

# **TRACKROD**

**MOTOR CLUB LIMITED**



**James Thompson, Lookout Stages Rally 2002**

## **May 2002**

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

### Editorial

I'd like to thank everyone for their input to this issue. It seems that more information is now getting through so that hopefully more competitors will find out about events in time to prepare.

Graham Steggles Ed.

### CHAIRMAN'S CHAT -

### Secs Bit

The Co-run navi scatter with Wakefield and Huddersfield went well last month and more are up and coming. Get yourselves out as a competition car is not needed and there is some fun to be had. (Lots)  
Check the dates at the back of the mag for more autotest events.

G.Steggles (Secretary)

Lookout rally photos.

Courtesy Michael Kemp

G.Steggles/E.Bain, D.Hemmingway/J.Plevey



## SEOC Autotest 31/3/02

3 TMC crews out of 45 turned up to contest the Larkspeed round of autotest at Mintex proving ground at Sherburn run by SEOC. Simon Taylor and myself shared his bog standard Sierra 2.0 and Katy Lee shared a Fiesta with Jonathan Marshall.

The day was warm and dry and the tests were well thought out but I must admit to feeling a little apprehensive as trying to remember the tests had me stumbling right from the start. Simon seemed to be in the same boat with this and as he was off first I was able to take in the course better.

Katy had a controlled start and did well on her first event. Simon and I scrabbled through the tests in an unwieldy motor with no handbrake or dif to get the rear end round and with it being a long vehicle reversing into consecutive gates was a bit daunting. Eventually we both worked out that reversing quickly and spinning it on the brakes worked a lot better than having forward motion and trying to entice the rear around. There were 18 tests and 17 ran which was good.

Anyway the day went well, I had a smile from ear to ear on every test and thoroughly enjoyed the day finishing 7th in class with Simon in 11th. I think that's more to do with me not having to drive his car home on the slightly second hand tyres and he had to, than skill and judgement.

Since this autotest we've procured a Metro 1.4 GTI that might be quite good as an autotest car and I am in the process of making it go.

Watch out we may have a TMC autotest team!

G.Steggles

10 April 2002 Press release.

## MSA INTRODUCES NEW GRADING SCHEME FOR RALLY MARSHALS

From 1 June 2002, all rally marshals will be eligible to join the MSA National Marshals Register. To join at the entry level of Grade 3 (the basic marshal grade), an applicant must have marshalled on at least three MSA-approved events - which need not be for the same club - and have his or her marshal registration form signed by a nominating club.

After marshalling satisfactorily on at least three more events and attending a dedicated rally marshal training evening, the applicant will become eligible to move to Grade 2 (more experienced marshal).

The training evenings (listed below) are not designed to leave marshals ready to run a major event, but simply give a broad grounding in some of the basics: personal safety, communications, first aid, and so on.

Anyone who has already marshalled satisfactorily on at least six events may (on the recommendation of his or her club) be proposed directly for Grade 2, but he or she must attend a training evening before the upgrade is approved.

For these two grades of rally marshal, the grades clearly do not match specific tasks, but simply indicate a level of basic experience and instruction. To move from Grade 2 to Grade 1 (specialist marshal), an applicant will need to do more formal modular training, much as at present, which will vary according to his or her speciality (sector marshal, stage commanders or whatever).

Under so-called 'grandfather rights', existing specialist rally marshals will automatically go onto Grade 1 if they are already registered on any MSA-recognised formal marshals training and grading scheme, such as those already being run by some regional associations and by the British Rally Marshals Club.

Again, the one proviso is that they must attend a training evening, not because they will necessarily learn any new tricks, but simply because everyone needs to be 'singing from the same song sheet', and because having highly experienced people there will help to motivate newcomers.

Although three grades of marshal have been mentioned in connection with the new scheme, there is in effect a higher grade as well - a virtual 'grade 0', if you like - which is for MSA-licensed officials, such as the (current) International and National A Rally clerks of course, Stage Rally National B clerks of course and (soon) event safety officers.

