

# Your Committee

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## November 2010

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

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

**Editors Bit**

Well another month has gone by and Christmas is getting closer by the day.

A few rallies have passed, one being our own Rally Yorkshire which I think went without too many problems. Dave Thompson, Dan Jefferson and myself were on the equipment van and we cleared down the stages quite quickly so it was not too much of a late night for us (even though we got back in the early hours of the morning).

After Rally Yorkshire a gaggle of Trackrod members visited the Isle of Mull for the Mull Rally, run this year for the first time by Mull Car Club after 2300 Club pulled out last year. Again this event went without too many problems, there were inevitably a few offs—even one on the road section from service - but the organisation team seemed to cope well.

After Mull a visit to Stirling and Peter Stanhope’s abode followed to assist with his stage on the Rally of Scotland, a round of the IRC. The stage was quite rough in places—as Scottish stages tend to be, Andy Turnbull found that out the hard way with a puncture from the recce setup.

Oh well that’s it for now there are plenty of rallies coming up if you require more info please contact our Chief Marshal Andy Turnbull.

Richard Goldie  
Editor

**November 2010**

**2nd Old Mods**

**9th Fox & Grapes**

**16th Rose & Crown (Otley)**

**23rd Fox & Grapes**

**30th Admiral Hawk**

**Any suggestions you may have for new places to meet please contact any member of the committee.**

**December 2010**

**7th Old Mods**

**14th Fox & Grapes**

**21st Rose & Crown (Otley)**

**28th Admiral Hawk**

**Events Calendar 2010**

**November 2010**

7th November

Malton Forest Stages Rally

15th-20th November

Rally of the Tests

20th November

Premier Stages

21st November

Neil Howard Memorial Stages, Melbourne

26th-29th November

Roger Albert Clark Rally

Trackrod members are involved in all these events. If you would like to assist in any way please contact Andy Turnbull for further details.

## TROPHY POINTS CLAIM FORM 2010

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**

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.**

## **2011 BHRC calendar unveiled**

A revised calendar, which has taken the event crowding out of the middle of the year, and an additional round for the Gravel Cup are the key features of the 2011 Dunlop/WONAGO.com MSA British Historic Rally Championship.

The core BHRC retains the same mix of eight events, with five gravel and three asphalt events counting towards the prestigious MSA British Historic Rally Championship. The Ulster Rally, which was new on the calendar for 2010, has been retained following an overwhelmingly positive response from competitors.

With the Mid Wales Stages moving to early March to become the opening round and the Rally Isle of Man moving to late October to become the final round, the season has been stretched to eight months. This should help competitors' budgeting and the new Isle of Man date should help with the time away from family and business during mid-summer. The main BHRC now has a 10-week summer break, coming at the halfway point of the schedule.

"We are very pleased to unveil this calendar," said championship manager Simon Marks. "We've got a much better spread of events and have been able to extend the championship season and reduce the mid-season crowding of previous years."

Last year, MSA awarded a new five-year contract to the Historic Rally Car Register to manage the championship, which came as the HRCR completed a 10-year stint at the helm of the BHRC. The current agreement will take the championship through until at least 2014 under the same management.

The full BHRC calendar is:

Sun 6 March; Mid Wales Stages (gravel)  
Sat 2 April; Bulldog Rally (gravel)  
Sat 30 April; Pirelli Historic Rally (gravel)  
Sat 4 June; Severn Valley Stages (gravel)  
Fri/Sat 19/20 August; Ulster Historic Rally (asphalt)  
Fri/Sat 9/10 Sept; Tour of Flanders (asphalt)  
Sat 24 Sept; Trackrod Historic Cup (gravel)  
Fri/Sat 29/30 October; Isle of Man Historic Rally (asphalt)

## Asphalt and Gravel Cups continue

In addition to the main BHRC, the separate asphalt and gravel competitions will continue, having proved popular with competitors who prefer to compete on only one surface.

To offer the gravel competitors a mid-season event, the Swansea Bay Rally has been added to the Gravel Cup to bring the schedule up to six rallies. The Harry Flatters Rally on Epynt will again be a round of the Asphalt Cup, which is held over four events.

