

TRACKROD

MOTOR CLUB LIMITED



I see you got those front brakes sharpened
Caroline?!

Wheelmeister Stages, Leconfield, 2002

June 2002

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

Another bumper issue, hope it's a good read.
Graham Steggles Ed.

CHAIRMAN'S CHAT – JUNE 2002

International motorsport seems to have come under the spotlight this past month. I suspect that whilst it may make more people aware of our sport (and who said there is no such thing as bad publicity) it really does demonstrate the fact that we are in the realms of "big business" with little to do with what most of us consider to be real sport!

Firstly the "fiasco" at the Austrian GP, with team orders from Ferrari instructing Barrichello to allow Schumacher to overtake during the last lap, so that Schumacher could "win" thereby gaining maximum points to further secure his lead in the championship.

It is interesting to note that the rules of motorsport were originally derived from horse racing – terms such as "Clerk of the Course" and "Steward" are a direct link. I strongly suspect that if a jockey pulled a horse during the final lap the Stewards would hold an enquiry on the spot! No doubt we will all be the wiser after the FIA World Motor Sports Council meeting in Paris on June 26. I strongly suspect that if the matter can wait that long it will be a cosmetic exercise. If there was any danger of "bringing motorsport into disrepute" charges being made they would probably have been made by now – but I could just be wrong!

Rallying hasn't been much better. I did feel a bit sorry for Gronholm having being excluded for receiving "assistance" outside the official area (after all they could have given him the same information over the radio without penalty). But rules are rules and that particular one is designed to prevent illegal servicing in order to achieve a more "level" playing field for all. Burns' subsequent exclusion for his 206's flywheel being 20 grams underweight just added to Peugeot's bad weekend. 20 grams is not a lot especially when the flywheels "proper" weight is some 2,940 grams. Just over half of one percent error cost him the title. Wonder if there are now some career opportunities as a Peugeot mechanic?

On the domestic front, regs are now available for the Morley Waste Traders Hill Climb – get your entries in early!! We made an excellent contribution to our Larkspeed League points at the rally last weekend organised by York Motor Club – well done everyone, no doubt there will be many reports elsewhere. Please can I take this opportunity to dispel "fears" regarding the forthcoming rally marshal licensing and training. If you choose to do absolutely nothing, you will still be able to marshal, certainly for the immediate future. Individual events, and/or the MSA may ultimately express a preference for properly trained marshals and if I have to be honest, I think this is a necessary step to ensure the future of our sport.

To be a Grade 3 (entry level) marshal all you need is the support of your Motor Club to certify that you have attended the requisite number of rallies. Grade 2 is also very easy – a few more events plus attendance at a training evening – say 2 hours max. This is not the Open University! And please do not anybody else say "I have been marshalling for xx years why do I need training". We never stop

learning and hopefully improving. Whilst it may be a hackneyed expression at least we should then all be "singing from the same hymn sheet".

From a Rally Yorkshire perspective I have asked all the senior officials to attend the training session in York on the 13th June. If you can also make it that evening – great. If not, I have been assured that the ANCC, or indeed Trackrod, can host a training evening which will fulfil the requirements. Thus there will be no need to travel a long distance or incur extra expense to become a Grade 2 marshal. The process and training modules to ensure further progression to Grade 1 are still being developed. If you have any residual concerns please feel free to ask. Whatever – enjoy your motorsport!!

Rod Parkin

Secs Bit.

Trackrod is looking for a secure place to keep its equipment any offers or suggestions that are cheaper than where we are now?

Hopefully we will achieve good Larkspeed League points this year so as to return an event into circulation again.

The inter club events are being supported by the same people so why not get that road car out and have a go for your own enjoyment and also to stuff it to other clubs. Come on where's your sporting competitive spirit?

There is a cause for concern with certain Town & country Planning regulations which you can read about in this issue.

Membership is up and still counting.

Marshalling is going strong due to the commitment of Phill and his crew and others. I'm sure every competitor will thank all of you for enduring some rather strange weather this year so far.

Don't forget the June Jesters Autotest at Melbourne in...June.

The Rally Yorkshire organisers must be snowed under by this time so if you want to be involved get asking.

