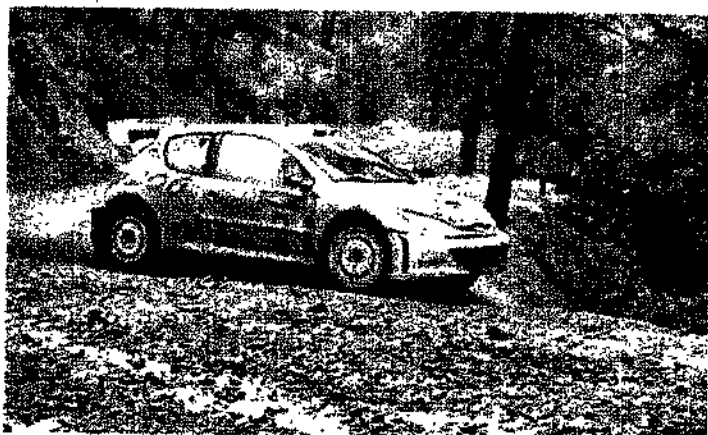


TRACKROD

MOTOR CLUB LIMITED



Marcus Gronholm
Stage 18 Vavatsinia of the Cyprus Rally
Photo courtesy
Marcel ten Caat

July 2002

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

Editorial

Thanks for articles this month, all are appreciated.
Graham Steggles Ed.

CHAIRMAN'S CHAT – JULY 2002

Good to see so many Trackrod members at the recent Marshals training seminar in York. The original plans were for a room to accommodate 100 people, this seemed a little low for a region well known for its love of rallying, so the capacity was increased to 180. On the night a further 20 chairs were provided and more than 60 others filled the back and sides of the room – I counted 262 people in all!

It has to be admitted that the vast majority of those attending were “seasoned . regulars” but it does demonstrate the commitment to our sport. We now have to look at recruiting and training many new Marshals.

Many of those attending will be able to obtain their “grade 2” Marshal licence immediately (having marshalled on the requisite number of events and attended a training evening). Some are able to grab so-called “grandfather rights” and get Grade 1 status provided they produce evidence of suitable experience. This experience seems to be at Stage Commander and Sector Marshal level. Please feel free to discuss this with me if I can help. For those of you who were not able to attend we will be arranging some local training evenings where you can obtain your form and get it stamped as proof of attendance.

Sadly as I write this I have heard of the deaths in Donegal, another tragedy affecting rallying. Whilst we will never be able to have 100% safe events, if the current Marshal training and spectator safety initiatives prove successful then we should be able to demonstrate our acceptance of tighter controls and provide a safer environment for all. This also applies to the competitors, as was highlighted by a comment at a recent ANCC meeting – the competitor wants to be sure that the track is safe as well – can you imagine how you would feel if you seriously injured someone (or worse) because of your actions, unintentional or not. We all get “wrong calls” or simply make mistakes, not to mention the possible consequences of component failure.

Have fun – and keep it safe!!

Rod Parkin

Secs Bit.

Notice of Trackrod Motor Club AGM is given to be held on 1st August 2002 at Gildersome Conservative Club 8.30 for 9.00 start. In this issue is the nomination form if anyone wishes to stand for committee.

Junes committee meeting discussed the ongoing 14/28 day rule and TMC has written to a local MP who has sent it on to Parliament. Accounts are still outstanding from our major events including 2 sets from the Lookout. It looks like there may be an EGM this year for accounts completion. We now have 120 members. The web site has now had 3400 plus visitors and counting. The June Jesters autotest did not run due to lack of entries, to be rescheduled. The Larkspeed League is doing well with more members entering the events, Derek Lee is TMC captain. Lookout class structure to be looked at to fall in line with other events. Katy Lee is taking over the Trophy points and is waiting for information to be passed over from Barry Dove. The equipment store is to be looked for a new location due to costs. TMC sunstrips are being produced. Rod Parkin would like to try to induce FIA Historics back to the UK. A venue for a TMC barn dance is to be looked at.

