

TRACKROD

MOTOR CLUB LIMITED



An interesting old photo I found on a car boot sale. Any details? Apart from it's a Mini, and, its in the air!

March 2002

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

Editorial

I've enjoyed being Editor for Trackrod and hope I've delivered entertaining, useful articles if not a little controversial at times and wish Simon Taylor every success in his takeover to Editor.

Graham Steggles Ed.

CHAIRMAN'S CHAT MARCH 2002

Motorsport seems to be forging ahead after the ravages of Foot & Mouth last year. Entry levels for rallies are holding well and are probably a little higher than usual so maybe everyone has now decorated the kitchen and had a holiday!!

As I write this the details of the MSA Safety Committee's recommendations remain a secret but I think we can expect some tighter controls in respect of spectator areas on special stages and maybe a move towards giving more "power" to stage and event safety officers. I suspect some form of "risk assessment" will also be required to provide evidence that we have considered risk and taken reasonable precautions.

Our own BRC round, Trackrod Rally Yorkshire is likely to be amongst the first to implement the recommendations and, whilst I hold safety in the highest regard we also have to make sure that measures are practical and affordable.

Elsewhere you will read that Derek Lee, our Secretary of some 10 years standing has resigned his post and details of his successor also appear elsewhere. Derek is, of course, remaining an active member of the Club and I take this further opportunity to thank him for all his hard work on our behalf.

Hopefully as a "flyer" in last month's magazine you will have seen the new combined Rally Championship with prize money!!! Maybe this will provide an incentive for more of you to compete, help our Larkspeed League position, and above all else - enjoy yourselves. Let us know what you think so any changes can be made in a more timely manner for 2003!!

Best wishes and safe motoring.

ALL CHANGE - WELL NOT QUITE ALL!!

By now I am sure you will know that Derek Lee has resigned his position as Secretary. After some 10+ years of dedication it is wholly appropriate for me to thank him here and publicly at an open forum for all his hard work.

Being Secretary is, as with many committee positions, a post which carries many responsibilities and demands of personal time. Those of you who have undertaken committee roles will, I know, understand this. Add to this Derek's key undertakings in the Lookout Rally (which he continues to lead) and various autotests and PCT's over the years and it all adds up to a second job!

We move on however and grasp the opportunity to involve new (or re-new) members in the running of your club. To ensure continuity it has been agreed, in accordance with our Articles of Association, to co-opt Graham Steggles as Secretary.

This has necessitated another couple of moves - Simon Taylor is now to be the proud recipient of all your articles and stories, in his role of Editor. Simon continues to be the Social Committee representative. Jim Plevy is now the Merchandising contact and I know that due to work pressure he may not be able to attend all club nights - so you may have to pass messages or phone him for your requirements.

I wish all the new appointees the best of luck in their new roles and I am sure we will all help them as much as possible.

Clearly this leaves space for some "new blood" and your committee would welcome approaches from any paid up member to put themselves forward to serve on committee. Remember, everyone "retires" at the end of each year but (unless otherwise stated by them) automatically offer themselves for re-election at the next AGM, and this includes any members co-opted during the year.

Rod Parkin
Chairman

Secs Bit.

Derek Lee has formally stood down from Secretary after 10 years of Club service. Our best wishes go to Derek and thanks for his time in a demanding position. I hope I can serve the Club to the best of my ability in the footsteps of a man who never ceases to surprise me, turning up in the oddest of places supporting our motor sport. Its not unknown to find him stood on a remote corner in the pouring rain or hammering stakes in sub zero temperatures with snow all around. The committee and club would like to thank him and hope for his continued support.

The Lookout Stages are on for 17th March and all help would be appreciated in organising or marshalling. Contact Derek Lee for information/jobs. I know there will be a good turn out from Trackrod competitors as entries have already been made.

I have delivered my first couple of rally navigation classes to a group of 4, young, would be navigators at the local Community Centre and they have real enthusiasm to learn. At the moment they are grasping the basic concepts of Northings and Eastings and can plot 8 figure references. Next they will move into Tulip and Herringbone notation. This will be a weekly lesson and hopefully Trackrod will be able to integrate them into a Navi scatter in the future. Anyone interested in taking one out with them in their car? Let me know when we have a scatter coming up.

