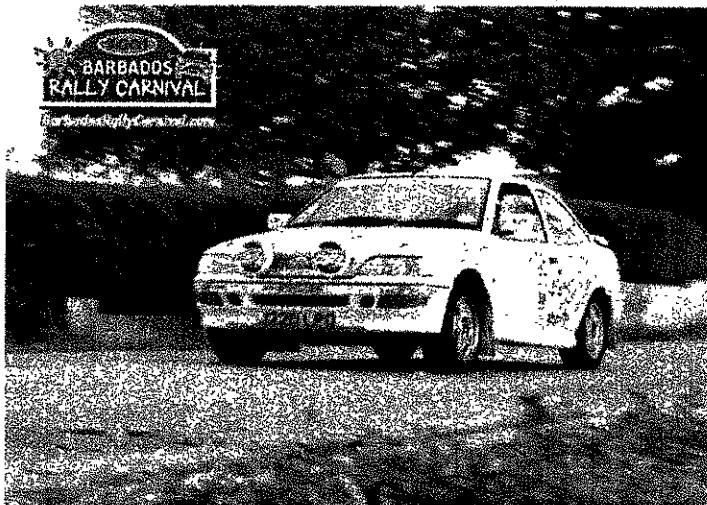


TRACKROD

MOTOR CLUB LIMITED



Messrs Apperly and Padgett on the Rally Barbados at speed. What are those funny looking weeds in the foreground?

October 2001

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

Editorial

Er?! It seems I got a few dates and stuff wrong last month so here's what's going to happen. I'm not going to try to guess things anymore, if I don't receive any information about events that are going on or social activities that is written then I won't be publishing it! Its up to you now. If you want a thin mag, so be it. Just don't start beefing in the background about it. That aside, thanks to everyone who has contributed this month.

Graham Steggle Ed.

CHAIRMAN'S CHAT OCTOBER 2001

Well at least some events have managed to take place in the rallying calendar including one rally over Epynt. Sadly the following week a "scare" prevented the next round at the same venue but I understand it is "all clear" now! Similarly both the Astra Stages and Woodpecker ran very successfully in north Wales. The Scottish Rally ran despite fears of some locals and by choosing stages very carefully was a great success.

The Rally Sprint is scheduled in Dalby on Sunday 30th September and will hopefully have run by the time you read this. Race, Hill Climb and Kart meetings have been running as normal for some time now and hopefully the situation for rallying overall will be sorted in the next couple of months - if not, I fear we may have a bad start to 2002. Keep your fingers crossed!!

I am delighted that we have some new faces are on Committee this year and please note that some of the allocated "jobs" have been moved around. Don't be afraid to volunteer advice or offer help - see the back page for contact details.

Elsewhere you may have read of the sad death of Liz Young. The funeral was on September 12th with over 160 people attending to pay their last respects to someone who devoted much time and effort to motorsport in the region. Liz will be sadly missed and I am sure we all send our sympathies to her family and friends.

The MSA have announced that they will fully comply with a new agreement between the FIA, the European Olympic Committee and other sporting bodies to introduce more "democracy" into the governance of motor sport. Many of the requirements are already being met by the MSA including the separation of commercial and sporting activity. In future we can expect more details of specialist committees with democratic appointment of all Council members, with fixed terms of office.

Have fun!

Rod Parkin
Chairman

Scalextric Championship Round 3 Results.
4/9/01 Richard Ineson.

Position	Name	Time(Secs)	Event points
1	Barry Dove	17.84	20
2	Emma Bain	18.16	19
3	Simon Taylor	18.25	18
4	John Renny	18.5	17
5	Steve Hitchcock	18.94	16
6	Graham Steggles	19.29	15
7	Richard Ineson	19.79	14
8	Liz Kemp	19.95	13

8 competitors took 42 attempts to achieve the above results (fewer people yet more attempts than in previous rounds). The next and final round will be at Gildersome in November when competitors will be out to improve their worst score as only 3 count for the championship.

	Name	Round 1	Round 2	Round 3	Total
1st	Simon Taylor	15	20	18	53
2nd	Graham Steggles	18	18	15	51
3rd	Richard Ineson	17	19	14	50
	Steve Hitchcock	19	15	16	50
5th	Barry Dove	16	13	20	49
6th	Emma Bain	14	12	19	45
7th	Rob Buchan	20	16		36
8th	John Renny	12		17	29
9th	Derek Lee	11	17	13	28
10th	Liz Kemp		14		27
11th	Andrew Lee		13		13
12th	Mark Brier		11		11
13th	Tom Stoker	10			10

Lookout Stage Rally.
Car 32 G.Steggles/E.Bain

Saturday scrutineering. At least it isn't an early start cos we're sleeping in the van again. We were driven to an evening meal with security and what a meal that was. Phil Andrews had his infamous boots and socks on which at one stage seemed to be placed on table 16 for some reason. The food was adequate and swilled with beer.

