

TRACKROD

MOTOR CLUB LIMITED



Photo by Peter Stanhope.

For sale; 1 good Minilite and tyre! Or Dear Santa.....

December 2001

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

Editorial

Happy Xmas. (Bah humbug) A funny old year gone and hopefully a better one to come for motorsport. This month there are articles showing what's available for December with most of it to entice money from you. (membership, Annual dinner dance, etc.)

Graham Steggles Ed.

NOTICE OF E.G.M.

There will be an EGM of Trackrod Motor Club on 29th January at the Crown pub in Boston Spa for 9.30 p.m. This is the last Tuesday evening of the month.

CHAIRMAN'S CHAT DECEMBER 2001

Having seen a copy of the editorial this month I am pleased that Graham has called an end to the current "hot topic".

Whilst I have to confess to being somewhat bemused by it all, it does confirm that many of us are passionate about our chosen sport but see it from completely different angles. I strongly suspect that organisers are not understood by competitors, and the opposite is undeniably true as well. In reality it is not an "us and them" situation but often the feelings and actions of the other cannot be easily comprehended.

As always we move forward richer in the knowledge of the thoughts of others and for that I guess we must be grateful. We must also remember that many people give freely of their time to do a professional "job" and this applies to organisers and competitors alike, unless either are able to pay someone else to do the hard work. Anyone who has undertaken a task (of whatever kind) for the first time will know how difficult some things are and how easy they looked when someone else was doing them!!

Freedom of speech coupled with a sensitivity to others feelings must always be things we uphold dearly, in life generally and especially for us, in motorsport.

Christmas will soon be here together with some motorsport events - look out for the Christmas Stages Rally and the Park Hall event together with a hopefully full calendar of events in 2002.

Happy Christmas and best wishes for the New Year.

Rod Parkin
Chairman

IMPORTANT MEMBERSHIP NOTE

2002 will have all members on database. This information will not be used for anything except official club business. You will find a new membership form in this issue and Club numbers will be issued in order of receipt. This means that the sooner you join the higher placed in the order you will be. Subs can be paid now at club evenings or by post for 2002. Dues are £12.00 for single and £17.50 joint membership. Membership cards will not be issued until a fully completed and signed form is received along with payment. Send forms and cheques to Emma Bain (Membership Secretary) address on back of mag.

The last of it.

After last months bumper issue of replies to a certain article I am convinced all that has to be said has been said and its now time to draw it all to a close. It has been mentioned that maybe I shouldn't have published said article but it had been independently vetted and was deemed not to be offensive and to be taken in a tongue in cheek manner. Obviously this didn't occur but I still stand by my decision to print any issues raised by club members. This reply didn't make it in the last issue but shows that readership is not limited to club members, so, due to the comments possibly doing more harm than good to the club, will be the last now .

Ed.

"I have just read the November newsletter with both interest and amusement.

Come on Lads! as a set of bloody good organisers, past and present, we have to be prepared to accept criticism whether it be well founded and intelligent or in this case the complete opposite. We do not have to write pages justifying ourselves to such people. (even if it does fill the mag!)

It seems to me that Mr Apperley has wrong slotted into the wrong branch of the sport and would do well to turn round and disappear in the opposite direction seeking satisfaction elsewhere.

Martin Kemp."

Scottish Correspondent November 2001

What a busy time we have been having. Work has been very busy, so only just got the time to write all this up. I was involved with 3 major events in September alone, a lot of time committed for you competitors to complain about!

Lookout

Sunday 9th September 2001

People came from all over the UK to help again on this event. Saturday as always is the final setting up, which this year went a lot smoother thanks to all the teams work and equipment already out.

Yep, this year we got dust, but at least it was dry for us all. The event did run on time, like most years, and as usual we pulled back as much time as possible so that we ALL could get away as soon as was possible. I will not comment on the actual event, since suffice to say you have read a lot already by others, but in one particular article some of the facts of the event are misleading.

I must however say that without the help of Keighly the event would NOT have been such a success from my position. This is especially around ALL the help that they gave tidying up, trailer after trailer until it was all done – how many Trackrod members helped? You were all asked to! This was infact the 1st year that all the equipment was away on the Sunday night, and it was not until 8pm that Richard and I got back to the Yorkway, and there was NO ONE (ZERO) rally people there!

So, if anyone thinks they can do a job better, and can commit a lot of time to it (not just words), then let the committee know. I am sure you will be considered for something, since we all have to start sometime!

By the way, I am suggesting to the organisers that in the regs next year there is an entry that says something like 'TMC competing members need to tidy up at least two trailer loads of equipment, or not be eligible for trophy/points'. Is that a problem to anyone?

Kumho Tyres Scottish Rally SSI & 5 Ae

15th September 2001

What a busy, but fun weekend we had. A good team helped set-up the stage on the Friday, to do the 20miles it took us approx. 6hours – a long day, and it kept dry until the last minute!

Sat. was then an early start, all up at 6 including the kids, well apart from Steve who had slept in! and to the stage to install the big boards and we were ready to run on time. It was then again a long day running the two twenty mile stages. Most competitors and spectators behaved themselves, apart from:

- A couple going off in dangerous places, so we had to stop the stage to move them,
- Lots of spectators at J12, but we had the experts for this there!
- A car going 'missing' between the start and J5, so we went to investigate and found the navigator injured – dislocated fingers, and a severed one!
- A spectator injured whilst walking out of the stage

So a busy day, and then we had to drive through and dismantle the stage, we eventually got back to the caravan/camping site for 20:00 = a 14hr shift in the forest. The BBQ that had been prepared by the ladies, plus the booze, was enjoyed by all when we solved all the day's problems!

