

TRACKROD

MOTOR CLUB LIMITED



OK? Roof trim, side moulding, front bumper,
wing, a good wash and it'll be as good as
new.

Photo courtesy Peter Stanhope

August 2002

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

Editorial

NOTE! Due to a reluctance to my fingers moving in an appropriate way the AGM was reported incorrectly last month and should have read 1st Tuesday of the month which is in fact 6th August 2002. Sorry. Ed.

Another bumper issue of the mag. Plenty to read in this one, make sure you do! There are some important issues.

Graham Steggles Ed.

CHAIRMAN'S CHAT – AUGUST 2002

The final tally for the recent Marshal training sessions was well over 2,000 nationally which I am sure bodes well for the future of rallying. We will be organising another training evening in conjunction with Rally Yorkshire probably mid September – watch this space and the magazine for details!

The new committee year starts after the AGM and it is timely to remind you that your views are welcome at any time, as is your help in running events, or taking part in club activities. I was not able to be in York for the boat trip, but I understand many members were able to enjoy the cruise along the river.

I know there are plans to arrange more "outings" where you can just "turn up" (or not, as the case may be). The problem we seem to have is getting advance commitment, including money!! This does not apply to everyone of course, but at the last meeting your committee decided to try and arrange more of the "relaxed" events where numbers were not important.

Where we do need minimum numbers, and there is significant money involved, we will aim to give you at least 2 months notice, together with a deadline for advance payment. If sufficient numbers are not committed by that time, we will simply cancel – no exceptions. No last minute "we would have come" or "I told you last week I would" or "XXXXXX said it would be ok" etc. Sorry if that sounds a bit harsh, but that's life!

Happy motoring

Rod Parkin

Secs Bit.

Extracts from Committee meeting minutes July 2002

TMC has written a letter to the Government in response to the 14/28 day rule changes. (see below)

The June Jesters autotest did not run due to lack of entries.

The Lookout class structure is to be looked at to bring it in line with current championship classes. Rally Yorkshire event is progressing smoothly albeit with a great amount of work.

TMC is in 8th position in the Larkspeed League.

Katy Lee has received the Trophy Points from Barry Dove.

Marshals tabards to be purchased for club events.

A new procedure will be implemented for social events where by a clear date will be given for monies to be in before the event in order to book venues with clear numbers.

TMC window stickers have been ordered. Clothing has been decided on and will be in this issue. Sunstrips will be ordered with TMC logo and web site details

To expand on the 14/28 day rule: This is tied in with planning permission and allows land to be used for a different purpose without the need for planning permission for a certain number of days per annum. The government is trying to abolish this rule with dire consequences for, amongst other things, motor sport (also Sunday markets, clay shoots etc.). As it stands at the moment land owners can turn the land over to run motor sport events for a certain period of time throughout the year. If this changes then official planning permission will have to be sought. (with all the ceremony that goes with it) I have received a letter from Lord Rooker which has stated, "Let me assure you that it is not our intention to disturb traditional community and social activities." this is very concerning to all people involved as the very idea of changing the rule will affect all traditional community and social activities. The government will push this through unless enough resistance is aimed at them. DO SOMETHING. Contact me for a letter template and send it to your local MP. This is important if you want motor sport (autotesting, pct's, rallying, etc.) to continue.

G.Steggles (Secretary)

HELP NEEDED

We are a little short staffed for this year's event. If you know anybody who is available to travel to the Isle of Mull for the 11th/12th/13th October 2002 and would be prepared to give up some of their time, this is the help we need:

Marshals

We need a few people with varying degrees of experience to help us with roles ranging from spectator control through to stage timing. Please contact Simon Bibby <simonb@2300club.org>. Tel: 01254-207353

Results Team

We need three people to help out. One with some computer experience to help with the results service itself. One to handle competitor/spectator enquiries and one to distribute the results to competitors. Please contact Mark Goossens <markg@2300club.org> Tel: 01254-878901

Other Stuff

There are a range of other things that we need help with too and so if you know anybody who is prepared to give up their time either for a couple of days before, during or after the event, please let us know. They can contact Neil Molyneux <neilm@2300club.org> Tel: 01254-826564 or either of the people above

THANK-YOU

Mark Goossens Webmaster for the 2300 Club
mailto:markg@2300club.org Fax:+44 (0)1254-878188
*****-- A closed mouth gathers no feet --*****

Armstrong Stages

Car 28 G.Steggles/E.Bain 7/7/02

Ever been in the situation where a previous car has moved certain cones and the route on a single venue has become unclear? The answer is of course you have but it's the first for us in actually redirecting us across the merge from the start of stage 1! We had a feeling we were wrong until we saw an un-bagged merge board supposedly confirming we were on the correct route. We were woken suddenly when a car turned 90 left towards us from the opposite direction as we were flat in 4th! Scary. This was a little disconcerting to say the least but I soon settled as we merged to the real route. We were on new moulded slicks and by the end of the first loop they were gripping well. By the end of the second loop they had gone off! This was to be a problem all day for quite a lot of crews as the temperature at Leconfield was high. Also on the first stage we developed a misfire over 3500 rev/min which turned out to be water in the plug holes. I knew we shouldn't have cleaned it! In service it just took a roll of paper cloth to remove the water and all was well again.

