



TRACKROD

MOTOR CLUB LIMITED

**FEBRUARY 2000
MAGAZINE**

**THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD
RAC MSA Affiliated, No.1230**

CHAIRMAN'S CHAT.

Hopefully by the time you read this we will all have had an enjoyable Annual Dinner Dance and have congratulated the award winners.

Most of the awards are calculated on a basis adopted by the ANCC many years ago and can be quite complicated. Barry Dove will be writing an article to try to explain the Trophy Points System (I will read it carefully because I do not fully understand it!) and to try to encourage you all to compete, marshal, service on just about any event in the UK - and claim points. In the meantime, if you have any queries please talk to Barry!!

Just been looking at the Rally calendar for this year - National Championships alone account for 32 weekends, add to that regional events, World events, Rally Sprints, Mull, etc. etc. and there is a Rally somewhere every weekend - sometimes more than one!! Add to this all the autotests, hill climbs, off-road events, car and kart races - there must be something for everyone to get involved with - or at least go watch!!

Have fun with whatever you plan on doing - see you in some cold forest somewhere, no doubt, and please - if you have not got your ticket for the Yorkshire Motorsport Dinner (Sat 12th February) see me real soon!!!

Rod Parkin.

LOOKOUT RALLY.

Sunday the 16th April sees Trackrod running the Lookout Stages once again, with the regs due for publication in the next few days.

Any event of this stature needs every helper it can get - so if you're not already involved in some capacity or other, volunteer your services before the organisers press gang you!

Marshalls in particular are needed, despite the lure of the Golf course, lunchtime drinking, or whatever else you use as an excuse. Contact Steve Lancaster, or any of the organising team.

SOCIAL SECRETARY.

FEBRUARY.

- 01 Conservative Club, Gildersome.
- 08 Admiral Hawke, Boston Spa.
- 15 Conservative Club, Gildersome.
- Quiz night with M.G. car club.
- 22 Crown, Wetherby.
- 29 Admiral Hawke, Boston Spa.

MARCH.

- 7 Conservative Club, Gildersome.
- 14 Admiral Hawke, Boston Spa
- 21 Crown, Wetherby.
- 28 Admiral Hawke, Boston Spa

Caroline Marston.
Social Secretary.

EDITOR.

Another issue through the sausage machine, and late again - but a good reason this time, since I spent the weekend before publication swanning around Bruges to celebrate my 50th birthday. Jokes about sponsorship from Saga will not be tolerated, or else I'll use the cheap bus fares from National Express to come and spread cardigans all over your garden.

I've got to thank my team of volunteer helpers who regularly help with addressing and stuffing the envelopes on Tuesday Clubnights. What could be a very tedious chore gets rattled off in a few minutes - many hands really do make light work. Thanks again to all those who help. Another word of thanks for Steve Sanderson, who's sourced a real bargain computer for me to produce the Magazine on. There's a lot for me to get used to, and we need some DTP software (that's what us computer nerds refer to Desk Top Publishing as, you know), but this machine will prove very useful.

Further evidence that involvement in (and not simply membership of) Trackrod does have its benefits.

Stuart Marsh.
Editor.

FIRST AID TRAINING.

After several months of deliberation and investigation we have finally come up with a First Aid course which we think will appeal to many Trackrod members

Based on initial responses we are arranging a 2 day course - split over two consecutive Sundays if possible. Dates have yet to be arranged but the course will consist of:

Day 1 - a Formal First Aid Course run by the British Red Cross.

This will be split into several modules of around 1 hour each. Typically covering:

- personal safety, assessing the incident, ABC check, recovery position
-
- breathing for others, chest compression, subsequent action to the ABC check
-
- shock, control of bleeding, dressings, injuries
-
- management of burns, eye injuries
-
- fractures, sprains, spinal injury
-
- medical emergencies - heart attack, epileptic fit

You will readily see that many of the above are relevant to motorsport as well as everyday life - you never know when you may be needed!

Day 2 - informal "Motorsport Specific" instruction

This is intended to expand on the general principles already learned and will cover incident handling, what to do, and what NOT to do.

Consider the scenario - you are first on the scene of a rally car accident and there are injuries - do you know what to do? Who to treat first? Whether to get them out of the car? The threat of fire? Preventing further injuries? Do you take the crash helmet off? How to warn other competitors? Your own safety and many other issues.