I hope I can do a good job as Secretary and will give my best, the only downside is that I will be giving up my baby, the Magazine, and will pass over to Simon Taylor as new Editor in the coming months. Good luck Simon.

G.Steggles (Co-opted Secretary)

I see every month from the club magazine that Trackrod struggles for articles as much as my main club, Craven MC, so with your permission I will submit the articles to yourselves for publication, or not, that I will also be sending to Craven. The names may not mean a lot to Trackrod members but not many of the names I read in Trackrods mag mean in a great deal to me!

First a little about myself. This is my second year of Trackrod membership, although I have known a number of Trackrod members for a few years from my visits to Mull. I joined Trackrod when membership of a Yorkshire club was required for an event and I thought Trackrod might as well have my money as anyone.

I am a proud Southerner from Reading, Berkshire who likes his beer flat with no head and I strongly believe that the North begins along way before the Watford Gap! I have been Co-driving for around 7 years and have been lucky to compete on events ranging from Single Venues to the BRC taking in Belgium Tarmac along the way.

In 2002 my programme looks a mixed bag with the plan being to contest both the BTRDA and ANCC championships plus other events when time allows. I will be starting the year with 2 different drivers with others sure to appear as the year goes ahead.

Regards
Bryan Hull

Wyedean Rally

The 9th of February saw the Wyedean Rally the first round of the 2002 BTRDA Championship, which I will be commencing with Kevan Hall in his ATM run Subaru Impreza. Kevan had not sat in his car since the Tempest Stages based in Aldershot and I had not done anything since the Cambrian.

We met the boys from ATM at Scrutineering as the car had already gone through noise with no problems but now our troubles were to start first the Scrutineer pointed out that there was no seal on the Turbo. This was the 3rd time in as many events we had been pulled up about this and hopefully ATM will sort this by the next event, and then the Scrut mentioned that there was a small gap between the boot and the cars interior. This is not a problem as this is not a firewall but once again we get this mentioned every event so I think some gunk will be squirted into the hole before the next rally.

When the Scrut started on our helmets and racesuits disaster struck for me as he deemed my helmet to be void as it had a small crack in the Gel coat

and so impounded my helmet and the search was on for a replacement but not for long as luckily fellow Craven members were having their car scrutinised in the next bay and after a short conversation a helmet was borrowed for Scrutineering and another helmet borrowed for the event. My crash helmet has lasted me 5 years so it's had a good innings but I don't like the idea of having to spend the money to replace it.

When we got to signing on our problems continued as my 2002 Licence had still to arrive from the MSA (on my doormat on Saturday when I got home!) so I had to pay a £30 fine, Kevan had forgotten to attach a photo to his licence and had to go in search of a photo both at 5.30pm on a Friday night in Chepstow. This was resolved finally and we completed documentation at 7.30pm.

The next day we had a start time of just before 10am so not too much rushing around and on the drive from the service area to the first control we found we had no boost and we hurriedly drove back to service and we did this 4 times before the problem was found and fixed and we drove into the arrival control on our minute rather than the 20mins into the holding control as the organisers wanted.

The first and last stages were Mickey Mouse round the race course and this was helpful for me to remember my left from right and then into the woods and there is not much I can tell you about the event from there on in except we had a few moments, the forests were extremely muddy and Kevan is improving all the time and every time we were going to hit/did hit anything it was on my side so he's a rally driver!

I mentioned the Racecourse stage and hitting things. Well somehow we got through the woods with only a few near misses and one dent we don't remember getting but come the last corner of the last stage Kev got the car completely sideways to flick the car through the chicane and it never came back and we smashed the rear door lock on my side and crossed the flying finish with the door flapping in the wind and us laughing our heads off.

Good event despite the damage to the car, the stages were badly effected by the rain and logging and the time cards were awful from a Co-drivers point of view as no where for me to write. Congrats to the Marshals for standing out in what looked like the worst rain storm I had seen for a while. Next event for Kevan and I the Somerset Stages.

NEW MEMBERS

Trackrod welcomes the following new members.

Derek Marshal (returned to the fold)

David Beaven

A little note to wish Richard well after his operation.

I'm sure everyone that knows Richard will hope for a speedy recovery from his stay in hospital and a return to Club evenings where his wit and charm is sorely missed. (Also I'm running short on his requiems)

G.Steggles. Ed.