These individuals will not be included on the Rally Marshals Register, as they will already be part of the MSA licensed officials scheme. This mirrors current practice for licensed officials and registered marshals, which has been running successfully for a number of years in circuit racing.

Ultimately, recruiting and basic training of new or novice marshals is something to be done at club level as much as nationally, and resource materials (including script and video) will be made available to regional associations and motor clubs in due course.

To kick-start the process, starting in Perth on the 10 June 2002, there will be a series of training evenings around the UK, led by Stuart Turner and Allan Dean-Lewis, which new and existing rally marshals are cordially invited to attend.

### Rally Marshal Training Evenings

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Training evenings led by Stuart Turner and Allan Dean-Lewis begin in June. Each evening will start at 19.45 prompt and features a brand new video Motorsport Marshalling. There is no need to book a place: just turn up on the night. Both new and experienced rally marshals are invited to attend.

Mon 10 June at the Huntingtower Hotel, Crieff Rd, Perth

Tue 11 June at the Swallow Hilltop Hotel, London Road, Carlisle

Wed 12 June at the Fitzwilliam Hotel, Aldegrove, Belfast International Airport

Thu 13 June at the Marriott Hotel (ex Chase), Tadcaster Rd, Dringhouses, York

Mon 17 June at the Raven Hotel, Victoria Square, Droitwich

Tue 18 June at the Holiday Inn (ex Posthouse), Grove Rd, Basingstoke

Wed 19 June at the Devon Hotel, Exeter By-Pass, Marsh Barton, Matford, Exeter

Thu 20 June at the Quality Inn, Merthyr Road, Tongwynlais, Cardiff (M4 j32)

Mon 24 June in the Hospitality Suite, TT Grandstand, Douglas, Isle of Man

Tue 25 June at the Holiday Inn (ex Posthouse), Wrexham Road, Chester

Thu 27 June in the Paddock Suite at Donington Park Circuit

Mon 1 July at the Quality Hotel, Roehyde Way, Hatfield, Herts

Wed 4 Sept at the St Helier, Jersey, Channel Islands

Full details are also on the MSA website at [www.msauk.org](http://www.msauk.org), in the latest issue of 'Wheels' Magazine and will be sent to every MSA motor club.

## NEW MEMBERS

Trackrod welcomes the following new members.

Malcolm Jackson  
Ed Bryant  
Chris Copeland  
Jeff Jackson

Frank Grittins  
Nigel Williamson  
Thomas Irvine  
Andrew Fletcher

### York motor club autotest

Sunday 14th and the Sun was out again. Trackrod was an invited club to the event and Emma and I were there bright and early. A Metro GTI had been donated to us for this event and we entered in it even though the handbrake was non existant and the rear radius arms were dropping off. Andrew Apperley entered his Evo 5 cortina 2.3 V6 with welded diff and no rear void bushes which was interesting and 14 crews entered. The tests were well laid out albeit a little difficult on the memory with 15 of them in all.

At hunch I was lying 3rd in class after brain fade on 2 of the tests. Emma was 6th in class but getting the hang of things for her first time.

At the end of the day I finished 2nd in class and 8th O/A with Emma keeping 6th and 14th O/A. Andrew got 6th O/A in a dinosaur.

A Bob 'o nob (or sumat) was run for the last test and Andrew went first where his Cortina gave up the ghost and was relegated to the trailer. He then put up a quick time in Chris Leemings Escort (beating Chris himself!) Just goes to show that you can be quicker in someone elses car! He finished the section with a massive grin and praise for the old shoebox. Watch this space I can see an Escort for sale with his name on it! So, pretty pleased at ourselves we headed off home for BEER!