By lunch time I was unsure whether the tyres would last the event! 30 miles, 4 stages and they were shagged! What we needed was a new set every stage, but at £450 a set this meant that in eight stages I could have spent just short of £4000!!! A lot of tyre and wheel swapping was done to try and conserve them and we did manage to finish with some rubber left on them for the last stage.

With 3 stages to go I used the handbrake a little to negotiate a hairpin left (really 2 90's) and felt the lever come up a little more than usual together with a thump from the rear. At service I found the rear disc had snapped and luckily some one who was out had a spare! This fitted we were out on the next stage again.

The weather was brilliant and the rally ran well with no delays. Turning up on our minute meant we could drive straight to the start with only a couple of minutes before the off. I can only congratulate the organisation on this event for not having the usual holding delays of 20-30 minutes before stage start like other events. The use of electronic timing lights meant that people who usually jump start were penalised immediately and the more common policy of trying to grab a yard or so on the line was abolished.

So, at the end of the day we finished 18th O/A and 7th in class. Again. I need more speed. And more tyres!

G.Steggles/E.Bain

MSA BRIEFING - FIRE EXTINGUISHERS

It is clear from some recent inaccurate reports in the specialist media that there are some widely held misunderstandings regarding changes in the types of fire extinguishers employed in British motor sport. John Symes, the MSA Safety & Environmental Executive, was asked to put the record straight.

Q - What are the current requirements for fire extinguishers in competing cars?

A - Within the regulations issued by the FIA for international events and by the MSA for national events, there are statutory requirements set down for fire extinguisher equipment. In both sets of regulations, the relevant capacities are clearly stated to be minimum requirements and competitors are perfectly free to fit or carry extinguishers of larger capacity.

Q - What level of fire protection is offered by the minimum requirements?

A - The primary purpose of this equipment is to enable vehicle occupants to buy a few seconds of time to help them escape a burning car. In some cases, this equipment will also extinguish a blaze and limit vehicle damage; in other cases, the ferocity of the fire will be such as to be beyond the capabilities of the minimum approved extinguisher. It should also be remembered that, to operate at maximum efficiency, the equipment must be installed and used as specified by the manufacturers.

Q - For many years, BCF has been the most widely-used extinguishant. Why is it now being phased out?

A - Although BCF (otherwise known as Halons) has been widely used in aviation, computers and many, many other applications, research revealed that it has an adverse effect on the earth's atmosphere. This depleting effect on the ozone

layer is such that BCF - despite its excellent fire extinguishant properties - is being phased out and in some countries is already illegal. The FIA no longer accepts BCF while, on UK national events, the MSA will continue to permit its use until the end of this year. As from 1 January 2003, the use of BCF/Halons will become illegal within the UK, except in a small number of specified situations (such as on-board systems fitted to existing aircraft).

Q - What extinguishant is being used to replace BCF?

A - There is no simple replacement for BCF and thus competitors must fit either a new extinguisher or a new extinguisher system. The most widely-used extinguishant available at a comparable cost is Aqueous Fire Fighting Foam (AFFF). AFFF does not have the same 'knock-down' properties as Halons, but in some cases can be more effective at preventing re-ignition of a fire.

Q - What is the MSA doing to keep competitors informed of developments and can we expect better extinguishants in the future?

A - Over the past three years, the MSA has kept competitors aware of the situation via a nationwide publicity campaign. During the same time, the MSA and FIA have been working with manufacturers to find and develop alternatives to BCF/Halons. Both extinguisher and chemical companies continue to invest massive resources in researching the subject and alternative fire fighting materials are being developed, some of which are getting closer to achieving the knock-down properties of BCF/Halons. The MSA is monitoring these developments and is fully committed to expanding the range of available extinguishants and systems so as to give competitors the widest opportunity of obtaining the protection they require - provided, of course, this meets or exceeds the laid down minimum standards.

2002 Rolling Calender

August 2002

1 st -3 rd	Manx Rally, IOM – Pirelli British Rally Championship
3 rd	St Wilfrid's Road Rally – North Yorkshire
4 th	B A R C Hill Climb – Montague Burton Trophy
8 th - 10 th	WRC Rally Of Finland
10 th	Sprint – Curborough. BARC
18 th	Sea King Stages Rally – Leconfield (ANCC)
18 th	Autotest Hartlepool MC. National B Status (ANCC)
18 th	FIA Hungarian Grand Prix
23 rd -25 th	WRC Rallye Deutschland
25 th	Specsavers Christmas Stages Rally – Catterick Garrison
25 th	B A R C Sprint - Harewood
31 st	Rally Of The Dams Road Rally – Map 110/119