The Gravel Cup dates are:

Sun 6 March; Mid Wales Stages

Sat 2 April; Bulldog Rally

Sat 30 April; Pirelli Historic Rally

Sat 4 June; Severn Valley Stages

Sat 16 July; Swansea Bay Rally

Sat 24 Sept; Trackrod Historic Cup

The Asphalt Cup dates are:

Sun 31 July; Harry Flatters Rally

Fri/Sat 19/20 August; Ulster Historic Rally

Fri/Sat 9/10 Sept; Tour of Flanders

Fri/Sat 29/30 October; Isle of Man Historic Rally

## Ford Thrilled with fiesta test programme

Ford has completed a seven-day test of its all-new Fiesta RS WRC - with Mikko Hirvonen and Jari-Matti Latvala driving the car for the first time and covering more than 1,200 kilometres at competitive speeds. The test ran on gravel in Spain and France, using a 1.6-litre engine, which is close to the final specification for next season. Both drivers were pleased with their first test in the car they will use to contest next year's World Rally Championship - with Latvala adding that he had never driven a rougher stretch of road in his life. The test car ran without any problems. Hirvonen began the session last Saturday in northern Spain and drove for three days. The test then moved to southern France where the 30-year-old drove on Wednesday and ended the programme on Friday, clocking up 1000km at the wheel. Latvala drove on Thursday, covering 220km. "I had looked forward so much to driving the Fiesta RS WRC and I was very satisfied with it," enthused Hirvonen. "It was just as much fun as I hoped and I'm genuinely excited about what we can achieve with it. Of course, there is still a lot of development to do but my first impressions are very good. It has its own unique feel and it's like driving an angry bee!" Hirvonen said the biggest difference between the Focus he is driving in Catalunya next week and the next generation Fiesta is in the torque from the engine. "There is less torque from the 1.6 litre engine in the Fiesta than we have from the 2.0-litre unit in the Focus," he said. "It requires a different driving style as a result. The engine needs to be kept at high revs. A slightly more aggressive approach is needed, especially in slower corners, where the driver needs to take command and attack harder, rather than letting the car do the work." Latvala added: "The road is usually used for testing cars of the type that compete in the Dakar Rally and it was full of big rocks, holes and bumps. It asked a lot of the car, but I pushed hard because the team wanted to see how the Fiesta behaved in those conditions." "I was impressed and I was pleased at how quickly I found a good feeling at the wheel. The balance felt very good and the engine was better than I expected." Team principal Malcolm Wilson concluded: "The testing we have done until now was based on durability and obtaining feedback. That raised no major issues and meant we could progress the programme this week by moving onto specific set-up for the car." Mikko and Jari-Matti have valuable experience of the rallies in the WRC calendar, and possess the detailed knowledge to provide a base specification from which to fine-tune the set-up from rally to rally. "The weather in Spain ranged from high temperatures at the start of the week to heavy rain and mud as the test progressed. It wasn't pleasant for the team, but it was perfect for putting the car through its paces in the type of varied conditions we will encounter in the championship next year."

## Maclaren plot next move

Lewis Hamilton would be happy for Jenson Button to now support him in his quest to win the Formula One world title.

It is a matter McLaren team boss Martin Whitmarsh has confirmed will come under discussion before the next race in Brazil. If McLaren opt to head down that route it is one Button is unlikely to be impressed with given his stance following his 12th-place finish in Sunday's Korean Grand Prix.

"I don't know what will happen. You will have to speak to Martin on what he thinks he will have to do." said Hamilton. "All I know is I have to get as high up as possible, and it would be fantastic to have Jenson with me."

Button trails Sunday's race winner and championship leader Fernando Alonso by 42 points and with only 50 points to play for, he admitted his hopes of retaining his title were "pretty much gone".

Yet an hour later after a period of contemplation and being faced with the question as to whether he would support Hamilton, who is 21 points behind Alonso, the response was a touch more steely and insisted that while he was still mathematically in the hunt, he would fight to the bitter end.

