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TRACKROD MOTOR CLUB LIMITED

May 2006

www.trackrodmotorclub.co.uk

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

CHAIRMAN'S CHAT – MAY 2006

I hope you are all now enjoying your particular branch of the sport, often many events on the same weekend, then a break where nothing seems to happen – bit like busses really!! The real point of that comment is that getting dates for events "synchronised" is becoming a big problem. The MSA Championship Steering Group does a worth-while job in sorting the major Rally Championships and there is also a Control Panel to regulate which Championships are authorised. Nevertheless date clashes still occur and often they are almost unavoidable due to, in no particular order, H/Q, Start, or Service Area locations; Sponsors (remember them??) requirements; Rescue Crews & Doctors availability; Marshalling numbers, and many more issues such as availability of stages due to Forestry, National Park or English Nature restrictions. I understand Racing and Speed events have similar problems with venues and personnel.

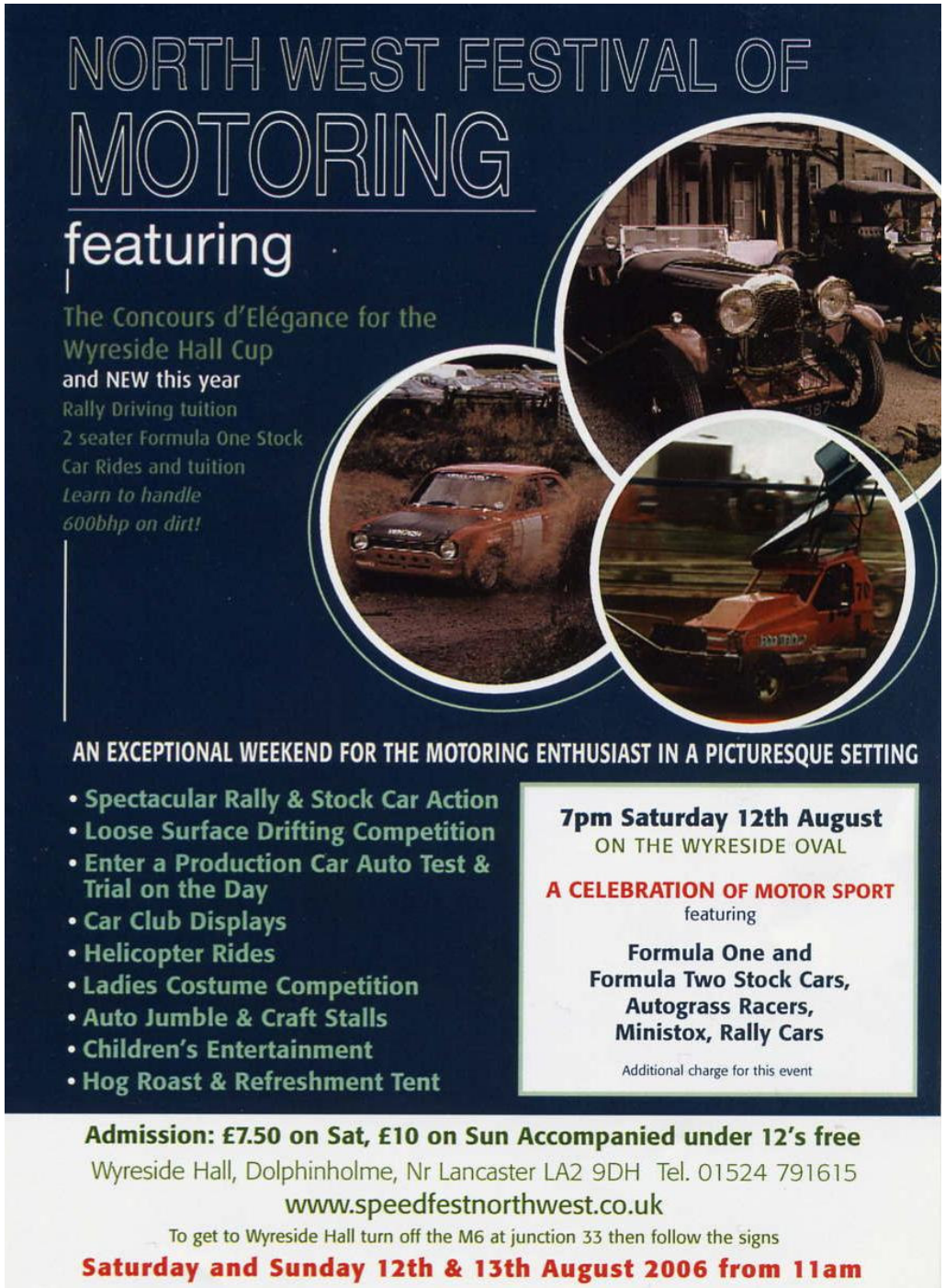
In all it makes organising events much more of a gamble and to illustrate this further there was a long debate at ANCC last Tuesday since the postponement of the Kall Kwik Rally (scheduled for February) due to lack of entries. Entries will be one of this years BIG problems for some events. However DeLacy now plan to run at the end of November in the Yorkshire Forests – just 3 weeks before Malton run their rally. DeLacy have been careful to avoid using the same stages and routes but Malton's concern is mainly the number of competitors who may now not do their event, which may mean the event is not financially viable. We have a further meeting to try to resolve this issue will all interested parties but solutions will not be easy, or certain.

