

***June/July 2011***

[www.trackrodmotorclub.co.uk](http://www.trackrodmotorclub.co.uk)

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

## Editors Bit

Firstly I would like to apologise for the lack of magazine over the last few months I have been having a few computer issues so have not been able to e-mail it to the printers or Andrew.

This has also meant I have not been able to send or update the trophy points.

So here we go - this issue will be a mixture of articles I have received over the last few months.

Also please note the AGM will be held at the Old Modernians on 6th September, with supper of pic and peas to follow. Please come along if you can !

Please send me any articles you may have for future issues of your magazine

Richard Goldie  
Editor/Trophy points

## RETROSPECTIVE

40 YEARS AGO - JUNE 1971 - A report from last month's Highwayman Rally related how Jonathon Solk / Frank Stuart-Brown won the Novice award by finishing 38th from 77 starters. Team Hewspin ( Howard White and Barry Spink ) were out again at the Topcliffe sprint but a 'box jammed in 1st gear after one timed run put paid to any further activity! Richard Jackson took his ex-works Imp to the Loton Park hillclimb but blew it's engine on the way there! Then, as if that wasn't enough it holed it's sump just prior to the subsequent Harewood event ( one wonders what he must have run over, or what came out from inside !!! ). All this travelling was doing wonders for spreading the Trackrod name! Having held a few events there was the first round-up of Trophy Points with Steve Lloyd leading Allrounders; Ken Goodall the Rally Drivers; Jonathon Solk the PCT's ; Richard Ashcroft the Navigators and the Autotests shared between Alex Jackson, Peter Gledhill and R. Ineson.

30 YEARS AGO - JUNE 1981 - Chairman Parkin bemoaned the lack of enthusiasm in the ranks, club night attendance had dropped to an average of 50 !!!!! and members were conspicuous by their absence from the competitive ranks despite the Club organising various high profile events. ( heck that must be when the rot first set in !!!! ) Times were hard !!! Simon Richards won the Indoor Rally championship beating 11 other crews in the 5 round series. Team Shoestring ( Renny & Co.) took an early lead in the Hunters Trophy by winning the 1st round and taking 3rd on the 2nd event - 12 teams enjoying the evening fun so far. The Rally & Speed Shop Ridings Rally saw 5 TMC crews out with the best being Dave Marshall/John McNichol at 11th o/a; Ray & Alan Sutcliffe at 21st o/a; John Brogden / Ronnie Moore at 24th o/a; M.Brown/ J Carr at 44th o/a and C Gomersal/ Craig Thorley at 46th o/a. Trophy point leaders at tis stage were:- Gez Waters; John Bean; Dave Ashford; J.Ashford; Graeme Bradford; Keith Hunn; N Gledhill and R.Ineson.

20 YEARS AGO - JUNE 1991 - John McNichol suggested that you knew when you were over the hill when you got a mention in "Retrospective" needless to say he has figured in the column on a regular basis since it's inception !!! Big botch in calendar dept. meant karting clashed with an A&P autotest then the planned boat trip clashed with (wait for it ) an A&P autotest !!- mmmm, somebody not communicating !!!

10 YEARS AGO - JUNE 2001 - 1st round of the Scalextric championship was won by Rob Buchan being quicker than 10 others - best 3 results to count. Editor Steggles included a sizeable quiz - but also included the answers !! ( how about a current version Mr Editor and make a proper competition out of it ?). Peter Stanhope updated us on all things coming on the Scottish motorsport scene for those making a trip north of the border. John Neale was selling Pug. bits as was Editor Steggles - not quite enough to build a whole car though !