Back at base we were invited for a night cap in security HQ and afterwards we walked off to the van passing a generator for the lights in security. Well, it was positioned just so that a finger could get to the choke mechanism through the fence and I'm sure that someone could have a right laugh with the lighting if they could slow the gennie by choking it for a second or two and then letting it back up to speed. Only thing is the power output was on a breaker so suddenly the lights went out and wouldn't come back on! Ooops! Don't know who could have done that and it's a good job we had a torch for a hasty getaway. The night was very cold and not much sleep was had for fear of reprisal.

6.00 a.m. and I found Phil out and about inspecting the service area and he informed me that he couldn't find any matches last night or we may have been sleeping in a van that was listing to one side as the air from the tyres had escaped, if I knew what he meant!

Russ, Tina, Michelle and Jim turned up next to us and we prepared to do battle. Russ and Michelle were in the Pug and Jim servicing with Steve Lancaster.

The stages were rough and dusty, very rough. My fuse box fell out, the starter wire became detached and I clouted a couple of bales. Worse than this though on the second stage the gear linkage shook off and I lost about a minute through stopping to put it on. Suitably tie wrapped I thought I had it until the last stage where it did it again. Another minute lost! Russ had his battery jump from the mount and knock his air flow meter from its hose which gave them a maximum.

We both finished the event which is more than can be said for a great many crews and those that did had generous damage showing on their vehicles. = 17th O/A, 7th in class and Best mixed crew award made it worthwhile but if only I hadn't lost a couple of minutes? I just can't run to group A bits with my dwindling budget. Anyone want to buy 4 very used forest tyres?? Didn't think so.

Richard's Retro Requiem.

From the pages of the October 1971 Magazine.

We celebrated our first birthday! Mainly by reflecting in self praise for our ability as organisers and competitors - certainly we had made more established clubs in the region sit up and take notice.

Apparently Dewsbury and DMC organised a PCT and our members who turned up were surprised to find that it was to be held on the roads of an unbuilt housing estate and was in actual fact an autotest! However our members competed, but were dismayed by our involvement as Copromoters in such a Gaffe! Our economy run attracted 14 entries ranging from a Stag to a Ginetta G15 (now theres a name undergoing a great revival). Organisers Howard White and David Taylor wrestled with the results and found that an Austin 1300 beat them all.

1971 was also the days of film shows we watched "Rally to win" full of "Albert" in action on events various and some rare Bagshot testing footage., this was accompanied by a BBC Wheelbase film of the World Cup Rally as some "behind the scenes" footage of James Bond films. In those days they turned the lights out and you had to watch!

Editor Steve Lloyd reported on a sortie to Italy to visit his laws and was met at the airport by his father in law in his Fiat 124S and, needless to say Steve ended up doing the driving including a stint over "mountain" passes. Now not being a regular at left hand drive Steve forgot that most of the cars width was on his right and on a particularly tempting right hander he caught the barrier, scraping the nearside somewhat which his father in law compounded a few weeks later when he collided with a dust cart. Doubtless the jammy Lloyd wangled his way out of that one still financially intact.

Howard White and Steve Mills also entered a Hillclimb at....

Baitings Dam Howard ended up 1st in class and 3rd O/A.

Steve in his first such event was 2nd in class and very pleased to boot.

Richard Ineson.

Trackrod welcomes new members.

Kevin Procter
Christopher Ramsey
Chris Rowson
Gerrard Adams

Dave Parker
Kev Wray
Tim Consolante

Marshals wanted!

Trackrod m.c. There are some good rallies coming up in the next month and I hope Trackrod will support them. The critical success factor to any event are marshals, they play an important role in a smooth running of events and for this work we need support from other clubs as they need us. I'm sure we don't want to be left behind or left out. We have a lot of crews out competing at the moment and doing well so now we need marshal support for 7 oct. we have been asked to marshal at Binbrook on the Safety Devices championship, one not to miss. Lighting Stages rally Binbrook m/r113.181/956 marshals and radio crews needed Safety Devices Rally not historic. s/o 6.45 to 8.00 first car 9.00. 60 miles 6 stages. Finish time 4.45. Over night camping with licensed bar. If you would like to go please let me know a.s.a.p thanks. Also on the 13 oct Mamby show ground. The last ANCC single venue round!

Sun 30th September : Premier 2001 - MR120 602605 S/O 9.00, SS2 1st car 10.48, SS6 1st car 14.10

7th October : Lightening Stages - MR113 181956 S/O 6.45-8.00, 6 stages=60 miles Finish 16.45, overnight camping and licensed bar!

I hope we can support the coming events you never know you might enjoy it. I'll try to keep you up to speed on events if you want to go to events contact me on 01937 588696 or pg.andrews@talk21.com or mob 07940 250022

Thanks

Phill Andrews

(Thanks Phil, there will not be any excuse for not marshalling due to lack of information now you are on the case. Lets support the marshalling of events. Ed.)

