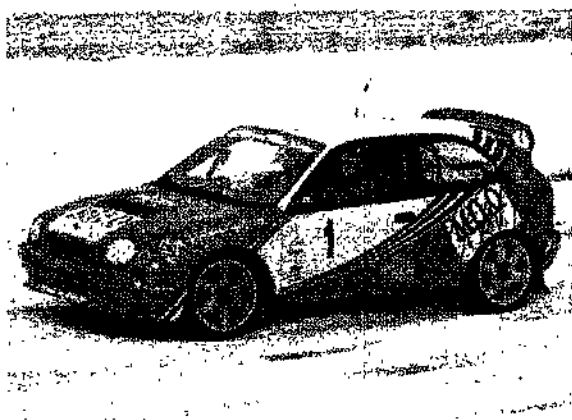


TRACKROD

MOTOR CLUB LIMITED



Nice wintry fast car shot, just for January

January 2002

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

Editorial

Happy New Year! Its started, collect your points from December for the Trophies. Xmas Stages, Boxing Day autotest and lots more to come. Unfortunately I wont be as active on the competing front this year so you will all have a better chance of getting something! Ha ha. I will be trying to put together the Willy Wonka indoor rally championship, lets have some contenders please. Anybody unsure about the principles speak to me as I have a basic tutorial for them. Details will follow.

Graham Steggles Ed.

CHAIRMAN'S CHAT JANUARY 2002

Firstly let's hope you all had a very good Christmas and managed to avoid too much turkey! The New Year is upon us and I wish you and your families all the very best for 2002.

December was I guess a fairly quiet month although some members did manage a "pilgrimage" to the Race of Champions in Grand Canaria (must have been awful, all that sunshine, motorsport and alcohol!) Also nearer to home was the Grizedale Stages and two events to blow the Christmas spirit away at Park Hall (Camelot) and Croft.

The Boxing Day Autotest ran very well at the now traditional venue at Temple Newsam with newly resurfaced car park. A few more Trackrod members doing the event would have been welcome but it did renew bonds between ourselves, Wakefield and Huddersfield Motor Clubs - in fact we are going to try a small inter-club Championship for next year - any volunteers to assist??? Remember as from 2002 a "Clubman's" Autotest can invite up to 6 other Motor Clubs.

Having been to several events recently I am still amazed by how much time and effort is put into organising motorsport events, and by the competitors in preparing and competing in their cars. It is timely once again to thank all of you who help keep Trackrod running in whatever capacity.

Sadly another local motor club has had to send members notice that if sufficient volunteers for Committee positions are not forthcoming at the AGM, then they must consider winding up the club. We must never be in that position: so, firstly my repeated thanks to everyone on and off Committee for their hard work, and secondly to encourage anyone and everyone to get involved and even "shadow" existing Committee members to ensure we retain our claim to be "The Norths' Leading Motor Club"

Best wishes and safe motoring.

Rod Parkin
Chairman

Grizedale Forest Stages December 1st.
Graham Steggies/Emma Bain Car 90

Grizedale? It will be affectionately known as Grimsdale from now on in my eyes.

Passing scrutineering is now a simple affair and doesn't worry me as much any more. This is probably through meticulous preparation and attention to detail! We arrived late and missed signing on by 30 seconds. When they said 8.30pm prompt they meant it! As we were running car 90 we had plenty of time to sign on in the morning and go back for breakfast. In service before the start we decided to change a bush in the N/S front suspension leg as there was plenty of play. The tyres were pumped up and oil and water checked for the 14th time! The start initiated my stomach trying to get into my mouth again but by the time we crossed the line all was well. A short drive to stage 1 was accompanied by a slight pulling to the right under acceleration but I put up with this. "100 uphill hairpin left, 45 right," "Oh I'm scared theres no road on my side and a big drop", "straight" came from Emma. I had no time to take in the instructions as I hit a large hole on the offside shaking the welds on the shell and making the pull get even worse. Then the car wouldn't steer around left-handers and I realised I had a flat! I drove through as fast as possible but it was really not up to rally speed.

At the end of stage 1 we changed the wheel and realised the bottom ball joint was dropping off as well. Stage 2 went a little longer before we had a N/S/F flat tyre! I'd done it once so I carried on but tried to keep my speed up only to see the front tyre come off taking the wheel arch extension and front bumper with it. 1st time I've driven on a rim and I have to give the Pug credit as it still remained quickish but with a mile to go I had to stop as the brakes were being knocked back by the rocks hitting the caliper. We changed in stage and found only the outer rim of the wheel left exposing the caliper. A maximum was taken and into service we went.