G.Steggles (Secretary)

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3 May 2002

MANUFACTURERS SUPPORT MSA MARSHALS' TRAINING

The four UK-based works rally teams are offering exclusive prizes for those who attend the Motor Sports Association's forthcoming training evenings for rally marshals and who subsequently join the MSA National Marshals' Register. Mitsubishi, Ford, Hyundai and Subaru will each offer invitations to a test session or a pre-event shakedown, to get behind the scenes of a World Rally Championship team. All rally marshals joining the Register by 30 September 2002 will go into the draw.

MSA Chief Executive Colin Hilton said: "I am delighted that the British-based manufacturers are supporting this initiative. They clearly share our conviction that rallying, like every branch of motor sport, cannot exist without a core of experienced, well-trained volunteer marshals. The factory teams and drivers represent the very pinnacle of the sport, so it is good to see them helping the governing body secure the grass roots upon which British rallying is based."

Colin Hilton also confirmed that funding for the training scheme was now in place, with the help of a substantial grant from the British Motor Sports Training Trust (an independent registered charity). The remainder of the costs will be met by the MSA itself.

The marshals' training evenings (listed below) arise directly from the report of the Rally Safety Study Group and form a major part of the MSA's plans to prevent future incidents placing rally spectators at risk.

Rally Marshal Training Evenings

Each evening starts at 19.45 and features a 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.

- Perth - Monday 10 June at the Huntingtower Hotel, Crieff Road
- Carlisle - Tuesday 11 June at the Swallow Hilltop Hotel, London Road
- Belfast - Wednesday 12 June at the Fitzwilliam Hotel, Aldergrove International Airport
- York - Thursday 13 June at the Marriott Hotel (ex Chase), Tadcaster Road, Dringhouses
- Droitwich - Monday 17 June at the Raven Hotel, Victoria Square
- Basingstoke - Tuesday 18 June at the Holiday Inn (ex Posthouse), Grove Road
- Exeter - Wednesday 19 June at the Devon Hotel, Exeter Bypass, Marsh Barton, Matford
- Cardiff - Thursday 20 June at the Quality Inn, Merthyr Road, Tongwynlais (M4 j32)
- Isle of Man - Monday 24 June in the Hospitality Suite, TT Grandstand, Douglas
- Chester - Tuesday 25 June at the Holiday Inn (ex Posthouse), Wrexham Road
- Donington - Thursday 27 June in the Paddock Suite at Donington Park Circuit
- Hatfield - Monday 1 July at the Quality Hotel, Roehyde Way
- Channel Islands - Wednesday 4 September in the Town Hall, St Helier, Jersey

NEW MEMBERS

Trackrod welcomes the following new members.

Matthew Taylor
Martin Turgoose
Shirley Snape

Vicki Gaddas
Graham Snape
David Dykes

Disturbing News.

The Government is considering abolishing the 14/28 day rule concerning Permitted Development Rights within Town & Country Planning which allows 'change of use' to land without formal planning permission.

Baker Associates have prepared a report for the Government and one of the proposed options is the complete removal of these rights for Motorsport, Clay pigeon shooting and Boot Fairs. This would directly affect the majority of motorsport events from autotests to stage rallies and everything in between.

The Baker Associates report is fundamentally flawed in its research according to LARA (motorsports national forum).

Trackrod Motor Club has written to Local Government to try to assist in the intervention of these new plans as if they went through any events using farm land would have to go through planning permission procedures.

Some major implications of this are:

- Motorsport would possibly not be able to happen at PR sensitive venues.
- Local economies would suffer as larger events generate business for local traders. (not to mention land owners who have suffered recently)
- On a wider scale associated business would suffer from the lower demand of ancillary parts for vehicles. (less wear)
- Possible support of illegal non organised Max Power type events.
- Possibility of illegal timed events on public roads

In a time where motorsport is suffering at club level to attract new people into its realms this may actually help support the very thing the Government is trying to stop, being the illegal use of land for the use of motor vehicles that cause nuisance. (youths riding motor bikes or cars on land)

If you feel you would like to help, then contact me for further details. It only needs a letter from you to your local MP. I have a draft you can use.

G.Steggles
TMC Secretary.

WDMC Autotest 22nd May 2002.

Wednesday saw Wakefield and District MC hold a grass autotest as part of the inter-club championship with ourselves, Wakefield and Huddersfield MC's. The only previous event up to now has been a Navigational Scatter so a different approach was needed for this particular even. The series is made up of various different disciplines for those who didn't read that bit of their mag, which comprise of autotests, navi scatters and PCT's amongst others. Anyway, up for a laugh, Graham Steggles and I decided to brush off the cobwebs on the old Sierra beast and have a bit of a giggle.