Trackrod will stand the majority of the cost for this training but we require a non refundable donation of just £5 per person (this will be your total commitment and will include a light lunch on both days). This has to be the bargain of the year and initial places are limited. More courses will be arranged if demand is sufficient.

Please let me know as soon as possible if you are definitely interested so I can assess demand and arrange suitable venues and dates etc

Rod Parkin.

MARSHALLING POINTS.

FEBRUARY

- Sat 19 North West Stages
Three Sisters - Wigan.
- Sun 20 Kall Kwik Stages 2000
North Yorks Forests.
First round of the Mintex 2000 - why does nobody want to go ?
- Sun 27 Feb Mather Signs Bay Stages
Flookborough.
Seasonal debut of Toyota Team
Bedale, and ANCC event.

MARCH.

- Sun 5 Robin Hood Stages
Sherwood Forest.
First round of British Historic Championship,
and a good National B event.
- Sun 19 Harewood Hill Climb
Marshalls Training Day.
Come along - it's free, and you may learn something.
- Sun 25 North Humberside Rally
North Yorks Forests.
BTRDA and ANCC round.

Arthur Heaton
Cheif Marshall.

TOYOTA TEAM BEDALE.

A CHAMPIONSHIP YEAR.

ARMSTRONG MASSEY RALLY.

July saw us competing on our one new championship event of the year. Blessed by wonderful weather, Beverley and Bucaneers event saw a near 50% retirement rate on its mixture of tarmac and gravel stages. This mix means frequent tyre changes and puts pressure on chase cars and service crews. Contrastingly, the pressure on competitors came from the heat - with tarmac stages run in pairs lack of brakes proved a common moans - and caused us too many spins to count ! Still, no mechanical disasters, and 30th overall, and a credible 4th in class, plus a well-earned pint at the finish.

SILVA STAGES.

Back to the woods - with a vengeance ! Clithro came up with a mixed format of seven gravel stages in Gisburn forest, sandwiched between four tarmac runs on the Leyland Test Track at Preston. After the longest ever wait for signing on, we just had time for an Italian and a pint at the pub before turning in for the night at the start venue (good cheap accommodation in the College). Two stages at the test track proved no problem, but on the seven forest stages we were slowed on five occasions by competitors who had been off - Gisburn certainly is unforgiving ! Two more tarmac stages, and a chaotic run (caused by an accident on the M6) took us to the finish, and an interminable wait for results - but hang on, 20th overall and 3rd in class proves that "stealth Rallying" works.

TRACKROD CLUBMAN STAGES.

What can I say ? Best event of the year - superb facilities, brilliant weather, smashing stages, and a good result, 29th overall and 6th in class. Very good in fact, because associated retirements left us leading the Multi-Venue Challenge, and in contention for the 1600 cc overall awards - which we secured before Grizedale.

GRIZEDALE STAGES.

With some trepidation we entered Grizedale - famed for ice and accidents - prompted by our

title rival Chris Leeming, entering first - useful things websites. Our nerves were not helped by journeying through a blizzard to do noise and scrutineering in the hail. Still, a decent pub meal and a good night's sleep left us looking at four stages in Grizedale and two in a new forest (Dunnerdale).

The first stage in the north of the forest was an eye-opener - three cars off in the first mile, and us inspecting a ditch at junction three. The long second stage was much better - flowing and not too icy till a mile from the finish when the left rear tyre blew - it finally came off the rim on the flying finish, so not too much time lost, but only four Noras left.

Stage three was a repeat of stage one, and caused no problems but left us running on a mixture of tyres which cured the cars' inherent understeer ! Stage four and five were a repeated Dunnerdale, short, but with added bite - we got in the ditches at both sides of a bend.

Stage six was a re-run of the long SS 2, and was treated with caution in the failing light and dropping temperature - and we still caught several cars.

Yet again results took ages to appear, but were worth it - 47th overall and 7th in class after a steady drive. But where did the Escort Cosworth seeded after us go ? Shouldn't he have caught us on a fourteen miler ? All this left us penniless, successful, and happy all in all.

Championship results as follows :-

T.I.RALLY SCHOOL NORTHERN STAGE RALLY CHAMPIONSHIP.