TRACKROD

ENDS

## RETROSPECTIVE

40 YEARS AGO - JULY 1971 - We had a Bir's Night Autotest at the New Inn at Eccup, only 6 entries but all had a good laugh - Jacqui Jackson and Alison Barret (now Hazeldine ) did the winning. Also had a PCT at Stubbings Farm, Otley Chevin, in pretty miserable conditions - unlikeliest winner was Dave Lawton (never known for delicate throttle control!! ) in his (?) Imp. Thanks to Dennis Dickinson and Steve Lloyd for organising the event - the latter was seen being followed home by the sheep he'd rounded up on the morning of the event ! It was also reported that Mary Lloyd produced a son, Richard, proving to many that rallying wasn't Steve's only night time interest ! The Hillclimb fraternity reported on the Harewood practice day - Alex Jackson cooked his clutch; brother Richard broke his gearbox and messrs White/ Spinks broke the Hewspin Mini' diff - again !!! Good day out for all !!!

30 YEARS AGO - JULY 1981 - On the cover was the Cortina GT of Martin Kemp/ Ron White on an unspecified event but they were splashing through a ford ! Team Shoestring leading the Hunters Trophy after 3 events - Crabs etc.(!) were 2nd. John (Ed) Bean reported on the White Rose Rally he did with Gez Waters - quite an eventful rally - Alan Larkin/Graham Whitaker did the winning but of the Trackrod crews messrs Waters/Bean were best at 32nd o/a, Ian Gurnett / Jack Coulthard 50th and J. Buckley / T. Waterworth 53rd. Dave Marshall / John McNichol rolled out on ss6 !!! Tip Top Stores Autotest at Tockwith was reported by Sec of meeting John Westmoreland - 43 entries and a great event from Ron Mackinnon who laid out some open tests at a super venue. Russ Swift ( yes - him ) did the winning o/a but there were many close battles for the classes - the Ineson Mini split a brake hose when it fell off the jack in the paddock and out of contention ! John Renny got a 2nd in class after an epic dice with Chris Cotton's Datsun! Other names familiar to some were Mick Penrose; David Haigh; Tony Bilham; Chris Fishwick and Graham Oldfield. Another singled out as one to watch in future was one Alan Lilley, making his Autotest debut and getting 18th o/a - Alan has just re-joined the club ranks in 2011 after a lengthy absence.

20 YEARS AGO - JULY 1991 - Members still griping about poor turnout on club-nights ! ( we've stopped complaining and it's now much worse !! ). Richard Simpson put on a Sportonoggin at the New Inn, Eccup - 14 entries enjoyed themselves - mainly by watching others competing - Rebecca Kemp won in Jenny McNichol's Nova - so has to organise the event in 1992! Hartlepool autotest saw the Ineson Mini break after 50 secs. of competitive motoring - that, after a round trip of 130 miles - nuff said ! The following event at Bingley was wet (VERY) and Ineson thoughts turned to re-fitting the recently removed mini roof !!! obviously becoming a fair weather autotester ! John Bean / Arthur Heaton reported on their road rallying outings on the Cltheronian and Pendle DMC events - no finish venues for either event tarnished their views but a 6th and 12th o/a made up for the wrong slot and damaged exhaust !!!!

10 YEARS AGO - JULY 2001 - Graham Steggles and Simon Taylor represented TMC at Our June Jesters Autotest at Bingley - using the event as a shakedown for the Pug before the Dukeries. Sadly, their event ended with a broken driveshaft! Our Karting day at York saw 6 teams of 3 indulge in some highly competitive driving though two teams ( J.Renny and M.Ineson) slogged it out to finish only 14 sec. apart at the end -Renny team being the winners ! The gaps to other teams were measured in laps !!!  
TRACKROD \_\_\_\_\_ ENDS

## *Trackrod welcomes new members.*

We welcome the following new members

Andrew West  
Martin Gunby  
Alan Lilley  
Chris Marlow  
Tom Stoker  
Andrew Hobman  
Peter Fairclough  
Barry Jordan  
Steve Campbell  
Owen Wallbank  
Linda Ashman  
Tom Snodgrass

Look forward to seeing you out and about at events or at a club night.