Richard's Retro Requiem. (The 3 R's)

From the March 1972 Trackrod magazine

We had a film show (you know, the things before videos when we had to turn out all the lights and keep quiet!) at the Clapgate Inn, material supplied by Elvin Garnett and the Brothers Lee. This was followed by one Frank-Stuart Brown rolling his Cortina GT into a ditch on the way home, must have been watching too much of Elvin on the films!

Then followed the Valentines rally won by Richard Jackson/Steve Hazeldine in the Twincam closely followed by Ray Dickinson/ Martin Cantrill in a 1300 Escort! Making its debut on this event was Dave Lawtons "new" machine a 1600 Cortina Mk 1 built around a Formula Ford engine, great things were expected for the future but a muddy white put paid to further progress on the Valentines.

As now the Mintex Seven Dales figured quite prominently as Trackrod were running the first stage of the event at the Sherburn testing ground, which, by all accounts was a very efficient affair what with lapping arrangements. A certain R Clark was fastest over the 6.5 miles in 5m 40s in his RS1800. Of our men, Martin Hunt/M Tate made a mess of the finish, doing so after only 1 lap!!

R Jackson/S Hazeldine managed 7m 21s but retired during the dark hours when their alternator cried enough. After the stage our team then went off to run one of the night selectives at Bowes off the A67. Despite fog on the tops R Clark was again fastest. The middle Passage Control was manned by Howard White, obviously building up to his rally debut some years later on the Costa.

Steve Mills was reported as having just been released, from hospital that is, hope he's feeling better. The Editor.

Steve Lloyd was again waxing lyrical over the fact that Phil Myers had recently aquired one of his beloved Fiats (I'm sure Steve must have been a bit deranged in those days) a 124 S, claimed to perform on a par with Cortina GT's but much faster in the tin worm department!

Hey! I got a mention as well, won the LUUMC Lumbar autotest on Woodhouse Moor, of the 13 awards presented 9 went to Trackrod members, how times change!

Talkland International Rally

I would just like to thank everyone who came out and marshalled on the Talkland.

The early start meant that by the time the first cars came through it was just becoming light. We also were rewarded with a sunny day and with a low number of entries we were finished by 1.30pm that was after two runs.

John Renny Stage commander

Richard Ineson.

Tony Pond Dies Aged 56.

British rally star Tony Pond died at his home on Thursday 8th February after a seven month battle against pancreatic cancer. He was 56.

Tony drove during the late 70s and early 80s with spectacular style in Triumph TR7 V8s, Vauxhall Chevettes and, latterly, in the MG Metro 6R4. He made his rally debut with a Hillman Imp in 1967 and moved onto the World Championship stage with an Opel on the 1974 RAC Rally.

He battled with Jimmy McRae and Russell Brookes and he could be described as an early version of Colin McRae.

Tony's spectacular style of driving often took him beyond the limit. Among his more famous accidents were a trip into a lion's feeding trough at Longleat during the opening day of the 1980 RAC Rally and a short-lived attempt at the 1984 event when his Rover 3.5 Vitesse slammed into a Knowsley Safari Park tree on the opening stage. (I was there.)

Tony was always the most spectacular driver on the series finale on the Isle of Man, an event he won four times. He spent some time as a resident on the island but had since set up home in Oxfordshire with his wife Nikki.

Tony's World Championship career included drives for Talbot, Nissan and the Rover Group. Among his best results were third place on the 1981 Corsica Rally in a Datsun Violet and another third place on the 1985 RAC Rally.

With the passing of Group B he continued to compete both on the rally stages and race tracks (he'd already been part of Rover's European Touring Car Championship squad in 1984). He played a major role in developing clubmans' cars and also made time to set a record 100mph average lap of the Manx TT course in a near-standard Rover Vitesse in June 1988. (I was there as well.)

I'm sure we can remember his dry sense of humour and flamboyant driving style and if you're not old enough then try to get some video of him on the Isle of Man in a HSR Chevette.

G.Steggles Ed.

TEN OUT OF TEN

Some while ago I was asked to nominate my personal Top 10 Greatest Drives for a feature in *Motor Sport* magazine. Apart from my second choice coming in third in the overall list, I seemed to be on a different wavelength to many of the other contributors.

But that's not going to stop me inflicting my choices on you because after all, recycling is all the rage and if nothing else it will allow you to cry 'what a prat for not listing so and so.' Just keep your voice down.

