

# **TRACKROD**

**MOTOR CLUB LIMITED**



**SNOW! When did that happen then?**  
**Jon Neale/John McNichol - Malcolm Wilson Rally**  
**2002**

## **April 2002**

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

## Editorial

Don't like harping on but hasn't anyone owt to say? Give us some articles, for sale or general info please. People do keep promising me articles and some do turn uo. Thanks to all who contributed this month.

Graham Steggles Ed.

### CHAIRMAN'S CHAT – APRIL 2002-03-27

After the mini “scare” that Foot & Mouth was still with us I hope everything has now settled down. Rallying is well under way and the seasonal snow settled in for the Malcolm Wilson Rally – 6” in Grizedale!!

A very well run Lookout Rally at Melbourne with a super entry has started our “season” and I hope we can see many more Trackrod crews out there, especially if you are competing in one of our Championships or for the Larkspeed League.

You may have noticed that James Thompson (son of “Piggy”) is getting his signatures from events (did OK on the Lookout!!) so he can get his International Rally Licence and contest the BRC – I reckon he will be one to watch.

Elsewhere you will see pleas fro information regarding the return of any stray club equipment – especially the Radios!! Also if anyone knows of a cheap place to store all our stuff – garage, large shed, cellar etc.

Hope you all had a great Easter break – happy motoring!!

Rod Parkin

### Secs Bit.

The Lookout rally went smoothly this year with a healthy entry. The Trophy rally, for those who fell foul of the course but could repair in time for the afternoon run is a good idea and has been tried but will be modified for next year. Well done to the organisers for giving it a go.

Rules & Regs are published in this issue from the MSA for details on how this should work and it gives competitors the opportunity to carry on and get their money's worth from the event instead of an early bath.

Don't forget the **BBQ hillclimb 14th July 2002**, contact Graham Whitaker for regs out at the end of April/ beginning of May,

Tel: 0113 265 4182

Fax: 0113 265 0988

email: [northern@brscc.co.uk](mailto:northern@brscc.co.uk)

10 places are to be held for Trackrod members with a discount of £10 for 1 month after published regs but it fills within 3.5 weeks so book early.

G.Steggles (Secretary)

## NOTE

Could all members that have any Trackrod equipment please contact Katy Lee as the Club needs to do both an inventory update and safety/maintenance check.

### Special Stage Rallies

During the Blue Book review of 1998/9, the MSA Rallies Committee proposals for Section K included an alignment of timing systems within all special stage rallying, to adopt Target Timing universally. (This was proposed to eliminate the difficulties being experienced by both new and experienced competitors, in accommodating the different and varying timing systems in use on multi-use and multi-venue events at that time). It was agreed by Regional Committee and adopted by the MSA Council in 1999, to become effective from January 2000.

It is clear from reports reaching the MSA Rallies Committee, that in some events, competitors are being disadvantaged, when during the early part of multi-use stage events, they may have a minor vehicle breakage or accident and subsequently have to retire by not reporting at a Control within the time allowed.

It was never the intention of the MSA Rallies Committee that such a situation would result in competitors not being permitted further competition. It was anticipated the organisers would accommodate such competitors by adopting initiatives to permit them to continue competition, despite having retired from the main event. In many areas, this appears not to be the case. Should the event organising team so wish, the most obvious way of accommodating those who have retired to continue in competition is by promoting a Trophy Rally.

Clearly the main competition, (which inevitably is usually a qualifier in one or more championships and consequently is seriously competitive) will have continued.

The Trophy Rally would run separate to the main event and it is suggested that on an event with eight or ten stages, the Trophy Rally should comprise the final four or five stages.

The requirements would be:

#### Competitors:

1. After repair, the vehicle must be re-scrutineered to ensure safety requirements are complied with.
2. The car, driver and navigator must be the same as originally signed-on.