Graham Wride  
Membership Secretary

## Forthcoming Events

We have been again asked to run stages on two events later this year, the first being our very own Trackrod Rally Yorkshire. The stage we have been asked to run is Staindale which runs on Saturday 24<sup>th</sup> September 2011 , I assume it will be a similar format to previous years. The second event is the Roger Albert Clark Rally, as Oliver's Mount is not being run this year we have a change and have been asked to run Gale Rigg on Saturday 3<sup>rd</sup> December 2011

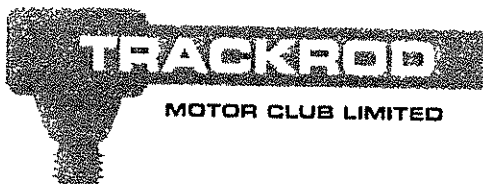
Once I have more information I will pass it on, so keep looking in the magazine for updates,

If anyone is interested in helping out all jobs are available, please contact me

Simon Marston

Stage Commander

07889 152580



## ANNUAL GENERAL MEETING

### OFFICIAL NOTICE

The AGM of Trackrod Motor Club Ltd will take place on Tuesday 6th September 2011 at The Old Modernians Sports & Social Club, Otley Road, Leeds commencing at 9.30pm.

**Any nominations for persons wanting to stand for committee** should be made on the official nomination form to the Hon Secretary 7 days before the meeting, any agenda items also must be notified to the Hon Secretary 7 days prior to the meeting.

A nomination form is enclosed in this issue of the club magazine.

Pie & Peas will be served once the AGM has concluded.

Simon Marston  
Hon Secretary

## Wales Rally GB

For 2011, Wales Rally GB returns to North Wales and starts half a day earlier than for the past few years. With a mid afternoon start from Llandudno on Thursday 10<sup>th</sup> November, the competitors first negotiate two short blasts around the infamous Great Orme stage. From there the cars make their way out to Clocaenog Forest, near Ruthin, where they will tackle the only forest stage of the day. The crews then head back to the coast for a remote service and overnight halt back in Llandudno before heading down to Dyfi forest the following day.

Not used at WRC level since 1996, the World's best crews will once again tackle the stage on which Colin McRae was crowned World Champion back in 1995 after his epic battle with Carlos Sainz. Starting shortly after 4 pm, the Clocaenog stage will run in the dark leading to an electric atmosphere as spotlights arc through the night sky, performance engines reverberate across the hillsides and the cars "dance" past at breathtaking speeds showering sparks and spitting flame as they depart.

Buccaneer Motor Sports Club is proud to have been asked to run the Clocaenog stage. As with any rally stage, in order to run it safely and successfully we will need the help from many volunteers. If you would like to assist with running this iconic stage we would be very pleased to hear from you. Whether you will be with a group of friends or on your own, are an experienced marshal or novice, you will be welcomed all the same.

The preliminary details for the Clocaenog stage are as follows:

<b>Stage:</b>	<b>SS3, Clocaenog</b>
<b>Date:</b>	<b>Thursday 10<sup>th</sup> November 2011.</b>
<b>Location:</b>	<b>Clocaenog Forest, near Ruthin, N.</b>
<b>Wales</b>	<b>(OS Map 116).</b>
<b>Signing On:</b>	<b>09:30 hrs to 12:30 hrs.</b>
<b>First Competitor Due:</b>	<b>16:14 hrs</b>
<b>Stage Closed:</b>	<b>All being well, around 18:00 hrs.</b>