The bottom ball joint hole in the hub was ovalled and we had used both our spare wheels! Never had a puncture yet and having 2 I thought I was covered for the rest of the event! The bottom pinch bolt was tightened to maximum by Jim and Malcolm whilst Jan and Michelle tried to ply us with hot tea and boost our confidence in what was looking like another DNF. I decided to go out just for a finish hoping the ball joint solution would hold. Stage 3 was a short 2 miler and 4 was a repeat of 3 so it looked like a steady drive would see us through to the next service halt. Not to be I'm afraid as stage 3 went OK, but slow, and on the last few corners of stage 4 I felt the car handling oddly again. At the end I quizzed the time control crew and they confirmed a flat N/S/F tyre. I pulled up outside the control to squirt a whole bottle of tyre weld into it to no avail, I tried to look around the back of the tyre for a hole but couldn't see one and as I came round the front again I saw a 2 inch (that's 50mm) square slice through the sidewall. 1.30pm, game over, call the trailer, get to the pub and start drinking! 11.00pm and we were all very drunk (apparently we went at 9.30, cant remember), luckily we were booked in for Saturday night as well.

So, 1 wheel trim, 1 bumper, 1 hub, 1 wheel and 3 brand new Colway plus 4's a vast amount of money and an enjoyable break later we think this may have put paid to our last event on 29th Xmas stages as I cant afford to fix it yet. I wont say a lot about reinforced sidewall Colways as they all punctured in the sidewall! Leave it at that eh? Thanks to everyone who helped and waved back at us when we were stopped at the side of the road waiting for the trailer.

G.Steggies/E.Bain

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 pm to present the audited accounts. This is the last Tuesday evening of the month.

Membership.

Subs are now due and you will stop receiving the mag after the February issue. If you need a membership form contact Emma Bain. Fees are still £12.00 single and £17.50 joint membership.

ANCC Rounds 2002

Date	Event	Venue	Club
19 Jan	Jack Frost Stages	Croft	Darlington
3 Feb	Riponian Stages	North York Moors Forests	Ripon
16/17 Feb	Kali Kwik National Rally	North York Moors Forests	De Lacy
3 Mar	Robin Hood Forest Stages	Nottinghamshire Forests	Lindholme
17 Mar	Lookout Stages	Melbourne	Trackrod
6 Apr	North Humberside Forest Rally	North York Moors Forests	North Humberside
25 May	Proflex Stages	Leyland	Clitheroe
15 Jun	Phoenix Stages	Twyford Wood	Eastwood
22 Jun	Autospares Dukeries Rally	Nottinghamshire Forests	Dukeries
20 Jul	Opposite Lock Rally	Manby Airfield	Slaithwaite
18 Aug	Sea King Stages	Leconfield	Wakefield
1 Sep	Lightning Stages	Binbrook	De Lacy
15 Sep	Lindisfarne Rally	Otterburn	Tynemouth
28/29 Sep	Rally Yorkshire Clubman's Trophy	North York Moors Forests	Trackrod
12 Oct	Harold Palin Memorial Stages	Manby Airfield	Eastwood
7 Dec	Grizedale Stages	Grizedale Forest	Furness

Boxing Day autotest

It was nearly warm on the day! Sunshine, dry crisp wind and the usual crop of stark barking mad idiots prepared to get out of bed with their cars and travel to a car park at Temple Newsham to be part of a bit of fun. 13 crews turned up to do battle.

The morning went well with carefully designed, easy tests and the routes were clearly marked so that not even I could get it wrong! Although some may say I went round 1 cone twice? (not admitting to that yet)

My car was still on 3 pots since the end of Grizdale and only decided to pop onto 4 during the last test! Simon Taylor managed to fathom out his front end knock by tightening his front wheels! The regraded surface meant that the usual potholes were non existent which was good.

The organisation of the event went well and was led to believe that it nearly didn't happen this year. I think it would be a shame to lose the event as it is good fun for all that attend. Thanks must go to everyone that organised, helped and turned up. Lets try to get more Trackrod members next year and maybe we can beat Huddersfield? (or we could invite Huddersfield to join Trackrod? Ha ha.)

G.Steggles.

Name	Car	Club	Time	Position
James Coates	Metro	HMC	303.4	1st
Graham Coates	Metro	HMC	307.7	2nd
Gerald Holdroyd	Mini 1000	HMC	307.5	3rd
Andy Wood	Astra 1400	HMC	326.2	4th
Richard Davis	Mini 1000	HMC	328.8	5th
Graham Steggles	Peugeot 205	TMC	331.4	6th (1st TMC)
Simon Ryan	Fiesta XR2	HMC	332.4	7th
Andrew Apperley	Mondeo D	TMC	346.6	8th
Gavin Wright	Escort 1600	HMC	356.5	9th
Robert Barrett	Mini 1000	HMC	370.7	10th
Simon Taylor	Megane	TMC	381.4	11th
Simon Holderness	Citroen AX	TMC?	405.6	12th
Andy Shaw	Astra 1800	HMC	417.5	13th