Clubnights – as I know you are aware we try to keep to a common "schedule" of where we meet. The 1st, 2nd, 3rd and last Tuesdays are always at the same venue each month. When it is a 5 Tuesday month then the 4th Tuesday is the "new venue" so the "last Tuesday" is always consistent – with me so far – good! However we do NEED a private room at least once a month so we can have AGM/EGM's, presentations, Scalextric competitions, table-top rallies, film shows etc etc. Sadly, whilst we have been made welcome at the Conservative Club in Gildersome, not many members seem to attend on a regular basis. After long deliberations, including looking at current attendance levels and geographical spread of club members, we have decided to try to change the 1st Tuesday venue to another private room facility. The best option found so far is the Old Modernians on Otley Old Road heading out from Cookridge towards Otley. Own car park, private room with adjacent bar, and a friendly welcome seem likely.

What do you think??? Decision time - next magazine.

Happy motoring!

Rod Parkin
Chairman



Club Nights

May 2006
2nd Gildersome Con Club
9th Fox & Grapes – York Road (A64)
16th The Yeoman Pub – Otley
23rd Admiral Hawke – Boston Spa
30th Admiral Hawke – Boston Spa

June 2006
6th Gildersome Con Club
13th Fox & Grapes – York Road (A64)
20th The Yeoman Pub – Otley
27th Admiral Hawke – Boston Spa

Rolling Calendar 2006

May 2006

13th-14th	Pirelli International Rally - Carlisle
13th	Harewood Open - Harewood Hill Climb
14th	MSA British Hillclimb Championship - Harewood Hill Climb
23rd	PCT- Denby Dale

June 2006

4th	Jim Thomson Trophy - Harewood Hill Climb
10th-11th	RSAC Scottish International Rally - Dumfries
17th	Dukeries - Clipston
18th	**BBQ Hillclimb - Harewood Hill Climb**
25th	Torque BAC - Swinderby

July 2006

2nd	Armstrong Massey Stage Rally - York
7th-8th	Jim Clark Memorial Rally - Kelso
22nd	Opposite Lock Rally - Manby
1st & 2nd	MSA British Hillclimb Championship - Harewood Hill Climb

August 2006

3rd-5th	Manx International Rally - Isle of Man
6th	Centenary Stages - Twyford Wood
6th	Montague Burton Trophy - Harewood Hill Climb
27th	Summer Championship - Harewood Hill Climb

September 2006

2nd	Woodpecker Stages Rally - Shropshire
9th-10th	Yorkshire Endurance Rally - North Yorkshire
10th	Lindisfarne Rally - Otterburn
10th	Hall Trophy Stages - Blackpool
16th	Greenwood Cup - Harewood Hill Climb
17th	Mike Wilson Memorial - Harewood Hill Climb

British International Motor Show

For the first time in 30 years the biggest, most anticipated and unrivalled event in Britain is back in London with a NEW look, NEW interactive experiences, NEW dates and more NEW and exciting cars than you'll find anywhere else in the UK.