## New Ford rally cars launched

M-Sport revealed two new Ford Fiesta rally cars on Thursday, completing a five-stage ladder from national rallying to the World Rally Championship. The British firm, which designs, builds and runs the Fiesta RS WRC on behalf of Ford in the World Rally Championship, revealed a Fiesta RRC (Regional Rally Car) which fits in with regulations for the FIA's Regional Rally Championships in Europe, Africa, the Middle-East and Asia-Pacific. It also unveiled the Fiesta MS1, an entry-level car running with the same 1.6-litre Zetec engine as the R2 car, but with a production specification engine and gearbox. It will fit into the FIA's R1 class. The Fiesta RRC draws heavily on the design and technology in the World Rally Car, which scored a debut win in Sweden this year. The major differences are that the RRC uses a 300mm turbo restrictor rather than 33mm for the WRC - meaning it has less power. The RRC also uses a slightly different rear spoiler. The car can, however, be converted to World Rally Car specification in under six hours. M-Sport managing director Malcolm Wilson said: "We are delighted to introduce the new Ford Fiesta RRC and the Ford Fiesta MS1 as both cars offer competitors more flexibility to help further their rallying career. "M-Sport has been looking to expand the range of rally cars available to our customers and the latest additions have allowed us to provide two extra rungs to Ford's ladder of opportunity. The Fiesta MS1 offers drivers an introduction to rallying at an affordable level whereas the Fiesta RRC/WRC provides experienced drivers with the highest level of rally car but also includes the necessary components to convert it into a regional rally car. "I look forward to revealing our new cars to the world rallying scene and to monitoring their performance in regional championships across the globe."

## **Mini cancels Estonia entry**

The Mini World Rally Team has withdrawn its entry from this weekend's Rally Estonia after it was found there was more damage to the test car than originally thought following Kris Meeke's accident earlier this week. Meeke had damaged the left-hand side of the WRC test car when he clouted a rock on Monday. The team re-prepared the car in time for the former Intercontinental Rally Challenge winner to return to the wheel later that day - and for his team-mate Dani Sordo to complete two further days of running - but it will not start in Estonia. David Lapworth, technical director of Prodrive - which runs the Mini squad - said: "The team did a great job and we got a lot of testing done this week, but the car's not really pretty enough for us to send it to the start of an event. "Kris found what appears to be Ayers Rock and the impact took the wheels off and damaged the sill on the left side of the car. While we were perfectly happy to get the car running again for the test, we wouldn't want to send it on an event like that [Estonia]. Lapworth added that the team's hectic schedule meant that it made sense to can the Northern Irishman's second competitive start. "Don't forget, we're a small team," he said. "The same guys who are out on the test in Finland have to come back and prepare the [Rally] Finland event cars and build more, plus we've got to get the test car ready for more testing next week. We had to draw a line somewhere and say, 'Enough's enough', and we've done that. Unfortunately it means we won't go to Estonia." Despite missing the event, Meeke still managed to secure time in the car on three different test roads. "We ran Kris on the same road Dani was using when Dani came out of the car," added Lapworth. "One night we were running until 10pm, so we've certainly got through the kilometres with Kris." The two drivers completed more than 450 miles of testing in the three days. Meeke said: "Obviously I'm disappointed to be missing out on competitive event mileage before Rally Finland, but it's the team's decision." Rally Estonia - a traditional warm-up event for the WRC's Rally Finland - has drawn some big names, with five-time world rally winner Markko Martin leading the field away in a 2003-specification Ford Focus. Rally Sweden runner-up Mads Ostberg starts close behind in his Fiesta RS WRC. Rally Estonia starts from Otepaa tomorrow afternoon and finishes on Saturday evening after nine stages and 100 miles.