Whether Whitmarsh will view it that way is another matter, however, but given Button's strong views this year on being a number two driver it is likely to be an intriguing conversation.

Whitmarsh will be fully aware of Button's stance as the 30-year-old has made it clear he would be unwilling to entertain such a role.

As far as Whitmarsh is concerned, the issue will be reviewed as he said: "I think at the moment we will think about that

"We had a disappointing day with Jenson, whilst Lewis is still very much in the hunt.

"Mathematically it's not impossible for Jenson, but it looks quite tough, very difficult for him. So we'll talk about that before we get to Brazil."

## RETROSPECTIVE

40 YEARS AGO - NOVEMBER 1970 - Chairman ray Dickinson reported that we now have ( as expected ) the requisite 50 members to apply for RAC affiliation. Over 60 members attended our first clubnight meeting ( knock the zero off for 2010 !!! ) 27th saw an indoor rally , put on by Dennis Dickinson, which was won by Steve and Mary Lloyd after a bit of intrigue relating to OS Map information which was not available to all those partaking !!!!! ( Motor sport (?) never ceases to amaze me - always someone looking for the unfair advantage !! ). there was a brief resume of all the committee members, giving there interests and inside leg measurements (for those keen on such information ! ) Also published was a provisional calendar of events for the coming year ( needed by the RAC of course ) which showed that we would actually start competing in January 1971 with a PCT. Subject to RAC confirmation of our eligibility of course !!!

30 YEARS AGO - NOVEMBER 1980 - On the cover were Chris and Martin Miller in the Hall Farm Garage Mini on a non-specific rally. Editor, Richard Moran was banging the usual editorial drum and trying to shame the membership into writing about their exploits so we could all read about them ( still much needed in 2010 !! ). Baz Dove reported on the Sunrise Rally which he did with Richard and after a run through the lanes of North Yorkshire they ended up a somewhat disappointed 19th o/a. Trackrod took the Team Award with Richard? /Roger Jackson / J McNichol. Rod Parkin gave an insight into what has become a bit of a Trackrod annual outing to the Isle of Mull , it was obvious that the rally was of secondary importance when it came to matters worth reporting ,which is probably still a relevant observation in 2010!! The ANCC autotest at the MFI car park in Hull was won by Ineson in the mini with Ron Mack and John Renny taking 2nds in class and Graeme Bradford 3rd - an excellent day out !!! . Our performance on the Shell League Ripon MSC PCT didn't yield such good results however. Ronnie Moore scored an excellent 2nd in class but Brian Scoreby and Richard Moran could do no better than 9th and 7th in class respectively - enough for 6th on the day !!


20 YEARS AGO - NOVEMBER 1990 - Chairman Ineson drew attention to the mention in Motoring News of the 30 mile wrong slot on the Targa Rusticana by our own Ron Mackinnon - that local navigator of note!!!! Sec. John McNichol was pleading for members to write for the magazine to save him having to do so much !! 7 new members this month. Steve Sanderson /Rob Buchan reported on their version of the Castrol Crystal Stages finishing 88th after an illness ridden event - it was Rob's first rally !!! Steve Sanderson and Stuart Bell (what - not Rob !!! ) reported on their outing on the Barkston Forest Stages - 59th o/a and 3rd in class !!

10 YEARS AGO - NOVEMBER 2000 - Editor Steggles pointed out that there were only 54 days to Xmas!!! says it all !! Graham Wride reported on our Forest Stages Rally from the Sierra of Nigel Drayton where they finished 32nd with Craig Dykes/ Jim Plevey 3rd . John NcNichol gave his version of the same event from the Daihatsu Curore Avanzato - all 600cc of it !!! Finished 2nd in a class of 2 and 38th o/a out of 41 - (They wouldn't have if the Glover and Ineson team hadn't levered the boxcar out of a hole with a fence post on the Langdale stage !!!!! ) Graham Steggles put his two pennorth in with his own story of the event - suffice to say that he and Emma went OTL after missing the service exit control !!!!! (How ??????) - and it took two pages !!! TRACK-  
ROD

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ENDS Richard Ineson

## MSA pays tribute to Bill Troughear, 1937-2010

Motor Sports Council Honorary Vice President Bill Troughear passed away at home last week at the age of 73. The Motor Sports Association sends its sincere condolences to his wife, Val, and to his family and friends. 