There is only one UK Motor Show…….The British International Motor Show. See you there.

Now taking place at the state-of-the-art exhibition centre ExCeL London (previously held at Birmingham's The NEC) from 20th- 30th July 2006, The British International Motor Show is the ultimate day out for everyone who drives a car. Whether you are a self-confessed car nut, in the market to purchase a new car, haven't been to the Show since you were younger, or are looking for a great day out with friends or family at the start of the summer holidays, make sure you head to The British International Motor Show.

The Cars are the Stars and you'll be in the driving seat to see the hottest new models from Aston Martin, Bentley, BMW UK, Cadillac & Corvette, Chevrolet UK Ltd, Chrysler Jeep, Citroën UK Ltd, Daihatsu, Daimler Chrysler UK Ltd, Dodge, Ford, Honda, Hummer, Hyundai Car (UK) Ltd, Jaguar Cars Ltd, Kia Motors UK Ltd, Land Rover, Lexus GB Ltd, Lotus, Mazda Motors UK Ltd, Mercedes Car Group, MINI, Mitsubishi Motors, Morgan Motor Cars Ltd, NICE Car Company, Nissan Motors (GB) Ltd, Peugeot Motor Company, Renault UK Ltd, Rolls-Royce Motor Cars, Saab, SEAT UK, Toyota (GB) PLC, TVR Engineering Ltd, Vauxhall Motors Ltd, Volvo Car UK Ltd.

To view our ever increasing exhibitor list Click Here

There are rumours of over 6 Global Premières and an impressive line up of European Launches set to take place at this year's event. With Vauxhall announcing their WORLD UNVEILING of the new Corsa and over 200 exhibitors The British International Motor Show is set to be a fantastic festival of cars and motoring.

And that's not all...

You can find out more about the new-look British International Motor Show and a whole host of exciting interactive motoring experiences in a dockside setting, by visiting The Event section of the site.

The Sunday Times Dock Rock acts have also been announced and tickets are ON SALE NOW

Find out about the exciting Gala Preview Evening and First Day Tickets

So what are you waiting for.....DON'T DELAY AND BOOK TODAY!

Call today for great group discounts on 0870 890 0508
For more information - www.britishmotorshow.co.uk

MSA TO INTRODUCE CREDIT CARD STYLE LICENCES

The Motor Sports Association, the governing body of UK motor sport, has announced plans to fast-track the introduction of credit card licences, possibly for launch as early as next year.

The MSA issues more than 34,000 licences every year, across a variety of disciplines. Traditionally the licence has been in a paper format, but with the increase in technology new options have presented themselves. Since 2005, licences have been equipped with barcodes to facilitate more efficient processing of applications and this has enabled competitors to track the progress of their licence applications on-line through the MSA website.

"The introduction of bar coding has had a huge impact on our service levels," says Colin Hilton, Chief Executive of the Motor Sports Association. "We now turn round licences in days rather than weeks and because people are able to follow the progression of their licence, calls to the licensing department have dropped by about 80%, leaving the staff free to process them ever more quickly."

The next stage in modernising the process involves the switch to plastic licences so that every competitor will receive a credit-card sized document, containing most of the information currently accommodated on the paper licence. However, what might initially seem a straight-forward and obvious policy decision, is not without its challenges.

"There are a number of factors that mean that this is not as simple as it sounds," explains Hilton. "Driving endorsements and upgrading signatures are currently marked on licences by hand and this is even stipulated in the Blue Book, so not only do we have to create an electronic system of logging and monitoring amendments, but we also have to rewrite the regulations accordingly.

"Coupled with this is the significant cost implication. If we were to propose an increase in licence fees to pay for the new card licence, I am certain that many people would say `I`ll stick with the paper version thanks,` so we have to also accommodate the costs of the new system. However, it is definitely the right way to go and is another significant step forward in the modernisation of the MSA."