#### Organisers:

1. The intention to promote a Trophy Rally must be in the event regulations.
2. Separate results for the Trophy Rally must be published.
3. You may give an award or awards if you so wish.
4. By inclusion of the intention within the regulations, the insurance cover is valid for both events.
5. No additional permit is required.
6. There are no additional costs incurred by the organising team (other than any awards you may provide).

Trophy Rally competitors may run separately, behind the remaining main event competitors, in their original seeded order, with a small gap between each event. This to be determined by the Clerk of the Course, with assistance from the Chief Timekeeper, the Event Safety Officer and the MSA Steward. (Alternatively, if the Clerk of the Course so determines, Trophy competitors may be interposed within the remaining main event competitors and in their original seeded order).

In either case, it is suggested that the main event be re-grouped, immediately before the stage at which the Trophy Rally commences, if at no other time.

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

From the April 1972 Trackrod magazine

Held a production car trial at Whin Park run by Steve Rathbone and Wren, Ken Goodall ran out of fuel while Howard White ran out of electrics! Steve Hazeldine, in his mother's Hillman Imp was beaten by Richard Jackson for his class.

Also had an indoor rally, won by Martin Cantrill (where are these people now?) (an even more important question is where are the PCT's, indoor rallys, autotests....etc. Ed.) and an autotest at Sherburn. Nice fast open tests allowed our Ken to flex the RS1600's muscles and win his class whilst the Mini class was resolved in favour of Geoff Northmore from someone called Ineson, and Dave Wise (Where are Morecome and Wise now?) (Dead, Ed.) Geoff was last heard of at Appleyard of Bradford some 5 years ago— anything more recent? Had a club night at Goodall senior's pub, only Ken got discount!

Then there was the LUUMC Northern lights Rally, Ray Dickinson was Stewarding and Ian Wilson organising, yes the latter is the same who comes to club nights now! We had 7 crews out with our best being 9th o/a Dave Lawton/Duncan Gill, 12 o/a was another name known to many Andy Mackay/Mike Tempest in a Cortina Twin Cam. The Brothers Lee (One of whom now runs the Rally and Speed shop in Chapel Allerton which used to be Howard Whites emporium) also figured at 17th o/a and Ken Goodall/ Richard Ashcroft at 22nd.

It was the final chance to buy tickets for the dinner dance @ £1.65 per head, however there was a problem, the Post house at Bramhope advised us they had double booked hence we changed venues to the Hotel Metropole in Leeds together with its potential parking problems.

Dave Taylor stood down as Secretary so the search was on for a replacement.

.....Ends.

Richard Ineson.

# **Social Section**

## **Note – Venue change as of April 2002:**

Due to popular feedback, as of April 2002, we are returning to the Admiral Hawke, Boston Spa for our second visit.

Therefore, the meetings are as follows:

2 <sup>nd</sup> April	-	Gildersome Conservative Club
9 <sup>th</sup> April	-	Admiral Hawke, Boston Spa
16 <sup>th</sup> April	-	Royal Oak, Wetherby
23 <sup>rd</sup> April	-	The Woodside, Horsforth. (Subject to change)
30 <sup>th</sup> April	-	Admiral Hawke, Boston Spa

During the coming months, you will start to see events appearing throughout the summer on clubnights ranging from Navi-scatters to a boat trip (I hope!!)

If anyone has any suggestions for activities or is willing to help out on any events, please let me know and I will incorporate it into the clubnights throughout summer.

We can also look forward to several bigger events over the weekends such as autotests and various rallies including our own Rally Yorkshire and the Hill-climb.

Again, much help is needed on these events so please keep a lookout for them in the up-and-coming magazines.

That's it from me for now

Simon  
Social Sec.

## NEW MEMBERS

Trackrod welcomes the following new members.