September 2002

1 st	Lightning Stages Rally – Binbrook (ANCC)
1 st	Thurby Motors Wolds Rally - Swinderby
1 st	FIA Belgian Grand Prix
6 th /7 th	Ulster Rally – Pirelli British Rally Championship
7 th	Hall Trophy Road Rally – Clitheroe (ANCC) Maps 97/8, 102/3
8 th	Autotest Alwoodley MC. National B Status (ANCC)
11 th	Autotest WDMC. Clubman See A Apperley
15 th	Lindisfarne Rally – Otterburn Ranges (ANCC)
15 th	FIA Italian Grand Prix
20 th -22 nd	WRC San Remo Rally
28 th /29 th	Trackrod Rally Yorkshire – Pirelli British Rally Championship, ANCC
29 th	Autotest Lancs & Cheshire CC. National A Status (ANCC)

October 2002

4 th	WRC Rally New Zealand
5 th	Sprint - Curborough. BARC
5 th	Seven Dales Road Rally (ANCC) Maps 99, 100/1/4/5
6 th	PCT – WDMC See A Apperley
12 th	Harold Palin Memorial Stages (ANCC)
13 th	FIA Japanese Grand Prix
26 th	Autotest Kirby Lonsdale MC. National A Status (ANCC)
31 st	WRC Rally Australia

November 2002

- 3rd Dalby Forest Gravel Sprint
- 3rd Poacher Road Rally – Maps 112/3 & 122
- 9th Cossack Road Rally (ANCC)
- 12th Navigational Scatter – TMC See A Apperley
- 14th-17th WRC Network Q Rally Of Great Britain – Cardiff
- 27th Time Trial – WDMC See A Apperley
- 30th Beaver Road Rally Maps 100/1/6/7 (ANCC)

December 2002

- 7th Grizedale Stages Rally (ANCC)
- 7th C S M A Road Rally – Maps 98 & 103
- 11th Westgate Stages WDMC – See A Apperley
- 26th Boxing Day Autotest – TMC See A Apperley
- 29th – 30th Neil Howard Memorial Stages – Park Hall.

January 2003

- 25th Trackrod Motor Club Annual Dinner Dance. Venue TBC
- 19th Pie & Peas Disco Night WDMC Championship Presentations

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.

TROPHY POINTS

As of 21/7/02

Event	Name		Points
Service	Malcolm	Jagger	20
Stage Rally Driver	Graham	Steggles	548.6
Single	Graham	Steggles	523.6
Multi	Mick	Moore	202.2
Stage Rally Navigator	Emma	Bain	548.6
Single	Emma	Bain	523.6
Multi	Arthur	Heaton	202.2
Trackrod	6 People drawing		10
Lady	Emma	Bain	337.3
Newman	Emma	Bain	30
Larkspeed	Graham	Steggles	152.9
Autotest	Graham	Steggles	428.6
Marshal	Kevin	Patrick	85

"Perfect 10" Championship

1st Driver	Graham	Steggles	199.3
2nd	Andrew	Apperley	193.5
3rd	Mick	Moore	121.9
1st Co-Driver	Emma	Bain	199.3
2nd	Arthur	Heaton	121.9
3rd	Jim	Plevey	81.1

TO HAVE AND TO HOLD

Browsing through back copies of *Wheels* recently (what do you mean, get a life?) it struck me that around this time I usually rabbit on about finding sponsorship for the coming year. For a change, I'd like to look not at finding sponsorship but *keeping* it; marketeers reckon it's something like six times more difficult to find new customers than keep existing ones; much the same applies to sponsors.

You'll find it easier to renew a sponsorship link if things were properly sorted out at the beginning of it. Both parties to a deal should know what is being offered and paid for, not least as far as 'rights' are concerned; the history of sports sponsorship is littered with cases of rights being sold which the seller, albeit unknowingly, didn't actually possess. Be certain of the precise nature of the rights you are passing on to sponsors and always agree the terms clearly in writing for future reference. Do your homework and be aware, for example, that despite being entered in a championship series, your image rights may vary from event to event, and even from venue to venue. Be sure at the start... and you have a better chance of having a happy (and renewing) sponsor at the end.

I'm not suggesting all this has to be inch thick legal documents with lawyers' fees swallowing

most of the available funds; an exchange of clearly set out letters will often suffice. In fact if you start a sponsorship link with both sides legally nitpicking over everything, it's unlikely to be a productive liason for either side.

Once a link is established, know who your contact is within the sponsoring company and also identify who the 'champions' for the deal are. Never assume that everyone in a sponsoring company will be enthusiastic - I bet you could even find someone within Ferrari who is against F1 (mind you, he probably keeps very quiet about it.)

And then what? Well, hold regular meetings, flag up problems before they become major issues, don't lie to sponsors, and do deliver what you promise. And feed them details of any media coverage you get. Measuring media coverage? Oh dear. Some experts will try to convince you it can all be scientifically measured. Of course they will, but most people will rely on a gut feel as to whether the media exposure is worthwhile.