The Rally Enjoyment Prevention Officers (REPOs)

2001 Lookout Stages Rally Melbourne Car 18 Andrew Apperley and Chris Rowson

For the first time in over ten years we arrived at Melbourne to be greeted by the SUNSHINE. Things may at last be looking up for this venue went the discussion in our vehicle. This phenomenon continued as following a polite re-inspection of our minor overnight modifications by Jim Kilmartin and his Royal band of Scrutineers, the Event took everybody by surprise and started on time at 0830! Well by now all of the more seasoned regular customers to the Lookout had to pinch themselves just in case they were dreaming. Unfortunately reality soon hit home, yes there had to be a catch! I was delivered back down to earth and grim reality with a horrific shock a few yards into the first stage when as if by magic a new kind of Melbourne Fog descended. This was not the kind of minor mist that had panicked the organisers into cancelling the event in 1996. This was far more sinister and inconsistently dangerous. A Few over-tightened bumper scraping chicanes later the source of the Deadly Dust and Smoke could be Diagnosed, Our first challenge set by the organisers and seeding committee (otherwise known as by competitors as Rally Enjoyment Prevention Officers, REPOs') came in the form of Car 10, Ken Sturdys' 205 on Fire! , Luckily both members of the crew managed to get out of the smouldering car before the Extinguishers were deployed with enthusiasm just to make sure the under bonnet area would need a total bead blast and re-paint following the fire. *(PS/Note to the Editor, Ken Sturdy is now having to dismantle his 205 for spares, take note Mr Graham Struggles the rear Billys and other vital organs may still be still within tolerance for use on your fine machine!)* As we continued towards our second lap the REPOs (who were also responsible for the fine job done in the seeding department) had another little first stage challenge for us in the form of a 1600cc Talbot Sunbeam which had now been unleashed from the start line at the optimum moment in order to slow our progress down the main drag way.

I looked across to Chris and as I did caught sight of more hostile craft, this one being piloted by previous multi-rally winner Wayne Railton who was also under pressure thanks to the REPOs who had kindly seeded him at 19 (just for a little treat). (I was to understand that he had requested that position as his girlfriend was new to rallying Mr. Andrew Wannabe, Ed.) He now reluctantly joined our little shopping queue as time marched briskly on.

By now the Sunbeam had also caught a battle damaged Mk2 craft which was later linked to a heroic but fatal overtaking manoeuvre

performed by Commander Conway and Jolted Jim Dixon (Car 5) as he had predictably Caught Messer's Moore and Heaton (Car 4) an Evo 4 within one lap (oh hang on a minute I see that's how the REPOs do the seeding! Evo4=Car 4 Easy Eh (Well It's a MARK ONE ESCORT for us next year then!) Or did they use the National Lottery Balls?

This queuing drama seemed to continue for an eternity much to the amusement of the onlookers who due to a ban on spectators appeared to be made up of the organiser's family and rally "spin doctors" (curious individuals who possibly advise the REPOs on how to engineer incidents via ridiculous seeding techniques). Any way back to the queue, Chris (my co-driver) now having finished his sandwich casually informed me that if we could see a gap in the dust and smoke it may be time to exit stage right and lead Car 19 up the drag strip in order to complete the first test. Brilliant it seemed that only us and the Railtons in Car 19 were due to leave at this exit. Not wanting to hold Wayne up I planted my right foot and allowed the turbo to fully boost up for the first time in the event. I proceeded swiftly up the gearbox until we hit the rev limiter in top. "Wow" said Chris, even I managed a grin which seemed odd as by now I was in no mood for grinning.

Obviously we were being watched by the dark enemy REPOs who instantly took a dislike to our pleasure and frightened us to death by causing a blackout as another batch of extinguishers were discharged onto Ken's 205 which smouldered near to the Flying Finish. This was then backed up by another cloud of dust that had been generated by another queue of frustrated poorly seeded cars making there merry way in the opposite direction down the other side of the drag strip away from the grandstand. The consequence of this meant that an equivalent of a total solar eclipse instantly occurred at a critical moment. I tried hard not to lift before the flying finish boards, which I knew, were dangerously flanked by the start of the rigid Motorway Type Re-enforced Steel Barrier. If there had been time to panic I would have appreciated the opportunity. However with Wayne still on my rear Bumper and the lights being suddenly out, all we could do was keep the car straight and pray that it was pointing in the right direction in order to miraculously miss the start of the Steel Motorway Barriers. The fact that I am writing this report means that a 120mph+ impact did not occur, this I admit was more by luck than judgement.

On re-entry to the service area I soon realised that we had been one of the lucky ones. A glance in the mirror revealed a battle damaged Car 19, it looked like some terrorist had emptied a machine gun all over the front of Wayne's previously tidy Shell Scholarship Escort Cosworth. Other previously mint looking rally cars lay stranded across the still live stage and the ones that had made it to the end of

the first stage now looked distinctly second-hand and were undergoing extensive surgery.