Keep in mind that great drives don't always result in wins and that I haven't listed recent events, because I believe you need time before you can tell whether a drive will be considered truly great – think how even some World Champions fade from the memory because, subconsciously perhaps, people feel that they won in 'easy' years (easy for F1 perhaps tho' not for lesser mortals of course). Anyway, here goes:

1. Not one person but several – all those who drove in the 1903 Paris-Madrid. The dust... the unknown... the thrashing chains... the failing brakes (if any). Let's doff our caps to the ones who started it all.

2. Moss on the '55 Mille Miglia. Not just for the performance but the impact – the photograph of Stirling and

Jenks with blackened faces became an icon.

3. Another Moss – Pat this time winning the Liege in 1960. First all ladies crew to win a major event although like all really great lady drivers Pat rather regarded ladies awards as patronising – she fought for, and took, overall wins.

4. Jim Clark 1967 Italian GP Lotus 49. Miles behind after a puncture, caught and passed everyone... then ran out of fuel. Anyway how can you have a Top 10 list without him on it?

5. Timo Mäkinen '65 Monte win. He simply demolished the (high class) field. Perhaps the best single rally drive since the sport started.

6. Fangio '55 Argentine GP. Impossible conditions, drivers retiring with heat exhaustion.

7. Any Senna drive in the wet but I'd settle for second at Monaco in '84 in the Toleman. I was never a huge Senna fan but you see if a driver has bottle when it rains. He had crates of it.

8. Again because of the rain – Jackie Stewart, German GP 'Ring '68. Didn't he finish something like four minutes ahead of a class field?

9. Tony Brooks '55 Syracuse in a Connaught. Read Denis Jenkinson (as any genuine enthusiast should – regularly) on how he blew off eight 250F Maseratis, with Italian pressmen

shouting into phones 'si si Musso he did not win... no, he did not have trouble!'

10. As an undiluted Moss fan, I would end with Stirling's win in the Cooper in the '58 Argentine GP. First rear engined win against all the Italians, first by a private entrant. Etc, etc.

I'm sure that Nuvolari should be in there somewhere for something but he was before even my time while although many of Michael Schumacher's drives are awesomely jaw-dropping I haven't included any because of the point made earlier – that you need time to pass because drives can be placed in their proper perspective.

Anyway that's my lot. I rest my case. Wonder if the sport will see as many great drives in the century we're now in. Hope so.

Stuart Turner



COD FILLET QUIZ

1. In what make of car did Paul Pletsch win the 1951 Eifelrennen GP?
2. Which make of car was reputed to 'Show every finger mark'?
3. What is the difference between an L1 Magna and a L2?
4. Where is the Pedrables circuit?

ANSWERS ON PAGE iv

Foot & Mouth is over

The MSA is pleased to confirm that, with immediate effect, Foot & Mouth Disease no longer affects UK motor sport.

Confirmation by the Department for Environment, Food & Rural Affairs (DEFRA) that there are no longer any Infected Areas means that every form of motor sport may now be permitted without restrictions.

MSA Chief Executive Colin Hilton said: "Motor sport is one of this country's most successful industries and the recent crisis hit all of us very hard. It affected not just competitors and organisers, but also companies who supply motor sport 'consumables', such as tyres and brake pads, and many organisations outside the sport who normally benefit from it, such as hotels, shops and garages in the area of each event.

"Nevertheless, it was clearly in everybody's interests to eradicate the virus as soon as possible and we believe that everyone in motor sport deserves full credit for playing their part in the national effort."

British Rally Championship

Agreement has been reached for ABIRO Ltd to organise and promote the 2002 Pirelli British Rally Championship.

Three titles will be contested: registered drivers and co-drivers will be eligible for overall awards; registered manufacturers score points only from currently-homologated FIA Super 1600 cars.

MSA Chief Executive Colin

Hilton said: "The good news is that we have secured the immediate future of one of the major UK motor sport championships. After losing an entire season to the ravages of Foot & Mouth, followed by the well-publicised problems which resulted in the championship rights being returned to the governing body, I would personally like to thank all those whose hard work has made possible the survival of this vital series."

Championship Manager: Mark Taylor (tel 0776 737 7600).