Thank you to everyone that helped (to mention names would take too long), very much appreciated. Due to the date change some of the Scottish regulars could not make it, but we hope to see you back up again next year.

UK Rally Challenge 2

Sunday 30th September 2001

This was planned as the second thrash round Knockhill, and it was just that! Since the venue is less than 30mins from my house then a number of you stayed with us. It was to be a long day similar to the June event, so we all went along prepared for a 12hr shift – even the kids. As it turned out the weather was not going to be as friendly as last time, and for those that know Knockhill (and those that don't you can always find out next year!:) you can see the rain coming since you are on top of a hill. The big plus was though that we all had excellent grandstands/marshall huts at our positions + rain makes the event more entertaining!

This time there were no major issues to report, apart from one car going straight on at our hairpin through the heavy straw bails. Plus this time my neighbor Tommy in his 6R4 was not out, blown engine from a previous event, pity since Erin & Ewan were looking forward to cheering him on! It was then back to our house for some excellent food from Susanne, plus some company product, again.

Tour of Mull

12th – 14th October 2001

The best rally of the year – and some say even stronger words than that! A great team, wonderful weather (apart from when it rained a little!) and an excellent event. This year again I was doing the road opening car, so at the 'back end' of the event and accounting for all the competitors, collecting equipment & officially opening the roads. It is a very long three days for us, when I do about 500miles on the island, this is not at competitive speed (not very possible in a Tdi Range Rover!) but we have to keep up with the last cars, and infact we were only 15minutes behind the last car on the last stage!

For those that have not been to Mull, you do not know what you are missing! But book your accommodation now, we have and all 12 beds are taken! Here is the Website link for some excellent info and pictures.

http://www.2300club.org/gallery/01_unofficial.html

2002 = forward planning

Below are the dates of the main Scottish events that I am involved with:

20th April, Weldex.

The name will be changing, but the event will be the same. It is to the west of Glasgow, across a ferry, and in some beautiful countryside. Anyone interested let me know.

8th & 9th June, Scottish

More details next year, but will be based in Dumfries, so just across the border for you all! Caravan site is already booked, tents are welcome as well. Plus there are 'wooden tents' there for rent, ask Steve what they are like, he slept well in one!

11th to 13th October, Tour of Mull

Nothing more can be said apart from book accommodation now!

Knockhill date to be confirmed.

If anybody would like more details on any of the above, then please contact me on 01259 760611H, 07803 855457M – but not after 22:00!

(eMail - peter.stanhope@guinnessudv.com)

Safe motoring, and see you next year.

Peter Stanhope

Thanks for the input Peter. Just a little controversy there as I competed in the Lookout and feel sure that I was asked on the entry form if I would help to clear up and indicated that I wouldn't. Not for any other reason but after any event the last thing that most competitors want is to clear up. Especially after sleeping in a freezing van and having 4 hours sleep then driving 10/10ths in a mid competitive vehicle around a bomb holed dust bowl. I believe that this is not a "laziness" thing but more to do with a coming down and tiredness thing. At the end of the day competitors have paid to compete. I understand that if nobody set up or cleared away then there wouldn't be an event but Trackrod have 120 members and how many have Keighley? There must be enough people to enlist into the ranks without resorting to singling out Trackrod competitors to the point of exclusion from trophies. If you want to do that then extend it to all competitors. We all know that there are too few competing members at the moment so try not to penalize those that do. In fact Trackrod competitors are doing a job through competition as they do it under the Trackrod banner and I could see this forcing them to do it under someone else's. I do know for a fact that certain Trackrod members did stay behind to clear up, notably Russel Holdsworth and Jim Plevey, Russ was a competitor and Jim was servicing. Hats off to them and any others that did so, but I was to understand that we did have a choice in the matter. As an aside certain people did try to cajole me into clearing up but I had all on clearing and packing up my equipment and driving home with a fully laden power lacking van.

With respect. G.Steggles. Ed.

Richard's Retro Requiem.

From the pages of the Trackrod Newsletter of November 1971

Autotests at Acaster were reported whence, Clerk of the course John Wilson provided the tests which did not contain "natural augels". However Jim Rawlings won in his Stilleto Imp from somebody called Ineson and Steve Mills. Steve Lloyd was in amongst the silverware as were Ken Goodall and Richard Jackson.

Johnny Solk and Frank Stuart-Brown achieved some notoriety by being our first crew to attain National status in the rally licence department/ It was also noted that they were the only crew with 120 service teams to call on!

We also had a somewhat comprehensive report of the RAC Rally which proved to be one of the most memorable for several reasons; the weather (snow and lots of it); the film (from Harrogate it started) and Tony Mason co-driving Chris Slater into the lake!

Editor Lloyd wrote profusely on the Fiat rally cars he'd had a close look at Boltons of Leeds - I always thought his obsession with Fiats would lead him astray eventually! - the story that followed his Fiat article did give some credence to these thoughts as it was a fairy tale sort of thing about a rally driver called Jasper - enough said!

The newsletter also contained a Christmas Quiz - first prize being an award that proved you could turn over 3 pages to find....the answers!

Several people had items for sale :-

A novel Lucas 43 amp Alternator for your equally novel Q.I. Lights. £20 to John Wilson would buy it for you.

Ken Goodall's market stall had 4 1/2" x 13" Ford wheels at £1.50 each - a steel (ha ha) or how about a sumpguard for a Mk 2 Cortina (a what??)

Steve Lloyd had on offer a 28/36 DCD Weber on a ford manifold, complete with air cleaner - all for £12 (aye lad, but it wor an arm and a leg in them days)

Richard Ineson.