As we both climbed out of the car we could not believe the devastation caused. Tony Conway and Jim Dixon were pushing their Escort Cosworth up the service area, as the other crews were busy making emergency repairs to their bodywork lights and screens. We had a quick tot up and looking at the top 20 Cars we conservatively estimated that at commercial rates over £50,000.00 worth of damage had been sustained on this one stage. The crew opposite us joked about sending their repair bills to the organisers. (I thought it was an excellent idea)

Stages 2,3 & 4 were a real test of resolve as having now taken the decision to continue we knew the only way to set some decent times was to advance up from our disappointing start number of 18. I must now take this opportunity to thank the organisers and REPOs for providing us with such an excellent opportunity to perfect our overtaking techniques. It may not be apparent to them but unlike on a race track an overtaking manoeuvre on gravel, sideways at 100mph+ is not such an exact science. Therefore having passed most of the remaining field during these stages may I apologise for any gravel rash or broken glass we may have inflicted but it was not just our fault!

By Stage 6 our mission was reaping rewards as we had climbed 12 places to 5th on the road and then had our first clear run, which reflected in our time, this was only convincingly topped by Phil and Mick Gallagher in their MG Metro 6R4.

We Started Stage 7 third on the road after the Gallagher's had realised their car had contracted the Mysterious Melbourne Engine Virus. (This one can cost up to ten grand to cure and only doctor Goodman can help). In order to achieve an illusive podium finish we needed to continue to pull back 10 seconds per stage on our fellow front-runners. I took the view that those seeding people needed showing once and for all. Chris Rowson my co-driver for the day had realised that we were on a mission and continued to read out the pace notes (Sorry Rod) (Eh???? Is that exclusion?Ed.) we had added to the stage plan with the timing of a veteran. I can't remember much about the stage as it passed by quickly with very little drama. I was therefore pleasantly surprised to learn that not only did we catch up 12 seconds on our targets but also again we were the fastest car on the stage just catching a flying Chris Leeming in his red and white rocket as we entered the final Straight, finishing it on the same minute.

An executive decision was made that we had proved our point by winning the previous stage so when the opportunity came to run first car on the road for the last stage we decided not to upset the applecart and waved Chris and Berb through to let them have the

job of clearing the stage of brain dead idiots who had forgot there was a rally on that day. After all we only needed to make up another 2 seconds in order to get a first in class and 4th overall. This kind act was a big mistake as after an excellent split (midpoint) time we caught up a slower car on its first lap who had not got a clue we were there until I had to give him a gentle nudge. Our overall time was 6.48, 2 seconds slower than our first run having been 3 seconds up at the midpoint! We still felt content that our previous fastest time of 6.46 remained unbeaten after the second run.

With a bucket full of hindsight, as a whole the event did run very smoothly. Unlike previous years constructive advice mostly on safety issues passed verbally to the organisers during the event was not only welcomed but also acted on swiftly. My special congratulations on this occasion go to Miss Katy Lee who managed to hold the fort remarkably well in the absence of her dad Derek the original clerk of the course who had conveniently gone on holiday to Malta just in time for the event, Genius Eh!

My Final point is this, It is sad day for any mature event that following a number of requests to change the original start order for safety reasons were made, nothing was done. I am personally sick of hearing the old chestnut "Prove us wrong on the day!" Year after year on this event I have taken this on the chin, gone out, set good stage times and over the past four years never finished lower than 7th O/A and that was in an old 2 Wheel Drive Astra! So Why should I now have to put pen to paper having proved them wrong on the day yet again, together with other crews the first one that springs to mind were the overall winners of the event Chris Myers and Matt Whattam who put in an outstanding performance to not only win the Event but also to possibly qualify for the Ti Rally school award for best improvement on seeding. Whoops. It was sadly clear to see from the extensive damage to their car the unnecessary risks that had to be taken to achieve this fine result from a ridiculous seeding of 38.

So here is a possible solution. I was recently invited to compete on the Texaco Havoline Tarmac Rally as a guest of the Barbados rally club. You may have seen our Grahams kind report; you know the one with the rum corks. (Photo Attached) They seem to have this seeding job all sorted out there. They have the intelligence and foresight to understand that most crews do not want to delay others, cause an obstruction and risk being overtaken nor do they want the extra burden and risk involved in performing hazardous overtaking manoeuvres on single track roads. There was a two-fold approach to reducing this problem. Firstly the organisers listened to the customers and where possible changed the start order after consultation. This worked both ways, as I for one was not interested in running as high up with the quick locals as the original seeding had indicated.

The other side to the flexibility meant that the crews were empowered during the event to sort out their start order for each stage during dead time. I found it fascinating that everybody agreed until Oliver Clark pointed out that all the local crews were carrying guns under their race suits! That aside it did work very well and nobody got shot at the stage starts. (Armed with only my trusty wheel brace I did seem however to be running closer and closer to the last car on the road!) Oh well fortunately for REPOs Handguns are banned in the UK. (don't understand this bit. Did it work or not then? Ed.)

An old rule could be applied to organisers who are not so confident when producing a start order "If your not sure ASK!" Some more forward thinking clubs have made great leaps forward in both safety and customer satisfaction by consulting with the crews both on the entry form and sometimes via a brief phone call regarding seeding matters. However at the end of the day I of all people understand that you cant please all of the people all of the time and sometimes a fair compromise after consultation may have to be made on both sides.