Graham Steggles

### **WARNING.**

As many of you may know, I had a rose joint (tsmx10t) let go on the Lookout rally. It was the first event using these on my adjustable bottom arms and whilst not Peugeot Sport items they were built to the same design. They were brand new to the event and managed 3.5 stages until one snapped! There was no wheel rim or tyre damage and the tyre remained inflated! I am reliably informed that it is a one off and the manufacturer uses them currently on a 205 and has used them for many years on Escorts.

The failure was looked at by a Club member who is a metallurgist and he seemed to think it was a stress fracture emanating from the bottom of the thread. The fracture carried through the 5/8" stud for about 3/4 of the diameter and then catastrophically let go on the last 1/4 leaving a classic mound and hollow on the ends of the broken stud. The rose joint was rated at 17955 lbs of load. This is in fact only for the spherical bearing part of the joint and not the stud. The stud was screwed in within tolerances. Length of exposed thread  $\leq$  to the bearing bore size. So in my case the maximum permitted exposed thread was 5/8" and it was less than this.

Andy, a spokesperson at Rally Design who supplied the rod ends, has informed me that an engineer he consulted with says that the rod end was loaded in the wrong plane and this is why it failed. I'm sure a reputable company would not fob me off with duff info so I hope Peugeot is rethinking its design policy for the works teams but maybe it is so rare an occurrence that it is an acceptable risk? (Wouldn't like it to let go down one of the forest straights of course.) Any way I am providing this information for

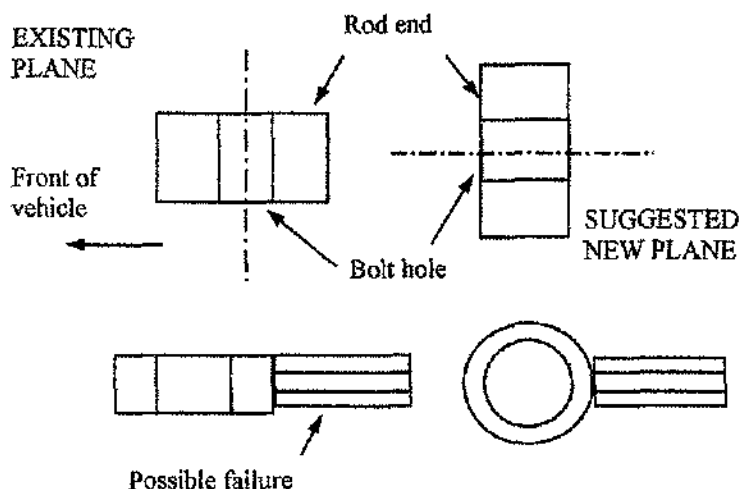


all that use rose joints on their bottom arms so that they can use this information to possibly re-jig them to put the load on the joints in the correct plane.

If anyone has any evidence that this information is wrong please provide me with it so I can publish it for the membership but for now I think it is an important issue that needs addressing for safety's sake. I wonder why no installation instructions are provided with the ends? Andy at Rally Design does admit that possibly going up in stud diameter to 1" will dramatically reduce the failure rate but unfortunately do not supply a rose joint of this diameter.

I hope the following diagrams portray the problem but for any other questions please contact **Andy at Rally Design** who supplied me this information.

G.Steggles



## Scottish Correspondent May 2002

May already, where has this year gone?!!! Not a lot of Motorsport yet, well saying that did I did help run the Lookout stages, and been out on the Argyl stages and that is it.

So here we have it:

### Argyl stages

**20<sup>th</sup> April 2002**

On the West of Scotland, go past Glasgow, take a ferry and end up at Dunoon. Some excellent stages (45miles) set in some beautiful countryside. Seven of us attended, Susanne & I with the kids, John & Margaret and Steve. We all caught a ferry on the Friday evening, sun was setting and we were looking forward nice weather over the weekend. Wrong!