Rod and I attended the ANCC meeting where the 14/28 day rule was discussed and the MSA is actively encouraging not only motor clubs but also individuals to write to their MP. If you need details including a skeleton letter, contact me. They are also discussing in a separate meeting the current problems with road rallying with a view to possibly banning certain high speed vehicles as the 30 mph average is close to being beaten. Arguments for and against were given. There was talk of a 12 car to be run from the Lakes to John O Groats and back down the East coast! I'm sure that entry is full!

G.Steggles (Secretary)

'Men are better than Women at...?'

WOULD YOU LIKE THE OPPORTUNITY TO PROVE THAT YOU ARE A MEMBER OF THE STRONGER SEX?

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Who...

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**Please leave your name, address and
day/evening contact numbers
And we'll do the rest!**

Phoenix Stages, Fulbeck. 15/6/02 G.Steggles/E.Bain
Peugeot 205 GTI Car 27

At least it was Saturday and I could have a day off tomorrow. This was the only thing going for the day as our borrowed van had blown its engine so we had to drive to and from the venue with a start of 6.00 a.m.

Scrutineering passed ok and it wasn't raining but as the venue hadn't been used for a rally for 18 years I thought it would be in good condition. As a precaution knobbles, slicks and road rubber were taken. It turned out that only knobbles were needed and the tracks were very rough and dirty. The knobbles weren't the best condition and remould variety but we put up a good first stage time (for us) being 47 seconds off bogey! Janetta was 3 seconds off it. The organisers then decreased the bogey times for all the remaining stages.

As I was to drive the car home it was in the back of my mind not to go too silly in case of breakages. Knowing this was ok until the mist descended and I found myself changing into 5th through a 45 left, right and right, left complex on gravelly concrete with worn remoulds! Made it though. I gradually came round to the fact that it was really good and I was enjoying it until someone rolled his nearly identical peugeot into a ball at dinner time! Brought me back to earth a bit. Michelle and Katie cooked bacon butties for us and all was well again.

The electric fan wore through the radiator for no apparent reason other than it was a little close and luckily Jim Plevvey had packed a rad weld which fixed the problem.

Cutting a corner saw the front subframe/cross member bent a little and the tracking put out a few mill. Jim and Dave Hammond took control and sent me to find out the results so far whilst they aligned the front with a tape measure! They picked the best tyres for the front out of the balding four and out I went for the last stage. We managed to keep 18th O/A and 7th in class but it was close with about a 15 second spread across 20th to 15th. The drive home was noisy and the steering felt funny. Out with the spare X member and spanners me-thinks.

Graham Steggles.

Wakefield Autotest

Run as part of the inter club championship. Again the tests were using grass which is very good on the vehicles and nice and simple to do. There were 12 tests and the old sierra had to complete 24 of them as I was sharing with Simon Taylor again. Andrew Apperley was out in his hairy Cortina with welded diff again and there were a few specials. Roughly 15 cars turned up with some of these being shared! Not a bad turn out eh? I managed to get a wash out on one test which was due to a silly mistake going around the wrong side of the last cone before the finish! Still won my class with Simon coming a close 2nd and 3 seconds off Mr Apperley who will still be using that old excuse that his rear axle is falling out. Anyone got any Cortina Void bushes and doughnuts (mmmm doughnuts) lying about ? I threw all mine away in the early 90's!

G.Steggles.



Library photo: Hairy old cortina, Andrew driving.

Catalonia Rally – from a spectator's perspective!

Over the years I've been following rallying I was always under the impression that standing around in a cold, wet, muddy forest with the rain, snow and fog elements all thrown in for good measure and having sat in miles traffic for the past few hours was all part of the 'fun'. I'm sure most die-hard rally fans will be able to recall times when they've stood about in all conditions and not even seen a single rally car for the dense fog. I suppose I didn't know any different and with Britain's round of the World Rally Championship always falling in November it's hardly the time of year to expect decent weather. There is a far better way of savouring the thrill of the World Rally Championship though—jetting off abroad! (and if you've never done it it's not as expensive as you think)