Results by Richard Davis. Huddersfield Motor Club. (Thankyou. TMC)

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 S (40") M (44") L (47") XL (50") XXL (53")	Grey	£11.00
	Navy	£11.00
Roll Neck S-M-L-XL-XXL	Black	£16.00
	White	£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	£14.00
	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)

Xmas Stages - Croft Dec 29th
Graham Steggles/Emma Bain Car 49

The last round of the ANCC championship and I knew we had to finish 14th or higher in class to beat Jon Neale/John McNichol for places. Having seen the forecast of snow flurries I gambled on not taking my full complement of slicks, instead favouring knobblies, wets and inters, with a couple of slicks just in case to run on the front if I had to.

So to the day and its SUNNY! I went out on inters but had no rear grip. By stage 3 I was losing the rear and had a couple of 1/2 spins. The front was OK but anywhere near pushing it through the bends had me on opposite lock holding on for the apex of the bends. The problem being that at Croft there are a number of tightening bends. Obviously letting off to scrub off speed under these conditions will just make the rear let go irrespective of whether the brakes are used or not.

It was a bitterly cold day and we (the service crew of Malcolm, Jim and Michelle) decided that the front inters were working correctly with heat being built up in them but the rears were clap cold!

John McNichol arrived and by stage 5 had us fitting the slicks to the rear. This instantly made the rear hang on and by 1/4 lap I could stuff it in really late and it just bit.

We were now in the top 20 in class and I needed to take 40 seconds back to reach the required position. At the beginning of stage 6 the organisers let us know that stage 8 was cancelled due to the time lost in between stages. This was a bit of a let down as I needed more stage miles to get the time back. So with lights fitted we went out in the dark for stage 7. I haven't driven in anger in the dark since the days of road rallying in the 80's but I must say that it was very enjoyable with the car handling well again and taking some of the chicanes flat in 4th we must have been the quickest that we had been all day! John had stayed all day in a helping/spectator capacity and after all that we failed to grab enough points, having finished 45th O/A and 15th in class, to take his position in the championship with just 6 points separating them from us.

After a years rallying we look to have got 3rd/2nd overall in ANCC with various class places and we both enjoyed most of it using a home built shoe-string budget car and not having the best of anything but having to make do with some dubious parts/tyres and not eating correctly for our sport. Now comes the time where we have to step back having achieved our task and being relatively successful in it for our first championship and very new to rallying, we will still be involved deeply with Trackrod but maybe not as much on the competing side. Thanks go to Malcolm and Jan Jagger, Jim and Michelle Plevy, Steve Lancaster, Simon and Caroline Marston and anyone who has advised, imparted knowledge to us in our quest for greatness.

G.Steggles.

TRACKROD MEMBER WINS AWARD AT BRITISH AUTOMOBILE RACING CLUB AWARDS NIGHT

Trackrod member Kevin Patrick won an award at the 2001 BARC (Yorkshire Centre) annual prize presentation held at Oulton Hall, Leeds, for showing the most promise as a new member of the Harewood Marshals Association for the 2001 season. Kevin started marshalling as a trackside marshal and has since moved on to become a start line marshal, he has also acted as an Observer at meetings this year.

Well Done Kevin, this shows that getting wet and cold at the weekends can be rewarding. If you would like to marshal at Harewood next season, lookout for the 2002 calendar in the magazine early next year.
Simon Marston.

Mike Wilson. (1922-2001)

The article on Mike Wilson caught my eye in the mag last month as I realised that I had attended this house fire on November 3rd. We received the call at approx 8.30pm and 'persons reported' was relayed to us en route. This means that people are trapped in the building. On arrival two fire fighters with breathing apparatus were committed to the burning building and quickly recovered the casualty. By this time Police and Ambulance had arrived. The casualty was despatched to hospital but unfortunately passed away. The most probable cause of this devastating fire was cooking related and because there were no smoke detectors fitted the first the occupier knew about the fire was smoke billowing into his room. I feel this is a timely reminder to everyone that a correctly fitted and maintained smoke detector IS a life saver.

Residents in West Yorkshire can get these FREE from their local Fire station who will come out and fit them for you. Time is set aside daily to carry out fire safety work, so you are not wasting anybodys time. If you have them fitted they will still come out and advise you on fire safety. Fire station phone numbers are in the phone book under fire, just ring and make an appointment. Outside West Yorkshire you can buy a smoke detector for under £5.00 and any of your local fire stations will advise you for free on fitment. For such a small amount of money/time/effort this is a small price for early warning of a potentially life threatening situation.