John & Steve had offered to take over from me to do spectator control car, which would leave me to take Erin (9) & Ewan (7) to go and do a couple of mid point radio locations. This then allowed the ladies to 'have the day off'. But the weather was against us! It rained, then drizzled, then stopped, then poured, then drizzled etc all day. Putting that aside we did have fun though, no major incidents and a pleasant day was had by us.

John & Steve did a good job as the spectator control vehicle, enjoying the scenery & 'drops' when they could see them through the rain. There started approx. 75 cars ranging from 6R4's to a Discovery and in the end 50ish finished, including Bannister had entered!!! It was then back to the chalet that we had rented, BBQ and a few drinks to finish off the day.

We plan to go again next year, book the same log cabin(s) and hope the weather is better. So is anyone else interested?

### UK Rally Challenge 3 - Knockhill

**26<sup>th</sup> 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. Due to this event being only 2 weeks away from the Scottish I am not sure who is able to come up - but if you are interested then please let me know!!!! Accommodation can be found in the region, please contact me if you are interested in coming along, all help will be appreciated

## WE'RE GOING TO A DANCE

**A**n old story has it that when a message saying 'send reinforcements, we're going to advance' was passed down a military line, it ended up as 'send three and fourpence, we're going to a dance.' Something similar happened with the Rally Safety Study Group because clearly we didn't make it plain enough what we were trying to achieve. So, if the racing brigade will bear with me I'll have another go.

A shortage of marshals is becoming a problem. We need to recruit more. Once recruited we need to motivate people to stay with us. No quibbles so far?

Good, well the video, Motorsport Marshalling and the new recruitment material are all intended to help the process.

So too is the new grading scheme, which is where some confusion seems to have occurred.

After marshalling satisfactorily on three events (which needn't be for the same club) people can go onto the National Marshals Register at Grade 3. So what? So it gets them a newsletter 2 or 3 times year which, as the scheme builds, will contain incentives for marshals, as well as an invitation to the Watkins Lecture to hear people like Sir JYS, Niki Lauda, David Richards and Max Mosley.

Marshal on three more events

and attend a Training Evening and you move to Grade 2. The evenings won't leave you ready to run a major event, they'll simply give you a broad grounding in some of the basics – personal safety and so on.

Oh yes – and first aid. I've just heard that the MSF's first aid video is to be used in Australia as part of their formal lecture evenings to induct rally drivers. Sure, they have snakes and heat but if it makes sense for drivers to know about first aid, it certainly does for marshals to do so too. (I once ran three controls in Australia – I don't know what my car's consumption figure was but I was doing 12 to the hour – 12 pints of water that is because of the heat. Mind you, I was quite close to the sun because I was so scared of snakes that I set up the controls on top of telegraph poles).

But what about Grade 1? You need to do more formal training much as at present. Under 'grandfather' and, being politically correct, 'grandmother' rights, existing specialist marshals will automatically go onto this grade if they are already registered on any MSA recognised formal marshals' grading scheme. With one proviso – they attend a Training Evening. This is not, of course, because they're going to necessarily learn any new tricks

but because everyone needs to be singing from the same song sheet, while having experienced people there should help motivate newcomers. (To avoid any confusion I guess I should mention that it is not – of course not – compulsory for anyone to go on the Register if they don't want to nor is there any compulsion for organisers to only use people on it.)

It's likely that plans will be made so that clubs or Regional Associations can run their own basic training sessions. But for this year it's important to get things going with a bang so I hope you'll turn up – whether you're a race or rally marshal or a total newcomer – at one of the venues listed in the box at the back of this issue.

You won't need to bring three and fourpence by the way – admission is free.

*Stuart Turner*



### COD FILLET QUIZ

1. Which Ferrari works driver won a Coupe des Alpes?
2. Who designed the Vauxhall 'Prince Henry' in 1910?
3. What was significant about the 1909 12/18 hp Riley?
4. What make of car was the 'Charlesworth'?