Happy Rallying and please remember that fortunately the REPOS (Rally Enjoyment Prevention officers) featured in this article are very rare so don't loose any sleep as the chances of you being affected after they have read this article are hopefully greatly reduced. It's just me who is in for it now!

ED's bit.

I can understand the theory of seeding but what people have to understand is that it's the same down the line of competitors. The point being that at club level it should be a laugh and if people want to get serious then move up a league. I understand that this involves more cost but what the heck, if you are campaigning above 20k's worth of car you can afford it. Anything below 10k and you are in club class. Now you don't often see me swear on paper but f**k it. If you are good enough then go National, at the end of the day club events are for club cars. We all feel that we can win or we wouldn't be there. Seeding, HA, lets see you out there with 140 hp less, 2WD and no money, coming top 10+. If you feel like you've got a problem, slum it with us! If you got better results in a 160 hp 2WD then get another. Whats up with people today? I can come much better than my seeding regularly but also I recognise that my position at CLUB level is just that and revel in the fact that I can beat plenty of people who have better equipment and more money in their budget than me. It does really p**s me off at the time when I let a 4WD cossie in front cos I believe it will leave me only to find my bonnet, lights and screen getting beat up from stones or worse but at the end of the day its club competition. LIGHTEN UP. Learn how to overtake safely like midfielders have to. Oh, and if anyone catches me, I move over!

CONSENSUS SENSE

A society magazine recently dubbed Chipping Norton the sexiest place in Britain so naturally those of us who live there are reluctant to leave in case we miss something. However, I made the sacrifice recently and headed for the architectural delights of Colnbrook to put a few questions to Colin Hilton, who has now been in the MSA Chief Executive's chair for 6 months.

Before leaving I called half a dozen club officials around the country to ask what, if any, burning issues were flying around. Offhand three couldn't think of any – which I thought was a good sign – while the others said it was the perception that only out-of-touch old cronies get put on specialist committees and then it takes forever for decisions to filter down to the clubman.

So, with the social niceties out of the way, that's what I tackled Colin over first. His reply: "The system is democratic. If clubs nominate out of touch cronies that's what we get. Please, clubs, nominate younger 'in touch' members to our committees. Regarding communication, all decisions of Council are published in *Motorsports Now!* and on the MSA website then, after consultation, we adopt the new regulations. This takes time but I believe it's the correct way to go."

(As a personal aside, I think clubs should do more to support

the Associations because the Regional Committee is an important one in the MSA's democratic process – it's no secret that some specialist committees sometimes feel it is too powerful!)

Anyway, moving on, I then mentioned that Association minutes and club magazines have commented that Colin has taken over quite quietly and seems very willing to listen. I asked if this was his natural management style or can we expect fireworks later? He said there won't be any fireworks because he thinks the sport needs stability from the MSA with managed change through consultation.

I then put another issue that concerns some – the polarisation between the professional and amateur sides of the sport, with the former increasingly driving the latter. Colin believes that the committee system keeps us as even handed as possible; the MSA is an association of clubs but we must adapt to the commercial pressures of professional motorsport or be sidelined. He added that looking forward 10 or 20 years, the growth in the professional and leisure areas of the sport offers opportunities to fund the entry level. (In this context, as far as I can see the new structure with the commercial side [IMS] split from the governing side [MSA] seems to be working well.)

Is he enjoying the new job? An emphatic "yes". Best thing about it? "Delivering on promises". Worst? "Saying no, it's not in my nature".

Any lessons from Foot and Mouth for next time? "Contingency funds for a rainy day seems to be the key lesson. The Insurance Cash Back Scheme may provide clubs with a buffer fund."

And finally, I asked what will be the MSA's focus over the next few years. "Improve our communications, adopt new technology and encourage development".

I drove home up the M40 feeling that the sport's in good hands. Mind you, I got back to find I'd missed Chipping Norton's weekly orgy (the story of my life really). Still, there's a Morris Dancing display next week which should be exciting.

Stuart Turner



COD FILLET QUIZ

1. How many times have Ferrari won the F1 Drivers' World Championship?
2. In which model of Bentley did Woolf Barnato beat the 'Blue Train'?
3. Which was the last win in Europe for Fangio?
4. The book 'Why Finish Last' was about who?

ANSWERS ON PAGE iv

MSA website relaunched

The MSA website has been completely re-vamped in an effort to make it more useful for everyone involved in motorsport. Among the new features are an online version of the MSA *Directory* (with companies able to modify their own entries), plus pages where motor clubs and competitors can create and maintain their own details.

All the existing information on starting motorsport has been checked and updated, and the site will carry regular updates on British Championships, future events and MSA rule changes.

Only the website address (www.msauk.org) remains unchanged.

The impact of Foot & Mouth

Over 1,300 British motorsport events have been lost to Foot & Mouth Disease since the Motor Sports Association (MSA) first introduced restrictions on 28 February.

Hardest hit have been rallies, with 467 events postponed or cancelled by the end of July. Fewer than 25% of scheduled events actually took place.

Almost as badly affected were trials (96 events lost/ 25% of scheduled events ran); offroad motorsport (405 events lost/33% of scheduled events ran); and autotests (142 events lost/ under 50% of scheduled events ran).