It all started for me when a group of us from the RS Owners Club flew over to Italy to see the San Remo Rally last October and having enjoyed the event so much I couldn't wait to take in some more of the action at the earliest opportunity. I didn't have to wait too long as in March this year four of us trekked off to the Costa Brava in Spain to watch the fourth round of the 2002 WRC – the Rally Catalunya. The trip started Wednesday afternoon with a scheduled flight from Liverpool to Barcelona Airport with Easyjet. From there we picked up our hire car and travelled to our hotel in the coastal holiday resort of Lloret De Mar about 50 miles north. The holiday had been arranged with Budget Rally Travel who looked after all the hotel and hire car arrangements for us at a very reasonable cost. We were even greeted with complimentary rally programmes on our arrival and advised on where the best places to spectate were.

Thursday was spent with a leisurely tour of Lloret and a brief glimpse of the scrutineering before the ceremonial start of the rally early that evening. The day was topped off with the most spectacular fireworks display I've ever seen on the sea front, which just seemed to go on forever. Lloret is a hive of activity at night with plenty of bars and nightclubs to choose from and seems to come alive even more when the rally comes to town. With so much choice eating and drinking out is even better value for money compared to San Remo where I found the prices more expensive and on par with ours in the UK. A pint of beer in Lloret for example ranged from 60p - £1.50 and an average three-

course meal would cost you under a tenner. The cost of motor-ing is also significantly cheaper in Spain with diesel at around 40p per litre.

Friday morning was a much earlier start with a two and half-hour drive south down the motorway. We chose to watch the longest stage of the rally, SS3 Escaladei, which in hindsight was a wise move as SS1 was cancelled due to the sheer crowds of spectators. It was no surprise that Giles Panizzi set the fastest time in the Peugeot 206 and even brake problems didn't hold him back as he carved a 26 second advantage over team mate Richard Burns. The Focus RS's piloted by McRae, Sainz and Martin seemed quick but distinctly off the pace of the Peugeots and Citroens which was only to be expected as this was a rally more suited to the French cars and tarmac ace Panizzi in particular. Once the rally had cleared the stage it was decided we should walk back to the hire car and switch the air conditioning on full blast to cool down. With the temperature topping 80 degrees and intense heat from the strong sun this bore no resemblance to an RAC Rally back home. No this was a much more purposeful way to watch rallying with the woolly hat and gloves replaced by factor 14 suncream and shades!

In no time at all it was mid afternoon and time for SS6, Escaladei 2, which was no more than a re-run of Escaladei 1. We chose a different spectating point on a hairpin this time which didn't have the same views of the stage we had enjoyed earlier in the day but was a lot nearer to walk from the car, and with the crowds of enthusiastic rally fans made much more of an atmosphere. Once the rally cars had all gone through I was expecting a mass exodus back to the parked cars and gridlock traffic for miles down the narrow Catalonian roads. I was pleasantly surprised though at how smoothly and well organised the RACC and Spanish Police were with the traffic management as I don't think we encountered one single hold up the whole time we were on the rally (except for the motorway around Barcelona in rush hour). The roads are in exceptional condition and well maintained compared to many unclassified British roads.

Day two of the rally and once again we planned our chosen stages to spectate on perfectly. We headed for SS9 (Les Llosses-Alpens) which was the third stage of the day but turned out to be the first as stages 7 & 8 were cancelled due to crowd problems. We picked an excellent spot on the outside of a steep up-hill bend behind some Armco barriers, which soon filled up

with excited locals cheering on local hero Carlos Sainz. Like day one, the stage was run twice and after a few hours the cars passed through for a second time giving you chance to do a bit more walking and find a different point from where to watch the rally cars from. The incident on SS 10 involving a spectators car parked on part of the stage and the Focus RS of Carlos Sainz dashed any hopes of a Spaniard claiming victory as Sainz lost control on a 6th gear corner and retired from the rally. It was quite frightening really watching some of the locals park their cars as it seemed they just didn't care less how many scrapes or dents they inflicted on their bodywork. We even spotted a Focus parked straddling a ditch with one wheel at least three feet in the air and in a space a Mini would have struggled to park in.