MIKE WILSON (1922 – 2001)

Mike Wilson died on November 3rd following a fire at the apartments where he lived in Morley, near Leeds, West Yorkshire. He had been taken to hospital where he succumbed to a heart attack. He was 79 years young.

Mike was for many years Chairman of the Yorkshire Centre of the British Automobile Racing Club and the permanent Secretary of the Meeting at the Harewood Hill Climbs, from its inception until well after it achieved its current status as a round of the RAC (now MSA) National Hillclimb Championship.

He was also the first Assistant Secretary of the Association of Northern Car Clubs. He held this position for an unbroken period of fifty years from the second ever meeting in 1947 until retiring from the post in June 1997. During that time his primary brief was of course the Association Dates Meetings, which he ran with his own unique and very effective style!

Mike's whole life revolved around motor sport, from the days when he was taken in a carry-cot in the back of his father's car on local events. It was only when his knees & hips were beginning to fail under the stress of bearing his considerable bulk in non-stop motion throughout his very active life that he considered easing up, just a little!

During this time he was committed to almost every motor sporting activity available, at all levels. He was involved with the Jowett works teams in their entries at Le Mans and the Monte Carlo Rallies, competed in Sporting Trials in an enormous special with a Ford V8 engine and drove or navigated in a variety of the events on offer in the post-war years.

It was as an organiser that his talents became best known, his involvement in autotests, autocross, sprints, hillclimbs, production and sporting trials and races meant that much of his life was spent in either running an event or planning the next one.

The famous "Scarborough Weekend" was a combination of these activities, much revered by all those who competed on them, despite the very sore heads which were mandatory at the Sunday morning restart. (Memories...!!!)

He foresaw the decline in public highway events before the 1963 Road Traffic Act and with the BARC Yorkshire Centre, of which he was now Chairman, sought a permanent venue for the growing sport of hill climbing. With the assistance of Arnold Burton and the BARC membership, (many of whom were pre-war school friends from West Leeds Grammar School.) Harewood Hill Climb at Stockton Farm came into being. Mike's enthusiasm and drive, together with his ability to foresee trends, pushed forward the growth of the venue to eventually achieve its national championship status. Not least of Mike's abilities was his expert knowledge of electronics and much of the equipment used at Harewood was of his own personal construction.

Professionally, Mike produced cine-films of motor sporting events throughout most of his working life. His knack of making these to be riotously funny with the stuff which nowadays ends up on the cutting room floor was paramount. Many motor club evenings were livened by Mike's 8 or 16mm cine films being shown, in the dark in some pub back room or clubhouse. (Modern video never captures the magic of such film shows.)

The other side of his pioneering work in film making was, among many other things, to have Joey Dunlop put camera's on his bike and lap the Isle of Man TT course at a hundred and something miles per hour. (Interestingly, this filming was done in short sections, later put together in the studio, the camera's vibrated to a halt too often for a single run.) A measure of Dunlop's skill was that his lines throughout the thirty-eight miles of the course made the fitting together of the pieces very easy.

As Mike so aptly put it "you couldn't see the joins!"

During all of this time, Mike as Assistant Secretary of the ANCC, was helping to lay the foundations of what are now the Regional Associations of this country. The ANCC was the very first Association formed in the UK, much against the wishes of the RAC who administered motor sport on behalf of the Government at that time.

One of Mike's later commitments to the Association was to edit and produce the ANCC Regional Plan for Motor Sport in 1995, which he refined in 1996. Included in this document was a rather irreverent look back at the formation and growth of Regional Associations, written in Mike's own hand and this is appended below. Many will recognise similar circumstances from their own motor sports activities!

Both physically and in personality, Mike was "larger than life". Anyone who knew or had even only occasionally met him will remember his laugh, which was likened to "a sea-lion shouting for his mate". Once during a theatre show with Mike in the audience, the Crazy Gang came in a line down to the footlights and Bud Flanagan offered Mike free tickets any time he cared to see the show!

No doubt this memory will be firm in the minds of any of the BARC or ANCC regulars whenever Mike's name is mentioned in the future.

A private family cremation is to take place. The memorial service, for all his friends and acquaintances will be held on Wednesday 28th November at 12:00hrs. The venue is Woodkirk Parish Church, Morley. This is on the Leeds to Dewsbury road, the A653, just to the south of Junction 28 of the M62, near to Trevor Thwaites Garage.

John H Richardson Hon. Chairman ANCC

History and Background to Regional Associations of Motor Clubs

The following irreverent look at how Regional Associations began is included, to explain how the current Associations in the Yorkshire and Humberside and North Western Sports Council Regions came into being. How the ANCC and ANWCC co-operate in organising clubs and events within each other's geographical territory in friendship and without problems.

These previously unpublished details are not essential reading for an understanding of the Regional Development Plan and are included primarily for the education of younger motor sport competitors and officials who just accept the present organisations without understanding how it all began.

Please note that these notes do not necessarily have the full approval of the ANCC and have been inserted by the Editor at his personal responsibility. As the report clearly shows, relations between the RACMSA, Regional Associations and Clubs are nowadays excellent. It may be that the Sports Council officers will read them with a wry smile having experienced the traumas and in-fighting which all too often have dogged the administration of Sport by voluntary officials.

As mentioned in Para.3.2. the RACMSA was in the distant past, a slow moving bureaucratic organisation that operated by decree and concentrated

almost entirely on major motor racing plus the RAC Rally and similar top rank competitions.

The RAC Competitions Department, as it was then known, was located in two tiny offices in the attic of the elegant Royal Automobile Club in Pall Mall, and presided over by Col. the Right Reverend Stanley F Barnes. They could well have adopted the pre-war Brooklands motto "*The right crowd and no crowding*" as their slogan and were ill prepared to address the motor sports explosion, which hit the post-war world.