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For Media Information Purposes - No Regulatory Value
Issued on behalf of the Motor Sports Association by Fingal
For further information please contact Ben Taylor
Telephone: 020 7384 8725 Mobile: 07866 449940
E-mail: msapressoffice@fingal.co.uk

TROPHY POINTS CLAIM FORM

Members Name

Event Name

Event Date

Organising Club:
- Trackrod [ ]
- Other

Type of Claim:
- Driver [ ]
- Navigator [ ]
- Marshal [ ]
- Service Crew [ ]
- Organiser : state position

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

Event Type:
- Autotest [ ]
- Economy Run [ ]
- Hillclimb [ ]
- PCT [ ]
- Road Rally [ ]
- Stage Rally M/V [ ]
- Stage Rally S/V [ ]
- Treasure Hunt [ ]
- 12-Car [ ]
- Other - state type

Event Status
- Clubman CM [ ]
- National "A" [ ]
- National "B" [ ]
- International [ ]
- ANCC Round [ ]
- Yorkshire League Round [ ]
- Other

For Official Use Only

Date received

Processed by

Awards eligible for

RESULTS

Your Entry No

Position Overall

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.

FOR SALE....

SUBARU IMPREZA Rally Car

REAR WHEEL DRIVE 2.2 16V ATMO (NON TURBO) SUBARU IMPREZA WRX STi RA Lightweight.
Can be Quickly be put back into 4WD when and if required.
RAC MSA Rally Car Log booked & MOTed.
NEW FIA SABELTS 3 inch Harnesses.(2006 Compliant)
NEW SPA PLUMBED IN FIRE SYSTEM and 2.4l Hand Held (New)
WRC Upright Hydraulic Handbrake Bias Brakes.
NEW PRODRIVE KEVLAR GUARD and ALLOY DIFF GUARD
ALL NEW GOODRIDGE/AEROQUIP.
ENGINE. 2200cc EJ 22 SUBARU on Injection Now on slide throttle bodies.
TRANSMISSION. Just Re-built inc new bearings c/w Gp A H/D Gearbox Mount.
DIFF. 4.4:1 Rear Sti Diff with LSD.
SHELL RA Lightweight, Alloy Bonnet, Roof vent FIA Triangulated Multipoint Cage.
SUSPENSION Fully Adjustable Platform (2 way) Suspension plus loads of New Springs, Bilstien Inserts GpA Topmounts STi Suspension with Eibach Tarmac Springs Full Geometry and Corner Weights just done.WRX STi Callipers with Mintex Pads and Vented Rear WRX STi Rotors.
Class award winning car on last two outings in 2005.
SPARES.
12 Wheels and Tyres
Full set of spare Drive Shafts
Spare Rear Diff with LSD
4 WD STi Gearbox with 4.4 front diff.
Engine Ancillaries
Arms and Legs
Spare Suspension components
Exhaust components
Plus much more……you will need to come and have a look!

Guide price negotiable circa £5-8K depending on final package/spares. PX Considered.
PS. If you require any further information please do not hesitate to contact me using the following details...
Thank you for your interest.

Andrew Apperley
Tel +44 (0)7836 544037
Fax/Ans +44(0)1924 892311
Email. andrewapperley@hotmailcom

MSA ANNOUNCES COMPLETE REVIEW OF BLUE BOOK

The Motor Sports Association, the governing body of UK motor sport, has announced a `root and branch` review and re-write of the Blue Book - the Competitors` Yearbook that details the regulations that govern every discipline of four-wheeled motorsport in the UK.

The independent review will examine all elements of the Blue Book, including readability, cross-referencing and relevance. It will be the most comprehensive review of the regulations ever undertaken by the MSA. Once completed, the regulations could then be re-formatted and split into separate booklets to ensure that competitors only receive the regulations that are relevant to their particular discipline.

The project has been initiated by new MSA Chairman Alan Gow.

"The Blue Book currently comprises 30 sections, 330 pages and over 150,000 words," says Gow. "It is, at best, difficult - at worst, impossible to make sense of the contents. It`s not surprising that many competitors have not fully read the rules - for the most part they are over-complicated and confusing. We should simplify, condense them and then issue people with just those rules that reflect their participation; they will then be able to read and understand them better.