Mark Brier (Fire fighter, Morley fire station)

CONCENTRATING THE MIND

So this is going to be The Year (and a Happy New Year by the way)... the year you clinch that championship or take that trophy. Car all prepared and ready to go.

But, if you'll forgive the question, what about your head? No, I don't mean the one on top of the block but the block on top of your shoulders. Are you properly focussed and *mentally* in the right shape or is it time to turn to a sports psychologist for help as so many sportsmen do?

If you are in motorsport just for fun and are not obsessed with the glory then the emphatic answer is 'no'. Just enjoy. Mind you, the enjoyment will be that bit greater if you take things sufficiently seriously to plan properly. If your paperwork is always shambolic... if your car keeps letting you down because of something you keep meaning to fix... if you prefer fry-ups to press-ups... well, don't wonder if it isn't you shouldering the laurels.

If you feel you could do with help, with coaching or call it what you will, the initial steps needn't cost you anything – libraries are free so take out as many coaching and instructional books as you can carry. Then, if you need personal help, well, word of mouth is perhaps as good a way as any of finding someone; a proven track record is more important than letters after a name. Fees? Negotiable –

some advisers work on a percentage of earnings basis for example but whatever system you use, it's wise to have a trial period before signing more formally (golf and tennis players seem to change coaches fairly regularly – sometimes with acrimonious results).

But how can a coach help? By encouragement and guidance. By encouraging the right sort of physical training and dietary programme (farewell fry-ups)... by guiding the driver into the best moves for his career according to his current stage of development... and by helping to keep a driver focussed with self-motivation and dedication and – yes – sacrifice. Envy the yachts and helicopters by all means but don't envy the blood, sweat and tears needed to earn them. Although pop and sports stars whinging about 'the pressure' occasionally need reminding that nobody forces them to do it, in fairness the pressures on top sportsmen – the expectations of teams, sponsors and the public – are so great that a psychologist, quietly advising in the background, can be a great help.

But is there any downside to such help? There can be. I saw a comedian busking in his early years and have a crowd in hysterics. A couple of years later I saw him make a similar impact at the Edinburgh Fringe... and then watched him do far less well on TV as he'd been coached

or coached into conformity. Method actors can become a pain if they over-analyse and query 'what is my motivation for this scene? (The cheque, stupid). Similarly, if drivers get misdirected so that they spend too much time agonising over things and not enough on just letting their natural talents flow... well, you can see the risks I'm sure.

Nevertheless, all other things being equal, if your key rivals are more focussed than you then, quite simply, you are handing them an advantage. But I must stop, my fry-up is ready. After you with the tomato sauce.

Stuart Turner

PS Not many of the 400 clubs using *Wheels* are off road or karting, for the very good reason that it rarely covers those areas. That changes with this issue because we've dropped the 'Facts about...' column to make way for ones on off road and karting which will alternate in the space. Hope you approve.



COD FILLET QUIZ

1. What is the wheel clamp called in the USA?
2. Which Rolls Royce came after the 'Silver Ghost'?
3. For the real anoraks What was Jenks' middle name?
4. Where in the UK is the new state of the art building the 'Spirit of Jaguar'?

ANSWERS ON PAGE 14

MSA news

MSA reviews rally safety

The Motor Sports Association has re-convened the Rally Safety Study Group to inquire into the accidents which caused injuries during the Dee Jay Cambrian Rally and the Network Q Rally of Great Britain.

The Group will also report on performance in relation to its original recommendations (in May 2000) by the Motor Sports Council's Rallies Committee and Safety Advisory Panel, and by the MSA itself.

The group will again be chaired by Tim Stock (Chairman of the Motorsport Safety Fund and Chairman of the BRSCC); other members are Stuart Turner (former head of European Motorsport at Ford), John Richardson (Chairman of the Council's Rallies Committee), Tony Newsum (MSA Rallies Executive) and John Symes (MSA Safety Executive).

Club of the Year

As winners of the 2000 Alexander Forbes MSA Club of the Year Award, North Devon Motor Club was entered in the national Sports Club of the Year Awards run by the Central Council of Physical Recreation (CCPR). The club was commended by the CCPR for its "particularly high standard" and for "the excellent service you offer to your community".

Carry on doctor

To assist applicants for competition licences who find it difficult to obtain a medical, below is a regional list of MSA-registered doctors who are

prepared to carry out routine medical examinations for competition licence holders.

Berkshire - Dr Lane, tel 01784 884617 (w) or 0118 9794529 (h).

Cumbria - Dr Sykes, tel 01229 491310.

Derbyshire - Dr Holden, tel 01629 583465.

Essex - Dr Kittle, tel 01268 774477.

Hampshire - Dr Kennedy, tel 01202 521111.