Andy Anderson / Arthur Heaton
Class 2 (1600 c.c.) Champions.
Andy 6th, Arthur 4th overall.

AUTOFOCUS DIGITAL MULTI-VENUE CHALLENGE. 1st Overall.

Lastly thanks to all our helpers :-

SPANNERS John, Keith, Lee Allen, Mark Cruddas, Stuart Marsh, Kevin, Geoff Peters, and Stuart Drabble (when not lost!).
HELP Phil Andrews, Shaun Rankin, Les Radcliffe, and the MAD Video crew.
And all the Marshalls and Spectators.

Next Year - more of the same

HIDDEN TREASURE

NOW we're firmly in the new millennium, is it time to sling out all the old paperwork and clutter accumulated over the motorsport years? No. Why not? Because you may be throwing money away.

Go to any autojumble or scan the small ads and you'll realise that things may have an unexpected value. Anything to do with a star driver like Ayrton Senna for instance, may fetch remarkable sums, but even at the more mundane end of the market an old race programme may be worth £20 or so.

Among rally ephemera, almost anything connected with the '60s or Group B rally cars seems to be selling – or at least it is at the moment. Note the qualification – necessary because it is a fickle market and something in demand one year may be a drug on the market the next.

Rally plates sell well, especially if they're from the Monte. You are probably looking at over £100 for a pre-'75 plate, and about the same for one of the decorative plaques from that event, more if it can be identified as coming from a star's car. Tulip Rally ones fetch £60 to £70.

Regulations? Limited value, up to perhaps £15. Add ten to that for programmes – logically these fetch more than regulations because they are more interesting; regulations can be quite dreary documents, which is perhaps why it sometimes seems that competitors never bother to read them ...

Autographs are not worth much if the people are still alive but there is a collectors' market for those of earlier drivers, with race ones fetching more than those from the other disciplines. Some people collect trophies – it's worth keeping a casual eye out for these in charity shops by the way – and, unsurprisingly, the more famous the name on the trophy, the more it will fetch.

As with antiques in general, *provenance* helps – something will be worth more if it can be proved to be from an identified source. Would you pay a lot for a pop star's autograph when you read how often they are actually signed by roadies? Of course not. So don't be casually naive in your approach to our field. This particularly applies to car mascots, where forgeries are not unknown.

If you decide you've got stuff you want to sell, there are basically three ways to do it – via a dealer, at an auction or through private sale. Which route you take depends on how much time you have available. Dealers quite naturally expect to make a profit so you will probably be offered 50 to 75% of the real price but – provided you are aware of what is happening in the market so that you get a fair price – this may still be the most time-effective way of disposing of something.

Much the same applies to buying, although for many collectors the search

is a key part of the fun. If you've time, watch the small ads and do plenty of phoning round. If you've less time then go to auctions or let a dealer or two know what items you need. Incidentally, despite all the money mentioned in this piece, don't regard ephemera as the key to a fortune, so just buy what you enjoy, that way the things will give you pleasure even if they don't appreciate in value. (Note to young drivers: why not start collecting models of all the cars you compete in? You'll then be able to bore for Britain when you get old.)

Collecting tips for future appreciation? Well, Peter Davidson who has a stall at many of the leading shows, thinks body panels and personal driver items like helmets, gloves and so on will still be a safe bet ... provided of course they have that all important provenance.

Stuart Turner

COD FILLET QUIZ



1. Ferrari celebrated 100 GP victories in 1977 – name the driver and the circuit?
2. Erik Carlsson's first RAC rally was in 1958 – name the co-driver that year and also the next three who helped him win the event.
3. Who was known as the 'Monza Gorilla'?
4. When did the Crystal Palace circuit open?

ANSWERS ON PAGE 14

Clubs receive 30% insurance refund

Every UK motor club which organises events under permit from the Motor Sports Association will receive a substantial cash refund before the end of this year.

The payments affect some 600 motor clubs, with several clubs receiving over £10,000 each.

MSA Chief Executive John Quenby explained: "Three years ago, clubs were promised an overall reduction on insurance rates of not less than 10%. That promise was met from the outset.

"We also felt that — provided the level of motor sports activity was maintained and claim levels were contained through sound risk management — the MSA might be able to reduce motor club costs further.