Successfully navigating our way there, a small entrance into a what looked like a ploughed field was arrowed so in we went, and dropped a foot into a field full of cow sh*t. Good job this was the right field because it didn't look like we were getting out again!

A multitude of vehicles arrived. Ranging from the usual Mini and Metro specials, new style escorts and astras (**must have been a company car. Ed**) and finally Mr Apperley showing off of course in his slightly beaten up Subaru! (Sorry Andrew!) Not forgetting of course our big ol' beast of a Sierra. Dave Hemmingway also turned up in a scrapyard's finest Fiat Uno, not expecting to even get to the event in it, never mind compete, well Dave, at least you got your money's worth out of the petrol left in it!!

So we got underway. I don't know if anyone has tried it, but the first test comprised of turning full circle in a box that measured no more than 8 metres across, no mean feat in a Sierra! Nevermind, we battled on.

Tests varied including reversing and as more cars attempted the tests, the deeper the mud became! The only beneficiary of this was of course Mr Apperley who still managed to chuck his car in almost every direction.

Some interesting tests made the event great fun in a rear wheel drive Sierra and eventually, it was a case of do what you can to gain momentum on the mud and so, hanging out of doors, sunroofs and reducing the tyre pressure to zero were all tactics employed by many! Personally, I benefited by opening the door and leaning out as far as I could!

What a laugh. Anyway having had great fun, I managed to win my class (well I should hope so, there was only 2 of us in it...sorry graham!) But only to be protested by our ever-defiant editor who claimed to be the victor due to penalties imposed upon him! – Better luck next time Graham, get practising!

(You Know Simon! I don't know how much you paid those 2 time keepers but they both saw the double penalty you did. Maybe it was for certain favours afterwards? Ed.)

For those who have never tried autotesting on grass it is very highly recommended and great fun. Maybe we should try the Boxing Day autotest in this manner, what a laugh. **(Ditto. Ed)**

Simon Taylor

2002 Rolling Calender

June 2002

- 1st Northern Motorsport Ball – Harrogate See Ads in Magazine
- 2nd TMC Autotest – Melbourne, York. See D Lee
- 2nd Mad Video Stages Rally – Swindeby
- 8th/9th Three Swans Road Rally – Selby
- 8th/9th Scottish Rally – Pirelli British Rally Championship
- 9th Autotest Grimsby MC. National B Status
- 9th FIA Canadian Grand Prix
- 13th MSA Marshal Training – Marriott Hotel York. 7.45pm
- 14th-16th WRC Acropolis Rally - Greece
- 15th Phoenix Stages Rally
- 16th Autotest Airedale & Pennine MC. National A Status
- 19th Autotest WDMC see A Apperley
- 22nd Dukeries Rally - Mansfield
- 23rd FIA European Grand Prix
- 23rd Tyneside Stages Rally – Otterburn, Newcastle.
- 23rd Autotest Huddersfield MC. National A Status
- 30th TMC Go Karting @ Tockwith. See S Taylor. Details to follow

July 2002

- 5th-7th Jim Clark Rally, Duns – Pirelli British Rally Championship
- 7th FIA British Grand Prix
- 7th Autotest Durham MC. National A Status
- 7th Armstrong Massey Rally – York/Hull
- 12th-14th WRC Safari Rally – Desert Somewhere!
- 14th TMC BBQ Hill Climb - Harewood
- 16th TMC River Boat Trip – York. See S Taylor
- 20th Opposite Lock Rally – Manby/Swinderby
- 21st FIA French Grand Prix
- 21st PCT WDMC. See A Apperley/D Hemingway
- 28th FIA German Grand Prix

August 2002

- 1st-3rd Manx Rally, IOM – Pirelli British Rally Championship
- 8th- 10th WRC Rally Of Finland
- 10th Sprint – Curborough. BARC
- 18th Sea King Stages Rally - Leconfield

18th Autotest Hartlepool MC. National B Status

18th FIA Hungarian Grand Prix

23rd-25th WRC Rallye Deutschland

September 2002

1st Lightning Stages Rally

1st FIA Belgian Grand Prix

6th/7th Ulster Rally – Pirelli British Rally Championship

8th Autotest Alwoodley MC. National B Status

11th Autotest WDMC. Clubman See A Apperley

15th Lindisfarne Rally

15th FIA Italian Grand Prix

20th-22nd WRC San Remo Rally

28th/29th Trackrod Rally Yorkshire – Pirelli British Rally Championship.