Hertfordshire - Dr Cranston, tel 01582 764673. Dr Davies, tel 01707 335952 (h) or 01707 329292 (w).

Kent - Dr Freij, tel 01233 811660.

Lancashire - Dr Hicks, tel 01695 723333.

London - Dr Dorrington Ward, tel 0207 930 2800.
Dr Enderby, tel 0207 323 3252.

Norfolk - Dr Jennings, tel 01362 668215.

Northern Ireland - Dr Steele, tel 028 4273 8532.

Surrey - Dr Nordstrom, tel 01932 854917.

Sussex - Mr Corringham, tel 01323 410441.

Wales - Dr Bartlett, tel 01437 764545 (w).

Dr Jones, tel 01291 636444.

Dr Morris, tel 01758 730266.

Dr Stevenson, tel 01792 830089.

Wiltshire - Dr Gilroy, tel 01249 782204.

Farewells

Mike Wilson, 79. For many years chairman of the Yorkshire Centre of the British Automobile Racing Club and secretary of the meeting at Harewood hillclimb (which he helped create), Mike was also Assistant Secretary of the Association of Northern Car Clubs, holding that position for 50 years until June 1997. He was involved with the Jowett works team at Le Mans and the

Monte Carlo Rally, tackled trials in a Ford V8 special and competed in the variety of events on offer in the post-war years. It was, however, as an organiser that his talents were best known, in races, autotests, autocross, sprints, hillclimbs, production and sporting trials.

Patricia Mary 'Patsy' Burt, 73.

Famously the only lady driver ever to win a British championship outright (she took the Sprint title in 1970, winning the first six rounds in her McLaren Oldsmobile), Patsy also enjoyed success in races, rallies, hillclimbs and land speed records. She was the first woman to win the Brighton Speed Trials, setting a record which stood for seven years. In a 17-year career all over Europe, Patsy scored 42 outright victories, set 13 course records and won literally hundreds of awards. Patsy is survived by her constant companion and husband, Ron Smith, with whom she ran a successful garage in Surrey.

Jack Harcourt Kemsley, 90.

The father of the modern Rally of Great Britain, Jack was asked by The Royal Automobile Club to make the RAC Rally attractive to foreign drivers; he responded by inventing Forestry Commission special stages in 1960, then forcing through rule changes to allow advertising on competing cars. Jack himself competed at the highest level during the 1930s and 1940s, and served many years on the Rallies Committee of what is now the Motor Sports Council. He was a founding Member of the MSA, served as a Director for ten years and inspected major rallies all over the world on behalf of FISA (the modern FIA). Ironically, he passed away during the first leg of this year's Network Q Rally.

KARTING

Karting... it started over 40 years ago as lawnmower engines on crude frames. Today it is a highly sophisticated sport with a turnover of millions and the birthplace of legendary names like Burton, Coulthard, Schumacher, Mansell, Senna, Plato... and so many more.

From 8 years upwards you can take part in MSA sanctioned racing. Indeed at 8 years you could already be racing for a British MSA title and on the ladder to the top.

But F1 shortcut aside it is also a great hobby for those wanting close racing at a very affordable price – and with a machine you can squeeze into the back of your wife's hatchback.

There's sprint racing – usually three heats and a final – as well as endurance for teams, sometimes up to 24 hours. Classes vary from the interesting to mind blowing quick. Two strokes in the main but a new breed of race designed four strokes now making their mark.

There are circuits throughout the UK – and if you don't want to own your own equipment then plenty of opportunity to hire for clean hands arrive and drive racing.

Whatever class or circuit you choose the racing is ultra close and the competition ultra high. It hones the skills, builds the body and provides great entertainment at sensible money.

Want to know more? The British Kart Industry Association (BKIA) will help with an informative leaflet and list of members. Call 01427 875900 or e-mail info@bkia.co.uk

AUTOSCENE



REVIEWS FROM



THE MAKING OF THE ITALIAN JOB, Matthew BT Field, Batsford, £15.99, ISBN 0 7134 8682 1.

Written by a self-confessed *The Italian Job* obsessive, this 145-page paperback could so easily have been an over-inflated fanzine disguised as a reference work. Thankfully, it's no such thing.

Though the design is a little staid, picture reproduction grainy in places and text pockmarked with the occasional typo, this a hugely informative and entertaining effort: while reading it cover to cover is a joy, it's also fun to dip into.

Mini fans will be enthralled by the tantalising revelation that as many as six Coopers were left behind in a Turin garage after shooting was wrapped up, and to read Michael Caine's uncomplimentary opinion of BMC.

MOUSE MAT MEMORIES, £7.95 each, tel. 020 8251 3000 or e-mail lat.photo@haynet.com

The LAT Photographic Digital Archive has reproduced five of its top images from the history of motor racing as top-quality mouse mats.