"I am pleased to say that those conditions have been met and that each club will receive a lump sum equivalent to 30% of the insurance premiums collected by the MSA during 1999.

New MSA insurers

Late in 1998, Norwich Union took over the MSA's insurers, London & Edinburgh. Because motor sport is not its preferred type of business, however, NU have not renewed for the year 2000.

Following a market survey by our brokers, Bradstock, the MSA is pleased to announce that its motor sports insurance has been placed with SLE Worldwide Ltd from 1 January 2000.

SLE Worldwide are leading sports leisure and entertainment underwriters. They have undertaken the risk at no additional premium.

In addition, on condition that there are no drastic changes, SLE have agreed to maintain the premium at its current level for at least three years, which means that the motor club 'partners cash back' scheme described above will continue.

Mr Quenby welcomed the new insurers, adding: "I am delighted that we have been able to hold premiums at the level they were in 1996, a reduction in real terms of nearly 11% on top of the partners cash back."

Finally, the MSA has secured an increase in death and capital benefits for officials to £65,000. All other legal liabilities, including personal accident cover for officials and competitors, remain unchanged.

Record TV for Network Q Rally

The UK television audience for the 1999 Network Q Rally of Great Britain set new records, with the number of adult viewers more than double the figures for 1998.

Preliminary statistics, covering only national terrestrial programmes, show a 26% increase in total coverage to 4 hours 23 minutes (up from 3 hrs 28 min in 1998).

The total UK adult audience was 58 million (compared with 23.7 million in 1998).

Peak ratings on BBC2 were during their live coverage of the Blenheim Palace special stage, when the Rally obtained an audience share of 18%.

Figures for regional terrestrial and satellite channels will not be available until the New Year (in 1998, these broadcasters accounted for almost five hours of coverage and added over 16 million viewers).

Radio coverage was also significantly increased: the local radio service run on behalf of the organisers by The Broadcast Company was live for over 14 hours and reached a total audience of 328 million listeners.

T'Book

Anyone with more than a passing interest in the early days of motor sport will enjoy reading "So this is Yorkshire", a nostalgic look at the years 1910 to 1939.

Written by Janet Kitching and published by Ilkley & District Motor Club, it features scores of early photographs, all meticulously researched and captioned, plus many documents and cartoons.

The text is naturally biased towards activities of the Ilkley club, but also covered are events which visited Yorkshire, including the pre-War RAC Rallies, and events where Ilkley members competed 'overseas', such as the TT motorcycle races on the Isle of Man.

The 152-page softback book costs only £9.99 from Ilkley & DMC (tel 0194 387 2343).

Hillclimb stability

Following a survey of all competitors and organisers, the Auto Windscreens British Hillclimb Championship will retain its new double-header format in 2000.

The same survey was also strongly in favour of admitting modified production cars to the championship. These cars will therefore be allowed to run in 2000 on a one-year trial basis.

The scoring system has been changed to eliminate half points for ties (both drivers will now receive the higher score), while one point will be awarded to any top 12 run-off competitor who improves the outright hill record standing at the start of the meeting.

Race suits

Following checks by the FIA, three racesuit homologations have been cancelled with immediate effect. The withdrawn numbers are: 01.004.RAC.86 Jaybrand Challenger; 01.038.RAC.87 RRS Race Products Phoenix 3; and 01.030.FFSA Stand 21 ST015 (F).

Any questions should be directed to John Ryan at Motor Sports House.

Facts about...
**THE ASSOCIATION
OF HILLCLIMB
AND SPRINT
SCHOOLS**

- AHASS was formed in conjunction with the Motor Sports Association in February 1997 with the object of encouraging proper standards of instruction among schools operating in the hillclimb and sprint sectors of motorsport.
- The Association is a non-profit making body, its officials operate in an honorary capacity, entitled to reimbursement of out-of-pocket expenses only and this within the limits of Association funds.
- AHASS has the facility of an accommodation address at the offices of The Bugatti Owners Club Ltd but functions entirely independently of that or any other similar organisation.
- Membership of AHASS is not available to a school until a) its management is able to certify that the standards described in the agreement in force between MSA and AHASS have been attained and b) an inspection by an AHASS inspector has been made with a satisfactory result. Newly established schools must have held at least two adequately attended school courses before submitting an application for membership.
- AHASS charges an initial inspection fee for new members and a nominal annual membership fee. These charges are kept to the minimum to cover operating expenses only.
- Membership of AHASS does not relieve school managements of any responsibilities for the proper running of their organisations. Any periodic inspections of a school by AHASS are made solely in the interest of the Association.
- Further details are available on tel: 01242 679796, fax: 01242 677001.