Try to give a sponsor *more* than you promised. Small things can help - if you spot a business award scheme for sponsors, do what you can to help your benefactors win something. A certificate on their office wall won't do your cause any harm when it comes to renewal time.

Three final points:

- Consider working with your rivals to enhance, say, a championship. You could all benefit.
- Try not to get over-dependent on sponsorship. Difficult I know with the cost of motorsport today, but it's sad when a programme gets totally skewed by a sponsor's demands or worse, collapses because a sponsor pulls out. I heard recently of a cycle race where this had happened... and all over some twelve thousand pounds. Puts costs in our sport in perspective doesn't it?
- Finally, if a sponsor stops at the end of an agreed period don't, please don't, whine to the media about them. Sympathy for people bleating that they can't do this or that through lack of funds will vary ... from little to zero, while if you slag off a sponsor, the bruising may make them leave our sport for good.

Stuart Turner



COD FILLET QUIZ

1. Name the co-driver to Jim Clark in the 1966 RAC Rally.
2. In what year were cars required to be fitted with safety glass windscreen and a speedometer?
3. How many cylinders had a Morris Major?
4. Which race was the first to carry the title Grand Prix?

ANSWERS ON PAGE 14

Octagon chief steps down

Octagon Worldwide have confirmed that Rob Bain has resigned as Chief Executive Officer, Octagon Motorsports Group, UK.

Rob Bain said, "I have had a tremendous few years and I am very proud of the Grand Prix that we staged at the weekend.

It is disheartening still to hear gratuitous outside comments about the event, and I do not wish them to overshadow what the team has achieved."

Les Delano, CEO, Octagon Worldwide, added, "We are disappointed that Rob has made this decision and would thank him for his efforts for Octagon Motorsports Group."

Inter-Association Autocross

Regulations are available for this year's Inter-Association Autocross, organised by Forest of Dean Motor Club at Chepstow Racecourse over the weekend of 28/29 September.

The plan is to give each competitor three runs per day, with the best five runs over the two days counting. Each MSA regional association is invited to nominate a team of three competitors (plus one reserve), whose combined results will determine the winning association.

The same event will also host the Allcomers National Autocross Championship and the Players N°6 Reunion (the

latter for pre-1971 vehicles driven by anyone who participated in at least one Players event between 1966 and 1970).

For details and entry forms, please contact Diane Bevan, Richmond House, Court Farm, Huntley Road, Tibberton, Gloucestershire GL19 3AF (tel 0145 279 0529).

Competition seats

The FIA has withdrawn homologation of the Sprint seat made by Autosport Upholstery of New Zealand (FIA reference CS.675.95). The seat no longer complies with FIA Standard 8855-1992.

Helmets for kart racing

With effect from 1 July 2002, all helmet standards recognized by the CIK-FIA are acceptable for UK kart racing.

These standards are: BS6658 Type A & Type AFR; Snell SA95, SA2000 & K98; SFI 31.1 & 31.2. This includes the Arai SK-5 tested and approved to Snell K98 standard.

Snell K98 approved helmets are not eligible for use in any other MSA or FIA motor sport discipline.

All helmets used in MSA motor sport must bear a valid MSA helmet approval sticker. For Snell K98 approved helmets this sticker is green in colour, and states that the helmet is only valid for kart use.

All other helmets must bear the MSA blue approval sticker. Helmets can be inspected and stickered by event chief scrutineers, or at the MSA by appointment.

REGIONAL COMMITTEE

The second 2002 meeting commenced with an update from Ian Davis on the issue of Permitted Development Rights, writes Bob Milloy. Members were encouraged to appraise their MPs of the effects of potential changes to the legislation.

Allan Dean-Lewis reported on the Club Development Fund and noted that motor sport is not encompassed by the Community Amateur Sports Clubs, recently referred to in the Budget. Clarification of procedures for rally marshal registration was also noted.

Colin Hilton joined the meeting to report on such matters as the MSA Strategic Review, the profile of the MSA, RSAC developments, Silverstone, the re-structuring of motor racing, the formation of the Association of Motor Racing Clubs and news that Bill Troughton had been appointed Chairman of LARA.

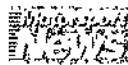
Points of interest from specialist committees included Junior Trials Vehicle developments, use of SOS/OK boards and the need for clear tracking of vehicles on stage rallies; also options for competitors excluded under K31(a) and proposals to address refuelling arrangements.

Funding of motor sport in Northern Ireland and Scotland was highlighted, as a contrast to the lack of support through Sport England.

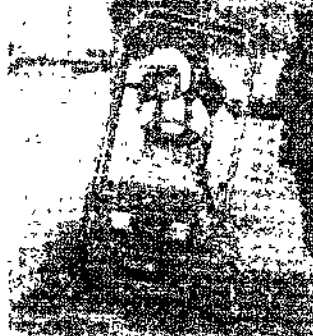
The published calendar of inter-association events was well received and prompted further discussion, concluding that the profile of individual events should be raised, while retaining the opportunities for social interaction. Organisers were encouraged to provide feedback on their events to Steve Smith.