Bill was one of the greatest unsung heroes of motor sport, having excelled for over four decades in voluntary capacities as a senior official, committee member, chairman and campaigns organiser. He often played leading roles in the successful promotion and management of events at all levels, which impacted on the sport throughout the UK and particularly on the community around Cumbria, where he was based.

In 2005, in his capacity as Chairman of the Land Access and Recreation Association (LARA), Bill coordinated successful opposition to proposed government legislation that would have severely curtailed off-road motor sport in the UK; during this time he gained the respect of those on both sides of the debate for his fairness and understanding.

Bill was presented with the Service to Sport Award by the Northern Sports Council in 2003 and in the same year was made Vice Chairman of the Motor Sports Council. Three years later he became an Honorary Vice President of the Council and shortly afterwards was appointed Chairman of the British Motor Sports Training Trust. He spent 23 years as Chairman of the MSA Regional Committee and earlier this year the Association of North East & Cumbria Car Clubs bestowed upon him its Lifetime Achievement Award.

During his time in the sport Bill proved to be a man of integrity who was always superbly organised, polite, courteous and approachable. He will be sadly missed.

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planned to ensure there are no crossovers and the stages are being run in the correct sequence to keep travelling time to a minimum and avoiding competitors mixing with spectator vehicles.

Sufficient time is also required to ensure one event is fully closed before the next event arrives and allows the safety car crews to replace any missing arrows etc.

Once I've carefully studied all the above requirements and seem to have prepared a MASTER route / time schedule, I then have a meeting with Rod Parkin and Barry Dove to discuss the proposed route in greater detail. Once we all agree with the general route principle, Barry starts planning the stage route with exact mileages etc and I start to firm up the route now including Passage and Time Controls etc, etc and contact each event co-ordinator for their approval..

I hope this now gives you a better insight to the reasons WHY ..... and hopefully answers some of your questions.

Lloyd Walker

## **Loeb Marches on**

World champion Sebastien Loeb continued his dominance of the 2010 World Rally Championship season as he claimed his 61st career win in the Rally of Spain on Sunday.

The Frenchman led the event from start to finish in his Citroen and was in total control heading into the final four stages with a mammoth 44.4-second advantage over the privateer Citroen of 2003 world champion Petter Solberg.

And Loeb, who clinched his seventh-consecutive world title on home soil three weeks ago, paced himself to eventually prevail by a margin of 35.3 seconds and seal a landmark success for his C4 WRC.

The win means the car, which has been used by the French marque over the last four seasons but will be retired at the end of the year, has never been beaten on a rally based on asphalt stages.

After his seventh win of the season Loeb told wrc.com: "We had no pressure for the championship on this event, so we were just able to drive as we wanted. We pushed hard on the gravel on Friday and from then it was a little bit easier to control the advantage."

Solberg held off the challenge of Dani Sordo to finish second, although the Norwegian had been worried that an error during the final stage had dropped him to third.

"I went really sideways on the final stage: maybe too much," said Solberg. "I wasn't sure if I could do it. This means so much to me to beat the factory cars because our car really isn't the same."

Jari-Matti Latvala was fourth in the first of the Fords on another disappointing event for the Blue Oval, with team-mate Mikko Hirvonen fifth and Matthew Wilson sixth for the Stobart Ford team.

Khalid Al-Qassimi, Hennings Solberg, Ken Block and Sebastien Ogier completed the scoring positions, with Ogier doing particularly well after losing 15 minutes on Saturday after a crash.