ANSWERS ON PAGE 14

## New members for MSA committees

Could you spare up to three days per year attending meetings of a specialist committee? Are you a licence holder or official? Ideally, are you also under 30 years of age? If so, we need your input to a major part of British motor sport.

Nominations for new members to sit on the following specialist committees of the Motor Sports Council should be submitted to the MSA by the end of June 2002 at the very latest.

Committee seats become vacant on a rotational basis, with members normally retiring after a three-year term, but can be appointed for a further three-year term up to a maximum of nine years.

The appointments will become available in 2003 are: Autotest (3 places), Historic (2), Kart Sporting (3), Off Road (2), Race (2), Rallies (2), Speed Events (2) and Trials (2).

If you are able to commit time to the work of a specialist committee, and feel that you have the necessary qualifications, please persuade your motor club or regional association to nominate you.

Each nomination should be supported by a brief curriculum vitae, showing your motor sport achievements and relevant qualifications; your name, address and telephone number(s); and a letter from your motor club or regional association formally proposing you.

Please send all nominations to Motor Sports House, marked for the attention of Tony Newsum.

If you cannot spare the time to commit yourself to membership of the Motor Sports Council's specialist committees, or if you wonder how these committees work, perhaps you would like to be a guest at a meeting.

Up to five places are available at each of the following specialist committee meetings: Autotest, Historic, Kart Sporting, Off Road, Race, Rallies, Speed and Trials; and at the advisory panel meetings for Judicial, Safety, Technical and Timekeeping. Normally, each holds three meetings per year at Motor Sports House.

If you would like to attend any one of these specialist committee or advisory panel meetings, please write to Miss Andrea Wren at Motor Sports House, with your name, address, telephone number and a letter of support from the chairman or secretary of your motor club or regional association. We will then advise you of dates and times.

The new policy arises directly

from last year's agreement by the Council and the Motor Sports Association to adopt principles laid down by the Governance in Sport Committee, a collaboration between the European Olympic Committee, the Fédération Internationale de l'Automobile and other international sports bodies.

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."

New and amended rules for British motor sport are conceived by the specialist committees and recommended to the Motor Sports Council. If approved by Council (in effect, the parliament of UK motor sport), those changes are implemented by the Motor Sports Association.

## Marshal Training Evenings

The Training Evenings mentioned on page i will start at 19.45 and will feature a new video *Motorsport Marshalling*. There is no need to book a place: just turn up on the night. Both new and experienced marshals are invited to attend.

Mon 10 June Huntingtower Hotel, Crieff Rd, Perth

Tue 11 June Swallow Hilltop Hotel, London Road, Carlisle

Wed 12 June Fitzwilliam Hotel, Aldegrove, Belfast International Airport

Thur 13 June Marriott Hotel (ex Chase), Tadcaster Rd, Dringhouses, York

Mon 17 June Raven Hotel, Victoria Square, Droitwich

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Wed 19 June Devon Hotel, Exeter By-Pass, Marsh Barton, Matford, Exeter

Thu 20 June Quality Inn, Merthyr Road, Tongwynlais, Cardiff (M4 j32)

Mon 24 June Hospitality Suite, TT Grandstand, Douglas, Isle of Man

Tue 25 June Holiday Inn (ex Posthouse), Wrexham Road, Chester

Fri 27 June Paddock Suite, Donington Park Circuit

Mon 1 July Quality Hotel, Roehyde Way, Hatfield, Herts

Wed 4 Sep St Helier, Jersey, Channel Islands

Full details are also at [www.msauk.org](http://www.msauk.org) and will be sent to clubs.

Important moves have just been made to help pull karting together and provide a ladder of success for beginners right through to the top and maybe even F1.

The Kart Control Board is a new body under the auspices of the MSA which brings together widely different sectors of the sport. From the clubs through to commercial operators and from circuits to the trade and kart schools.

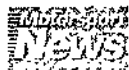
Chaired by MSA Chief Executive Colin Hilton, the KCB has already broken new ground by helping to establish an excellent talking point for every sector of this fast growing industry.