"The current regulations are the inevitable result of many rewrites, clarifications and amendments through the years; so it`s going to take a long time to decipher the current rules and strip them back to their fundamental meaning. We will not be able to deliver this in time for next year as it`s a huge and expensive undertaking, but we are also looking to make some interim changes to the layout of the current blue-book that at least helps the user until we have fully completed the project."

"This is a very important project," explains Colin Hilton, Chief Executive of the Motor Sports Association. "We are constantly trying to reduce the barriers to participation across the board to make it as easy as possible for people to compete. One of the critical elements in that process is ensuring that people are able to understand the rules. Like everything else there are downsides, notably the financial implications of the revised print specification, but this is another vital step in the modernisation of UK motor sport."

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For Media Information Purposes - No Regulatory Value
Issued on behalf of the Motor Sports Association by Fingal

OUT AND ABOUT WITH TRACKROD 2006-04-25

This year sees the club on the road again having been asked to run stages on events around the country.

Firstly as Peter Stanhope has reported is the Pirelli Rally - 13th/14th May 2006 as Peter Stanhope has reported, we have the P Zero stage to run in Carlisle which is two runs on Saturday and one run on Sunday any help would be appreciated . Please contact Peter.

Following this we have been asked to run the Fogo stage on the Jim Clarke International Rally based at Duns. This is on Saturday 7th July 2006; the stage is to be to be run twice, then on Sunday morning we have asked man the start ramp control for the clubman event.
Camping facilities are free to Marshals at Kelso race course and I need to know if you intend to camp so I can get permits.

Later in the year after last years success I understand from Rod that we will be asked to run the Showground stage at Pickering for our own Rally Yorkshire, This year will be on Saturday 7th October, Timing and number of stages are not yet known but if last year is anything to go by expect a long day !!

Lastly we have again been asked to run a stage on the Roger Albert Clark Rally, But this year we don't have to trek all the way to Scotland as we have been offered a double run through Dalby and naturally I have accepted been!! This leaves two days for you harden Fans to follow the event after it has visited the Yorkshire Forests. The event runs 19th - 21st November

If you can help on any of the above events or need any further information please contact me on 07889 152 580 (Before 21.30hrs)

Simon Marston
Stage Commander

Thank You

We would like to thank everybody for their kind wishes, cards and gifts following the birth of Emily, we were touched by the amount that we received. Emily is doing well gaining weight and sleeping (When SHE wants!!)
And is following in our footsteps already having been out on 2 rallies in her first 3 weeks!!

Once again thank you
Simon, Caroline & Emily Marston

ensuring the everyone at least got off the start lines!! Stan Peel took the honours while our only award winner was Richard Spurdens.
An amazing 18 new members this month! Final item - Nigel Drayton was offering his Ford Cosair 1500GT for sale in bits!!

20 YEARS AGO - MAY 1986 Not much between the new style covers this month - the only report being on the latest round of the indoor rally championship which was won by Team DuCros from Wite Rankers and Osca Tango Solo. Bob Stoker had his 1600 Escort for sale (POA). John Renny was seeking volunteers for the Knaresborough Bed Race and Baz Dove / Martin Kemp were advertising a Film Night at the Duke of Wellington - admission 50p (ladies free !!! - don't try that now lads or you'll be up before the beak!!). Membership stood at 117 with 7 new members this month. Pete Stanhope; John Westmoreland; J.Bilbie; A. Moore; Malcolm Jagger; John North; A. Edwards and Keith Bowen were all at the top of the various trophy tables.

10 YEARS AGO - MAY 1996 The Editor reported no comment from the majority on the new 'Trackrod Times' A4 format - little did he realise that storm clouds were gathering and it would be the last before reverting to the traditional format (how dare they mess about with our magazine!!) Chairman Parkin was similarly in the dark about opinion on the same issue and was singing its praises on grounds of easier production etc, etc. Jim & Nick Dixon provided a report on their antis on the recent KallKwik Stages where they finished 5th in class despite a puncture on a particularly tightly timed road section which saw some rapid foot pumping to keep the tyre inflated!!
Andy Anderson / Arthur Heaton treat us to their view of the Hall Trophy Rally on which they finished 4th o/a after a fraught night getting held up by slower cars and then running out of brakes - maybe this latter complaint was a significant factor in the result!! Selby's Three Swans was briefly reported by editor Stevens who left the finish just as the arguments over PC's was starting - nuff said!!