This boom was mainly due to returning ex-service personnel who had become accustomed to living with motor vehicles and suddenly found that they could afford their own transport.

Deprived of pleasure for so long they embraced motor sport with terrific enthusiasm. The number of motor clubs increased out of all proportion to the Competition Department's ability to cope with this development, *had they ever wanted to!* At that time the sport's rulers could not appreciate this new influx of what they regarded as working class motor sport, something they knew, or wanted to know, very little about and as a result, club motor sport was in danger of total collapse.

Motor clubs in Yorkshire & Lancashire felt this situation even more keenly as Watford seemed to be the northern limit of the Motor Sport Department's knowledge of real life conditions and ambitions.

As a result in January 1947, the Lancashire & Cheshire Car Club contacted five other leading clubs, Lancashire Automobile Club, MG Club (NE Centre), North Midland Motor Club, Sheffield & Hallamshire Motor Club and Yorkshire Sports Car Club, inviting them to join in a meeting to consider how the situation could be improved.

The meeting was held in Manchester in March 1947 when a decision was taken to form a group to be known as "The Association of Northern Car Clubs" with the six invited clubs as founder members.

Meetings were to be held quarterly alternating between Lancashire and Yorkshire, which reflected the locations of the founding clubs and their common interest in the Pennines as the best venue for their motor sport.

A second meeting was called in Sheffield in June 1947 when other clubs were invited. During the first year of the ANCC's operation, at this meeting the six founder clubs were joined by

(among others) BARC (Yorkshire Centre), Darlington & District Motor Club, Furness Motor Club, Liverpool MC, Morecambe Car Club and Westmoreland Car Club.

In September 1947 the first "Dates Meeting" was held when members submitted their prospective dates to the meeting and sorted out all clashes. Previously each club had to send its programme direct to Pall Mall and the first knowledge of any clash was when the Blue Book (Motor Sport Yearbook) was issued, late, usually around February.

Immediately order was restored to northern club programmes and clubs from far and wide rushed to join the infant association. The RAC were to say the least, not pleased with these developments as they regarded the ANCC as a threat and a kind of competitor's and organiser's Trade Union at a time when the establishment saw such a manifestation as a form of social anarchy!

Whilst they could not ignore the ANCC they had no power to dissolve it, so an uneasy truce was called. Meanwhile ANCC meetings became a forum, where ills of the system could be discussed and solutions despatched to an unreceptive governing body.

By this time ANCC membership extended from Newcastle to the Lake District, far into North Wales, deep down into the Midlands and across towards the Wash, so that attendance at meetings became a long distance chore for many member clubs.

During the next couple of years, the ANCC developed and the RAC Competitions Department, helped by the addition of younger staff, particularly the youthful and fresh faced Basil Tye, began, *somewhat grudgingly* to appreciate the value of a Regional Association, so long as it was kept firmly at arms length.

To solve the distance problem ANCC decided to create a "Daughter Association" to oversee events in Northumberland, Durham and the Lake District, to be presided over by Dr. Louis Jamieson in Newcastle. Most of the northern clubs took the opportunity to transfer to the Association of North Eastern & Cumberland Car Clubs as the new baby was known.

During this period, the ANCC pioneered measures to improve the public image of motor sport. This was in danger of alienating sections of the population who found rallies coming through their villages almost every week end, by introducing rationing of routes and banning of locations where trouble with the public had been caused.

Eventually the RAC capitulated and recommended that Regional Associations be formed in other parts of the country. They also acknowledged the local resolution of club programmes and territory problems and even began to accept suggestions from the new associations.

It was during this period that BARC (North Western Centre) took the lead in the forming of the Association of North Western Car Clubs, which took over the clubs in North Wales and many in Lancashire and the Lake District. Most of these clubs retained active membership of ANCC and multiple membership of Regional Associations was born.

Today four founder members remain ANCC members - Lancashire and Cheshire Car Club, Lancashire Automobile Club, Sheffield & Hallamshire Motor Club and Yorkshire Sports Car Club. The MG Car Club (North Western Centre) are now only members of the ANWCC whilst the North Midland Motor Club dissolved some twenty years ago

This example of Northern belief that what Lancashire and Yorkshire think today, London thinks tomorrow shows the part played by the Pennine pioneers in regularising club level motor sport in the regions.

We hope the RACMSA will be amused by these light hearted jottings on their past (*or I'm in big trouble!*)

Mike Wilson. Editor and Hon. Ass. Secretary. ANCC

STANDARD BEARING

As we tumble towards 2002 I suppose we'll have to wade through the various media polls to decide who were the sports stars of 2001.

In my book there's at least one certainty – the International Sportsman of the Year. It can surely only be Trevor Misapeka. You've forgotten him already? He was the Samoan who turned up at the World Athletics Championships and, having not got into the shot putt, entered the 100 metres instead. Most of the runners twinkled down the track in around 10 seconds while Trevor... well, he arrived later the same day. In a cheerful interview that brightened the otherwise dire TV coverage, he revealed that it was the first time he'd run the distance and the first time he'd done a sprint start; he added that he thought he could get among the winners if he lost 6 stone. (Did I mention that he weighs over 20 stone?).

Trevor thus joins Eric the Eel and Eddie the Eagle on a list of noble sporting failures. But why praise people who don't do very well and – in the eyes of blazered purists – perhaps make their sports a mockery? Well, that's precisely why I would vote for them; sport constantly takes itself too seriously and occasionally needs people to prick the pomposity. Football got its come-uppance as the Premiership programme was pitched off primetime TV to

make way for Blind Date; people may be interested in who scored, but in whether they did so between the sheets not the posts.