October 2002

4th WRC Rally New Zealand

5th Sprint - Curborough. BARC

6th PCT – WDMC See A Apperley

12th Harold Palin Memorial Stages

13th FIA Japanese Grand Prix

26th Autotest Kirby Lonsdale MC. National A Status

31st WRC Rally Australia

November 2002

12th Navigational Scatter – TMC See A Apperley

14th-17th WRC Network Q Rally Of Great Britain – Cardiff

27th Time Trial – WDMC See A Apperley

December 2002

7th Grizedale Stages Rally

11th Westgate Stages WDMC – See A Apperley

26th Boxing Day Autotest – TMC See A Apperley

January 2003

18th Trackrod Motor Club Annual Dinner Dance. Venue TBC

19th Pie & Peas Disco Night WDMC Championship Presentations



Wheels

FULLY BOOKED

There seems a glorious irony in the fact that one of the largest dotcom companies finally moved into profit through selling... er... books. Books – surely you remember them: bits of cardboard with sheets of paper between them, those things that were going to be made obsolete by the Information Technology revolution. Even more ironic is the fact that among the best sellers are business books telling the stories of the ups and downs – mainly downs – of the dotcom world, and very funny some of them are too (I can only apologise if you got caught with dotcom shares and I am intruding in your private grief). Maybe people will learn from such books and be on their guard when the next new idea is overhyped.

And what's all this got to do with motorsport? Well, simply that I believe drivers can learn by reading books about the successes and failures of earlier generations so it's encouraging that book collecting could even be on the increase.

But if you want to start a collection, I think you should pause for a moment. So many motoring books have been published that you need to be selective and perhaps just collect books on a particular race or rally or championship series or... well, whatever turns you on, maybe books about teams,

drivers or even a particular era.

Then decide whether you are a reader just interested in the contents, or a collector interested in a book as a work of art in itself. If you're the former then you won't be bothered whether a book is a first edition or has a dustjacket; in fact logic suggests that if you're only interested in the words then a second or third edition should be better than a first because it will have had any errors corrected. But logic doesn't play much of a part in collecting, thank goodness.

Instead of first editions, you could build a collection of signed copies or, as one leading journalist does, books with special inscriptions by the authors – "To Fred for all your help" or whatever. I'm not keen on them myself but they do have one merit – the writing is likely to be that of the author's and not a forgery. Keep in mind that some authors are such prolific signers that their *unsigned* copies are probably rarer.

And buying books? Well, automobilia auctions are one way, sometimes an exciting way because you may pick up a bargain on a slow day, but don't get caught up in a bidding war that drives out sanity. With rare exceptions, there'll always be another copy of a book available somewhere. Charity shops were once a fruitful source for bargains but they're less so now because rarer works get

recognised and hence more sensibly priced.

Get hold of a catalogue from one of the specialists who advertise in the enthusiast press – Les Wilson's recently hit my doormat and it did so with a thud because it's 70 pages of secondhand books, magazines and sales brochures for sale. The books on offer range from ones by Mike Hawthorne at under a tenner to Ferrari material at nearer fifty. And incidentally, if you decide to collect sales brochures instead, there's one for an Austin Maxi (be honest – you've always wanted to own one) for under three pounds.

But I think I'd better end with a word of warning: book collecting can be addictive. If you find yourself living in a shed in the garden because your house is full of motoring books, that's when you'll wish you'd skipped that rare one on the Maxi and bought 'Maintaining a Happy Marriage' instead.

Stuart Turner



COD FILLET QUIZ

1. Which Rolls Royce came after the 'Silver Ghost'?
2. Who was the tight-trousered Swede who won the Ladies European Rally Championship three times?
3. Which model of MG took over where the J2 left off?
4. What 2 words best describe the Lotus 56B?

ANSWERS ON PAGE iv

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

From the pages of the TMC newsletter of June 1972.

The dinner dance finally took place at the Hotel Metropole with 75 bods in attendance, not bad for a fist time! The following day a chap called Ineson got FTD at the Shipley & DMC autotest at John O' Guants Car Auctions and Keith Marr won his class.