Calendar: Pirelli International Rally at Gateshead, April 27-28; Rally of Wales at Wrexham, May 17-18; Scottish International Rally at Dumfries, June 8-9; Jim Clark Memorial Rally at Duns, July 12-13; Manx International Rally at Douglas, Isle of Man, August 1-3; The Ulster Rally at Belfast, September 6-7; Trackrod Rally Yorkshire at York, September 28-29; South of England Rally (rbc) in October.

Kart Control Board

British kart racing has moved forward with the official formation of the Kart Control Board, a new body dedicated to bringing all aspects of kart racing closer together.

Plans to be introduced over the coming months will help pull together traditional MSA club racing and the rapidly-growing commercial sector.

The MSA has played a key role in bringing the Board to life and MSA Chief Executive Colin Hilton is its first Chairman.

Two years ago, various individuals in karting met to discuss the possibility of working together and a public meeting in Birmingham last summer gave the go-ahead to broad principles.

Safety and consolidation of sectors have been key factors.

points already in place include:

- Creation of a forum for all sectors of the sport to take part in discussion and exchange ideas.
- Establishment of a working link between commercial circuits and kart schools to develop new opportunities for novice drivers to train and gain signatures outside the current ARKS scheme. It will make it easier for new drivers to gain an MSA licence.
- Creation of a new Association of Race Kart Schools/Kart Control Board ProRacer Card, to record completion of events and experience of drivers.
- A new MSA Promoter Permit, can be used by commercial circuits to run a new form of MSA-approved race meeting to defined standards and with MSA insurance cover.

Work continues to finalise a set of safety guidelines for all circuits, which will also restrict novice drivers getting into high performance karts without experience.

Commenting on progress to date, Colin Hilton said: "We have made excellent movement in many directions and tackled some very big questions. We still have much more ground to cover, but I look forward to continued success."

The Kart Control Board's Council members are: AbkC (Graham Smith), ARKS (Gary Chapman), BKIA (Grahame Butterworth), the circuits (Bill Sisley), the MSA (Colin Hilton), the Kart Committee of the Motor Sports Council (Steve Chapman), Nat4SKRA (Roger Sheffield), and NKA (Keith Barton). The Secretary is Paul Gladstone (MSA).

Questions can be addressed to Paul Gladstone at the MSA or to info@kartcontrolboard.co.uk.



REVIEWS FROM



In its earliest days kart racing was a very specialist sport enjoyed by a small minority with a desire as much for engineering creativity as a hunger for racing.

It's very different today with a vast commercial network of circuits offering anything the customer wants. Here's a quick taster of what's on offer.

Commercial circuits, both indoors and outdoors, offer a wide variety of mainly slower type industrial four-stroke powered karts which can be hired for just 10 minutes of pleasure or for maybe arrive and drive racing. Minimum outlay, minimum hassle and no need to get your hands dirty. Look in Yellow Pages for local venues.

A step up from this is the Club 100 operation which offers higher performance Formula TKM type two-stroke karts and a high level of arrive and drive racing at a variety of tracks. Popular with many well heeled racers who prefer to keep hands clean and don't like the mechanical bit.

Then there are the club tracks (some tied in with commercial operators) who run regular race meetings for MSA kart race licence holders. Most people own their own equipment and expect to get their hands dirty – indeed the preparation is all part of the fun. You can obtain a licence at eight, while drivers in their 50's are common. Circuits and clubs throughout the country.

Want to know more? The British Kart Industry Association (BKIA) will help. Call 01427 875900 or email info@bkia.co.uk

THE CLASSIC CAR PAINTINGS OF ALAN FEARNLEY, published by David Porteous, Howell Press, £40. ISBN 1 870586 42 5.

Motoring art books are in vogue at present and this portfolio of respected exponent Alan Fearnley handsomely displays his evocative oils. Refreshingly, the works are not of the usual racing subjects, but a wide selection of romantic motoring scenes.

A welcome touch is the inclusion of more than 70 pencil sketches showing preparatory ideas for final compositions. Although very much a realist, Fearnley's style avoids hyper-realism and lets you see the brush work. Compared to the price of limited edition prints, this handsome book that features 57 colour works must be seen as fine value.

ITALIAN SPORTS CARS, Winston Goodfellow, Motor Books International, £24.99. ISBN 0 7603 0819 5.

First appearances aren't favourable: the cover artwork and header pages to each chapter have the appearance of naff Italian restaurant menus.