# Formula 1 2010 Calendar

Date	Race	Winner	Circuit
14 Mar-14 Mar	Bahrain Grand Prix	Fernando Alonso	Sakhir
28 Mar-28 Mar	Australia Grand Prix	Jenson Button	Melbourne
04 Apr-04 Apr	Malaysia Grand Prix	Sebastin Vettel	Kuala Lumpur
18 Apr-18 Apr	China Grand Prix	Jenson Button	Shanghai
09 May-09 May	Spain Grand Prix	Mark Webber	Catalunya
16 May-16 May	Monaco Grand Prix	Mark Webber	Monte Carlo
30 May-30 May	Turkey Grand Prix	Lewis Hamilton	Istanbul
13 Jun-13 Jun	Canada Grand Prix	Lewis Hamilton	Montreal
27 Jun-27 Jun	Europe Grand Prix	Sebastian Vettel	Valencia
11 Jul-11 Jul	Great Britain	Mark Webber	Silverstone
25 Jul-25 Jul	Germany Grand Prix	Fernando Alonso	Hockenheim
01 Aug-01 Aug	Hungary Grand Prix	Mark Webber	Budapest
29 Aug-29 Aug	Belgium Grand Prix	Lewis Hamilton	Spa-Francorchamps
12 Sep-12 Sep	Italy Grand Prix	Fernando Alonzo	Monza
26 Sep-26 Sep	Singapore Grand Prix	Fernando Alonso	Singapore
03 Oct-03 Oct	Japan Grand Prix	Sebastian Vettlel	Suzuka
17 Oct-17 Oct	Korea Grand Prix	Fernando Alonso	Korea
31 Oct-31 Oct	Abu Dhabi Grand Prix		Yas Marina Circuit
14 Nov-14 Nov	Brazil Grand Prix		Sao Paulo



## International

Requirement for about 85 - 90 stage miles

I have not included a Friday night stage in an effort to keep costs to a minimum. However, my proposed route could be amended if necessary to include a Friday night stage.

Hence the intended route currently includes 102 stage miles, main Scarborough service and TWO visits to remote service / refuel .

Start 8.01 hrs finish 17.35hrs.

## Challenge

Requirement for about 50 stage miles

Running prior to International competitors.

Intention is to insert the Challenge competitors prior to International event after the first two stages, including a main service only, similar to 2010.

Hence, approximate stage mileage 50.98

Start 9.30hrs finish 14.30hrs

## National

Requirement for about 60 miles.

The route I've planned includes approximately 58.12 stage miles including a main and remote service, once again similar to 2010.

Start 12.15hrs finish about 19.15hrs

## Clubman.

Requirement for about 45 stage miles.

To run 10 minutes after the last National competitor ( like 2010) and then return to Scarborough after about 44 stage miles. To include main service only.

Finally, the spectator access and competitor road routes have to be carefully

point rescue and then the Yellow Book (e.g .BRC and upwards) - Stages over 15 K (9.3 miles) require mid point rescue etc. So if we run a stage of say 12 miles long, we require two units, hence double the cost for one stage.

You also have to take into consideration that there is a difference in MSA permit / insurance fees which are dependent on forest miles. Under 45 miles is cheaper than over 45 miles, which is why the majority of forest events are usually under 45 miles.

Add to this the second usage of a stage is cheaper than the first pass, you will then realize why some stages are used twice.

So that covers the majority of costs which have to be taken into consideration before you even look at the route planning.

Suitable sites have to be located for stage start and finish controls with adequate parking, not forgetting radio coverage.

Another requirement for the competitors is the maximum stage distance between service and refuel points, so by now I assume you are starting to get a better understanding.

A suitable location for service, remote service and refuel have to be identified.

In May 2010 I'd already started thinking about the 2011 route and by late July / early August I had a very rough outline taking into consideration each of the various event's following requirements :-

ALL events starting and finishing in Scarborough, with reasonable start and finish times.

#### **Historic.**

Requirement for 50 stage miles

First pass through **all** stages, but prepared to run second pass, providing Historic **ONLY** been through the stage previously.

Only prepared to travel through Langdale after Internationals, as is current operation.

The route I've planned includes approximately 51 stage miles which we will have to trim to the requested 50.

Start 7.31hrs finish 13.30hrs

## MSA launches new video website: GoMotorsport.tv

The Motor Sports Association (MSA) has officially launched

[www.GoMotorsport.tv](http://www.GoMotorsport.tv) (

<http://e2ma.net/go/8700932500/3149463/99281797/2971/goto:http://>

[www.gomotorsport.tv/](http://www.gomotorsport.tv/) )

a free access, user-generated website dedicated to showcasing the best of domestic UK motor sport action.