Items from individual associations included motor sport representation on Local Access Forums, implications under the duty of care when dealing with stage rally recovery operations and the timescale for issue of event permits (subsequently referred to in Club Bulletin 3).

The meeting was followed by an informal presentation by Stuart Turner and Allan Dean-Lewis on the rally marshal training initiative, during which the 'First Aid in Motorsport' and 'Motorsport Marshalling' videos were viewed with great interest.



REVIEWS FROM



The Junior Trials Vehicles (JTV) recently went public and if the public's reaction to this new off-road trials formula, designed to cater for children, from 8 upwards is anything to go on then the JTV is already a resounding success. Ian Davis the MSA's Off-Road & Competitions Department executive and one of the driving forces behind the JTV's, was on hand, children took the opportunity to test them under 'real' trials conditions. And if the smiles of enjoyment are any measure of success then the JTV's have already succeeded big time. Even some of the critics, who have described the JTV vehicles as over sized lawn mowers, after seeing them in action were convinced that JTV is the way to introduce young children into off road motorsport. And hopefully keep them involved with their own formula and championships, until they can start driving full sized vehicles at 14 in 'Tyro trials. Parents went away being asked by children "when can we starting building one". Some clubs have said they will be building a couple of JTV's from club funds, so members' children can have their own trial at club trials. For more information on JTV, see the MSA web site at www.msauk.org

LOTUS ELITE RACING CAR FOR THE ROAD, Dennis Ortenburger, Coterie Press £34.50. (standard edition)

Ortenburger is a well-known Elite fanatic (he has covered 163,000 miles in his car) and his text is comprehensive with the car's history enhanced by chapters on purchase and restoration and a string of fascinating appendices including lovingly reproduced factory production sheets, competition results, interchangeable parts and owner lists. It is all rounded off with a spread dedicated to former Poet Laureate Ted Hughes' ode to the Elite including our favourite line about any car: 'Flimsy light – like a squid's funeral bone.'

What really amazes here, however, is the illustration and pictures, a mindblowing selection with everything from design sketches to advertising and a wealth of photographs we haven't seen before. It is a wonderful, attractive effort – and great value for money.

ROLLS-ROYCE AT DERBY, Malcom Bobbitt, Breedon Books, £14.99. ISBN 1 85983 280 6.

Breedon Books has impressed with its first motoring titles including this history of life behind the scenes at the Rolls-Royce plant.

From the factory move from Manchester to Derby's Nightingale Roads works in 1908, cars were produced there until 1939 before the focus turned to aero engines.

Bobbitt is a respected historian

and this highly readable book is packed with detail including extensive captions to the wealth of photographs.

The lives of Rolls, Royce and Claude Johnson are well covered but reminiscences of key figures such as the pre-war test department head Edward Hives add colour. When he stepped off the tram at Derby, Hives was so depressed by his first sight of the factory that he almost left. Only a flip of a penny secured his services.

An entertaining and well-presented introduction.

THE WANKEL ROTARY ENGINE A HISTORY, McFarland, John B Hege, £33.95. ISBN 0 7864 1177 5

This is a real labour of love. Unlike many books written by enthusiasts, it is both readable and appears accurate. Once Hege has stripped down an RX-7 engine, he felt compelled to find out more about it, then to write its history. This he does with aplomb, dealing with all the subtleties of this ostensibly simple design, and it's protracted development from Felix Wankel's early experiments with disc valves.

There are few illustrations breaking up the dense type in this hardback, but this comprehensive reference work is spattered with tidbits. Such as? Wankel's early attempts were three times as complicated, and Rolls-Royce once built a succession of diesel rotaries. Yet, of a one-time list of 15 licence holders, only Mazda remains in the game.

MARSHALS POST

by the BMMC

We said the other month that in an ideal world, you will find three flag marshals on a post, but what do you do when there's just you?

It happens – and these days it happens more often than ever before.

As always, the first – and most important – thing is your own safety.

Make sure your Observer – and the Observers and Flag Marshals on either side of your post – know that you are on your own. Tell the Incident Team and get them to help by drawing your attention to anything you need to respond to, whether it's to put a flag out or to "get the hell out of here!" They can even be pressed into waving flags themselves when more than one needs to be displayed – assuming they haven't got their hands full, in which case you may

need to drape one of the flags over a suitable hoarding.

In an ideal world the Clerk of the Course should know too – and warn the competitors they will not be getting much assistance in the way of Blue (overtaking) flags.

If you are on your own, the safety flags must take priority – Red (session stop) and Yellow (danger) flags followed by the, Red and Yellow Striped (slippery surface), White (slow moving or course vehicle) and Green (incident over) flags.

But, the priority placed on your own safety means you should try not to stand with your back to the traffic, and that makes using the Yellow flag difficult. You could stand sideways on or slightly facing the traffic, but frequently flick your eyes over your shoulder to check for incidents or other flag signals you need to respond to.