## Loeb frustrated by team tactics

Sebastien Loeb has admitted he was frustrated with Citroen's handling of his battle with team-mate Sebastien Ogier on the Acropolis Rally. After five years of superiority over previous team-mate Dani Sordo, Loeb has equal number one status with Ogier at Citroen this year and is fighting both his team-mate and Ford's Mikko Hirvonen for the title. In Greece last weekend, Ogier and Loeb moved into first and second on Saturday, but Ogier then backed off on the final stage of the day to put Loeb ahead and ensure the reigning champion ran first on the road for Sunday. Ogier was then able to take advantage of better stage conditions to retake the lead and claim victory. Asked if he was frustrated that his team-mate had been able to use slowing tactics against him, Loeb replied: "I was, [on Saturday] evening. I knew it would be some tactics and I knew it would be no issue for me." Finally, there were no split times [from Ogier] in the last stage. With no splits, the team give him the target time." So I asked: 'Why do you give him the benefit and not me?' They knew he wouldn't get his five seconds - he wanted 20 to stay ahead." At that moment, I was frustrated; I didn't want to clean the road just in front of him. When you see the team playing tactics nearly against me..." But Loeb admitted that the team had agreed both drivers could use tactics as they wished, even if it meant compromising their team-mate. "It's what we agreed before," he said. "If I had been in the position, it would have been the same for me. We know it's the rule." For me, it's no team orders; each driver plays his tactics when he wants. If you lead the championship you cannot do it, but if you are behind you have the cards and it is okay. He has done it right." Citroen boss Olivier Quesnel said the team was committed to giving Loeb and Ogier equal opportunities, and that the situation only unfolded as it had on Saturday night because Loeb had been ahead of Ogier in the running order so the latter could judge his pace compared to his team-mate's. "The drivers are equal number one so they know they can push," said Quesnel. "What we did for Sebastien Ogier, we would have done exactly the same for Sebastien Loeb. They know the car is the same. We want this to be transparent for everybody, the media and the fans." Ogier's victory in Greece brought him to within five points of second-placed Hirvonen in the standings - but he said catching the Ford driver was of little consequence as his sights were firmly set on leader Loeb, he is 22 points ahead of him. "It's looking, not good, but not so bad. It's better than before we started," said Ogier. "We are 22 behind Seb. Yes, we are closer to Mikko, but Mikko is not the target. We will continue to put the pressure on them." This week's AUTOSPORT magazine - available in shops and in digital form from Thursday 23 June - contains an in-depth analysis of the intra-team tension at Citroen and Loeb's frustration with the situation.

## Mike Coughlan joins Williams F1

**But.....**

The Williams Formula 1 team says it has not received any notice of legal action against it or new chief engineer Mike Coughlan by NASCAR team Michael Waltrip Racing. Coughlan had previously been employed by Waltrip as director of vehicle design, and court documents seen by AUTOSPORT showed that Waltrip was alleging Coughlan had breached his contract by leaving to return to F1 with Williams. A Williams spokesperson said: "Williams F1 is aware of reports that a lawsuit has been filed by Michael Waltrip Racing against the team and Mike Coughlan." "Neither Mike nor the team have received notice of any proceedings, or indeed have had any contact with Michael Waltrip Racing since early June." "Consequently we have no further comment to make on this matter."



## **Button has faith in McLaren form**

Jenson Button is hopeful that McLaren has not lost too much ground compared to main rivals Red Bull Racing and Ferrari in recent races, as he eyes a return to the podium in next weekend's German Grand Prix. McLaren has endured difficult weekends in Valencia and Silverstone, with both drivers and team management all but admitting that their title hopes are over for the year. However, that has not stopped the team setting its sights on star performances in individual races - with Button hoping the Nurburgring will help provide a good opportunity. "Perhaps we've lost a bit of the momentum we'd built up in previous races, but not much," he said. "Although Silverstone was disappointing, our pace has been good this year. Sometimes we've been quickest, sometimes we haven't." Team principal Martin Whitmarsh is happy that the ban on the off-throttle use of blown diffusers has been lifted, as it hurt the outfit's performance at Silverstone, as he eyes a step forward in form this time out. "There has been a degree of uncertainty in recent weeks, with new restrictions placed on off-throttle exhaust blowing, and our entire team has demonstrated enormous passion and commitment as they come to terms with those challenges," explained Whitmarsh. "We missed an opportunity for a podium finish at Silverstone, and that race was a reminder that while we are always pushing to make our car even more competitive, our rivals are doing likewise with their own machinery.

## Wales Rally GB—Clocaenog

Dear All,

Buccaneer Motor Sports Club has been asked to run the Clocaenog stage in Conwy, North Wales on the opening day of this year's Wales Rally GB. The stage is approximately 10 miles long and will require around 200 marshals to staff it both safely and effectively.

