD _____ 8 _____ ENDS

Richard Ineson

	2		5			3		9
9			2		4			
	7			6		8		4
			7	4	2			
7		4				2	9	
	8				9			3
		7		9			8	
8	3				1			2
		1	6	2			3	

**For SALE THESE RALLY CARS MUST GO ...
SPACE REQUIRED!**

2005 Subaru Impreza N11 Full Package

Ready to win in 2007, Motec M800 2 Stage ALS 32&34mm WRC Restrictor maps, Twin Scroll IHI rollerbearing Turbo. Just mapped on Dyno at 333BHP for 99RON still with massive torque FIA Custom Cage sill jack/stand points, This car is A1 never damaged. Both Tarmac and Gravel Brakes / Suspension included. 6 speed cr STI GpN box with Prodrive electronic active centre diff. Big 180mm Plated Sti Rear LSD . Prodrive guards, Lamp Pods. 20+ Tarmac and Gravel Wheels 100% Reliable with spares package New 5/6speed Dog Box. £POA May accept tidy PX pics on www.apperley.mysite.orange.co.uk

Thank you for your interest contact **Andrew Apperley**

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TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Autotest []

Economy Run []

Organising Club:

Hillclimb []

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 -

Organiser :

state type

state position

Event Status

Clubman CM []

National "B" []

ANCC Round []

National "A" []

International []

Yorkshire League 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.

Club Nights

November 2007

6th Old Modernians Sports & Social Club
13th Fox & Grapes – York Road (A64)
20th The Yeoman – Otley
27th Admiral Hawke – Boston Spa

December 2007

4th Old Modernians Sports & Social Club
11th Fox & Grapes – York Road (A64)
18th The Yeoman – Otley
25th Christmas Day

January 2008

1st New Years Day
8th Old Modernians Sports & Social Club
15th Fox & Grapes – York Road (A64)
22nd The Yeoman – Otley
29th Admiral Hawke – Boston Spa

Events Calendar 2007

November 2007

4th Malton Forest Rally - North Yorkshire
16th-19th Roger Albert Clark Rally
24th-25th Beaver Road Rally - East Yorkshire
25th Neil Howard Memorial Stages Rally - York
29th-2nd Wales Rally GB - Wales

December 2007

8th Grizedale Stages - Cumbria
8th-9th Rockingham Stages - Corby
8th-9th London Motorsport Show - Excel London

January 2008

26th Dinner Dance - Castle Grove Headlingley

Other Dates for your 2008 Diary

6th April Lookout Stages Rally
27th September Rally Yorkshire
26th December Boxing Day Autotest
BBQ Hillclimb to be confirmed

Your Committee

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