Don't be afraid to move slightly away from the normal flagging position if that means your safety and your chance of spotting on track safety issues is improved by

widening your angle of view.

There is a strong feeling amongst Flag Marshals that they should be issued with radios on a dedicated frequency and equipped with headsets when numbers of Flag Marshals are low and Flag Posts are single manned.

The problem becomes even worse if you are asked to Flag and Observe at the same time – something else which is increasingly happening as marshalling numbers decline.

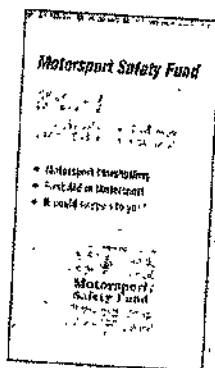
Then you simply must establish the ground rules with Race Control and the Clerk of the Course and ask the Observers on either side of your post to phone incidents in for you while you are busy using flags to warn drivers of dangers on and off the track in your sector.

QUIZ ANSWERS

1. Brian Mello
2. January 1st 1937
3. SIX
4. PAU Grand Prix 1901

3-in-1 Safety Video

- **Motorsport Marshalling**
A guide for newcomers and a memory jogger for the more experienced marshal.
- **First Aid in Motorsport**
A straightforward guide in layman's language for all those involved in the sport.
- **It could happen to you!**
Designed to help new competition drivers to enjoy their sport in safety.



The tape containing all three videos is available at £10 including postage and packaging from:

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

The Trophy points are hotting up with close competition in most areas. Malcolm and Jan are within striking distance of each other with Malcolm just in front for service crew of the year. In the overall stage driver award Graham and Andrew are in contention but Emma has a good lead over Arthur as Navigator. 6 people are drawing for the Trackrod trophy. Emma is flying away with the ladies trophy but its close with Emma and Jan for the Newmans award. Graham is in front for the Larkspeed award but its between Graham and Andrew for the Autotest trophy. On the marshal award front its very close between Kevin, Phill and Wendy with only 1 event separating them all!

This year seems better for competitors entering their club points and if you can then send them in to me it makes for better competition. A trophy points form is always in the mag and there is one on the club web site.

The 'Perfect 10' has 3 events to go and as there are cash prizes for this it makes sense to give me your points!

Katy Lee

Trophy points coordinator.

Scottish Correspondent June 2002

What a wet year it has been so far, I think we had a couple of days of sunshine the other week – at least I am going to Spain soon for hols. Motorsport has been getting a bit busier, doing approx. one event a month – with a family you cannot do too much.

Scottish Rally

8th - 9th June 2002

Well, what a great weekend we had - plus a lucky one! With all the strange weather we are having I was concerned that we might have had a lot of rain, but someone was looking after us!

I drove down from Stirling to Dumfries on the Thursday evening with a heavy trailer full of all the equipment. Susanne had been down the previous weekend with the caravan, so my accommodation was awaiting me. We had selected the caravan site for a number of reasons, where else can you get 40ish cheap beds when a rally is on?, VERY friendly to motorsport is the owner (showed us metal rally plates from his past), central location depending on the stage(s) we

run, dog & children friendly, big BBQ available etc etc. There were already others there who had been making a holiday of the week, plus others arrived as the evening went on. Had an excellent dinner, along with a few glasses of wine!

Friday morning and it was off to the stage with a big team to setup. We had two stages to run, with 2 starts, 2 finishes and a common bit in the middle. So, we split into two teams to get things done quicker. All were in radio contact, plus had a set of setup instructions so I went along with the trailer dropping off kit as needed. Lunch was had in the middle of the stage, finished off, then back to the caravan site.

It was then time to exercise the dogs in the river, plus chasing balls etc. Great time!

Time for dinner, Alan from Dumfries knew a Chinese, so with Shelagh's help an order was composed for 30+ meals!! All arrived well apart from two, so a great meal was had by most - oh, and a few drinks!

It was then up at 6ish to be off by 7 to be ready for 8. The timekeepers were there, sorry Lloyd if we kept you waiting!, to be ready on time waiting for the 1st competitor. SS1 ran without any major issues (for competitors), apart from the midges that were out in full force since there was no wind.

The closer came on time and we started to tidy up the start and then re number the middle part of the stage. With the team we had this did not take long, so it was out of SS5 route onto the old SS1 to clear that fully. With Ewan (7) helping pull all the equipment down - we couldn't stop him!, it was then time for us to go into J4 to be ready to finish the tidy up after the closer had been through. The top cars went through at a speed, great fun to watch, with a short delay until the closer came, a Discovery. We had heard on the radio that he had been delayed on a previous stage due to a puncture, more of that later.

So with the tidy up started we drove through collecting equipment, most junction teams had piled up their equipment, and some had even taken it all to the finish - thank you VERY much. A small point - when a stage has closed if you can tidy up any equipment you see, it helps all in the long run! As we were going through the stage we came across the closer again - with another puncture, this time a gash from the rim all the way out to the tread, ish 3" long! So he had to borrow a tyre from a Doctors Disco to get out of the stage.