You can choose from the starts of Grand Prix from the 1973 and 1986 seasons, or from heroes such as Jimmy Clark yumping the Lotus 49, Gilles Villeneuve in a Ferrari 312 or Fangio in a Maserati 250F.

THE BEAN, Jonathan Wood, Shire Publications, ISBN 0 7478 0482 6, £3.50.

Little known fact: Thunderbolt, Eyston's LSR car, was built at Tipton by Beans Industries. Similarly, the company was the

foremost producer of artillery shells during WW1.

In fact it was really rather good at everything and instead of Morris today we could easily be saying Bean, if these pioneers of affordable motoring hadn't been smothered by their own politics.

This pamphlet is a super little introduction – short on frills and thrills, but with useful guides to Bean landmarks.

MEN AND MOTORS OF 'THE AUSTIN', Barney Sharratt, Haynes, £30, ISBN 1 85960 671 7.

Twenty years of research have gone into this book – at the sharp end – talking to people who designed the cars, who tested them, who built them, and who sold them. Taking the story from 1905 through to BMW's recent disengagement from Rover, it's a massive achievement.

Men and Motors of 'The Austin' brims with fascinating information, amusing and sometimes plain appalling anecdotes, plus 1001 insights into life at Longbridge.

Not setting out to be a detailed chronicle of Austin cars, it tells instead the human story behind the vehicles, bringing industrial history alive with a directness shaming more academic studies.

We're talking about a cracking read here: you don't need to be an Austin buff – or indeed an engineer or historian – to find Sharratt's narrative un-put-downable.

This is a landmark book, and the extra £10 over the average marque history is well worth it for such an indispensable addition to the shelves.

MARSHALS POST

by the BMMC

No sooner does one season stop than the next one begins – well almost.

There may not be much motorsport going on at present, but the training season is getting underway and, if you've wondered what it might be like to become a marshal, now is the time to find out.

Whether you are interested in rallying, race marshalling, speed events – hillclimbs and sprints – or karting, an introductory training session will give you a basic understanding of what marshalling is about, and the basic equipment you need – it's not that expensive, but you do need to be warm, dry and well protected by stout boots and good gloves.

Some training sessions will specialise in the different disciplines, but most should give you a grounding in fire fighting – one of the essential marshalling skills that can also be useful in everyday life.

If you are interested in Hillclimbs and Sprints, then get in touch with Jeremy Edwards on 0121 354 6219 and for Kart training in the

If you are interested in race meetings, then try and get along to one of the following sessions:

Date	Venue	Contact	Tel No
20th Jan	Cadwell Park	Mike Shorley	01977780035
26th Jan	Donington	Geoff Mollart	01889564441
3rd Feb	Mallory Park	Tony Carwithen	01216017867
9th & 10th Feb	Croft	Bob Wright	01132691997
10th Feb	Snetterton	Darren MacIntosh	01376327008
16th & 17th Feb	Silverstone	Pam Dern	01327320297
16th & 17th Feb	Thruxton	BARC HQ	02380262606
23rd & 24th Feb	Oulton Park	Peter Preston-Hough	01606782979
23rd & 24th Feb	Brands Hatch	Anne Rothberg	01689849184
23rd Feb	Castle Combe	Adrian Fawdington	01249 782450

For rallying, try one of the following:

Date	Venue	Contact	Tel No
20th January	To Be Notified	John Wood	01409211647
26th January	Oulton Park	Mike Farnworth	01625 611341
9th & 10th Feb	Manby	Anthony Northcote	01636 822528
23rd & 24th Feb	Bournemouth	Alan Spratt	01202820226

Midlands, get in touch with Lyndea Newman on 0148 035 2122 or in the North, try Bob Wright on 0113 269 1997.

Going to a training session really is the best way to find out whether you are likely to enjoy marshalling. You'll meet like minded enthusiasts and you will also be able to find out about the meetings scheduled to take place in the coming year.

QUIZ ANSWERS

1. Denver Shoe
2. The R-R 20 (in 1922 before the Phantom I in 1925)
3. Sargent (I knew him well!)
4. Chester Zoo

It could happen to you!

A video designed to show newcomers how to enjoy safe motorsport.

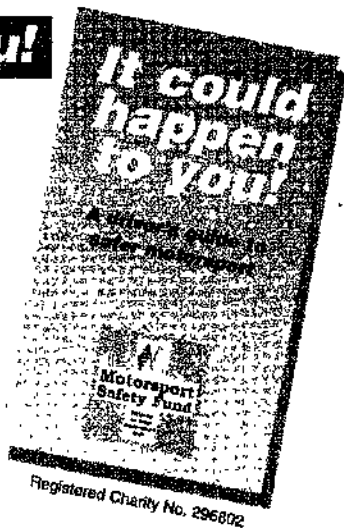
It runs for 11 min 44 secs and is available at £10.00 inc. p&p.