Our sport is guilty of gazing too fondly up its own fundament at times. Imagine for a moment that the Martians land and you are the one to explain sport to them. Obviously, it would be quite impossible to explain cricket but what about motor racing... So, people set off as fast as they can. Then what? They... er... they arrive back where they first started from? Surely, Earthling, you're pulling my antenna?

Over-absorption starts to become dangerous when it leads to the drop in behavioural standards we've seen this year, not least in karting. Of course if a youngster is convinced he's going to be F1 World Champion (him and 235,943 others at the last count) he's going to try hard, while at any level if you're not prepared to sell your collection of Abba records to fund your motorsport then you're not taking it seriously enough. But when a strong competitive streak, even a little gentle skulduggery, becomes outright thuggery then it's time to cry 'enough' especially when it involves parents squabbling in the pits. Trying to relive your failed dreams through your kids is maybe – just – understandable but when seasoned observers report flickers of fear in the eyes

of youngsters exhorted to lap faster... come on, this is supposed to be a sport. Maybe the thought of being reported to the Child Protection Agency may bring sanity. A ridiculous idea? No – it's already happened in one branch of motorsport.

Long term, of course, bad behaviour will self-police because whether it's pugilism in the pits, dodgem car tactics in touring cars, or offensive behaviour to marshals at hill climbs (and, ye gods, it's been known) it will simply sicken officials to the point where they'll desert in droves and it won't be possible to run events.

So if in this uncertain world it's even worth making New Year resolutions, I reckon we should all make one to try to improve standards next year. As we drink a toast after the Christmas pud to 'motorsport', let's put the emphasis on the second half of the word.

Stuart Turner.



COD FILLET QUIZ

1. Who won the first Pirelli Marathon in 1988?
2. Name the Frenchman to win the Monte Carlo Rally 4 times?
3. Which cars were built at Tolworth?
4. Who styled and made the body for the Lancia Stratos?

ANSWERS ON PAGE 14

Helmets in motorsport

Contrary to advice being given by some, there is no change to the helmet standards accepted by the FIA or the MSA. Neither FIA nor MSA accept helmets complying with the European E22 Standard.

For international permit events only, the following standards are acceptable: Snell Foundation SA95 (until 31 December 2003), Snell Foundation SA2000, British Standards Institution BS6658-85 type A/FR including all amendments, SFI Foundation Inc SFI spec 31.1 (until 31 December 2001), and SFI spec 31.2 (until 31 December 2001).

In addition, for kart international only, Snell Foundation K98, SA90, and BS6658 Type A are also acceptable.

For national permit events of all disciplines (race, rally, speed, kart, off road, etc), only the following are acceptable: Snell Foundation SA95 (probably until 31 December 2005), Snell Foundation SA2000, SFI Foundation 31.1, SFI Foundation 31.2, British Standards Institution BS6658-85 type A/FR, and British Standards Institution BS6658-85 type A.

Full details of helmet standards and requirements, including notes on fit and security and the condition and care of helmets are included in Regulation Q10, on pages 256, 258, 259 and 261 of the MSA Competitors' Yearbook 2001.

2002 Diary dates

Formula 1 World Championship
Mar 03, Australian GP (Melbourne); Mar 17, Malaysian GP (Kuala Lumpur); Mar 31, Brazilian GP (São Paulo); Apr 14, San Marino GP (Imola); Apr 28, Spanish GP (Barcelona); May 12, Austrian GP (Spielberg); May 26, Monaco GP (Monaco); Jun 09, Canadian GP (Montreal); Jun 23, European GP (Nürburgring); Jul 07, British GP (Silverstone); Jul 21, French GP (Magny-Cours); Jul 28, German GP (Hockenheim); Aug 18, Hungarian GP (Budapest); Sep 01, Belgian GP (Spa-Francorchamps); Sep 15, Italian GP (Monza); Sep 29, United States GP (Indianapolis); Oct 13, Japanese GP (Suzuka).
World Rally Championship
Jan 17/20, Monte Carlo; Feb 01/03, Sweden; Mar 07/10, Cyprus; Mar 22/24, Spain; Apr 18/21, Corsica (F); May 16/19, Argentina; Jun 13/16, Acropolis (GR); Jul 11/14, Safari (EAK); Aug 08/11, Finland; Aug 22/25, Germany; Sep 19/22, Sanremo (I); Oct 03/06, New Zealand; Nov 01/03, Australia; Nov 14/17, Network Q Rally of Great Britain.

British GP tickets

Three-day general admission tickets are on sale until 31 December 2001 for £199, including on-site car parking for Friday and Saturday, and park-and-ride for Sunday 7 July 2002.

Limited on-site parking for £45 per car Sunday 7 July 2002.

Tickets can be purchased by calling 0132 785 0211 or online www.octagonmotorsports.com or www.bgp-f1.com.

REGIONAL COMMITTEE

The third and final meeting of the year included updated details of the latest Club Development Fund awards, 2002 Officials Seminars, proposed helmet and seat belt regulation changes and the use of e-mail entry forms (writes Bob Milloy).

Inter-association events were discussed at length. It was recommended that these events should 'stand alone' rather than form a championship, and noted that each discipline has particular requirements and each host association has local preferences, all of which should be accounted for.

The yearly sequencing of events, their geographic spread and the 2002 calendar was to be reviewed and co-ordinated by the ANCC Secretary, Steve Smith.

The timescale for the issue of stage rally driver 'starter packs' was discussed. Tony Newsum advised that, although packs would not be available until 2002 Yearbooks were received in December, pre-booking at all 12 BARS Schools was available.