There was a navigation class held at the Shoulder of Mutton, Kirby Overblow, but alas those not taking part talked too loudly for the class to listen. Agreed to hold the class at a later date in a private room!

Only 12 cars turned out for our latest PCT at Whin Park, however some potential competitors were away doing the CD Bramall Trophy Rally.

The Semperit Rally had 4 TMC crews copmpeting, but 2 non started and Andy Mackay/Mike Tempest retired after a wall jumped out and hit the car! Steve Rathbone/John Kitchell got their mini to 8th in class and 30th O/A.

David Taylor gave us a brief report on Harewood Hillclimb and Howard Whites class win and Davids own 5th in class 2 in this his first hillclimb. Mention was also made of Howards class win in a sprint at Topcliffe. Obviously the gremlins had by this time deserted the Hewspin Mini.

Steve Wren now residing stateside gave us a lengthy dissitation on the antics encountered in autocrossing and promised to keep us posted on developments with his turbo'd Mini - Yes in 1972!

Finally Richard Jackson/Dennis Dickinson were seeking assistance from anyone prepared to sacrifice their summer holiday to service for them on the Olympic Games Rally in Germany. Watch out for reports in future reflections.

.....Ends.

Richard Ineson.

Manufacturers support marshals' training

The four UK-based works rally teams are offering exclusive prizes for those who attend the MSA's training evenings for rally marshals and who subsequently join the National Marshals' Register.

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Group and form a major part of the MSA's plans to prevent future incidents placing rally spectators at risk.

Evenings take place in Perth, Carlisle, Belfast, York, Droitwich, Basingstoke, Exeter, Cardiff, the Isle of Man, Chester, Donington Park, Hatfield and the Channel Islands. Full details are on the MSA website at www.msauk.org.

In brief...

- The Cadet Kart package raffled at the Autosport International Show was won by John Bagley of Warwick. The MSA would like to thank Martin Hines at Zip Kart, Mark Burgess at Karting Magazine and ARKS for their support. All proceeds went to the Training Trust.
- In accordance with the agreement between the MSA and the Forestry Commission, new charges now apply for special stage rallying. Until 31 March 2003, the charges are: primary use £392 (old charge £389); secondary & subsequent use £289 (old charge £287).
- Scots competitors have been awarded a total of £23,560 by the Lottery Fund Talented Athlete Programme. The successful drivers were: John Bennie of Glasgow (£7,760 for rallying), Robin Liddell of Northampton (£3,000 for saloon car racing), Gordon Shedden of Dunfermline (£9,800 for touring car racing), and Barry Sime of Paisley (£3,000 for Formula 3 racing).

Motor sport safety in pole position

The Motorsport Safety Fund (MSF) has enlisted Sheffield Hallam University's help to ensure that UK motor sport's rescue facilities continue to be fast, effective and as up to date

as possible.

The MSF is a registered charity, set up to promote best safety practices in the sport in the UK and to share that information with other parts of the globe.

It has joined forces with the University's School of Engineering for a thorough evaluation of the equipment used by trackside rescue units.

Rescue units must be present at all race meetings, rallies and speed events in case a competitor is injured or becomes trapped in a vehicle. The units are crewed by up to five experienced volunteers, who are trained to use cutting and other rescue equipment. They work alongside a doctor or paramedic, who uses on-board medical equipment to care for the casualty.

A trustee of the MSF explained why research of this kind is so important: "Rescue units and what they have on board make an important contribution to motor sport safety.

"The purpose of the study was to get the views of those most closely involved about what equipment they find most useful, what else they think should be carried and, equally, what could safely be dropped from the list.

"Britain has one of the most crowded and competitive motor sport calendars of any country and motor sport engineering companies who are at the leading edge when it comes to new developments.

"The MSF believes it is only right that the sport in the UK is at the forefront in safety and the Trustees are delighted that Sheffield Hallam have helped with this study. The results are expected within a couple of months.

Off-Road motorsport attracts international and TV media interest. The 2002 season is now well underway and looks set to be a great year. The first round of the Goodyear British Off-Road Championship saw a strong entry of drivers registered. The reigning champion Paul Choat won the opening round, with Richard Kershaw a very close second and past champion Bruce Tigwell in third.