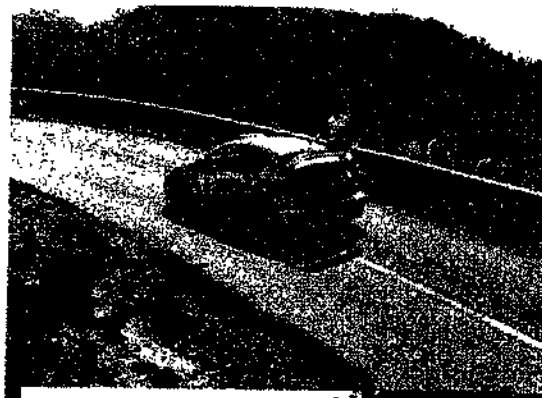
On day 3 we headed to SS15 (Viladrau) and pitched ourselves on the C25 road bridge overlooking the infamous hairpin which runs underneath. There was a fantastic panoramic view of a large portion of the stage and the area was a hive of activity with media helicopters flying overhead and thousands of spectators. We were treated to an impressive display of driving from rally leader Panizzi when on entering the hairpin below us spun a doughnut out of the blue, much to the delight of the enthusiastic crowds. Although this stunt undoubtedly made Monsieur Claud-Andruet and the rest of the Peugeot management cringe at the valuable time lost it was a trait only Pannizi could have pulled off.

After the rally had passed we decided to head back to Lloret to watch the finish having only seen one stage that day but we knew there could be problems getting back into town later on so we set up camp near the finish line and waited for the teams to arrive on the podium.

Having watched the finish we spent the last night in Lloret and headed off on a sight-seeing tour of Barcelona (Aka. a pub crawl!) the next day where we stopped over for the night before flying back home on the Tuesday.

So long as it stays a round of the WRC, defiantly worth a trip over for a few days and I hope to return next year.

Chris Copeland



PANIXZZI



CARLOS

2002 Rolling Calender

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

MAY DAY!

We are approaching a crisis because **UNLESS WE TAKE ACTION SOME PARTS OF OUR SPORT COULD STOP.**

Got your attention? Well, if so, the situation is this: the Government has consulted on a report on Permitted Development Rights (yes, those again) more commonly known as the 14/28 day rule, which allows for up to 28 days per year change of use to land *without* the need for formal planning permission.

One of the options being proposed is the *complete removal of these rights* for our sport as well as for clay pigeon shooting and boot fairs. Think about it for a second and you'll see that this would have a draconian affect on much of motorsport.

Organisers know just how much work is involved in putting on events now – adding a planning process in to the mix would kill many events, trials for instance as well as many stage rallies. And racing people sitting there smugly thinking it wouldn't affect them should think again because anything that damages part of our sport, longterm damages all of it.

So what's to be done? Well, politicians react to post bags so the message is quite simple: contact your MP.

That excellent organisation LARA has telling bullet points listed on www.laragb.org for you

to use in any correspondence but, for instance, the report (by Baker Associates) damns our sport as a significant cause of nuisance and complaints. Well, LARA conducted its own survey over a weekend in March which involved contacting all event organisers and every planning authority. Just 4 authorities (1%) cited complaints that weekend, and even those on investigation might prove to be other motorsport events, ie not under the 'legal' umbrella.

Several authorities reported ongoing problems with illegal and unauthorised motorsport activity (mainly 'cowboy' motorcyclists apparently) and some misconstrued this as being part of legitimate motorsport – which highlights how every burn up down a prom works against those of us seeking to do things properly. It's worth mentioning to politicians that if legitimate sport is reduced because of additional legislation, there is one absolute certainty – illegal events will mushroom, so the nuisance problem will actually increase.

It's perhaps also worth making the point that much of our sport depends on the goodwill of landowners ... adding a requirement for full planning permission will inevitably mean the end of many longstanding fraternal agreements that give thousands of people pleasure every

weekend, without any effect on the illegal activity that is the real cause of any nuisance.