Further details, including how to volunteer, are provided within the attached "flyer". I would be very grateful if you could circulate the details as widely as possible including handing the flyer to your club newsletter editor if you have one.

I hope you will be able to assist us with running the stage and I look forward to hearing from you and seeing you in November.

Best wishes,

Jon.

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Jon Binns

Stage Commander - Clocaenog, WRGB.

Buccaneer Motor Sports Club

Website: [www.bmsc.org.uk](http://www.bmsc.org.uk)

Twitter: <http://twitter.com/jonbinnsrallyuk>

01257 241680 (home)

0780 171 6418 (mob)

Dear All

Four events are coming up in the next few months that need marshals and radio crews. If you can help please contact the respective chief marshals and volunteer your services.

### **Opposite Lock, Manby, Saturday 23 July**

The event will offer around 50 stage miles. Weather permitting we will be making the best use of the grass & clay tracks but there will be no double lapping of these to reduce the potential of dust problems. Camping is available on Friday & Saturday nights when a BBQ will be available.

Further details of the venue including photographs of previous events and photos of the venue & tracks are available at [www.manbymotorplex.com](http://www.manbymotorplex.com)

Please contact Graham Coates on 01924 493635 Or Ted Collins on 01422 255919 or [tedandpat@blueyonder.co.uk](mailto:tedandpat@blueyonder.co.uk)

### **Centenary Stages, RAF Cotesmore, Sunday 21 August.**

This is the first time that RAF Cotesmore has been used for a Stage rally. We are planning on running 6 stages of 80 miles so lots of area to cover. Cottesmore is is Rutland post code LE15 7BL

Due to the venue being a active RAF base we have to have certain measures in place, signing on will be outside the base (location TBC) at 6.30 - 7.15 where passes will be issued to get you into the base. All persons on stage must wear a tabard so please bring one and a lanyard if possible to hang passes on.

Chief Marshal Ian Beech [chief-marshal.centenary@sh-mc.co.uk](mailto:chief-marshal.centenary@sh-mc.co.uk) or phone 07803 017164.

The venue is NO SPECTATORS so the only way to see the action is to marshal.

### **Lincoln Green Stages Rally, Blyton, Saturday 10 September**

This is a new event on the calender organised by Lindholme MSC. More information on the event website

[www.lincolngreenstagesrally.co.uk](http://www.lincolngreenstagesrally.co.uk)

Contact CHIEF MARSHAL

Martin Pullan 01422 345887/07714 122195  
Email: [ChiefMarshal@Lincolngreenstagesrally.co.uk](mailto:ChiefMarshal@Lincolngreenstagesrally.co.uk)

Or

ASSISTANT CHIEF MARSHAL

David Crosland 01484 845556

Email: [croslandsimmondsgreen@btinternet.com](mailto:croslandsimmondsgreen@btinternet.com)

### **Trackrod Rally Yorkshire Saturday 24 September**

Come along and join us on the biggest stage for the Trackrod / Rally Yorkshire event, over 13 miles incorporating the infamous Quarry, Mikkolas bend and Wood yard.

All grades and experience of marshals required, radios and timing crews, please volunteer in the first instance to [karens@silkrallyradio.com](mailto:karens@silkrallyradio.com)

Tel 07714 122194 / Tel 01422 34588

# *Trophy Points*

## *Update*

Now that my computer is up and running I will update all the trophy points in the next few days.. I have all the paper copies and e-mails I will get it all updated and e-mail Andrew so please keep an eye on the website.