This year's championship has also attracted for the first time, a works entry from Mitsubishi Motors UK – a Shogun Pinin driven by Colin Reid. He took a fine production class win and 14th overall, finishing ahead of many bigger and more powerful standard vehicles and off-road specials. This year is also a first for an Off-Road event, the championship is using a 'control tyre' the Goodyear Wrangler MT/R, a less aggressive tyre than many competitors would normally use.

Following the first round all agree the tyre proved to be very good and performed better than many had thought. Goodyear sponsored driver Glen McKeith, who has competed on the MT/R for some time, has shown that they are less prone to punctures owing to the design and offer grip in deep mud and gravel tracks.

Interest in off-road motorsport from international companies like Mitsubishi and Goodyear is helping to raise the profile of the sport. Off-road motorsport is also being featured as part of a new TV programme on the Discovery Home & Leisure channel. Look out for the 'Off The Road' series which starts on June 11th at 10pm, programs will feature Comp Safaris, CCV Trials and Challenge events.



REVIEWS FROM



CAR BUILDER'S MANUAL, Lionel Baxter, Haynes Publishing, £16.99. ISBN 1 85960 646 6.

One line on the book says it all: designing and constructing your own car from scratch. It's not for the fainthearted then, but, even though it focuses on specials and kit cars, there is a surprising amount of information that would benefit any car owner.

Read this from cover to cover and it will give you an understanding of how all cars are put together and why. There are informative chapters on the evolution of chassis design, which suspension system to use and every other aspect up to a bottom-end overhaul.

The practical illustration (in diagrams and colour photography) is brilliant.

BRITISH TRIAL DRIVERS, Their Cars and Awards 1919-1928. David Cowbourne. Available from Smith Settle Ltd, Ilkley Road, Otley, West Yorkshire LS21 3JP, tel: 01943 467958. ISBN 1 85825 151 6.

This exhaustive series on pre-war British rallies and trials now turns to the vintage years.

Again historian Cowbourne does fastidious research on the trials revival after WW1: as well as tables of all runners on key events such as the Land's End, 'Edinburgh' and Scottish Six Days, he details the route changes and award winners.

The amazing data is complemented by evocative photographs and maps plus a selection of club badges and medals from Cowbourne's extensive collection.

Anyone interested in vintage motoring will appreciate this dedicated work.

MORE MICROCARS, Tony Marshall, Sutton Publishing, £14.99. ISBN 0 7509 2668 6.

This 160-pager is worth the asking price if only for the comic relief.

Feast your eyes on the quite extraordinary Fairthorpe Atom Wagonette panel van, a yumping Lightburn Zeta on the '64 Ampol Trial and a pneumatic love goddess desperately trying to look seductive aboard a Nobel Sporty pick-up.

This is a wonderful book complementing the author's earlier *Microcars* and, though essentially a photo album, the captions are lengthy and informative.

DISTANT THUNDER - WHEN MIDGETS WERE MIGHTY, Dick Wallen, \$125, from Racing Classics, PO Box 10561, Glendale, Arizona 85318-0561, tel. 001 623 566 5578 or visit www.racingclassics.com

This latest masterwork took three years to complete. In it, midget specialists contribute chapters which, combined with a wealth of wonderful photographs, paint a vivid picture of this popular sport.

From pre-WW1 cyclecars to the '40s glory days where Ruttman, Vukovich and Ward cut their teeth, this leaves no mudpat unturned.

Driver portraits, programme memorabilia and some dramatic spills all add to this wonderful book.

MARSHALS POST

by the BMMC |

It's surprising how few people – even ardent motor racing fans and a few drivers – know just what all the flag signals you see on a circuit, or on rallies nowadays, stand for.

In the last *Wheels* we said that flags are there for three main reasons – to communicate with drivers and your fellow marshals, to promote safety and to encourage discipline.

Let's look at safety first. The flag you've probably seen most of all is the yellow flag. Held stationary, it means "Danger, slow down sufficiently to ensure that full control of the vehicle can be retained, no overtaking."

When it's waved, the yellow means: "Great danger, Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action, including

stopping if necessary."

British rules differ from International regulations. Here, we precede a waved yellow flag with a stationary yellow flag. Incidents on the track, just off it and close to the track, where marshals or a circuit vehicle is involved or the driver is still in the car will usually prompt a waved yellow.