Despite the MSA continuing to authorise events at permanent venues (subject to local conditions), 28 kart meetings

called off before the end of July.

The overall effect was that only 64% of the 2,900 motor sport events scheduled to take place during the first seven months of 2001 actually ran on their intended dates.

Network Q Rally route

The organisers of November's Network Q Rally of Great Britain have announced a revised route, designed to benefit businesses in the Vale of Neath and spread the competitive mileage evenly over all three legs of the 1,000-mile event.

The provisional route (announced in May) took competitors to the Rheola Forest special stage, near Neath, during Saturday's second leg. However, traffic restrictions required for the rally would have disrupted a Saturday Market at Rheola. By rescheduling the Rheola stage to run twice during Sunday's third and final leg, the market can operate as normal.

The revised route – with its more even spread of competitive driving – should be welcomed by participants and spectators alike. The first leg (Thursday evening and Friday combined) includes 87 miles of competitive driving; Saturday's second leg now features 83 competitive miles and Sunday's third leg offers a substantial 67 competitive miles.

There are no changes to the two SuperSpecial stages in Cardiff – the opening stage on Thursday and the end-of-leg stage on Saturday – designed to bring rally action to within easy reach of the Welsh capital.

Access to all 17 special stages is by tickets, which are now on sale. Tickets can be purchased in advance by calling 01327 850291, or on the website at www.networkq.co.uk.

the maximum entry for this year's event will be 120 cars (compared with 150 in 2000).

MSA Finances

The MSA Annual Report for 2000 reveals that the governing body made a pre-tax surplus of £566,300 on a turnover of just over £6 million during the year.

A surplus of £273,000 arising from the organisation of major events, plus £406,000 in bank interest, more than made up for a deficit of £113,000 on the MSA's governing activities.

The MSA issued 32,172 licences during the year 2000, and permits for 4,743 events.

Full details will be published in the next edition of *Motorsports Now!*, which is sent automatically to all licensed competitors, officials and motor clubs.

Become a TV star

Panic Mechanics, a new "adventure motoring show" for BBC2, is looking for people to make the series work. Especially welcome are members from car clubs, racing teams, enthusiast groups, or petrol heads.

Two teams of car enthusiasts will compete "to re-design old cars into outlandish, extrovert and supercharged vehicles, then thrash the nuts out of them on the race track".

Ideally, they want teams of two people who know each other, have good all-round technical and engineering skills and bags of personality.

Anybody interested should send a CV, photograph, covering letter and a VHS tape (if possible) to The Panic Mechanics Team, BBC Birmingham, Pebble Mill Road, Birmingham B5 7QQ; email panicmechanics@bbc.co.uk.

AUTOSPORT INTERNATIONAL SHOW 2002

- The 2002 Autosport International Show – brought to you by *Autosport* magazine – will take place on January 10–13, at the National Exhibition Centre, Birmingham.
- The 2002 show will be bigger and better than ever before with more than 600 stands across 10 halls at the NEC. Centrepiece of the 2002 show will be an accurate recreation of a Formula 1 grid to allow visitors to get up-close and personal with the latest F1 machinery. It will be paired with the existing F1 pitlane exhibit, which has proved such a hit with visitors.
- Together with this and the Live Action Arena the show will also feature:
 - Interviews with top motorsport personalities on the *Autosport* centre stage.
 - The Autosport Engineering show on January 10–11. A trade show for the specialist motorsport industry's manufacturers and suppliers.
 - For motorbike fans, the Bikesport show celebrates two-wheeled motorsport.
 - Parts and Accessory show, PACE, a dedicated area for the aftermarket featuring parts, accessories, consumables and electrics.
 - The *Motorsport News* Live show on January 12–13, a live-action extravaganza for fans of oval racing, autograss and rallycross.
- Book tickets in advance and save 10 per cent. A combined entrance and Live Action Arena ticket costs £21. Tel: 0870 902 0444 to book.

AUTOSPORT ENGINEERING



REVIEWS FROM



**LOTUS RACING CARS
Dominance, Decline and Revival
1968–2000** by John Tipler, Sutton
Publishing, ISBN 0 7509 2553 1.
£14.99.

The promised part two of Tipler's no-nonsense hardback series on the Norfolk marque and its stranglehold on racing development.

Even kicking off after the great Jim Clark's death, there are plenty of high points from Hill, Rindt and Andretti, and even how the company became the school for future champions (Mansell, Hakkinen and Senna) when it was heading for the doldrums.

If you had any complaint it would be that the concept of *Revival* is optimistic. The only real evidence of resuscitation is the Elise and that is principally in a one-make series – and owner Proton does one of those for its exciting own-brand products.

**ORIGINAL TRIUMPH TR7 AND
TR8 The Restorer's Guide** by Bill
Piggott, Bay View Books / MBI, via
Haynes, ISBN 0 7603 0972 8.
£21.99.

Considering these cars started rotting in 1975, a comprehensive restoration guide is overdue.

Few people are better qualified to write this than Piggott, but, with more fake V8s out there than real four-pots, you do wonder about the relevance of originality with these models.