The author's diligent research shines through, however, and offers an incisive behind-the-scenes view of the rise, fall and rise again of Latin exotica. It's obvious within just a few pages that Goodfellow has resisted trotting out the same, tired old clichés, and has actually spoken to the people behind the cars (Sergio Pininfarina wrote the foreword) and there's a wealth of fresh information of such topics as the famous walkout at

Modena in '61, why most manufacturers were caught so off-guard by American safety legislation and why many company principals failed to learn from previous mistakes.

Where this book really scores is in its admittedly brief coverage of lesser-known marques such as Intermeccanica, Ghia, Apollo *et al.* along with the condensed but welcome biographies of industry players both large and small. On the debit side, there's a tendency to gloss over a few of the less exotic models and a few more shots of cars actually moving would have been welcome.

But this is to nit-pick. This is an excellent introduction to the subject matter and even experts will probably learn something new. Only problem is, it'll leave you wanting to know more. Good value

COLLECTING MODEL CAR AND TRUCK KITS, Tim Boyd, Motor Books International, £13.99. ISBN 0 7603 0963 9.

Though this small, slim softback is light on text, there's enough information to satisfy most readers but information on the various kits mentioned are of secondary importance to their social impact – feeding the hunger of car-obsessed youngsters – and the author succeeds in getting this across.

If there is a criticism, it's that there isn't more history concerning the fantastic box-art of the early years, and that chapters on Corvettes and Ferrari models are frankly tedious. A handy introduction and good value too.

MARSHALS POST

by the BMMC

There is no substitute for planning when you are setting up a rally stage and, after a season's enforced lay-off, that's truer than ever.

After all, you can have all the boards, signs and arrows in the world, but you aren't going to get very far if you don't have staple guns, hammers, a knife, saw and tool for knocking posts in. You might also like to consider a torch, depending on the time of year and don't forget to include transport, trailers and personnel in your advanced planning.

Some people will also take a measuring wheel or tripmeter, but you can get by with stepping it out. Competitors will tell you they are more concerned about consistency over a stage or, ideally, a whole event, than

correct measurement but you can take the precaution of measuring how many paces it takes you to travel ten metres.

But... make sure you walk normally, don't step it out trying to hit a metre per pace. By junction five you won't be leaping as far, but you could be walking as far!

So, where do you start? Well the finish isn't a bad place. Almost all measurements are taken from a fixed point and measured backwards towards the stage start and, if you start at the finish you can see what you have done from the competitors' point of view.

Arrowing should be kept to a minimum and don't arrow junctions where the route is straight ahead – use tape and a box junction, if necessary, to keep spectators and other vehicles back.

A few years ago, one rally set up team created 67 junctions in just 10 miles. As you came over a brow you could see the arrows

for four junctions ahead, causing mega confusion among competitors.

Make sure that warning notice boards are present. Even if you are not involved in the stage set up and are just turning up to marshal, check they are where they should be, at potential spectator entry points and approaching possible stage crossing points.

You must be aware of where the footpaths cross the stage and aware of any re-routed footpaths and crossing points.

Finally, check – and re-check – the start and finish equipment. A little bit of paranoia here will save you a lot of pain later!

QUIZ ANSWERS

1. Veritas
2. De Lorean (Stainless steel body)
3. The L1 has 4 seats and the L2 has 2 seats
4. Spain. Last used in 1954

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

Technocorner

Er... is it me or does anyone else have problems with getting parts from reputable dealers? Just a question but 3 weeks to get an adjustable pedal box and then for it to come through with 1 wrong cylinder attached and then another 3 weeks for the right one to be supplied as they knew about the wrong delivery as they were on back order....etc. etc. You get where I'm coming from? Wouldn't it be nice to have a parts place that kept stock, didn't try to fob you off with deceptions and had genuine interest in what was going on?

Yeh, right. We can dream I suppose and I'm not unsympathetic to the dealers either having been in business myself I know how much money is tied up on shelves with slow moving parts. Its just that maybe they should be advertised as that and not 24 hr delivery and the best deals in town etc. It all comes down to making money and not having it tied up. On stock. That may sell. Which will make money. Catch 22 comes to mind. The thing that everybody is missing here is that if a place were about that actually had anything to sell they'd probably sell more once the word got around, and, those slow moving items may just become a little quicker and if they didn't have the part then a realistic explanation as to when it would be available would help a lot.