Phil Andrews  
Richard Simpson  
David Kidd  
David Hemingway  
Kate Jobling  
Paul Martin  
George Greives

Alison Andrews  
Rebecca Simpson  
Roan Leadbeater  
Richard Webster  
David Smyth  
Sean Deaten  
Ben Johnson

## EQUIPMENT NOTICE

As the new equipment officer I need to keep an up to date inventory on all equipment belonging to Trackrod Motor Club Limited. This inventory is for the auditors as well as the club. So if any member has in their possession an item of equipment that belongs to the club please could you let me know so I can keep stock of it. I particularly need to know about radios, we have a few unaccounted for, so if you have one hiding out in a cupboard at home please find it out and let me know the serial number. I would like to have all equipment accounted for by August this year if possible. Your help would be gratefully appreciated.

Also if anyone has any ideas on storage for the equipment please could you pass your ideas to either myself or any member of the committee as we need to find somewhere that wont break the budget.

Katy Lee  
Equipment Officer



## MARSHALS BAT ON

**P**age one of *Wheels* rarely strays into ongoing MSA affairs but I think it's worth covering again the actions to help recruit marshals being put in place as a result of the Rally Safety Study Group's report, even if you've read about them elsewhere.

- All clubs are being sent a Guideline on *Finding, Briefing and Keeping Marshals* for their Motor Club Manual. Their what? I'm glad you asked - it's a detailed guide to almost all aspects of running a club, from setting up a committee to finding sponsorship. I suspect a few clubs have forgotten where their copies are. Perhaps time to dig them out?

- Posters and leaflets carrying the message 'Be at the heart of motorsport... be a marshal' are being supplied to all clubs for use in accessory shops, libraries etc. They have space for clubs to overprint their own details. The MSA website will reflect the same message.

- In 2003 Chief Marshals were appointed will be listed along with other club officials in the MSA's Fixtures and Motor Sports Clubs booklet.

- The Motorsport Safety Fund is publishing a credit card sized leaflet containing a basic guide to marshalling. Copies will be sent to all clubs, while the MSF's booklet *A Pocket Guide to Marshalling* will continue to be

available for more advanced scholars.

- The MSF's new video *Motorsport Marshalling*, which covers all aspects of this noble pastime, will be sent free to clubs by the MSA.

- After marshalling on three rallies, people will be eligible to join the National Marshals Register at Grade 3 and will get a magazine, *The Marshal*, two or three times a year. Touching wood and with manufacturers' cooperation, it is hoped to introduce raffles for marshals with factory visits etc as prizes.

- To get to Grade 2, marshals will need to do a further three rallies and attend a Training Evenings covering the essentials of rally marshalling - Personal Safety (because you aren't much use to anyone if you get hurt); First Aid; Setting up a Control and Stage; Spectator Control and, finally, Communications - chains of command, communicating with other marshals and so on.

If dates and venues for these evenings are available before this *Wheels* goes to press, we'll try to slot them in somewhere; if not, club secretaries will eventually have details. Each Training Evening will end with a not-too-serious quiz. Why not come along? If you've never marshalled before you'll still be welcome and your

attendance will count towards moving you onto Grade 2 if you take up marshalling and do six events.

And Grade 1? Well, you'll need to do another three rallies plus further training modules, much as at present.

The term 'ladder of opportunity' was first coined for rally drivers way back in the 70s. Well, I think these plans create something of a similar 'ladder' to introduce and train people in marshalling.

I suspect I'm the only one reading this issue who has actually marshalled two controls in Afghanistan (I'm not volunteering to do it now you understand). I wish there had been something like the above in place way back then. How was I supposed to know that camel droppings are inflammable?

Stuart Turner

### COD FILLET QUIZ

1. Where and what is Hershey?
2. Which 2 men have broken the World Land Speed Record 5 times?
3. How many times did Fangio win the British GP?
4. Who designed the Triumph Herald?

ANSWERS ON PAGE 14

## **Rally Safety Study Group**

Wide-ranging changes in the organisation and promotion of special stage rallies, together with measures to enhance the recruitment, retention and training of marshals, have been proposed by the MSA Rally Safety Study Group.