A new Pro-Racer Card has been developed between the KCB and Association of Race Kart Schools as an instant 'licence' for beginners taking part in commercial events where races can be recorded, watched by an experienced and trained official. With eight signatures the card can be used to gain an MSA kart race licence without the need for a practical test.

Training programmes are being jointly developed and shortly an entirely new set of guidelines for commercial non MSA race meetings will be published aiming to raise standards and increase safety across the board.

The KCB also lays down guidelines to help increase the safety of newcomers coming into the sport in high performance machines. It is expected to be widely accepted by circuits and operators across the country.

Further details from the BKIA at 01427 875900 or email [info@bkia.co.uk](mailto:info@bkia.co.uk)



REVIEWS FROM



**RED ARROWS** Ferraris on the Mille Miglia, Giannino Marzotto and Sergio Cassano, Giorgio Nada Editore. £50. ISBN 8879 11240 6.

There is arguably no one better qualified to research the histories of every Ferrari that ran on the Mille Miglia than Giannino Marzotto, winner of this epic event in 1950 and 1953.

Packed with a wealth of photographs, this in-depth format covers every year from Nuvolari's heroic 1948 drive in the 166SC to de Portago's horrific 1957 accident which terminated the event.

An extensive appendix covers every Ferrari runner, with section times, registration and chassis numbers – all headed by colour poster art for each year. The final chapter offers amazing revelations about Enzo's pre-war Mille Miglia strategy, highlighting his espionage on rival teams and secret refuelling tactics.

This quality 306-page title has a full English text and includes some fascinating reflective insights from Marzotto. An impressive work.

**VOLVO CARS 1927-2000 A** Cavalcade, Christer Olsson, Norden Media, via MRP Books, £20. ISBN 3 907153 01 4.

If nothing else, this glossy, beautifully presented hardback explodes the myth that all Volvos are boring. Poet and truck historian Olsson has deservedly won awards for his writing but this is lightweight stuff, reading in part like a Volvo marketing blurb – no great surprise considering the author's former role as the Swedish company's PR man.

Yet the text is informative and easy to read, as befits its coffee-table target market.

Good to see potted histories of bizarre prototypes, such as the Venus Bilbo, the experimental taxi, like the slammed spawn of a Metrocab with a Tatra 603, and 480 cabrio. A handy intro for the initiated, with lovely photos and outstanding repro – even the squarest of the square look good.

**FORD MODEL Y, Henry's Car for Europe**, Sam Roberts, Veloce Publishing. ISBN 1 9011295 885, £29.99.

The account of the conception, development, production and assembly of the first Ford designed for a market outside the US.

Painstakingly researched, it's full of hard facts, but unfortunately the sheer depth of material makes it text heavy, and so hard going to anyone but a dyed-in-the-wool Y fan.

Yet stick with it and you'll find it's full of information relating not only to the cars but the legislation of the time, along with a fascinating section on some of the earliest characters at Ford, such as 'Cast Iron Charlie' Sorenson.

**THE FIRST SIXTY YEARS, A club history of the Lancashire and Cheshire Car Club**, Eric Cheetham.

An interesting history in chronological order of the club from 1933 to 1993. Available at £2.50 plus 66p postage (cheques/PO's payable to L.C.C.C.) from Sarah Nield, Latham Hall Farm, Clay Lane, Altrincham, Cheshire WA15 8TY. E-mail: [sarah@lathamhall.freemove.co.uk](mailto:sarah@lathamhall.freemove.co.uk)

# MARSHALS POST

by the BMMC

Flagging is one of the most difficult – and at times frustrating – jobs to do at circuits and kart meetings.

It requires a lot of concentration and an ability to “read” a race – to know when leaders are approaching back markers, whether they are likely to “go for it” this time, soon after they pass you or whether you are better off keeping your flag in and leaving it for another post.