A car that is further off the track or an incident where the driver and marshals have retreated to the banking could be covered by a stationary yellow flag, meanwhile, the post after an incident will display a green flag to show drivers it is safe to start racing again.

Where safety permits, yellow flags are replaced as soon as possible by a hazard board – a yellow triangle with an exclamation mark. The hazard board allows drivers to overtake, but warns them that a hazard is still present and gives the marshals the flexibility to display a waved or stationary yellow flag again if a further incident occurs – and they do!

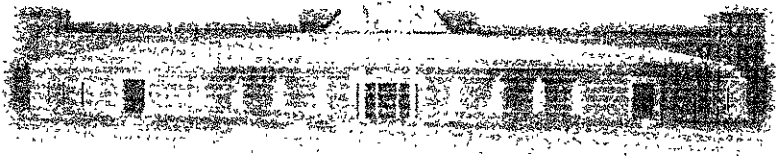
The hazard board is a uniquely British phenomenon – as is the black and yellow quartered flag – or "Battenburg" as it is commonly known after the yellow and pink quartered sponge cake!

Think of the Battenburg as a surrogate safety car. It should be displayed in the direction of racing – held stationary – and tells the lead driver to slow to around 50 miles an hour. Since it also means "No overtaking," everyone should form up behind the leader and the train continues round the circuit giving marshals sufficient time to clear an incident – after which the green flag is shown at the start line, the yellow and black quartered flags are withdrawn and racing starts again.

QUIZ ANSWERS

1. The RR 20 in 1922 (Before the Phantom in 1925)
2. Ewy Rosqvist
3. The PA
4. Jet engined (Gas turbine will do)

Heritage Motor Centre



Home to the largest collection of historic British cars in the world.

A unique venue for your meetings, conferences & events.

Heritage Motor Centre, Banbury Road, Gaydon, Warwick, CV35 0BJ

Tel: 01926 641188, Fax: 01926 641555

e-mail: enquiries@heritagemotorcentre.org.uk, www.heritage.org.uk

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

Proflex stages 25/5/02

G.steggles/E.Bain Peugeot 205 GTI car 42

Having eventually found the venue, (arrows after the junctions!) the course looked very interesting and different. The main points being a banked outer track and a water splash enclosed between two concrete walls! Exciting on slicks.

First stage, first corner and Warren Philiskirk hit the barrier hard in his 6R4 damaging the rear body work, ripping off his tailgate, bending the roof down and losing a corner from the rear suspension. A small halt to proceedings was at hand whilst they cleared the track. This was to be the only waiting we had during the whole event. Excellent organisation meant we actually had the allotted service times with negligible queuing in the stage start.

I had never been to Leyland test track before but as a single venue its great. Foot planted around the banked curving with loads of grip. Got my remoulds extremely warm any way. The standard brakes have started working albeit with loads of pedal pressure, so much so that I bent the foot plate on the brake pedal! Bent back and fitted with an alloy plate over the top has sorted it out.

With the first 30 cars all finishing 5th or higher in previous events the quality of vehicles there was top notch. A little off putting for the likes of us but I was determined to finish this event. I set a target of 22nd O/A and drove the tyres off the Pug. Literally! Luckily a tyre van was there so I invested in some proper tyres, but being from Yorkshire managed to finish on the worn remoulds.

After no mistakes apart from a broken Navigators door mirror on a chicane everything looked good and the stages passed quickly. It didn't rain as forecast and the only time we were wet was negotiating the water splash. Hairy or what? Going in on slicks, by the time I realised that we were floating towards high concrete walls we were out onto the track again, but kept the old ticker going. A nice tight infield meant the Pug could be played with on the throttle and some interesting hill sections were included.

A great day and a finish of 21st O/A 7th in class made me feel like the Pug is now coming together as a package. (only 2 years later) Thanks to Jim & Michelle for servicing and Simon Taylor for the lone of a tow vehicle. Now all we had to do was get to Leconfield for Saturday night Scrutineering!

G.Steggles.

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



Made it to Saturday scrutineering after coming from Leyland with minutes to go before it closed. Arrived in the hotel safe in the knowledge that the car was ready and I had new tyres for the event.

Sunday morning and its raining! Standing water meant that we fitted road/rain tyres. After the first (late) stage we had the Pug flying over the puddles (re: lakes) and finished in 16th O/A. This looked good as everyone else must have slicks/ inters on?