TRACKROD_____ENDS

Richard Ineson

PS Regular readers of this column will be familiar with the name of Frank Stuart-Brown. Alas Frank isn't too well at present and I'm sure you will all join me in sending him & wife Sue our best wishes.

I understand that Carol Wride was greatly impressed by the Canadians on a camper in the infield all mooning the crowd, just as she focused in with her binoculars!

At the end, within half an hour we were 10 miles from the circuit , thanks to the park and ride – we were going north instead of south but well who cares!
It had been an excellent day –we have nothing to match it in terms of enthusiasm, atmosphere and showmanship – the cars are awwesum.

I then had to keep Pock occupied till the return flight to his beloved wife, dog and Westfield. A difficult task in Orlando for a bloke who hates Disney, shopping, kids, Theme parks, rollercoaster's and onions. However , trip to an air museum, a return to Daytona to go on the behind scenes tour, museum and drive on the famous beach, along with more Bud than either of us have drunk for a long-time, seemed to keep the ol' redneck happy.

We returned to Britain, vowing to save up our brownie points to return for the 50th anniversary in 2 years time – we will have to make do with a weekend at Goodwood next year .

If you like racing, do go and try this – it truly is Awesome.

Rob Buchan.

RETROSPECTIVE

30 YEARS AGO - MAY 1976 The Editor was having one or two gripes about the recent budget implications on us motorists in general and particularly the increase in fuel duty (it must have put the price of a gallon of motion lotion up to, what, 70p??).Also on his list of whinges were the new forestry charges for stage rallies - 40p per mile!!! - If only we could put the clock back that far!!!
Mary Lloyd was planning a treasure hunt for a club night whilst husband Steve reported on the recent Elcar Trophy Rally from the co-driver's seat of the SPY 44 Porsche. Trackrod proved to be the winning team on this Shell League event which put a spring in new team captain Ineson's step the team comprising Jackson/Lloyd; Vince Girardier; Ron Mackinnon; Dave Lawton and the mini of Martin Kemp and Steve Holden.
Our March hare PCT at Rose Farm attracted 27 entries and organisers Rod Parkin & Steve Mills were tested to the limits by the climate. Such was the amount of rain that some of the tests were modified to run partly downhill -

Regs Available for BBQ HillClimb

Regulations are now available for the BBQ HillClimb, on the 18th June.

To get a set either r contact Graham Whitaker (Tel : 0113 2654182) or go online. At www.trackrodmotorclub.co.uk and go to the regulations part, to download a set.

YORK MOTOR CLUB
PRESENT
AN AUDIENCE WITH
CALDER RESCUE

VENUE – THE BUCKLES INN, *Tadcaster Road, Askham Richard, York (A64) Y023 3PW (01904) 706377. Map ref 105/542469*

TIME – Wednesday 24th May 2006 – 8.30 p.m.

As friends, colleagues and fellow Motorsports enthusiasts, York Motor Club would like to open their club night up and invite you all to the above function.

As we only generally get to see members of other clubs on "events" we thought this would be a good opportunity to meet you all socially. The other very important outcome of the evening will be to raise some funds for Calder Rescue, who have been involved with many of YMC's events for several years.

FORMAT *– Well, what do you expect? There will be a "light hearted" look at the work and situations a Motorsport Rescue Unit gets involved in, and a "what could you do?" if you were ever involved at the scene of an incident. The evening will be fun, I promise…..*

For those travelling and wanting to make a night of it, a selection of Bar Meals will be on sale from 6.00 pm to 9.00 pm.

Admission will be free – all we expect is a generous donation, all proceeds going to Calder Rescue (We will also be putting a raffle on, if anyone can donate any prizes, we would be very grateful)

WE LOOK FORWARD TO SEEING YOU ALL THERE!