There were only a couple of off's in the stage, car 106 parked in ditch (facing the wrong way) and car 116 upside down at the bottom of a slope - it took 2 recovery teams ½ hr to get this one out!

Talking of damage, during the day we had a lot of it. Leaving competitors to one side, since they are competing, we had a petrol tank holed on a Sierra 4x4 (plus 60ltr of fuel lost!) & a sump punctured on a new VW (had to be towed back to Leeds). Where the stage is good it is good, where it is rough it is VERY ROUGH!!!! Main thing is we all made it home with no personal damage, well just our pride!!

Back to the story, we all got back to the caravan site for ish 19:30 where the ladies had been preparing an excellent BBQ for us all. I had asked for 'proper' sausages, burgers & kebabs, they were all great - no fat coming off into the fires. We then had a few drinks, OK a lot, and then crashed out just as the rain started about midnight.

It then rained, and rained, and rained, and hardly stopped until ish 3pm. During the morning most had to de-camp in the rain, we just sat there under the awning having cups of coffee, and eating more food!

There would be too many names to mention for all the teamwork that had been done over the weekend, but I must mention thanks to:

Shelagh, Susanne and the rest of the catering team,
Graeme & Libby for supplying the excellent meat,
John for cooking it all,
Oh, and everyone that helped on the day!!!!

C U all next year? The campsite is booked again!

Marshal training evening – the Scottish one!

10th June 2002

Had a very interesting MSA training evening the other night. This was the 1st of the MSA planned 'marshal training evenings' for the UK. I guess there were approx. 100 Scottish 'marshal's' there - and most looked to be very experienced! The presentations were very professional and aimed at 'start at basics' with a few bits of interesting info in it. I felt the 1st aid review was over due for me! Long time since I had done it all for my Scuba diving! Plus since I had never done any race marshalling, so I wasn't aware of the arm signals. The new video in the 2nd half was good, now who can spot the Trackrod banner?!!!!

There were forms to fill in for each member attending, and you could tick the box for a Grade 3, 2 or 1. For the grade 1 you need to supply 'evidence' of experience, I had produced a 'Motorsport CV' prior to attending and this was felt to be a good idea.

The material will be VERY useful for use at club night's etc. for training the new starters - pity there were non-there it would appear!

I would recommend all to attend - well worth it! Plus you get the chance to meet a lot of people you have not seen for a while!

Tour of Mull

11th – 13th October 2002

Format is similar to last year - Friday night, Saturday afternoon, Saturday night - plus a new stage down at the bottom of the island. 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! In fact, you could be too late already especially since regs will be out soon. Check out http://www.2300club.org/this_year/index.html for more info.

If anybody would like more details on any of the above, then please contact me on 01259 760611H, 07803 855457M - but not after 22:00!

Safe motoring.

Peter Stanhope

Trackrod Motor Club 2002 Leisurewear Range.

Rugby Shirt Navy, Black or White <i>S(36) M(40) L(44) XL(48) XXL(50)</i>	<u>£20.99</u>
Polo Shirt 1 – Plain Black, White, Grey or Navy <i>S(41) M(43) L(45) XL(47) XXL(49) XXXL(51)</i>	<u>£9.99</u>
Polo Shirt 2 – 2 Colour (Collar) White, Navy or Bottle Green <i>S(41) M(43) L(45) XL(47) XXL(51)</i>	<u>£11.99</u>
T-Shirt 1 – Round Neck. White, Grey, Navy, Black or Royal <i>S(40) M(43) L(45) XL(47) XXL(50)</i>	<u>£4.99</u>
T-Shirt 2 – ‘V’ Neck, Plain. White, Grey, Navy or Black <i>S(36) M(38) L(42) XL(46) XXL(50)</i>	<u>£5.99</u>
Dress Shirt 1 – Denim Style Denim <i>S(46) M(48) L(50) XL(52) XXL(53)</i>	<u>£15.99</u>
Dress Shirt 2 – Short Sleeved Light or Royal Blue, White or Grey Please State Collar or Chest Size	<u>£15.99</u>
Leisure Jacket – Lightweight Navy, Royal Blue or Black <i>S(37) M(41) L(44) XL(48) XXL(52)</i>	<u>£26.99</u>
Motorsport Jacket – Heavyweight Navy, Black/Grey or Black/Red <i>S(38) M(41) L(44) XL(47) XXL(50)</i>	<u>£44.99</u>
Fleece Jacket – Warm! Black, Navy, Grey or Blue-Violet <i>S(38) M(41) L(44) XL(47) XXL(52)</i>	<u>£19.99</u>
Summer Cap – With Suede Peak Black/Red or Black/Grey	<u>£7.99</u>
One Size Fits All	
Cricket Hat – Keep The Sun Off Navy S/M or L/XL	<u>£4.99</u>
Beanie Hat – Look Cool Black or Navy	<u>£6.99</u>
One Size Fits All	
Fleece Hat – Keep Warm Navy, Black, Grey or Royal Blue One Size Fits All	<u>£4.99</u>
Fleece Scarf – Keep Even Warmer Black or Navy	<u>£6.99</u>
Fleece Hat and Scarf Combo Black, Navy or Mix	<u>£9.99</u>
Naviator's Bag – Stay Organised Black or Navy	<u>£7.99</u>

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

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

From the pages of the TMC newsletter of August 1972.