As you may guess I've waited a long time for some parts and its quite a good job that I wasn't competing although March 17th is coming up quickly and I've still no brakes! Any one out there with a business idea could do worse than to base it on a reliable well stocked competition parts place that stocks competition parts not go faster, jacked up, cruise crap! I know, I know, the go faster brigade buys loads of big bore HP robbing exhausts and nice cheap shiny wheels that bend at the first sight of a kerb and, yes, there is probably a much larger mark up in profit on this sort of stuff, so, I've just talked myself out of the point of getting a competition parts store!

G.Steggles.

Scottish Correspondent March 2002

What a busy year it has been already, and so far nothing to do with Motorsport – what a shame!

To motorsport, the first event that the Stanhope's will be out on will be the Lookout on the 17th March, followed by hopefully an event each month, too busy at home/work for any more. This year we are also planning to go to Longcross, just West of London, to help on an event there, and see how they do it!

Weldex – or whatever it will be called this year! 20th April 2002

On the West of Scotland, go past Glasgow, take a ferry and end up at Dunoon. Some excellent stages (45miles), Marshall's always wanted. I am involved with this event in a limited role, but this year I have been asked to do the safety car – looking forward to that.

UK Rally Challenge 3 – Knockhill 26th May 2002

In 2001 we had two very good days at Knockhill, one sunny plus one wet & windy! So, who would like to come to Scotland, just North of Edinburgh, where you can get some excellent views of the area with entertaining motorsport as well?

Agenda – it will have to be different this year since the event is on the Sunday. So, arrive Friday evening or Saturday, then on the Saturday night we can have a BBQ – with a few company products (Guinness etc.) but not too many since it will be an early start on the Sunday. Sunday the event, then either back home, or back for a drink or two! Accommodation can be found in the region, please contact me if you are interested in coming along, all help will be appreciated.

Scottish Rally 8th - 9th June 2002

Stages on the Saturday and Sunday, again this year Rally HQ will be in Dumfries. This year however the days are 'flipped about', so I have 'volunteered us all' to run:

Loch Grannoch SS1 @ 09:37 Shaw Hill SS5 @ 14:20

We ran these stages two years ago. It is a double run stage but with two different starts, two different finishes, and a common bit in the middle. So, a lot of fun. How many members are interested in helping? (I am assuming that the usual team from England-shire will be in attendance – please, thank you!). It would then be dismantle the stage and back to the caravan site.

Yes caravan site, I have booked the same one as last year where we were made very welcome – the chap is very interested in motorsport. It is not far from the stage so that on the Saturday night we can have a BBQ – with a few company products (yes Guinness etc. again!) being consumed. We then plan to have a restful Sunday. Accommodation can be found in the region, but book early since it is near HQ.

Please, please, please contact me if you can help, thank you in advance.

Tour of Mull 11th – 13th October 2002

Expected format similar to last year - Friday night, Saturday afternoon, Saturday night, all on closed roads. We have two cottages that are FULLY booked, accommodation is VERY difficult to find, so if you would like to visit the event book your room now!

Do not leave it to the last minute!

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!

Safe motoring. Peter Stanhope

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)

BARC Sprints at Curborough.

BARC Midlands Centre are organising sprints at Curborough and including a class that will encompass rally vehicles or in fact any vehicle that complies with safety requirements.

The dates are Saturday 4th May (2 laps), Saturday 10th August (2 Laps) and Saturday 5th October (1 Lap) 2002.

They will also be running rounds of the CCC sprint championship in May and October and the John Clarke Inter Club Challenge Sprint in August.

For more details Tel: (before 10 pm) 0115 854 9768

Email: comp.sec@barc-mids.fsnet.co.uk

Malcolm Simms

Comp Sec BARC Midlands Centre.

For Sale

Range Rover 3.9 V8 Vogue Manual L reg.
(94)

Ardennes Green Metallic paint Face-lift (soft dash) 58,500 miles.

Full Land Rover S/H Tax & MOT till Mar 2002.

Electric mirrors, windows and sunroof, ABS, traction control (not standard) plus many extras.

Recent exhaust and 4 new tyres, spare unused.
Not used off road.