Club motorsport is for and about ordinary people putting a lot of effort into, and getting a lot of pleasure from, the many strands of our sport. And let's not forget the selfless input of organisers and marshals providing an active sport programme at a time when there is national concern about us becoming a nation of couch potatoes.

I've nothing against boot sales (they've helped me build my world-famous collection of hiking memorabilia) but it's bizarre that our sport should be bracketed with them when in fact any problem they cause can be tackled by more appropriate means like Trading Standards. And you can mention to your MP that boot sales don't employ around 100,000 people at the professional end, nor do they bring international prestige to Britain for the engineering skills demonstrated.

But enough. Just remember that if we do nothing consequences could be catastrophic. So look up the LARA website ... then pick up your pen. *Stuart Turner*



COD FILLET QUIZ

1. Who was the 'Abruzzi Robber'?
2. Which RAC rally did Paddy Hopkirk/Brian Culcheth win?
3. Which two 'American' names racing cars have won both GP races and Indy?
4. What model of Jaguar won at Le Mans in 1988?

ANSWERS ON PAGE 14

MSA British Rallycross Championship for 2003

The British Rallycross Championship will be re-introduced next year, after the MSA awarded a three-year contract to Enterprise AC, the promotional arm of the British Rallycross Drivers Association.

Enterprise and BRDA officials have been working on British Championship plans for the last six months and view the revival of the British title as the next step in the regeneration of rallycross in Great Britain.

BRDA and Enterprise Chairman Mike Dresser said: "We have worked very hard over the last six years to knock our championship into shape, increase the competitor base and promote the sport. The success of our bid to regain British status is a major boost. The job now is to maintain progress and push rallycross to new heights."

MSA Chief Executive Colin Hilton said: "Rallycross is one of our most spectacular disciplines and one which historically has attracted significant media coverage and large numbers of spectators."

"The BRDA has worked very hard to maintain and develop the sport through the lean years and the governing body is happy that the sport has now returned to a level which justifies British Championship status."

The MSA British Rallycross Championship will be open to competitors in the Supercar (four-wheel drive, including FIA Division One) and Modified (two-wheel drive, including FIA

Division Two) classes only, and will run at events which also count towards the BRDA Championship.

A Superfinal (dropped from the BRDA series after 1998) will be re-introduced and points won in this race will decide the British title.

The 2003 championship is planned to run over ten events between March and October, including an event at Knockhill, the first time rallycross has been seen in Scotland since 1990.

The British Rallycross Championship was introduced in 1976 and ran successfully for two decades before the title was withdrawn in 1996, after a period of turbulent politics within UK rallycross. After picking up the pieces in the second half of 1996, the BRDA re-launched its own championship in 1997 and started to re-build the sport.

From a low point of events attracting fewer than 30 cars, this year's BRDA Championship has seen entry levels of over 100 and rapidly growing spectator attendance figures at tracks from Lydden to Mondello Park.

Further information from Tim Whittington (tel 0132 548 4829).

Spam

A number of hard-working club officials have begged us to ask motor sport vendors, event organisers and the like not to take unfair advantage of the liberal availability of e-mail addresses.

As one put it: "Having some bloke 300 miles away looking for marshals, or maybe someone to buy his old turbo unit is vastly irritating."

Such unwanted 'spam' may lead to club officials ceasing to make their e-mail addresses publicly available, which would be a shame for genuine enquirers.

REGIONAL COMMITTEE

The first meeting of 2002 began with the chairman, Bill Trougher giving a general update on various MSA-related matters, writes Bob Milloy.

Ian Davis reported the demise of the MPU and gave details of proposed changes to the Town & Country Planning system in England and Wales which – if implemented – could adversely affect many events on temporary venues. The committee welcomed the carefully considered approach which both the MSA and LARA were adopting on this matter.

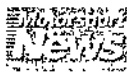
Details of the recent club officials seminars and the Club Development Fund were given by Allan Dean-Lewis.