Just got news that we were going to run Stang East on the RAC Rally - Big feather in Trackrods cap!

EGM to be called to change the date of the AGM from January to August to bring it into line with the RAC Yearbook publication. - we're still trying.

Howard White and David Taylor ran a 50 mile economy run which was won by Dennis Dickinsons Mexico, also in the list of finishers were A Woofenden, M. Cantrill, S. Hazeldine, K. Marr and R. Jackson.

Secretary Lloyd reported that we were to enter the Castrol Quiz; prospective team members start swatting now. Also the Shell League was founded with 5 events the first one being at the end of August, an autotest.

David Taylor reported on the antics of team Hewspin in the Longton & DMC Sprint at Longridge. Apparently Howards new racing shoes slipped from brake to accelerator at a rather critical point on the circuit and launched him into the greenery where contact was made with a strategically located fence which removed the wheel arches, new shoes promptly given the boot!

R Jackson reported on a boozy do at the John Player Grand Prix at Brands Hatch as a guest of Shell.

We had 5 crews out on the Stockton MC's Uniflo Trophy Rally, and our highest finishers being Geoff Northmore/Dave Wise who finished 10th. 11th were Steve Rathbone/J. Kilchell, 17th Martin Kemp/Ron White, 19th were M.Stones/Ian Buchanan with Andy Mackay/Mike Tempests position undisclosed.

The brothers Lee (John & David) were out spectating on a recent event with Ken Goodall and Richard Ashcroft and low and behold they all ended up pushing Richard Jacksons SPY 44 out of Caydale Mill ford.

.....Ends.

Richard Ineson.

Opposite Lock rally
Graham Steggles/Emma Bain Peugeot 205 Car 27.

We stayed in the room next door to the one we stopped at last year and anyone reading last years report will know we were kept awake by banging water works all night. Well you guessed it, it hasn't been fixed! I awoke with a banging head and hardly any sleep, feeling very poorly.

The event was meant to use the loose again but due to rain it was abandoned again. This was lucky for us as we had no knobbles. The whole event was done on road 'wets'. After stage one I was 18th overall but stage 2 turned out to be slipperier than 1 and mistakes were made. During the day my head went from bad to worse and the event was run with the usual delays. Even when not turning the stage around we were kept waiting at the time control.

Having grabbed a couple of minutes of sleep Emma woke me to tell me that we had 2 minutes to get to the control. As we drove through the service area at under 20 mph a Safety marshal decided to flag us down to 'bolok' us for speeding in an area where young children and dogs were roaming??? Now forgive me if I'm wrong but shouldn't young children be supervised and dogs be on leads especially in the service area but on events in general? She then proceeded to tell us that there were children using roller blades in the vicinity.....! I kept quiet through this hoping she would get to the end of her lecture so we could book in and left after listening but not being drawn into an answer only to book in on time to find that there was a 50 minute delay! We put this down to the fact that due to the lost miles on the event it would finish earlier and the organisers had to sell the food at the barbeque they had booked at the old later finish time and promptly had a 20 minute sleep in the car.

The stages were drying out at various points which allowed the faster cars to put the power down and we slowly went backwards but still finished in 24th O/A 10th in class. I felt a little bored at this venue and will have to think hard about attending again but maybe that was because I felt so rough through lack of sleep? Next one at Leconfield on the 'Sea King stages and I may have a secret weapon for that one.

G.Steggles

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.

AUGUST

- 6 Conservative Club, Gildersome AGM 8.30 for 9.00
- 13 Admiral Hawke, Boston Spa
- 20 Royal Oak, Wetherby
- 27 Admiral Hawke, Boston Spa

TMC Equipment

I would like to organise a group of people to come and help me with the task of sorting the equipment store. The date will be Sunday 25th August. There will be a free BBQ for those who last the distance. Please let me know as soon as possible so as to organise the quantity of food. The more turning up the faster we eat for free.

Katy Lee

Equipment Officer.

Trackrod welcomes new members (back to the fold)

Simon Preston

Richard Goldie

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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Simon Taylor 23 Mill Lane Acaster Malbis York YO23 2UJ 0800 0268493 (h) 07973 914965 (m) simontaylor @powerpromotions. freeserve.co.uk	Andrew Apperley The Gate House Church Road Aitofts WF6 2NJ 01924 892579 (h) 07836 544037 (m) andrewapperley@hotmail.com	Emma Bain 1 St John's Court Thorner LS14 3AX 0113 2893641 07711515521 (m) e.bain@lmu.ac.uk
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