AUTO SCENE

REVIEWS FROM

**Motoring
News**

A new name is gearing up for its debut season in F1 in the 21st century – the Jaguar Racing team. As the British marque enters new and uncharted waters, at least they are safe in the knowledge that their F1 push will be based around a team that has already experienced a great deal of success at the highest level of motorsport.

One of the biggest success stories in motorsport has been that of the Stewart family, headed by Jackie, the three-times world champion, and his son Paul.

As the Stewart team has had their famous tartan livery replaced with the British racing green of Jaguar, the story of their motorsport effort over the years is captured in David Tremayne's new book: *Stewart – Formula 1 Racing Team*.

This new publication from Haynes charts the racing careers of the father and son combination. As times changed, then so did the involvement of the Stewarts within the sport and it wasn't long before Paul started his own Paul Stewart Racing team. This book traces the development of the team as it moves through different junior formulae before its big break into F1 in 1997.

With major backing from Ford, the new team lined up for its maiden GP in Australia and later found itself on the podium in Monaco four races later. This book captures all of the team's landmark achievements both good and bad over the last three years, and takes you on the roller coaster ride that was the life of Stewart Grand Prix.

This is a book packed full of stunning colour pictures and coupled with the writing talent of David Tremayne, makes this a must for British motor racing fans.

Priced at £12.99, this new publication is a fitting tribute to the Stewart F1 team.

If you were unfortunate enough to have missed the climax to this season's F1 Championship – then where were you? The tussle between Hakkinen and Irvine proved to be a cracker, with the Ferrari ace pushing the 1998 world champion all the way to the end. Although Irvine's cause was aided significantly by the absence of Michael Schumacher through injury, the Irishman put up a great fight and really came of age as an F1 driver.

If you still don't know who came out on top in this titanic battle, then you need to buy yourself a book that will tell you. The *1999 Formula One Yearbook* by Dorling Kindersley is something that will do just that.

This book will also provide a comprehensive review of each round of the championship and tell the story of how the title was indeed won and lost, as well as presenting profiles on all protagonists and teams on the F1 circuit gunning for glory.

The book doesn't just concentrate on the drivers and races of the 1999 season. It also delves behind the scenes of the sport to give an interesting insight into just how the glamorous and exhilarating F1 package is put together.

The book is also accompanied by a fine display of photographs that capture some of the best moments of the season as well as the breath-taking speed of F1 racing.

Although not quite as glossy as its other rivals on the market, this publication is still a comprehensive review of the 1999 season that tells the reader exactly what they need to know about F1 without drowning in a flood of confusing statistics and information. Perhaps the most appealing thing about this book is its £12.99 price tag which makes it easily accessible to all motor racing fans.

Transplants

A reader wants to know about transplanting (his description) a standard ECU into a kit car.

The engine is an Escort Turbo and he wants to know what to do with the stock ECU in order to use the engine. Since the engine isn't modified at all you simply use it as it is. So many people seem to think that there is some sort of magic involved with ECUs. Just think of them as a memory bank for the engine's settings and you've got the picture.

Caliper swaps can be a very cost effective way of gaining performance, but you have to be a bit wary since stopping a car is a lot

more important than getting it going. No stationary car has crashed to date that we know of.

A reader with a Westfield has swapped his twin-piston calipers for a set of four-piston ones. However, the total area of the four-pots is some 11% smaller than the original calipers. However, the pad area is quoted as 40% greater. Our man wants to know if this will mean a harder pedal pressure but with improved braking.

When we fitted four-pot calipers to our Golf we checked with AP Racing. The leverage ratio is dependent on the surface area of the pistons, but it's the total surface area you take into account. With a smaller surface area not only will the pedal effort be greater but the travel will reduce. The larger pad

area will give you more room to absorb heat, but the material is probably more important than just the area on its own.

Given the relatively light weight of a Westfield most of them are over-braked as it is so this conversion is probably a step in the right direction. A higher pedal pressure will most likely end up giving better control since the pedal loads will have been on the light side in the first place.