From:



Motorsport Safety Fund

PO Box 239, West Malling,
Kent ME19 4BL



(The Possible Perfect 10 Stage Rallies to consider)

Disclaimer, this is an unofficial unbiased guide to the 2002 Local Competitions Calendar. This guide has been compiled taking on-board the views of a wide range of both experienced competitors and officials. The representation is not intended to cause offence to any event or associated club and as usual the information is intended to be both entertaining and informative. The views portrayed are not necessarily the views of TMC Ltd. Right that's the new disclaimer over with, now lets continue....

Year 2002 on paper looks like being one of the most interesting rally calendars I can remember since joining Trackrod back in the late 80s. I only hope that the quantity and variety of events will be of the same quality we enjoyed pre-foot and mouth. It may just be a rare positive aspect that has arisen following a near 12-month lay off for most Competitors and Organizers alike. Many people I have consulted whilst researching this guide have enjoyed the break but others appear to have become frustrated with the lack of quality action and then foolishly taken out their aggression elsewhere. Taking into account most rallies in the northern calendar we arrive at an interesting compilation perhaps "The Perfect Ten for 2002".

- 1) You may get your kicks from a few short squirts round the varied stages of the Riponian (3rd Feb) but our recommendation is that you should resist this little temptation and save yourself for the "Proper Misters", De Lacy Kall Kwik two weeks later on the 15th Feb. Top tip, this is an ideal familiarization event, traversing some of the same excellent North Yorkshire Stages as the Trackrod Forest stages rally will hopefully re-use later in September.
- 2) Well most people seem to have been mislead in to thinking that I am not a great fan of the Lookout Stages at Melbourne on 17th March. My co-driver for the day did get a bit frustrated last time as you have obviously seen from our report. May I point out that I am not the only competitor who has remained loyal to this cracking little single venue rally over the last 10 years. I am therefore delighted that our constructive little pointers were reluctantly taken on board by the seeding experts and blow me they have even accepted that they could possibly use a little guidance in this area from time to time. Anyway suffice to say that many club competitors, myself included should be thankful having benefited from the wide range of experiences the Lookout has provided over the years. The evidence is that once club competitors have tried it they keep going back, yet strangely, none could tell me exactly why!
- 3) April this year sports a choice of two very different disciplines. I guess few if neither of the Trackrod crews will choose to tackle both. The budget choice seems to be the Twyford Wood Stages on the 24th. However if you get a list of repairs similar in length I noted down after Vicky and I lasted visited Twyford, then you may be ultimately far better off biting the entry fee bullet and plumping for the premium North Humberside forest stages on the 6th.

- 4) May already, and no visit to Manby Yet? OK for those of you who just cant stay away, and I used to suffer from that nasty habit! **The John Overend (Endoverend)** on the 18th is probably the best of the bad bunch. Well you've done one Manby you've done them all! Oh and don't fall for the other old chestnut that they may run the excellent loose bit in the afternoon. As like me last year you may get very disappointed and wound up when they don't and you have no tarmac rubber!
- 5) June is the perfect time to venture down Mansfield way to Robin Hood Country and do the recce for the Premier. What I hear you say, Pace notes? What I meant is go and memorise where the big holes may still be for October. Yes a well-planned outing on the Dukeries on the 22nd June, seldom leads to disappointment. Other Mickey Mouse alternatives include The Bloodhound on the 2nd at "same old sad Swinderby" and Eastwoods offering The Phoenix Stages at Fulbeck. The latter is one I have never tackled personally and to be fair, nobody seems to have any negative opinions either, there s a turn up!
- 6) July – Go on holiday! OR You could even slip in an Autotest or two as our wise MSA Autotest Committee member Mr Ineson often recommends. This is not just a broken record but valuable sound advice and nobody who has ever tried it will argue that point. So if you do nothing else in 2002 why not have a go at autotesting its really not bad even when you do forget the way like me!
- 7) August – Do your detective work now and seek out the "Secret" (Seaking) Stages, use the excellent tarmac at **Leconfield** on August 18th. Book now to avoid disappointment and don't be distracted by cheap imitations such as the Wolds Rally back at Sad Old Swinderby on the 1st September. (Some say that during WW2 it could have made an interesting tarmac venue!)
- 8) Now then September, do not pass go! Do not collect £200! Just make sure you are ready for the best rally of the year on the 28/29th September. **The Top notch Trackrod Forest Stages**. (Advert over, that will be £50 then Rod)
- 9) Yes its October now so instead of another painfully monotonous trip to Miserable Manby. (Don't worry most people grow out of it and kick the habit sooner or later, I think I will be down to about one visit a year in 2002!) Why not put the time you should have invested back in June to good effect and go and tackle the **Premier** on the 27th? Although not for the faint hearted if it stops dry you may even smile but then again perhaps not.
- 10) Forget November, as there still seems to be a sad following for that silly Welsh Navigational Scatter that keeps getting in the way of proper rallying. So why not round the year off with a Grizzly Grizedale or a Cheeky little Christmas Stages with a Boxing Day Autotest Mixer. All three like most good things in life, are an acquired taste usually taken on ice but always become more enjoyable after the initial taste!