Tim Trees tel (01904) 691459 mob 07885 805460 e-mail tim_trees@hotmail.com

BOOGERTY, BOOGERTY, BOOGERTY !!!!!! LETS GO RACIN!!!

Some of you may be aware that a few Members of this illustrious club follow a very broad church in their motorsport interests.
Ever since seeing a film in my youth, called Red Line 9000- or something like that, I have had a great love of American Stock car racing –NASCAR. This year , at last I achieved one of my great ambitions in life , and managed to get to the opening round of the 2006 Nextel Cup at the magnificent Daytona International Speedway- the legendary "500".

NASCAR arose in the 50's from rural types running bootleg moonshine across the southern states in supped up saloon cars –"stock" cars. Racing these on the beach in Daytona evolved into the massive industry of today using huge banked ovals such as Daytona, Talladega and Texas – it's the most popular motorsport in the US.

As the main following is in the Deep South -"Redneck Country", who better to go with me than our own" Ponte " redneck and well known Westfield exponent ,Paul " failure is not an option" Pocklington –I thought he would blend in rather well over there!

It turns out that the Wrides were also going- Graham, Carol and Andrew – so it was quite a club outing.

The Virgin flight went well and we got through Immigration without being strip searched – I had warned Paul to behave as the Orlando officials can be very officious and most have had a humour bypass.

Our Hire car – following a rip off upgrade was a Pontiac Grand Prix GT – very nice too but not sure if it could cope with any bends – plenty of grunt but 55mph speed limits rather hindered rapid progress.

We went to collect tickets on the Friday and decided to stay to watch final practice for the Nextel boys, the IROC sports cars and the Pickups - the Nextel guys have about 43 cars on track , nose to tail , 3 abreast at about 200 mph , IROC about 20 cars at 185 and the Trucks on a floodlit track – about 40 cars at about 165 . The noise and atmosphere is absolutely electric – the trucks especially made this banshee wail as they circulated as a pack, that ebbed and flowed around the fantastic 2.5 mile tri-oval – the 2 main turns are banked at 21 degrees! – In the Museum they have a section you can try to walk up –you cannot.

There was only one major incident in the IROC – once they get flying they go quite a way! They had to cut the bloke out - not because he was hurt luckily, but because he was so flaming fat." Chuff me", quoth Pocklington, "is he wearing a Michelin man suit"!

Fantastic day – but don't believe the brochures – it was bloody cold.

Race Day Sunday dawned pretty dull – as these boys don't race in the rain we were a bit concerned. However, off we went down the I4 interstate and, with just one jam we got to the park and ride site well in time. This facility was fantastic – dozens of buses constantly running to take you to the racetrack. They even had their own rally stage across the backwoods to avoid traffic. Every time this track crossed a highway there were state troopers to stop the traffic and let the bus through. The bus drivers were entering the spirit of the event and some could have made respectable times on Dalby!

Our seats , amongst the 200 thousand crowd weren't brilliant being low down so we couldn't see the" back straightaway" but we had a great view of turn 4.
The atmosphere and crowd were fantastic –everyone wearing team colours and good natured banter such as "Junior is gonna wup yo' boy's ass today, fella".

The Wrides were equally low down about 100 yards away - Andrew had daringly worn shorts and sported a fetching pair of blue knees – it was still flaming freezing – only the packed nature of the crowd and the 2 twenty stone Dale Junior female supporters next to us generated any heat.

We then had the flypast, the screeching of the Star Spangled banner, Jon Bon Jovi before the immortal, "Gentlemen start your Engines "

We knew they were coming as on each lap another Junior supporter , well oiled on Bud, stood up and yelled "hear they cume" followed by much waving of Flags, beer cans and general whooping and hollerin'.

The 43 cars again circulated in a tight pack –amazing noise, wind, rubbish etc – people walking behind the barriers had their universal issue baseball hats blown off.

I won't go into the race in detail as you will have read about it or seen it on TV.
Pock supported Gregg Biffle and I am a Jeff Gordon man –neither of whom did a great deal. Most of the crowd were Dale Earnhart Junior fans, but the winner was Jimmy Johnson – his car goes straight into the museum for a year – muck and all – can you see an F1 boss agreeing to this!