QUIZ ANSWERS

1. Nikki Lauda – German GP Hockenheim.
2. John Sprinzel (58), Stuart Turner, John Brown and David Stone.
3. Vittorio Brambilla.
4. 1936.

FOUR EXCITING MSA CLASSIC CAR RUNS IN 2000.

THE MOTOR SPORTS CLASSIC

Saturday April 1st & Sunday April 2nd

Our new look motor sport run: seven great venues, base on Donnington, all inclusive package for two with accommodation – only 200 places available.

THE AXA CLASSIC

Saturday 27th & Sunday 28th May

Relaxed social focus, mixture of motor sport and general interest venues, one and two day routes, ten different start points, finish at Millbrook, 2000 entries hoped for!

For further details contact:

Major Events Department,
The Motor Sports Association,
Motorsports House, Colnbrook, SL3 0HG
Tel: 01753 681736 Fax: 01753 682938

THE EURO WEEKEND CLASSIC

Saturday 24th & Sunday 25th June

Our new weekend in Northern France, mixture of motor sport and general interest venues, no work time lost, finish in/near Cautis

THE EUROCLASSIC

Sunday 10th to Thursday 14th September

Our longest event, always a sell-out, visits Germany, Czech Republic, Poland, Slovakia, Hungary, Austria – only 200 places available.



RETROSPECTIVE.

The Geriatric Navigator Reports. ("I came, I saw, I can't remember why.")

Having just read the latest Trackrod Magazine and the recollections of Ian Gurnett I feel quite young and suitably inspired to submit this article on behalf of the younger members of the club (sorry Ian!)

As those of you with good memories may recall I last wrote in this publication to describe my return to navigating in the forests with John Neale on the Humberside Stages and how I thoroughly enjoyed the experience. Those TOGS amongst you who do not recall this need not worry, all may become vaguely familiar (a bit like Barry Dove buying you a drink, you know it happened but not sure where or when).

Anyway, back to the plot. The next event we tackled was the Viking Tour and I did not report on this as we destroyed the gearbox on stage 3 and retired early. The only thing we did learn was not to bother with these rough, scabby woodland type tracks that bear little resemblance to forest tracks other than the occasional tree. John was left with an expensive gearbox rebuild and a determination to get back to "proper" forest rallying.

The next opportunity to get in the forests was Trackrod's own forest rally "of Yorkshire" well a bit of it anyway. We had to make a decision as dedicated and determined Yorkshire rally devotees whether to contest the full National event or take on the shorter Clubman's event. The cheaper event naturally won because we are both Yorkshiremen and careful with our money which gives me the opportunity to describe a Yorkshireman as "a person who can buy something from a Jew and sell it to a Scotsman at a profit."

Actually, the decision was not taken purely on this basis, I have always had a soft spot for the Clubman's event as it was something I claim responsibility for initiating and was its first Assistant C of C, so it was a return to my roots. Whilst I am reminiscing I may as well mention that the "Quip" in 1986 was my first

forest rally when I navigated Phil Lilley to 10th overall in an Escort BDA. (Anyone who remembers Phil may like to know he has been running a guesthouse in Cornwall, the comparison with Basil Fawley would be justifiable!)

Since 1986 I became involved with the event as an organiser and my return this year as a competitor was thus only my second "serious" run. So has it changed? Too right it has. It's a lot more expensive for a start but I guess you will expect me to say "it's not as good as it was." Well you are wrong; it is better than ever. It will never rival the old days of road rallying but as far as enjoying a day of motorsport is concerned, this was top notch. It is often difficult to appreciate what is good and bad when you are close to it. Taking a step back gives you a better view and it has to be said, Trackrod's Forest Rally is a brilliant event.

So how did the Neale and McNichol team perform? Great, we got on very well and already have an excellent understanding in the car, which is being translated into quicker times. We finished 21st overall and won some very nice tankards for being Best Trackrod crew. Most important, we enjoyed ourselves and I met many old friends.

Next event? Well John will be doing the Dalby gravel sprint but then we are saving up for next spring when we hope to do the Kall Kwik, Riponian and Humberside Stages. We won't win any of them but we will enjoy them.

Final thought. Congratulations to the organisers of the Trackrod Rally on being included in the British Rally Championship and the new Mintex National Championship BUT, don't forget the Clubman event or the Peter Principle!