Please bear in mind that this is not meant to be definitive list, just a guide. So if you have any further worthy nominations you think we may have missed unintentionally then let us know preferably directly, not via a letter to our busy editor! I will then endeavour to include your valued opinions in any future updates.

Finally remember that whichever branch of our fine sport you may choose and wherever it may take you, make sure you remember to enjoy it. If you find you are doing then don't pay attention to negative opinions of others who clearly are not. I certainly don't anymore. I have been very lucky to take great deal of pleasure from my motor sport during the brief time I have been involved. If after reading this it may help just one of you to do the same it may have all been worthwhile. If not then good luck anyway!

Andrew Apperley

Competitions Secretary, for and on behalf of Trackrod Motor club Limited
"The North's Leading Motor club"

Richard's Retro Requiem.

From the pages of the Trackrod Newsletter of January 1972

The Xmas party was reported on with 60 members turning up (how times change!) and members were reminded that their subs were due (just like yours are now!). Plans were progressing for the first dinner dance on 3rd March and tickets were expected to be £1.60 per head (wow!).

Steve Wren (now residing stateside) bent his MGA against a fairly hefty lorry but felt it was salvagable - what price such a car now? An open forum had been planned but due to alterations to the premises (The Barleycorn) it had been postponed.

Not much happening on the competition front but the AGM was coming up and one or two events looming on the horizon - more of which next time.

Richard Ineson.

Last year! Next year!

Trackrod members have done very well this year on the competing front with many crews getting awards. Notably Jon Neale/John McNichol, Andrew Apperley/Dave Hammond, Mick Moore/Arthur Heaton, Graham Steggles/Emma Bain, Russel Holdsworth/Michelle Plevvey, Steve Sanderson/Chris Downes, Graham Wride. Not forgetting all the service crews that get out there and through thick and thin stick it out to keep competitors going. I don't really get to know about the hill climbing side but I know there are many people involved on that front with Simon/Caroline Marston, Nigel Drayton, Tom Whittaker, Jez Cox, Kevin/Wendy Patrick and I'm sure there's many more I've missed, including organisers, marshals, etc. The smaller but nonetheless good events through the year like autotests, navi scatters, social events take preparation and planning which at the time seem to be taken for granted. Trackrod must thank you all for taking time and effort in making things happen and welcome the help from Phill Andrews for trying to coax people out to marshal on events and delivering specific information for the mag. (there's no excuse for not knowing now.)

We must all step back and take a pat on the back and hopefully go forward creating a better club for it all this year.

The Committee.

Rally dates for marshals:

I will be out on Jack frost stages at Croft 19/1/02, Riponian Lightwater 1 & 2 and Wass Moor 3/2/02 and Kall Kwick 16/17th/2/02.

Anyone interested phone;

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

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 1/4 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 evi-
dence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

Autotest []
Economy Run []
Hillclimb []
PCT []
Road Rally []
Stage Rally M/V []
Stage Rally S/V []
Treasure Hunt []
12-Car []

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[] 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.**

JANUARY

- 1 None
- 8 Admiral Hawke, Boston Spa
- 15 Royal Oak, Wetherby
- 22 Woodside Pub, Horsforth
- 29 The Crown, Boston Spa (NOTE: EGM 9.30pm)

2002 Dates

- 19 Jan Jack Frost Stages
- 28 Jan ANCC awards 9pm Whitcliffe Mount Sports Centre, Cleckheaton.
- 3 Feb Riponian Stages
- 16/17 Feb Kall Kwik National Rally
- 3 Mar Robin Hood Forest Stages
- 17 Mar Lookout Stages
- 6 Apr North Humberside Forest Rally
- 25 May Proflex Stages
- 15 Jun Phoenix Stages
- 22 Jun Autospares Dukeries Rally
- 20 Jul Opposite Lock Rally
- 18 Aug Sea King Stages
- 1 Sep Lightning Stages
- 15 Sep Lindisfarne Rally
- 28/29 Sep Rally Yorkshire
- 12 Oct Harold Palin Memorial Stages
- 7 Dec Grizedale Stages

Your 2002 Committee

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