The recommendations fall into three broad areas: marshals (see page 1), event organisation, and spectators.

Every stage rally organiser should be obliged to appoint a Spectator Safety Officer (SSO), to be involved in planning the event and briefing marshals. The SSO should have the power to delay or cancel a special stage.

Every organiser should be obliged to put in place a system to ensure that no under-age marshal can sign on.

The MSA should begin formal training of Stage Rally Clerks of the Course and Stage Rally Safety Officers, with a view to introducing mandatory licensing of these officials in 2003.

The MSA should launch a programme to 'educate' rally spectators, building to a full promotion leading to this year's Network Q Rally of Great Britain.

Even for relatively minor rallies, special stages should have clearly defined areas open to spectators. Closed areas to spectators should also be clearly defined. Proper provision should be made for spectators, including a spectator safety leaflet, clear signage, and well-marked pedestrian routes between viewing areas.

For major events, chargeable spectator stages should include car parking, refreshment facilities, toilets, first aid provision and a public address system.

Where large numbers of spectators are expected, event marshals may be assisted by professional spectator stewards and/or Police officers to ensure proper crowd management.

New diagrams to show where spectators should and should not be permitted on three typical junctions (crossroads, T-junction and fork).

MSA Chief Executive Colin Hilton said: "The recommendations are comprehensive and will clearly affect special stage rallying at every level. Some proposals can be introduced immediately by MSA staff, but others will require regulation changes by the Motor Sports Council or co-operation from motor clubs and Regional Associations.

"Our aim will be to roll out improvements as quickly as time and resources permit, so we ask competitors, officials, motor clubs and the media to watch for a series of more concrete announcements during the next few months."

## **BACKGROUND**

The MSA re-convened the Rally Safety Study Group in late 2001, following accidents which caused injuries during the Dee Jay Cambrian Rally and the Network Q Rally of Great Britain.

The group is chaired by Tim Stock (Chairman of the Motor-sport Safety Fund and Chairman of the BRSCC); other members are Stuart Turner (former head of European Motorsport at Ford), John Richardson (Chairman of the Motor Sports Council Rallies Committee), Tony Newsom (MSA Rallies

Executive) and John Symes (MSA Safety Executive).

The full report of the Rally Safety Study Group is available from the MSA website as a PDF document. ([www.msauk.org](http://www.msauk.org))

IMS Ltd, organisers of the Network Q Rally of Great Britain, will issue a separate statement about the effects of the Rally Safety Study Group report at a future date.

## **Committees open doors**

Motor Clubs and Regional Associations will be permitted to send observers to specialist committees and advisory panels of the Motor Sports Council.

Directly arising from last year's decision to adopt principles laid down by the Governance in Sport Committee, a collaboration between the European Olympic Committee, the FIA and other international sports bodies.

Up to five observers will be allowed at each committee or panel meeting. Any application to attend a particular meeting must be made in writing to Tony Newsom at Motor Sports House, supported by a letter from an MSA-recognised motor club or regional association.

MSA Chief Executive Colin Hilton explained: "This is a demonstration of our commitment to open governance. The legitimacy of any governing organisation depends on continuing and widespread confidence in its institutional structures, rules and dispute mechanisms."

Specialist committees are: Autotest, Historic, Kart Sporting, Off Road, Race, Rallies, Speed Events, Trials, and Regional (members are elected through the clubs). The advisory panels, meet to assist the committees and the Council itself are: Industry, Judicial, Medical, Safety, Technical, and Timekeeping.

## TRIALS FOR ALL AGES

With the introduction of the Junior Trials Vehicle off-road motorsport now has a complete range of off-road Trials events making off-roading accessible and suitable for all ages either as competitors or passengers.

The JTV will allow children from 8 to compete, Tyro Trials allow 14 year olds to drivers and for passengers as young as two to sit in. For most other events from the wide range now available for off-roaders, passengers must be either 14 or 16 and drivers must hold a valid driving licence.