Clubs were encouraged to publicise details of the new system, and the existence of 'grandfather' rights for all who have ever held an appropriate competition licence.

Three members of the Regional Committee were elected as delegates on the Rallies Committee, Off Road Committee and Safety Advisory Panel for 2002: Bill Troughear and Nicky Moffitt were re-elected as Regional Committee Chairman and Vice-Chairman respectively.

The meeting concluded with the Chief Executive, Colin Hilton, reporting on Foot and Mouth, risk management, commercial karting operators, track days, the redesigned MSA website, 'perpetual' licences and the 2002 British Rally Championship.

The meeting was followed by two diverse presentations: the first by Dave Richards on ISC plans for the World Rally Championship; the second by Tim Stevens from LARA, explaining relevant sections of the Countryside and Rights of Way Act and why motor clubs should become involved in the registration process.

ECURIE COD FILLET

- ECF is an association of likeminded individuals believing in the joys of rallying.
- Membership from the rally fraternity is free, but strictly selective. Membership currently stands at 350, a fifth of them from overseas.
- The name Ecurie Fillet was first coined in 1955 by the bulletin editor for Stockport Motor Club when reporting the rally exploits of Roy Fidler, a local fish merchant and John Hopwood, a glove manufacturer. They competed in BTRDA Gold and Silver star events in Roy's Buckler Mk V special.
- At that time rallies used to accept teams of any three cars at 7/6d (37½p). Winning teams under the ECF banner were presented with a hand painted filleted fish badge.
- In 1962 ECF inaugurated an award for the best organised rally and the famous leaping salmon trophy has graced the best cabinets ... even at the MSA. More recently it was decided to present the trophy to individuals who have made significant long term contribution to the sport. Bill Bengry, Don and Val Morley, and Anne Hall are some recipients.
- The ECF claim to fame is organising the first Manx Trophy Rally in 1963 – the first rally in Britain to use closed roads.
- Members of ECF have at one time or another won every major rally in the world.
- ECF's next reunion is Oct 2002.

AUTOSCENE



REVIEWS FROM



THE FIRST HUNDRED. A Centennial Scrapbook for the Motor Cycling Club. £9.50 incl. p&p from John Aley, 20 Old Shipyard Centre, West Bay, Bridport, DT6 4HG.

A splendid – and splendidly quirky – 94 page book (with excellent illustrations) about the MCC which celebrated its 100th birthday in 2001 and which is of course as much concerned with cars as motorcycles.

As the book says: 'members of the Motor Cycling Club of 2001 are, as members also of the human race, quite similar in attitude, behaviour, and ambition to the MCC and human-race members of 1901 ... not single-issue fanatics, but fairly harmless but well-focussed simpletons seeking interesting vehicles and places in which to have their parties'. Highly recommended.

STIRLING MOSS The Authorised Biography. ISBN 0 304 35904 1, Robert Edwards, Cassell & Co, £30.

The word 'authorised' is like gold-dust nowadays and it had rarely been more lengthily awaited than with the Stirling Moss story.

It leans more towards being a pictorial history than a warts 'n' all biography. And it is superb to look at, lush reproduction and understated layouts making it a visual treat. Generally the photography is superb though one or two pictures just weren't good enough to blow up as they have been and a few – the double-page shot of 500 racing at Zandvoort that Moss isn't even in – simply didn't merit it.

That said, it's the words that have the real potential to set this book apart and this is an in-depth

look into the maestro's eventful life with loads of nuances confirming much of the story came straight from the hero's mouth.

This doesn't mean it is without fault, however, and it's not always convincing that the background research has been done – for example, mysterious AC Ace pilot Max Dressler who collided with Moss in the Maserati 450S must surely be Max Dressel.

There will also be much debate about the 'new' evidence on Moss' 1962 Goodwood crash and, though Edwards has turned up a fascinating letter from an eyewitness, it is by no means conclusive.

Finally, as with all authorised biographies, there is perhaps not enough salaciousness to satisfy all the gossip-mongers, but it is still phenomenal value and, if you can pick it up at a reduced price, an absolute steal.

HOW TO BUILD A SUCCESSFUL RALLY CAR, Phillip Young, Classic Rally Association, £25.00.

A compendium of all the wisdom that Young and friends have acquired by finding out the hard way over the years.

This book is mostly concerned with toughness and ease of repair, preparing to finish rather than looking for outright performance, broken into sections from radiators to brakes. Good, solid driving advice includes tips for water, ice and mud. Even if £25 is a bit steep for an all black-and-white ring-bound, this is invaluable stuff and, in Young's journalistic style, a damn good, entertaining read.

MARSHALS POST

by the BMMC

Hillclimbs and sprints seem to increase in popularity each year and remain one of the most economical ways of starting out in motorsport.

They are also a good way of getting a feel for whether marshalling is for you. The pace isn't as frenetic as at a circuit and the location isn't in the middle of a forest in the depths of Wales.

Some events will have more than one car on the course at a time, but you are only ever likely to have one vehicle involved in an incident and, if a car does go off, spin, stall or simply grind to a halt, the event stops running until the course is clear.

You still need to keep your

wits about you, though, as some of the top classes are the speed event equivalent of a Formula One car – some even are Formula One cars, suitably adapted – and they are running on a track that is a quarter of the width of an F1 circuit which sometimes runs between stone walls or buildings.

Because of the emphasis on speed, it is more important to keep the track clear of debris and fluids – oil in particular – than it is at a circuit, to ensure that every competitor has the same chance to set a good time.