## Steel to run turbo BMW

British Touring Car squad Geoff Steel Racing is close to hitting the track with the first turbocharged BMW to run in the series. GSR started the season with a normally-aspirated 320si for Dave Newsham. But the pace of the turbo cars in the series led to Newsham joining the Special Tuning Racing turbo SEAT squad after Donington Park in April. GSR temporarily pulled out of the BTCC, but is now close to finishing converting its second chassis to turbo spec. Steel, who would not confirm the engine supplier, said: "We've got the engine and gearbox and I'm very pleased with the way things are going so far. We're hoping to shake it down in the next couple of weeks. "The hope is to get it sorted over the summer and get it out [to race] before the end of the season." Steel said he had yet to confirm a driver for the race seat and ruled out running more than one car for the time being. "It's a tricky thing because they've been letting the NA cars get closer," he added. "But the writing is on the wall. We want to have a turbo ready for next season."

# TROPHY POINTS CLAIM FORM 2011

Members Name

Competitors tick  appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

<input type="checkbox"/>	Autotest	<input type="checkbox"/>
<input type="checkbox"/>	Economy Run	<input type="checkbox"/>
<input type="checkbox"/>	Hillclimb	<input type="checkbox"/>
<input type="checkbox"/>	PCT	<input type="checkbox"/>
<input type="checkbox"/>	Road Rally	<input type="checkbox"/>
<input type="checkbox"/>	Stage Rally M/V	<input type="checkbox"/>
<input type="checkbox"/>	Stage Rally S/V	<input type="checkbox"/>
<input type="checkbox"/>	Treasure Hunt	<input type="checkbox"/>
<input type="checkbox"/>	12-Car	<input type="checkbox"/>

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

<input type="checkbox"/>	Other -	<input type="checkbox"/>
<input type="checkbox"/>	state type	<input type="checkbox"/>

Event Status

Clubman CM

National "A"

National "B"

International

ANCC Round

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 Night

### July 2011

7th Old Modenians  
14th Fox & Grapes  
21st Rose & Crown (Otley)  
28th Admiral Hawk

### August 2011

2nd Old Modenians  
9th Fox & Grapes  
16th Rose & Crown (Otley)  
23rd Fox & Grapes  
30th Admiral Hawk

### September 2011

6th Old Modenians  
13th Fox & Grapes  
20th Rose & Crown (otley)  
27th Admiral Hawk

Also any suggestions  
for new places to meet  
please contact any  
member of the commit-  
tee.

## Events Calendar 2011

Please contact Andy Turnbull for future events  
All help is needed on a lot of events  
If you require we can add you to the contact list so you will  
Receive e-mails for events that are coming up

[andyt@trackrodmotorclub.co.uk](mailto:andyt@trackrodmotorclub.co.uk)

# Your Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 2262422 (h) 07850 783555 (m) rod@trackrodmotorclub.co.uk	Richard Hart 10 Holt Park Green Leeds LS16 7RE 0113 2679544 (h) 07901 372919 (m) richard@trackrodmotorclub.co.uk	Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07889152580 (m) simon@trackrodmotorclub.co.uk
<u>Website</u>	<u>Membership</u>	<u>Trophy Points &amp; Editor</u>
Andrew Wride 1 Marlowe Close Pudsey Leeds LS28 9NT 0113 2194368 (h) 07796113713 (m) andrew@trackrodmotorclub.co.uk	Graham Wride 124 West End Drive Horsforth Leeds LS18 5JX 0113 2580274 (h) graham@trackrodmotorclub.co.uk	Richard Goldie 18 Kinholme Drive Otley LS21 3LX 01943467602 (h) 07875060423 (m) richardg@trackrodmotorclub.co.uk
<u>Comp Sec &amp; Chief Marshal</u>		
Andy Turnbull 93 Sandholme Drive Burley in Wharfedale Ilkley LS29 7RG 01943 862836 (h) andyt@trackrodmotorclub.co.uk		
Tim Jameson 98 Bilton Lane Harrogate HG1 3DG 01423 564243 (h) 07919694078 (m) tim@trackrodmotorclub.co.uk	David Thompson 07841212562 (m) david@trackrodmotorclub.co.uk	Russell Holdsworth 07980 570078 (m) russell@trackrodmotorclub.co.uk