The term 'off-road vehicle trials' cover a wide and varied range of events, suitable for all types of 4x4 vehicles. Trials involve competitors driving a defined course marked out by pairs of canes set out over testing terrain. The object is to complete the course as far as possible without stopping or touching a cane.

The difference between trials is the severity of the terrain you cross, some being suitable for standard road going 4x4's with non-damaging sections, to others for just 'full blow' off road specials requiring the vehicles to cross seemingly impossible terrain.

Off-road motorsport now has something to offer all 4x4 owners, to find out more check the club listings in the 4x4 and Land Rover magazines or on the MSA web site.

As this issue goes to press the first full-scale test's of the first (JTV) Junior Trials Vehicle is taking place, check out the results on the MSA website at [www.masuk.org](http://www.masuk.org)

**BRISCA FORMULA ONE**, Malcolm Barber and Malcolm Aylott, from Autographics, Kantara, Blowing House Hill, Ludgvan, Penzance TR20 8AW, £33.50 inc p&p.

Nobody can be better qualified to write this history than Barber, whose life has been interwoven with Brisca (British Stock Car Association) since 1972 as both driver and promoter.

This tells the sport's story from its American/French origins, when the answer as to what to do with unsaleable old big-horsepower cars was to ... wreck 'em! to the high-tech '80s.

Although the cars might look the same, they've changed massively under the skin. One thread has remained: the American V8. Frustratingly, there's little in the way of technical detail, Barber preferring to describe the running of each year's championship, and the politics behind it.

Full of typos and glitches, this book has an amateurish feel, but that doesn't matter, overwhelmed by sheer enthusiasm and love of the sport.

Only 1000 copies will be printed of this action-packed softback. An entertaining curiosity.

**LE RALLYE MONTE-CARLO**, Maurice Louche, Editions Maurice Louche, Campagne Cambronne, 13980 Alleins, France (0033 4905 74082), 170.5 Euros inc p&p. ISBN 2 9506738 9

The Monte is the big one, revered as rallying's Le Mans, Indy, Prix de Diane.

Written with the collaboration of l'Automobile-Club de Monaco, this two-volume, 760-page work is almost all in French, with

short introductions to each year in English. Prefaced by Pat Moss-Carlsson, Michèle Mouton, Munari, Röhrli, Sainz and Vatanen (in French and their native language plus English), this details the rally from when it was a true test of endurance, with crews starting out from every corner of Europe and North Africa, to today's race up and down the icy cols.

There's a complete listing of results in the back, but it's the pictures, 1800 of them all told, that makes this, especially in the first volume, 1911-1972. It's a trivia merchant's delight: spot the picture of an early Mouton with Autobianchi A112, marvel at the variety of cars navigated by 'Biche' - and did you know Maurice Gatsonides once drove a TR5? Truly fab, and probably worth the price.

**HONEST JOHN'S MYSTERY MOTORS**, Daily Telegraph, £9.99, Constable ISBN 1 84119 430 1

Compiled from Honest John's motoring agony column in the *Daily Telegraph*, this compact hardback is a look at some wacky early motors.

Car spotters will be surprised to find Model T Fords and BSA Scouts in this book, but others such as AV Monocar, Pope Tribune and Soriano Pedroso keep up the obscurity count and there's a section of as-yet unidentifiables to test your spotting skills. Passages cribbed from other books provide some fun, such as *The Woman and The Car* and an absolute gem, *The Gentle Art of Starting*, from the de Dion owners' manual. Light and entertaining.

# MARSHALS POST

by the BMMC

Noise is an integral – you might say essential – part of motorsport.

It's one of the things that makes historic and vintage car racing such a spectacle, even if the speeds don't match those that can be achieved by some modern machinery. It's a key part of the sports car experience.

Sit in the grandstands at Le Mans in the small hours, close your eyes and listen. It's simply glorious.

But – and there's always a "but" – noise presents problems for marshals and other officials who can find themselves close to cars all day.