Terry Lankshear, the MSA General Secretary, reported in Colin Hilton's absence on matters including the British Rally Championship, the British Grand Prix, rally insurance, the MSA re-organisation and actions to promote a positive image, and finally development of the MSA Risk Management Group.

Various proposed amendments to technical and judicial regulations were explained by Tony Newsum. Comments were made on items from several specialist committees, including reference to the deceptive performance of the junior Trials Vehicle, stage rally safety plans and the early days of the BARS novice rally driver appraisal scheme.

Inter-association events were again discussed at length, with the committee agreeing that these should stand alone and not form an inter-association championship. The 2002 calendar was outlined and provisional dates given for six forms of club motor sport. The proposed multi-use stage rally event was deferred until 2003. Inter-association event details are available from your association contact, or from the co-ordinator, ANCC secretary Steve Smith.

The meeting was followed by a presentation by Stuart Turner and Tony Newsum outlining the Rally Safety Study Group's second report and giving details of proposed information and incentive packages aimed particularly at marshals. Dates for a national programme of rally marshal training evenings were given.



REVIEWS FROM



Just like its full-size counterpart, karting offers something for drivers at every level from clubman right through to top international level.

For the clubman one kart and maybe even one engine will suffice with a few running spares. Maybe a kart on the roof rack or in the back of an old van. A real family affair with budgets as low as £100 per meeting including entry fee. Tyres like those used in Formula TKM, the most popular class for juniors and seniors, last for many meetings.

At top championship level the stakes go up. Big awnings and motorhomes are common. Works teams, top mechanics. Different karts for different conditions, many engines and lots of new tyres, even for economy classes.

In top classes like those raced for the MSA British titles, engines will often be hired and flown in for each meeting from abroad. Some will talk of budgets of £50,000 a year.

At international level the stakes can go even higher. In some cases you don't even buy the tyres – you hire them for a race and give them back afterwards!

So cheap motorsport it can be – but as with everything at the top level then the level of expenditure can go through the roof and make racing cars actually cheaper!

Further details from the BKIA at 01427 875900 or email info@bkia.co.uk

DAYTONA 500 AN OFFICIAL HISTORY, Bob Zeller, £29.99. ISBN 1 893618 19 6

Stylishly presented, this 190-page book covers six decades of the legendary stock car race up to the tragic 2001 event when Dale Earnhardt was killed.

Author Bob Zeller is a respected American historian and a former 500 reporter. Digging deep in the Daytona racing archives and interviewing surviving NASCAR aces, crews and officials, Zeller presents a highly entertaining read.

Classic quotes include Ralph Moody's comments on '67 winner Marion Andretti: 'His seat was like a baby chair. He was so short, the pedal and—throttle had to be built up.'

Best quote goes to Carl Petty after his 1981 win in the STP Buick: 'We've won 500s where we outran 'em, where we out-lucked 'em, where we've out-everythinged 'em. Now you can add a new one. We out-thunk 'em.'

Petty won the race by 3.5 secs after saving crucial time not changing tyres on his final pit stop. Quality paper and printing makes the most of the dramatic historic photos.

All that's missing is a full set of results and some period ephemera but we doubt this Daytona 500 history will be improved upon.

HEALEYS IN THE ALPS VOLUME 2, Hervé Chevalier/David Waldron, Spe Barthelemy, €49. ISBN 2 912838 15 0.

This is really just a big picture book, but there's a wealth of information to be mined from

the tables and captions.

The sparse text is in English and French and you can guess the source of the pictures from a quick glance – early on some look like they've been torn from newspaper reports or even the occasional video grab, but that's the price you pay for trying to illustrate every Healey (from Tickford to Sprite) that tackled the rallies.

Not great value at about £30, but a real source of pride for Healey owners.

BMW CARS, Martin Buckley, Photography by Nick Dimbleby, Motorbooks, £29.99

No rose-tinted gloss for this marque special: it's delivered with Buckley's welcome pragmatic approach. It's a detailed history of the Bavarian marque, a little biased towards the modern era.