The new site provides a platform for every MSA-registered club to upload material free of charge for all to see. Each home page can be customised with logos and sponsor credits, as well as providing a link to an external website which can be used to drive traffic.

As well as providing clubs with an easy way to publicise its activities and events, it is hoped that the new site will enable fans to find action from domestic and grass roots motor sport events in one place on the internet.

The quality of material on the site will vary between event, ranging from professionally produced 30-minute programmes to amateur hand-held footage and will cover all disciplines, from circuit racing and stage rallying to Autotest and Trials.

The MSA is keen that all material should be eligible from any of its authorised events, but advises organisers to ensure that the broadcast of any footage does not infringe any copyright or Intellectual Property rights. In this respect, the MSA is delighted that MotorSport Vision has given permission for all clubs to post in-car video footage filmed at MSV circuits onto the Go Motorsport TV channel.

MSA Chief Executive, Colin Hilton, said:

This is a really exciting initiative for the MSA and British motor sport. Of course, it will start slowly but as the popularity of the service grows and the number of visitors increases, so will the benefit of the site to those participating clubs.

We could have set up a dedicated channel within YouTube or other online broadcast facility, but we were fortunate that GoMotorsport.tv was made available to us free of charge and allows the MSA, and therefore the sport, to retain all control of the site and its content.

As media platforms continue to converge and we move away from the traditional broadcasting model, this bespoke route to market for the motor sport community could become increasingly important. The target must be to develop this facility into the definitive home of domestic motor sport footage which will be both valuable to clubs and popular among fans.

Clubs or championships wishing to register for the service should e-mail

[tv@msauk.org](mailto:tv@msauk.org) (<mailto:tv@msauk.org>), detailing the club or championship name and full contact information. Approved users will then receive a unique username and password for their channel, along with comprehensive publishing instructions. Meanwhile fans need simply to visit [www.GoMotorsport.tv](http://www.GoMotorsport.tv) ( <http://e2ma.net/go/8700932500/3149463/99281798/2971/goto:http://www.gomotorsport.tv/> ) to enjoy the footage.

## **THINGS TO TAKE INTO CONSIDERATION**

Fairly frequently after releasing the route for the TRACKROD RALLY YORKSHIRE and definitely during the event, I'm asked why are you running ..... stage and not ....., why is there a large time gap between the running of ..... and, why .... why ... and various others questions including the number of Course / Safety Cars involved.

To try and give you a better understanding of why the decisions are made, I will endeavour to explain below the various things which have to be taken into consideration when planning the route.

The easiest one to answer is the Course / Safety Cars. To keep to a set time schedule running well in front of any competitors, two vans are used to deliver and install ALL the timing equipment. After delivering the equipment they keep within the forest complex to resolve any equipment problems, check the equipment prior to any second pass and then collect the equipment at the conclusion of the event. If a non continuous route has been planned, then two sets of safety car crews are required to check the route prior to any competitor entering a stage. The first crew concentrates on the set up of the stage, positioning of marshals, rescue crews, radio points, post numbers etc, etc not forgetting the completion of timecards. The second crew whilst assisting with some of the above duties, concentrates on spectator safety and the third crew makes a final check. After the competitors complete the stage, that particular event must be closed prior to the arrival of the next event. This is managed by the closer who collects all the check sheets, checks for retirements, collects damage declaration forms, timecards etc. Generally the same procedure takes place prior to the arrival of the next event. My role during the event is to try and keep ALL events running on time and make any amendments / alterations etc to recover time and get the event back on schedule.

As organizers, we have found the best solution to fully monitor the event is for myself to be out in the field, and with the assistance of Andrew Apperley in his rally prepared car, we can cover the event at almost the same timescale as the competitors. You may now understand why I often do not keep to my time schedule and enter stages early.

Now to the event planning. The things which are cast in stone are the Blue Book regulations for mid point rescue etc - Stages over 9 miles require mid