Even if you have acquired the skill of race reading – and it is something that can be learned over time – you will make mistakes, or be lured into them by drivers who seem to enjoy harrying up behind a slower

vehicle, only to ease off and slip into the pits, just as you present a perfect blue flag signal to a competitor who no longer has anyone wanting to pass.

The important thing when you are learning to flag is not to be too tentative. Make up your mind and stick the flag out. If you were wrong, then acknowledge it and chalk it up to experience. If you are uncertain, or just dithering, then keep the flag furled.

Flags are there for three main reasons – to communicate with drivers and your fellow marshals, to promote safety and to encourage discipline. You will find between six and eight – flags in the bundle for a normal circuit marshals' post. There will always be a red, white, yellow, green, blue and a red and yellow striped flag. There may also be a yellow and black quartered flag and, at some international

meetings, a second yellow flag.

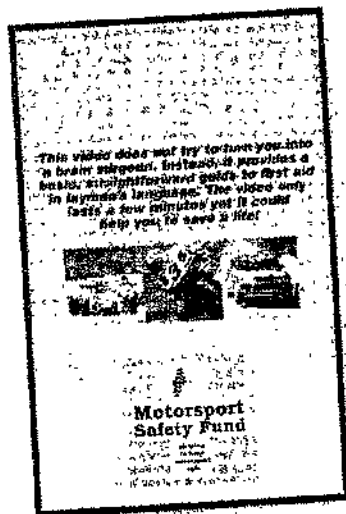
The red flag is always waved and means stop racing, the white indicates a slow moving competitor or course vehicle, the yellow flag indicates danger – and no overtaking – while the green signifies the course is clear, the blue flag is for overtaking, the red and yellow striped flag indicates a slippery surface and the yellow and black quartered flag tells drivers they must slow down to form a train of vehicles without any overtaking.

If you are flagging, always check you have the flags you need are all there as soon as you get them.

## QUIZ ANSWERS

1. Mike Hawthorn, Sunbeam
2. Lawrence Pomeroy
3. It was their first 4 wheeler
4. Alvis

# First Aid in Motorsport



A video giving a straightforward guide to first aid for all those involved or interested in motorsport.

It runs for just over 13 minutes and is available at £10 incl p&p from:

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

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

### Scottish Rally

8<sup>th</sup> - 9<sup>th</sup> 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 already have a list of approx. 25, but EVERYONE is welcome. 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

11<sup>th</sup> - 13<sup>th</sup> 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

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

From the pages of the TMC newsletter of May 1972.

Steve Lloyd relinquished the post of editor to Dennis Dickinson and took up the role of Secretary. Dinner Dance still not happened, maybe next month! Howard White wrote rather a concise piece on the techniques of hillclimbing, basically go like the clappers but stay off the green bits. No good for rally drivers. Hewspin had now got the Mini reliable, actually done 3 events without breaking!

Ken Goodall/Richard Ashcroft and Dave Lawton/ANOther had been out on the Holderness Rally along with the likes of Phil Cooper, Bob Bean and Don Fotherby (more names from the past) Anyway Ken and Richard ended up 11th O/A after literally sailing through Caydale Mill Ford. Dave Lawtons Cortina proved to be very competitive, finishing 8th O/A.

The Denmar 12 car rally was won by Roger Blamey/Drinkall from Hugh Edwards/Ian Wilson. Richard Jackson/Steve Hazeldine were 3rd with Stephen Charters/Firth 4th.

Alwoodley MC's 12 car had some more raves from the graves partaking, Steve Mills/Mike Tempest; Keith Marr/Lindsay Hudspeth-Sutton-MacKinnon; Marsh Newman/Frank-Stuart Brown and Sue Waddington (later Jackson)/Richard Jackson. Marsh/Frank ended up stuffed through a wall.