Desirability remains a debatable point even today, but never forget that these were the best-selling TRs of all.

The photography and production are mostly excellent, though there are virtually no action or archive shots – a pity, as the cars were accompanied by some hilariously optimistic advertising. The text, however, is comprehensive and makes a must for owners and would-be-restorers alike.

**COMING TO A WALL IN YOUR
AREA.** VinMagCo. Tel: 020 8525
9209, £7.99. www.vinmag.com

Great movie posters of legendary car films *Bullitt* and *The Italian Job*, are part of a wide selection of more than 300 reproductions available from VinMagCo.

The range includes all of the Bond films and, though they are printed on fairly flimsy paper, the posters are good quality copies and a bargain at just £7.99 each.

**MODERN SPORTS CARS, Roger
Bell, Haynes Publishing, £17.99.**

Don't be put off by first impressions of this glossy new title from former *Motor* man Bell. Many of the photos have been seen before, as a lot have been lifted from press shots or the archives of *Autocar* and *Classic & Sports Car*. But it deserves a second look.

The book provides comprehensive coverage of more than 70 recent and current sports and supercars, with everything you expect plus a few interesting additions such as the Dare D2 and Panoz Esperante.

The introduction clarifies the sports car tag in the modern world and the main text is fact-packed yet light and easy to read.

The most effective way of fighting a fire in a competition car is to use the onboard extinguisher. They can either be electrically or mechanically triggered and pump foam into the engine bay and cockpit – but don't put too much faith in them.

Sad to say, competitors have been known to take the safety pins out for scrutineering and then disable the system by putting them back in to stop the extinguishers "going off accidentally" mid-stage or mid-race.

It's dangerous, against the regulations and just plain stupid, but it happens.

Many – but not all – onboard

systems will work if the car is upside down, so it is always worth triggering them if there is a fire, whether the car is on its roof or its wheels.

There is no regulation saying where the extinguisher trigger must be, but it has to be marked by a red letter "E" in a white circle and is usually near to the electrical cut off, which is marked by a red lightning flash in a blue triangle.

If there is a fire, you will want to isolate the electrics as well to stop fuel being pumped into a hot engine. If the car has had an accident and isn't going any further then just isolate the electrics but beware.

Just as there is no regulation saying where cut-offs must be located, there is no regulation stopping the car builder from using the self same trigger for both. The best thing to do is to get the driver to isolate the

electrics – then he can explain to the team if the extinguisher is left off. Having said that, if the driver can't, you must trigger the isolator and if the constructors are stupid enough to put both triggers on the same circuit, you can't be blamed.

What happens if you can't use the onboard extinguishers? Well, why do you think you lugged those hefty powder and foam filled bottles with you when you ran down to the car?

You did bring them with you, didn't you? If not ... you've got some explaining to do!

QUIZ ANSWERS

1. 10 times: '52, 53, 56, 58, 61, 64, 75, 77, 79, 2000
2. Speed Six Gurney Nutting coupé (GJ3811)
3. The German Grand Prix 1957
4. Andrew Cowan

CHRISTMAS CARDS

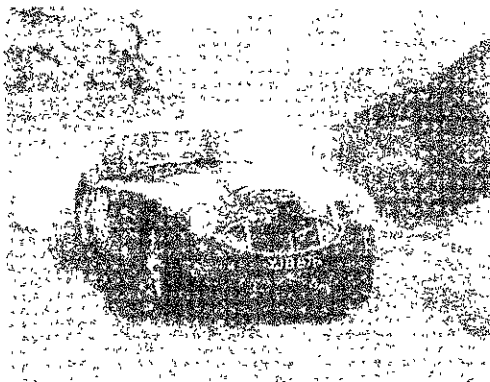
*from motorsport's
own charity.*

The Motorsport Safety Fund has produced Christmas Cards from a glorious painting by Michael Turner of Donald and Erle Morley on their way to winning the 1961 Alpine Rally.



Measuring 150 x 200 mm and in full colour, the cards are £5.50 for a pack of 10 including envelopes, postage and packing. Available from:

MOTORSPORT SAFETY FUND
PO Box 239, West Malling, Kent ME19 4BL



Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

TROPHY POINTS TO 28/08/01

Larkspeed league Driver Steve Sanderson 38.1 Pts
Navigator Chris Downes 38.1

Marshal's Trophy Nigel Drayton 80 Pts
Simon Marston 45 Pts
Kevin Patrick 45 Pts
Caroline Marston 40 Pts
Wendy Patrick 25 Pts
Graham Wride 35 Pts
Steve Lancaster 15 Pts
7 Others on 10 or less

Service Crew Award Malcolm Jagger 15 Pts
Vicky Apperley 15 Pts
8 Others on 10 points or less

Multi Venue Driver Graham Steggles 30 Pts
Andrew Apperley 12 Pts
Emma Bain 30 Pts
Arthur Heaton 30 Pts
Dave Hammond 12 Pts