The company's inception and post-WW2 traumas are dispatched in the first two chapters, the next five spanning the '60s and '70s renaissance via the '02 and E3 saloons to future directions such as the X5 4x4. All the milestone cars and characters get a fair look in – including Isetta, CSL and M1 – though the author obviously has a soft spot for the 'Baroque Angel' saloons.

It looks good, too, with fresh photos interspersed with a few excellent archive shots, such as a grid of 328s at the 'Ring. It's not over-designed, either, with clean layout, good sidebars and excellent colour repro, though it is targeted at American coffee tables, judging by the spellings.

MARSHALS POST

by the BMMC

In an ideal world, you will find three Flag Marshals on a post. One will hold the yellow flag and have their back to the traffic. Facing them will be two marshals – one holding the blue and the other the green flag.

Having your back to the traffic isn't ideal – that's where the danger comes from, after all – but, while you should try to face what is coming towards you, that isn't always possible and it is never possible for a yellow flag person.

They have to rely on the reactions of the blue and green flag marshals facing them and the traffic. Their warnings – even if it is only a sudden widening of the eyes – can be enough to set the yellow flag marshal heading for cover!

While the yellow flag marshal is watching for incidents further

down the track, the blue flag marshal is watching for impending overtaking manoeuvres – faster cars in practice sessions and cars about to lap backmarkers in a race.

You should never show a blue flag to cars contesting a position in a race – they know they are racing – but you do need to warn cars further down the field when they are being lapped – unless it is clear they know they are about to be lapped.

How do you know they know? They may move off the racing line, switch on an indicator or wave the drivers by. If they don't, then show a stationary blue flag to warn a backmarker someone faster is approaching and wave the flag to show they are about to be overtaken.

While the blue flag marshal is looking at overtaking, the green flag marshal is stood back, waiting for an incident ahead of the flag post and ready to put the green flag out to show it is safe to race again.

In longer races, the green flag marshal will also be keeping an eye on the race because they will take over from the blue flag marshal when the flagging team rotates – usually after 20 or 30 minutes. Green goes to blue, blue goes to yellow and the yellow flag marshal switches to green – that way the yellow can get up to speed with who is where and particularly who is likely to be overtaking backmarkers – “race reading” as it is known – before moving to the blue flag.

The other flags – red, white, yellow and red and yellow and black – are placed between the yellow flag marshal and the blue and green flag marshals, ready for any of them to grab, if the circumstances require.

QUIZ ANSWERS

1. Achille Varzi
2. The Golden 50 Rally 1982
3. Deuseberg and Eagle
4. XJR-9LM (7 litres V12)

SHOP VERY EARLY FOR CHRISTMAS



This years' Motorsport Safety Fund's Christmas card is from 'Midnight Oil', a painting of a 4½ litre Bentley in the snow by Keith Woodcock. The cards are 150mm x 200mm, in full colour and available at £6.50 for a pack of ten, including postage and packing.

MOTORSPORT SAFETY FUND

PO Box 239, West Malling, Kent ME19 4BL

Registered Charity No. 296802



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

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

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

From the pages of the TMC newsletter of July 1972.

Hey, Ken Goodall and Richard Ashcroft organised a rally, affectionately called "The Butchers Cup" and was won by Roger Blamey/R.Drinkell after a somewhat fraught night which saw Paul Adelman/Frank Stuart-Brown end up in a ditch and Rick Stevens stopped to help them extricate the car, alas Rick had left his handbrake off and ended up walking 100 yards to where the car had collided somewhat comprehensively with a tree. (sounds like a John Cleese script!)

David Taylor reported on the five TMC men who entered the Harewood round of the Castrol BARC hillclimb championship - 140 entries! Richard Jackson retired with mechanical malfunctions; Howard White finished 3rd in class after having 1 run 'scrubbed' for going too wide at the top bend (missing the timing beam?) Barry Spink finished 5th in class and David Taylor 9th, Johnny Solk wound up 5th in the Marque Sports class.

The Scarboro' weekend had just taken place, 20 autotests twixt York and Scarboro' with yet more in and around Scarboro' on the Sunday, generally an excellent thrash/bash and an event which could do with resurrecting.