Steve Lloyd hit the headlines in Motoring News (you just cant keep a good man down), his recent fairytale "How the trolls learnt to fly" got into the hands of "Verglas" and was published for the world to read (but it was first read in TMC's newsletter!) perhaps we should run it again for the uninitiated.

It was also reported that a new change to the law meant that you could now park your car after dark on the road without lights subject to;

- 1 the road has a 30 mph limit or less.
- 2 No part of the vehicle is within 15 yards of a junction
- 3 the vehicle is parked close and parallel with its N/S to the kerb. (except 1 way streets)

.....Ends.

Richard Ineson.





Saturday 1st June 2002

7.00pm



The Imperial Hotel, Harrogate

# NORTHERN MOTORSPORT BALL 2002

Tickets £25

Includes 3 course dinner, disco and great evening

ORGANISED FOR COMPETITORS BY COMPETITOR

For tickets and more information, please contact

Nicola Harper  
01904 761173

Suzanne Barke  
01347 878049

All proceeds donated to Pennine Rescue

**MARSHALS REQUIRED**  
**TRACKROD BBQ HILLCLIMB**

**SUNDAY 14TH JULY 2002**

**HAREWOOD HILL**  
**HAREWOOD AVENUE**

**SIGNING ON 7:45-8:45**  
**FIRST CAR 9:00 am**

**SEE SIMON MARSTON AT CLUB NIGHT**  
**OR RING ON 07889152580**



**Note: BBQ Hillclimb.**

**Regs will be available from the beginning of May 2002 and 10 places will be held for a month at £10 discount for Trackrod members. Book early to avoid disappointment.**

**Graham Whitaker.**

# 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 MAY 2002**

- 1 5th, Royal Oak stages, Binbrook.
- 2 12th, Lion Forest stages, Northumberland. 40 miles £265.00
- 3 18th, John Overend Memorial Stages, Manby Lincs. Historic-  
Post historic.Modern
- 4 18th, S&M Roofing stages, Binbrook
- 5 26th, Wheelmeister rally, York MC, Leconfield. Sue Barker  
01347878049

Thanks to all who came out on Robin Hood, Harewood, Binbrook.  
Well done to Joe Taylor & Arthur Heaton at Binbrook, 28th O/A,  
2nd in class.

SEE YA.

PHILL

For info:

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

Daytime phone: 07836544037

Tel/Fax: 01924892311

## 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

[ ]

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[ ]

[ ]

[ ]

[ ]

[ ]

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Other -

state type

[ ]

[ ]

[ ]

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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.**

## MAY

- 7 Conservative Club, Gildersome
- 14 Admiral Hawke, Boston Spa
- 21 Royal Oak, Wetherby
- 28 Admiral Hawke, Boston Spa

## 2002 Dates

- 4 May Sprint, Curborough, BARC
- 12 May Autotest, Bury MC, ANCC Nat B
- 19 May Autotest, Ilkley DMC, ANCC Nat B
- 25 May Proflex Stages
- 2 June Autotest, TMC
- 9 June Autotest, Grimsby MC, Nat B
- 15 Jun Phoenix Stages
- 16 June Autotest, Airedale & Pennine Nat A
- 22 Jun Autospare Dukeries Rally
- 23 June Autotest, Huddersfield MC, Nat A
- 7 July Autotest, Durham, Nat A
- 20 Jul Opposite Lock Rally
- 10 Aug Sprint, Curborough, BARC
- 18 Aug Sea King Stages
- 18 Aug Autotest, Hartlepool & DMC, Nat B
- 1 Sep Lightning Stages
- 8 Sep Autotest, Alwoodley MC, Nat B
- 15 Sep Lindisfarne Rally
- 28/29 Sep Rally Yorkshire
- 29 Sep Autotest, Lancs & Cheshire, Nat A
- 5 Oct Sprint, Curborough, BARC
- 12 Oct Harold Palin Memorial Stages
- 26 Oct Autotest, Kirby Lonsdale MC, Nat A
- 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>Chief Marshal</u>	
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