At most speed events, the only flag used is a red flag – to stop the event because of an incident. When one post displays a red flag, all the preceding posts should follow suit and any cars who have to abort their run should be reported to control so that they can get a re-run.

From a marshals point of view, one of the most difficult things about a speed event where more than one vehicle is on the course at a time is deciding whether a car involved in an incident will be able to get things together in time to continue without being caught by the following competitor.

However, as a new marshal, you won't generally have to worry about that. You will, however, get plenty to keep you occupied, some interesting cars to watch and a taste for marshalling.

QUIZ ANSWERS

1. John Atkins/Rob Lyall, AC Cobra
2. Jean Trevaux
3. HRG 1936- 1950s
4. Bertone

A Merry Christmas and a Happy New Year to all Motor Club Members



MOTOR SPORTS ASSOCIATION
UNITED KINGDOM



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

Autotesting at club level

This is where it all starts, but everyone knows that trying to attract new competitors in to autotesting can be difficult for any organiser. To watch the experts perform in specialised cars can be mesmerising, but this in itself can deter would-be participants. Nobody wants to make a fool of themselves in front of onlookers, who will inevitably compare the extremes of performance. Link this with the lack of opportunity for success by newcomers when pitching their mundane road cars against specialised vehicles and there is a major problem to overcome.

The solution can be quite simple. Organisers can assist 'wannabe' competitors by carefully thinking about the regulations and wording them to make the event less attractive to experts. Some examples are:

- Ban cars arriving on trailers; this will outlaw many specials. A spin off will be more room in your paddock.
- Any specialised cars which are taxed could be identified by your scrutineer and subjected to a 10% or even 20% time penalty. Perspex windows lack of interior trim lightweight panels etc. could all serve to identify such cars.
- Any standard sports car (westfield etc) could be made to run with hood and sidescreens in place.

Basically its up to the organiser to decide what to accept and what to reject. As for the tests, they don't have to be mind-blowingly complex, one or two simple manoeuvres in an easy to follow route will suffice. An organiser could go so far as to mark the route on the ground, why bother with a diagram? The simpler the better for newcomers.

Tests don't have to include any reversing but if they don't remember the mandatory marker configurations as per the MSA yearbook (diagram F4.2.2) must be included to slow competitors at every 50 meters of forward travel and at 25 meters before the finish line. Remember that the inclusion of one simple reverse off a line means that you don't have to include any such methods of slowing the cars.

The opportunities are there to make tests simple and exciting but always give due consideration to safety issues some of which will be dictated by the test site.

Remember also that a test site must not exceed 200mx200m (you should be so lucky) (could make a song from that line. Ed.) but should be large enough to sort out a winner which can be achieved with a much smaller area.

There are already provisions for Production Car Autotests (where passengers are required) but an organiser can also have autotests for production cars and the definition is up to the club. Give it a try perhaps by co promoting with other clubs in the area and see if your club can introduce some new talent to autotesting.

Organisers should always consider not what the regulations allow you to do but what they don't allow you to do!

Alternative autotests

Most people in and around motorsport have some idea of what constitutes an autotest; a tricky predetermined memorised route marked with bollards of one sort or another set out so as to require some fancy wheel/gear/pedal work from the driver while performing handbrake turns and reverse spins etc. all against the clock. This usually takes place on a large car park where several tests are laid out at once.

The time is right to apply some different thinking to this concept and to come up with some variations on a theme.

As mentioned earlier the max size of a single test is 200x200m and it is unlikely that clubs will regularly have access to a site large enough to lay out more than 2 or 3 tests at the maximum size. Many clubs make excellent use of much smaller sites and those who have been in autotesting longer than we care to remember will recall the perambulating autotest.

This comprises a number of often very small test sites spread over a geographical area, be it in a builders yard, pub car park, farmyard. Each would be large enough for one or two tests of a simple nature. Link these together with an untimed road section and you have a sort of mini special stage rally. (especially if you have passengers) Yes it is messy and inconvenient for trailered cars but do you really want them? The MSA British Championship included one event of this nature until only recently so it isn't a new idea but certainly worth a try for a fun Sunday ride in the country?

Something more radical would be a team relay autotest. This to my knowledge has been thought of and even received a permit but other event clashes didn't allow the support it deserved.

The idea was that teams of 3 cars from a selection of classes would run consecutively the clock starting with the first car and stopping with the last. 2nd and 3rd cars cannot start until a sash or velcro strip has been passed from the previous car. Yes it does raise questions of breakdowns and substitutes but not a lot different from normal team autotests.

Other basics should not be forgotten when planning an event.

- Smooth fields offer vast areas to play on and are generally kind to tyres and transmissions. Grass autotests are popular in some areas.
- Penalties for touching markers can be adjusted to whatever the organiser wants. Just make sure to modify the appropriate regulation in the event SRs

All this will be old hat to some of you but hopefully some seeds have been sown in fertile minds of potential organisers.

Autotesting provides every driver with the opportunity to improve car control however simple the test. Watching last years MSA rally made me realise that there aren't many drivers even at British Championship level who wouldn't benefit from a season of autotesting.

Richard Ineson (MSA Autotest Committee)

ANNUAL DINNER DANCE AND AWARD PRESENTATIONS

To be held at the Mansion, Roundhay Park
on Saturday 26th January 2002

Tickets £18.95 available November 2001

See Simon Taylor for tickets and further details

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	Grey	£11.00
S (40") M (44") L (47") XL (50") XXL (53")	Navy	£11.00
Roll Neck	Black	£16.00
S-M-L-XL-XXL	White	£16.00
Rugby Shirt	Red/Black	£22.00
S(36") M (40") L (44") XL (48") XXL (50")		
Short Sleeved Shirt	White	£14.00
(Please state collar size)	Blue	£14.00
Wooly Hat	Black	£4.00
	Grey	£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)

Scalextric Championship—Final.