Current regulations set three noise tests – or "Sound Tests," if we are going to be politically correct – for Environmental Scrutineers to carry out – one eight metres from the car, another two metres away and the third, from half a metre.

The eight and two metre tests are taken from the middle of the vehicle, while the half metre test has the noise metre at an angle of 45 degrees from the exhaust. Depending on the type of car, the engine should be either at two thirds or three quarters of full revs.

Noise is measured in "decibels," which is actually just a unit used to measure ratios – in this case, the ratio between a reference noise, hardly audible to the human ear and the noise of the car. The "A" you often see attached to the measurement – as in dB(A) – simply refers to the Type A filter fitted to the noise meter to make it react similarly to the human ear.

The maximum level for the eight metre test ranges from 74 to 86dB(A), depending on the class of vehicle, while the two metre test allows 86 to 96 dB(A). The half metre test allows 98 to 110 dB(A) – 100 dB(A) for stage rally, autotest and trials cars at 4,500 rpm and 108 for autocross and rallycross at three quarters of maximum revs.

F3s, GTs and Touring cars can go even higher – 118 dB(A) on the half metre test.

Scientists reckon that if you are exposed to 90 dB(A) – the sound of a busy street – for eight hours a day, you can suffer hearing loss. At 100 dB(A) – the sound close to a diesel truck – you can suffer hearing loss after exposure of two hours a day and at 110 dB(A) you risk damaging your hearing after seven and a half minutes exposure a day.

So, if you are going to be close to the glorious sound of racing engines in the pits, at a stage start, on a hillclimb or anywhere else, use ear plugs or a set of headphones. You will still hear your mates and you will ensure you continue to enjoy that superb noise!

## QUIZ ANSWERS

1. USA Pennsylvania the worlds biggest autojumble
2. Malcolm Campbell and Craig Breedlove
3. Once 1956 (Ferrari)
4. Giovanni Michelotti

STOP PRESS... STOP PRESS... STOP PRESS... STOP PRESS... STOP PRESS

## RALLY MARSHAL TRAINING EVENINGS

Each evening starts at 19.45 and features the new video 'Motorsport Marshalling'

Monday	June 10	Huntingtower Hotel, Crieff Road, Perth
Tuesday	June 11	Swallow Hilltop, London Road, Carlisle
Wednesday	June 12	Fitzwilliam Hotel, Belfast International Airport
Thursday	June 13	The Marriott Hotel, Tadcaster Road, Dringhouses, York

(For later evenings, see the next issue of "Wheels")

Full details at [www.msauk.org](http://www.msauk.org) – or ask your motor club

**Be at the heart of motorsport... be a marshal!**

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

## The Lookout Rally 2002

### Car 40 Graham Steggles/Emma Bain

A good entry put us seeded at 40. The event was well supported with Trackrod crews being us, (and them) Andrew Apperley in his Astra, Darren Moon in the pug 205 gti, Dave Hemingway/Jim Plevy in his Escort Mk2, Mark Midgley/Robin Shuttleworth in the historic Escort Mk1, Dave Parker/Kate Jobling in a Mazda 323, Nigel Drayton/Graham Wride in the Sierra, Simon Marston/Stephen Lancaster in the Mk 2 Escort, Andrew Mathers/Chris Hudson in a pug 205 GTI, Caroline Marston/Michelle Plevy in a Skoda and Sean Deaton/Paul Martin in a pug 205GTI. (sorry if I missed anyone but I haven't got any results yet! Ed. & competitor)

The course was wet but it wasn't raining on the day and the first stage was entered on time with the adrenaline pumping. Second lap and I took the muck piles a little too quickly which had the rear up the banking. I carried on but at service it looked like the N/S/R wheel had a few more positive degrees of camber. A bent stub axle pin. (Knew I should have bought a couple spare) Never mind though I've driven with an O/S bent for a couple of rallies before I noticed it. Stage 2 saw the gear linkage pop and as it was brand new I thought it was just a one off as I got out on stage to pop it back on. Coming into the flying finish there was a tight chicane and barrelling along in 5<sup>th</sup> I decided to brake and change down... oops no gears, it had done it again! After fighting with the pug to try and make it through the chicane I realised we wouldn't quite make it with no engine braking and dipping the clutch only served to lock the front wheels so I had to bypass the chicane and carry on at a very slow pace in 5<sup>th</sup> gear.