Trophy points were published and looking down the lists many familiar names were the leading lights; Keith Marr (leading all rounder) C.R.Jackson (Rally driver), Ray Dickinson (novice rally driver????) the latter along with Marsh Newman, Martin Cantrill, Dennis Dickinson, Frank Stuart-Brown and others all these were novices?? Steve Hazeldine (navigator and PCT) Lindsay Hudspeth (ladies trophy) closely followed by Sue Waddington and Diana White.

.....Ends.

Richard Ineson.

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



NEW MEMBERS

Trackrod welcomes the following new members.

Martin Lawn
David Walmsley

NOMINATION FORM

I _____ hereby wish to put my name forward in nomination for committee of Trackrod Motor Club Limited.

Signed _____

For position of Officer/Committee Member*
(* delete as appropriate)

Second _____

Reply to the Hon Secretary at least 7 days before the A.G.M. on 1st August 2002 :-
Graham Steggles
1 St Johns Court
Thorner
Leeds
LS14 3 AX

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Trackrod Merchandise

Item	Colour	Price
Sew on patch	N/A	£2.50
Polo Shirt S(40") M (44") L (46") XL (48") XXL (50")	Grey	£10.00
Sweatshirt S (40") M (44") L (47") XL (50") XXL (53")	Grey	£11.00
	Navy	£11.00
Roll Neck S-M-L-XL-XXL	Black	£16.00
	White	£16.00
Rugby Shirt S(36") M (40") L (44") XL (48") XXL (50")	Red/Black	£22.00
Short Sleeved Shirt (Please state collar size)	White	£14.00
	Blue	£14.00
Wooly Hat	Black	£4.00
	Grey	£4.00
Cricket Sun Hat	Navy	£5.00
Wallet	Black	£4.00
Navigators Bag	Black	£7.50
Holdall	Black	£14.50

Please Note that all orders must be made with relevant remittance.
Orders can be placed with the Merchandise Rep (Simon Taylor)

BARC Sprints at Curborough.

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

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

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

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

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

Malcolm Simms

Comp Sec BARC Midlands Centre.

Rally dates for marshals:

RALLYS IN JULY 2002

- 1 6th & 7th AB Motorsports Road rally, 100 miles Map 120
- 2 20th Opposite Lock Stage rally Mamby, 50miles
- 3 DAT Dry Stone Road rally, 120 miles Map 119
- 4 27th Rally Action Prom Stages, Wirral, 45 miles
- 5 1st-3rd Aug, Manx International Rally, 201 miles, £750

Thanks to all marshals last month. Good turn out for MSA marshals training evening. Unlucky to A Heaton & M Moore with 2 corners to go.

For Sale: TTE & MITS clothing, T shirts, polo shirts & dress shirts, contact me.

SEE YA.

PHILL

For info:

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

TMC Equipment

If anyone has any Trackrod equipment would you please contact Katy Lee so as she can log it for insurance purposes.

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

"Perfect 10" Stage Rally Trophy Series 2002

Awards include:

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

Brief Details

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

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

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

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

Comp Sec, Andrew Apperley

Email: apperley@tinyworld.co.uk

Daytime phone: 07836544037

Tel/Fax: 01924892311

TROPHY POINTS CLAIM FORM

Members Name

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

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

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

[]

[]

[]

[]

[]

[]

[]

[]

[]

[]

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.

JULY NOTICE VENUE CHANGE FOR THIS MONTH ONLY

- 2 Conservative Club, Gildersome
- 9 Admiral Hawke, Boston Spa
- 16 Boat trip
- 23 Royal Oak, Wetherby
- 30 Admiral Hawke, Boston Spa

SOCIAL SECTION

DATES FOR 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 Plevy Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevy@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>
Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 07748043592 (m) KTL90@hotmail.com	Jim Plevy Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevy@virgin.net	Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 07748043592 (m) KTL90@hotmail.com.
	<u>Chief Marshal</u>	
	Phill Andrews 01937 588696 (h) 07940 250022 (m) pg.andrews@talk21.com	