6/11/01—Gildersome

The six leading contenders after 3 rounds all took part in the final, hoping to improve on their lowest score, as only their best three results count for the championship. There were however a couple of other participants who managed to get amongst the high scores to deprive the hopefuls of valuable points :-

	Name	Round 1	Round 2	Round 3	Round 4	Best 3
1 st	R.Ineson	17	19	14	20	56
2nd	B.Dove	16	13	20	17	53
	S.Taylor	15	20	18	15	53
3rd	G.Steggles	18	18	15	16	52
4th	S.Hitchcock	19	15	16	13	50
5th	Emma Bain	14	12	19	14	47
6th	J.Renny	12	-	17	12	41
7th	Liz Kemp	-	14	13	11	38
8th	R.Buchan	20	16	-	-	36
9th	M.Brier	-	11	-	19	30
10th	D.Lee	11	17	-	-	28
11th	N.Cordingley	-	-	-	18	18
12th	A.Lee	-	13	-	-	13
13th	S.Marsh	-	-	-	10	10
	T.Stoker	-	10	-	-	10

Well Either I was ace on that last event or everyone else was rubbish - only 2.14 seconds seperated the fastest to the slowest (counting everyones best times only!) so everybody was trying!!
PTO (you told me not to mess with the wording Richard! Ed)

We could do with a few more of you partaking if we do this again, and on a regular basis. Don't give up after one or two events - Any one got any ideas for a better format??

Richard Ineson.

Thanks for a stimulating championship Richard. Ed.

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..

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

G.Steggles. Web master.

Rally dates for marshals:

I need marshals and radio operators for coming events.
Dec 1st Grizedale stages, 44 miles in the Grizedale complex centralised servicing.

I have 2 stages on the RAC if anyone interested phone me.
2nd Dec DRT stages Binbrook air field also in Dec Xmas stages date either 27th or 28th venue Croft circuit not Caterick as in press.

Also an autotest at Warren Philiskirks on 9/12/01 £5 entry
Anyone interested phone;

Phill Andrews on 01937 588696 or
pg.andrews@talk21.com or mob 07940 250022

Multi-Championship Winning

FORD ESCORT COSWORTH 4X4 (Clubmans Group A)

1) BODYSHELL Gordon Spooner Engineering Ford Motor Sport Shell, Roof vent, Full length Forest Dural/Kevlar Guards, ATL Fuel Cell, Carbon Fibre dashboard, 625 Hydraulic Handbrake, adjustable brake bias, Goodridge/Aeroquiped, Mintex C-tech linings, lifeline fire system and international terratrip.

2) ENGINE Blueprinted & Gas flowed. Wills ringed, Group A Head gasket with Pectel P8 Engine/Management, Gibbs/Bajoo mapped, Flow jet Water Injection system with Kevlar/Carbon Tank, AET Hybrid quick release Motor sport Turbo (34mm restrictor), 403 Grey Injectors, Mountune Air to Air Boost Injectors, New AP Racing Paddle clutch, Gp A Oil Breather System.

3) SUSPENSION New Fully Adjustable 2 ¼ inch 220lbs Bilstein/Eibach 500-200 rate Coil Over Struts. Group A Top mounts, Rose jointed Compression Struts, Adjustable Rose jointed TCAs, Adjustable/slotted rear beam.

4) TRANSMISSION Either New Quaife 6 Dog Group A (50 Nm Centre VC) MT75 Close Ratio Gearbox. And Quaife ATB plated front LSD (£3500.00 Surcharge) or GpN Gearbox and Front Diff.

5) WHEELS 3 Sets+ of Wheels including Compomotive 16" Some Wheels with Pirelli Corsa Intermediate Tyres.

COMPREHENSIVE SPARES PACKAGE AND TRAILER AVAILABLE.

**Price Ready to Rally (Either Gravel or Tarmac spec)-----
--£13500.00**

**Ex Marcus Dodd Formula 2 ESCORT RS2000 16V DOHC GpN+
This car was originally prepared for Marcus Dodd in the mid 90s.
It has been maintained and developed since regardless of cost,
viewing is therefore essential. New Close Ratio MTX LSD Gearbox.**

VERY COMPREHENSIVE SPARES PACKAGE AVAILABLE.

Probably the finest clubman's rally car in the world for £5000.00

**Any interested parties are welcome to contact Andrew Apperley on
07836-544037 or 01924-892311 Fax/Ans or at apperley@tinyworld.co.uk
for more details on either of the above. He is currently looking to
acquire, possibly in part exchange a rot free budget rally car/project up
to the value of around £3500.00 .**

TROPHY POINTS CLAIM FORM

Members Name

Competitors tick ☒ appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other -

state type

Event Status

Clubman CM ☐

National "A" ☐

National "B" ☐

International ☐

ANCC Round

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.

DECEMBER

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 Royal Oak, Wetherby
- 25 None

JANUARY

- 1 None
- 8 Admiral Hawke, Boston Spa
- 15 Royal Oak, Wetherby
- 22 T.B.A.
- 29 The Crown, Boston Spa (NOTE: EGM 9.30pm)

December

- 1 Grizedale stages rally
- 2 December Stages, Weeton Army barracks
- 2 DRT stages, Binbrook.
- 29 Xmas stages?

2002

- 3 Feb Riponian Rally
- 15 Feb DeLacy Kall Kwik
- 17 March Lookout rally
- 6 April North Humberside stages
- 28/29 Sept Trackrod Rally Yorkshire

Your 2001 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u>
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