NB. Did you know that "Gurnett" spell checks as "Grunt"?

John McNichol.

ANCC STAGE RALLY CHAMPIONSHIP 2000.

PROVISIONAL CALENDAR OF EVENTS

DATE	EVENT	TYPE	AREA / VENUE	INFORMATION
30 Jan	Riponian Stages	MV / F	Ripon / North Yorkshire / North York Moors forests	45 stage miles, forest (70%) & loose (30%)
27 Feb	Mather Signs Bay Stages	SV	Flookburgh, Cumbria	Approx. 30 stage miles
25 Mar	North Humberside Forest Stages	MV / F	Hull / North York Moors forests	45 stage miles, forest & Oliver's Mount (tarmac)
8/9 Apr	Tour of Lincs	MV / T	Market Rasen / North Lincolnshire	80-100 stage miles, 95% sealed, 5% loose
1 May	Plains Rally	MV / F	Newtown, Mid Wales	45 stage miles, all forest
28 May	Bloodhound Stages	SV / T	Swinderby, Lincs	60+ stage miles, sealed surface
11 Jun	Weeton Stages	SV / T	Weeton Camp, Blackpool	40 stage miles, all tarmac
9 Jul	Armstrong Massey Rally	MV	East Yorkshire	60+ stage miles, tarmac & loose stages (~60:40)
22 Jul	Opposite Lock Rally	SV	Manby Showgound, Louth, Lincs	~60 stage miles, sealed, loose & mixed surface stages
19/20 Aug	Pennine Stages	SV / T	Anglesey Race Circuit, Ty Croes	65 stage miles, tarmac
30 Sep	Trackrod Clubman's Trophy Rally	MV / F	York / North York Moors forests	45 stage miles, forest & Oliver's Mount (tarmac)
21 Oct	Durham Sprint Stages	SV / T	Croft Circuit, Darlington	35 stage miles, tarmacadam
2 Dec	Grizedale Stages	MV / F	Grizedale Forest, Cumbria	45+ stage miles, all forestry
28 Dec	Christmas Stages	MV	Catterick, North Yorkshire	45 stage miles, loose stages

BRITISH RED CROSS FIRST AID COURSE & MOTORSPORT SAFETY/FIRST AID TRAINING DAY

organised in conjunction with TRACKROD MOTOR CLUB Ltd.

Day 1 - SUNDAY APRIL 30th 2000 Time 09:30 - 17:30

Formal First Aid Course run by the British Red Cross.

Venue - Bramley, Leeds

This will be split into modules of around 1 hour each, typically covering.

- personal safety, assessing the incident, ABC check, recovery position
- breathing for others, chest compression, ABC check - subsequent action
- shock, control of bleeding, dressings, injuries
- management of burns, eye injuries
- fractures, sprains, spinal injury
- medical emergencies - heart attack, epileptic fit

You will readily see that many of the above are relevant to motorsport as well as everyday life - you never know when you may be needed!

At the successful conclusion of this course you will be awarded a "Card of Competence" which is valid for 3 years

Day 2 - SUNDAY MAY 7th 2000 Time 09:30 - 17:30

Informal "Motorsport Specific" Safety/First Aid/Fire Instruction

Venue - to be advised

This is intended to expand on the general principles already learned and will cover incident handling, what to do, and what NOT to do.

You are first on the scene of a rally car accident and there are injuries - do you know what to do? Who to treat first? Whether to get them out of the car? The threat of fire? Preventing further injuries? Do you take the crash helmet off? How to warn other competitors? Your own safety and many other issues.

COST - The majority of this training cost will be borne by Trackrod Motor Club, however we require a non-refundable contribution of just £5 to register for the 2 day course. A light lunch with tea/coffee will be provided on both days - Trackrod volunteers to prepare this in advance will be welcomed!!!!

NUMBERS ARE LIMITED SO PLEASE PASS YOUR DETAILS & £5 TO ROD PARKIN AS SOON AS POSSIBLE. FINAL DEADLINE - END OF MARCH 2000. MORE COURSES MAY BE RUN SUBJECT TO DEMAND.

Dates will be confirmed when bookings are made

YOUR 1999 COMMITTEE

Chairman/Association Rep

Rod Parkin
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