Lady Competitor

Emma Bain 260.5 Pts

Single Venue Driver
Navigators

Graham Steggles 15 Pts
Emma Bain 15 Pts
Arthur Heaton 15 Pts

Stage Rally Championship

Drivers

Graham Steggles 260.5 Pts
Andrew Apperley 186.1 Pts
Steve Sanderson 38.1 Pts

Navigators

Emma Bain 260.5 Pts
Arthur Heaton 221.2 Pts
Richard Padgett 122.5 Pts
Dave Hammond 63.6 Pts
Chris Downes 38.1 Pts

Last 2 weeks have seen lots of claim forms arrive these
yet to be entered, but an update in next magazine

Web Sites

The committee has passed that members may have links to their own personal web sites from the club site;
www.trackrodmotorclub.co.uk

This doesn't include any commercial sites but if you have a personal site to do with competing, marshalling or organising events then we will include a link to it.

If you have wanted a site but don't know how to go about it then contact me as I can help. Things you could include are pictures, reports, championship standings, escapades you may have encountered, etc..

If you have an email address other than with a company then you probably have some free space for a personal web site and as such can upload your site to there. If you don't then just register with a provider and get an email address and space will be available. Registering a name becomes void as a link directly from the clubs site will be there.

Its simple really and you never know who might get in touch.

G.Steggles. Web master.

Trackrod Merchandise

Item	Colour	Price
Sew on patch	N/A	£2.50
Polo Shirt S(40") M (44") L (46") XL (48") XXL (50")	Grey	£10.00
Sweatshirt S (40") M (44") L (47") XL (50") XXL (53")	Grey Navy	£11.00 £11.00
Roll Neck S-M-L-XL-XXL	Black White	£16.00 £16.00
Rugby Shirt S(36") M (40") L (44") XL (48") XXL (50")	Red/Black	£22.00
Short Sleeved Shirt (Please state collar size)	White Blue	£14.00 £14.00
Wooly Hat	Black Grey	£4.00 £4.00
Cricket Sun Hat	Navy	£5.00
Wallet	Black	£4.00
Navigators Bag	Black	£7.50
Holdall	Black	£14.50

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Taylor)

FOR SALE/WANTED.

Ford Sierra XR4x4

2.9 V6 1988 Flint Metallic Grey 97K miles. Very solid good car, tidy with RS alloys and body kit. 11 months MOT.

£800 o.n.o.

Contact Richard Ineson 01132679329 (H)

07759817482 (M)

Peugeot 205 bits.

1.6 GTI engine with injection and ancills, Std. 12000 road miles since receipted rebuild. £150

G.Steggles. 01132893641

Wanted

Secure storage for Mk1 Escort rally car and spares package. Leeds area preferable but willing to travel locally.

Tel: Malcolm Jackson 07831 673 168

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date	Event Type:	
	Autotest	[]
	Economy Run	[]
Organising Club:	Hillclimb	[]
Trackrod	[] PCT	[]
Other	Road Rally	[]
Type of Claim:	Stage Rally M/V	[]
Driver	[] Stage Rally S/V	[]
Navigator	[] Treasure Hunt	[]
Marshal	[] 12-Car	[]
Service Crew	[] Other -	
Organiser :	[] state type	
state position		

Event Status

Clubman CM	[]	National "B"	[]	ANCC Round	[]
National "A"	[]	International	[]	LARKSPEED 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.

OCTOBER.

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Royal Oak, Wetherby
- 23 Woodside, Horsforth
- 30 Crown, Boston Spa.

NOVEMBER

- 6 Conservative Club, Gildersome (Scalextric last round)
- 13 Admiral Hawke, Boston Spa
- 20 Royal Oak, Wetherby
- 27 Crown, Boston Spa.

Wots on.

October.

- 7th, Lightening Stages, Binbrook
- 13th, Harold Palin Memorial Stages, Manby.
- 14th Keith Wood Memorial rally, 3 sisters
- 20th Bulldog Rally, ANCRO National Wales

Your 2001 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.parkin@virgin.net	Michelle Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevey@kpmg.co.uk	Derek Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 077 480 43592 (m) dereklee.lee@virgin.net
<u>Social/Merchandise</u>	<u>Competitions Secretary</u>	<u>Membership</u>
Simon Taylor 5 Gladstone Street Acomb York YO24 4NQ 0800 0268493 (h) 07973 914965 (m) simontaylor @powerpromotions. freeserve.co.uk	Andrew Apperley The Gate House Church Road Altofts WF6 2NJ 01924 892579 (h) 07836 544037 (m) apperley@tinyworld.co.uk	Emma Bain 1 St John's Court Thorner LS14 3AX 0113 2893641 07711515521 (m) e.bain@univentures.co.uk
<u>Equipment Officer</u>		<u>PR Officer/Editor/Web site</u>
Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) dereklee.lee@virgin.net	Jim Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevey@virgin.net	Graham Steggles 1 St John's Court Thorner LS14 3AX 0113 2893641(h) g.steggles@virgin.net
	<u>Trophy Points</u>	
	Barry Dove 5 Kenilworth Gardens Gildersome LS27 7EW 0113 2536985 (h)	