3 Trackrod crews were out in the Larkspeed league event and all made it round safely. For one stage it dried up so I could finally fit my new slicks. Incredible. Why have I bothered with remoulds up to now? The front end grip was amazing giving very good turn in so that throttle could be applied all the way around the corner instead of playing with it trying to balance sliding and grip!

Unfortunately, or fortunately depending on how you look at it, it rained again so the wets were put on again.

Now, we found ourselves in front of a Subaru at one point and whilst negotiating a tightening 90 left through chicane I decided to keep left out of it to let it past. Only thing is the Scooby had cut the chicane over the grass and was heading for my N/S door! Very disconcerting. We followed this anus for a while until it disappeared into the 'Box'. As we entered it we saw it cutting the whole box out and going through the other side. We continued correctly but the Scooby had gone. On consultation with The Clerk he said that he knew of the problem and would talk to the crew.

At the end of the meeting we had another talk and found that he had been let run with the proviso that they would not be included in the results as the turbo wasn't sealed. They didn't take a max like they had said and the results stood even though they had course cut blatantly (a marshal had reported them as well) and driven dangerously on at least one time. This is the first real situation that I have encountered in my rallying time and hope it will be the last but reflects badly on the organisers as the offending crew has quite obviously got away with it! It's a bad situation for us that try to keep to the regulations and rules and I hope that this is in fact a one off occurrence as other wise there may be some nasty 'accidents' when we are all on the limit out there.

That said as the results stand we finished 17th (16th in reality) and 7th in class again. Apart from the rain and being soaked whilst changing wheels the day was highly enjoyable (apart from the waiting at stage start due to delays with the track every stage) and Trackrod got good results for the Larkspeed League with Caroline and Michelle finishing 3rd in class, Derek Marshal and John McNichol 3rd in class and us.

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	Grey	£11.00
S (40") M (44") L (47") XL (50") XXL (53")	Navy	£11.00
Roll Neck	Black	£16.00
S-M-L-XL-XXL	White	£16.00
Rugby Shirt	Red/Black	£22.00
S(36") M (40") L (44") XL (48") XXL (50")		
Short Sleeved Shirt (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

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 JUNE 2002

- 1 2nd, Mad Video Bloodhound stages, Swinderby
- 2 3rd, Millbrook Stages
- 3 8th,9th, 3 Swans Road rally, 125 miles, £49.00
- 4 8th,9th, Scottish Rally
- 5 16th, Weeton Camp Stages
- 6 22nd, Dukeries Rally

Thanks to all marshals on Binbrook, harewood & Leconfield.

For Sale: Carlos Sainz works TTE race suit, I'm informed that it's the only one he has autographed! Price £1500 no offers.

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

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:	
	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.

JUNE

- 4 Conservative Club, Gildersome
- 11 Admiral Hawke, Boston Spa
- 18 Royal Oak, Wetherby
- 24 Admiral Hawke, Boston Spa

SOCIAL SECTION

DATES FOR YOUR DIARY:

Sunday 30th June 2002

Go-Karting at Tockwith (Venue To Be Confirmed)

Cost approx £15 - £20

More details will be available soon, get the date in your diary!

Tuesday 16th July 2002

Boat Trip, River Ouse, York.

Two options are available, either leaving York City Centre at 7.30 or leaving at 9.15 for a ghost cruise.

Let me know which you would prefer and that one will be booked. Costs are yet to be arranged, dependant on numbers nearer the time.

Saturday 25th January 2002

This date is reserved for the Annual Dinner Dance and Awards Presentation. Venue still TBC.

Any ideas for this years venue will be greatly appreciated. Again, let me know and costs should be around the same as last year (£18.95 p.p.)

Simon Taylor.

Your 2002 Committee

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u> <u>PR Officer/Web site/Editor</u>
Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 2262422 (h) 07850 783555 (m) rod.parkin@virgin.net	Michelle Plevvey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevvey@kpmg.co.uk	Graham Steggles 1 St John's Court Thorner LS14 3AX 0113 2893641(h) g.steggles@virgin.net
<u>Social/Merchandise</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 Altofts 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@lmu.ac.uk
<u>Equipment Officer</u>	<u>Trophy Points</u>	
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	<u>Chief Marshal</u>	
	Phill Andrews 01937 588696 (h) 07940 250022 (m) pg.andrews@talk21.com	