£5,750 no offers

Contact Keith Pullan (w) 01924 503311
(h) 01924 514736

Rally dates for marshals:

RALLYS IN MARCH 2002

1. 2ND & 3RD ROBIN HOOD
2. 9TH MALCOM WILSON MAPS 89 90/6
3. LOOKOUT STAGES MELBOURN AIRFIELD YORK IF YOU WANT TO MARSHAL OR ANYTHING TO HELP ASK D LEE I'M SURE HE WILL VALUE YOUR SUPPORT
4. 29TH N.A.C STAGES AT CATTERICK GARRISON IF IT RUNS
5. APRIL 6TH NORTH HUMBERSIDE STAGES I THINK WE ARE RUNNING LANGDALE SEE D.LEE THANKS TO EVERYONE WHO CAME OUT ON THE KALL KWIK

SEE YA. PHILL

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

Trackrod Motor Club is proud to announce the all new club sponsored

"Perfect 10" Stage Rally Trophy Series 2002

Awards include:

1st O/A Driver and Co-Driver	Trophies + £100 cash each
2nd O/A Driver and Co-Driver	Trophies + £50 cash each
3rd O/A Driver and Co-Driver	Trophies + £25 cash each

Brief Details

- £12 TMC Membership = Free registration
- Points must be claimed in accordance with the current TMC rules (based on ANCC principles) Remember the 1 month time limit for claims!
- Events are a mixture of Single Venue & Multi Venue
- Trackrod decals and/or sunstrips to be used.

This unique Club Trophy allows your best 6 results to count from the following events (Events may be deleted or replaced)

1	Robin Hood	3 March	Lindholme MSC
2	Lookout stages	17 March	Trackrod MC
3	North Humberside	6 April	N Humberside MC
4	John Overend	18 May	N Humberside MC
5	Dukeries	22 June	Dukeries MC
6	Armstrong Massey	7 July	Beverley&District MC
7	Opposite Lock	20 July	Slaithwaite MC
8	Sea King Stages	18 Aug	Wakefield&DistrictMC
9	Rally Yorkshire	29 Sept	Trackrod MC
10	Grizedale	7 Dec	Furness&DistrictMC

Good Luck and see you at the 2003 Dinner Dance to collect your awards!

Comp Sec, Andrew Apperley

Email: apperley@tinyworld.co.uk

Daytime phone: 07836544037

Tel/Fax: 01924892311

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

[]

Autotest

Economy Run

Hiliclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other -

state type

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[]

[]

[]

[]

[]

[]

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.

MARCH

- 5 Conservative Club, Gildersome
- 12 Admiral Hawke, Boston Spa
- 19 Royal Oak, Wetherby
- 26 The Crown, Boston Spa

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
- 4 May Sprint, Curborough, BARC
- 25 May Proflex Stages
- 15 Jun Phoenix Stages
- 22 Jun Autospares Dukeries Rally
- 20 Jul Opposite Lock Rally
- 10 Aug Sprint, Curborough, BARC
- 18 Aug Sea King Stages
- 1 Sep Lightning Stages
- 15 Sep Lindisfarne Rally
- 28/29 Sep Rally Yorkshire
- 5 Oct Sprint, Curborough, BARC
- 12 Oct Harold Palin Memorial Stages
- 7 Dec Grizedale Stages

Your 2002 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u> <u>PR Officer/Web site</u>
Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 2262422 (h) 07850 783555 (m) rod.parkin@virgin.net	Michelle Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevey@kpmg.co.uk	Graham Steggles 1 St John's Court Thorner LS14 3AX 0113 2893641(h) g.steggles@virgin.net
<u>Social/Editor</u>	<u>Competitions Secretary</u>	<u>Membership</u>
Simon Taylor 23 Mill Lane Acaster Malbis York YO23 2UJ 0800 0268493 (h) 07973 914965 (m) simontaylor @powerpromotions. freeserve.co.uk	Andrew Apperley The Gate House Church Road Aitofts WF6 2NJ 01924 892579 (h) 07836 544037 (m) andrewapperley@hotmail.com	Emma Bain 1 St John's Court Thorner LS14 3AX 0113 2893641 07711515521 (m) e.bain@univentures.co.uk
<u>Equipment Officer</u>	<u>Merchandise</u>	<u>Trophy Points</u>
Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) dereklee.lee@virgin.net	Jim Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevey@virgin.net	Barry Dove 5 Kenilworth Gardens Gildersome LS27 7EW 0113 2536985 (h)