Stage 3 saw the clutch arm loose its bearing and I could not disengage it properly, fine whilst on the move but trying to negotiate controls became interesting.

Stage 4 and everything seemed to have settled down with our first proper speed lap. The car was actually handling not bad and the new pedal box was hauling our speed off well. Off the grass strip and back onto the concrete drifting it nicely when all of a sudden the N/S/F dips and there is a strange grating noise from the box. It also isn't responding to the steering wheel! Parked on the verge and its obvious we're not going anywhere as the brand new bottom rose joint has sheared! Bugger...end of rally.

We were suspended back to service where Dave Hemingway's mechanic and Andrew Groves, my service, put a standard bottom arm on and we were ready to start the Trophy rally.

For the trophy rally we did stages 5 & 6 back to back. Coming out of 6 saw the return of the clutch arm problem but it happened  $\frac{3}{4}$  of the way round so wasn't that bad. In service I changed the N/S rear tyre that kept going down to find that not only had I bent the pin but the disc had sheared completely off! No wonder the handbrake wasn't working as it should. A decision was made to remove the fully floating disc and a spare 1.6 front pad used to space the calliper out for stages 7 & 8.

Stage 7 went well except as we came in the clutch problem was back. Fearing that to go out on 8 straight away would not be possible I thought that we were out of the Trophy rally as well except that due to the late finish stage 8 was cancelled. Phew. Time for a proper rebuild methinks!

I must say that the event was particularly rough this event especially around the hammer head and up to the muck piles, which could explain the high retirement rate. On the whole though we enjoyed the day and at least could use some service time up instead of getting bored waiting for the next stage.

G.Steggles

# 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](mailto:comp.sec@barc-mids.fsnet.co.uk)

Malcolm Simms

Comp Sec BARC Midlands Centre.

## **For Sale**

4 Cobra 10 spoke alloy wheels. 7 x 15 with brand new Khumo 195x55x15 Tyres done about 500 miles on my Fiesta Si but will not fit my new Saxo VTR without surgery. Cost £500 but will accept £300 ono

Contact Becki Simpson on 0113 2527031 or mobile 0775 394 0973

## **Rally dates for marshals:**

### **RALLYS IN APRIL 2002**

6th            North Humberside Stages  
13th&14th   VK Derbyshire road rally; map 119  
27th           Which Way road rally; Pendle & district; maps 97-98-103: Tel Rod 01282 859103

Thanks to all for marshalling on the Robin Hood and Lookout Total TMC members marshalling is 27. This is great. Many thanks for supporting the club and others, we all understand that without you much wouldn't happen.

SEE YA.

PHILL

For info:

Phill Andrews on 01937 588696 or mob 07940 250022 or [pg.andrews@talk21.com](mailto:pg.andrews@talk21.com)

## **Rally Marshal Training Evening**

Thursday June 13th, The Marriott Hotel, Tadcaster Road, Dringhouses, York. Start Time 19:45. MSA run.



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](mailto:apperley@tinyworld.co.uk)

Daytime phone: 07836544037

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# TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

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

Event Status

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

**For Official Use Only**

**RESULTS**

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

**ALL claims to be made within 1 month from the date of the event and must include a copy of entry list and final results sheet.**

## APRIL

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Royal Oak, Wetherby
- 23 Woodside Pub, Horsforth (subject to change)
- 30 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/Editor</u>
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<u>Equipment Officer</u>		<u>Trophy Points</u>
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