

TRACKROD

MOTOR CLUB LIMITED



Stage 1, Lap 1, 3rd corner, straight, split left
into long 90 left. "who put those bails there?"

Bang.....Bang, game over.

F351 is dead. Long live F351

More next month. (Ed)

September 2002

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

PLANNING THREAT TO UK MOTOR SPORT DROPPED

Colin Hilton, chief executive of the Motor Sports Association (MSA), the national governing body of motor sport in the UK, has praised member clubs and individuals who responded to recent government proposals to remove the 14/28 day temporary planning rule which threatened to stop much of British motor sport. On 21 August, the government announced that it had dropped the proposals.

Jeff Rooker, Planning Minister, confirmed the government's decision to maintain the status quo: "Given that some problems had been identified, it was necessary to review the position of the temporary uses provision in today's planning system.

"Following consultation with those affected, I am satisfied that the regulations as they stand remain consistent with our aims to provide a workable planning system."

He concluded: "The temporary uses provisions allow for both economic activity and leisure pursuits to take place without undue constraint."

In the wake of the announcement by Mr Rooker, Colin Hilton commented: "Such unnecessary bureaucracy would have severely impacted on club motor sport. This threat has illustrated how improved and concerted communications between the MSA and its clubs and regional associations can avert such misguided legislation."

He continued: "Although the MSA made direct efforts, including personal representations to three different government ministers at various stages of the process, the response by the UK motor sport community, among other potentially affected parties, has had a decisive influence in deterring changes to the current laws."

The temporary uses planning provision, commonly known as the 14/28 day rule, is Part 4 of the Town and Country Planning Order 1995 and permits the temporary use of land for not more than 28 days or 14 days (depending on the type of activity) in total in any calendar year. Motor sport uses fall under the 14 days restriction. Use of the land in excess of the specified days would require an application for planning permission. The provisions enable a wide range of activities, including a large proportion of non-circuit UK motor sport such as rallying, trials and autotests.

The government received 2,400 responses from various groups, organisations and individuals in response to its consultation paper, with an additional 21 petitions totalling 5,995 signatures. Motor sport clubs and individuals accounted for almost 500 responses.

- > In February 2000, the government commissioned research to look at the impact of the temporary uses provisions under Part 4 of the Town and Country Planning (General Permitted Development) Order 1995. The research report was published in September 2001.
 - > In January 2002 a consultation paper on possible options for change to the current legislation was issued, inviting responses from relevant interested and affected parties.
 - > The MSA took action to lobby the relevant government departments, including direct representation at a senior level to the relevant ministers. It furthermore urged its member clubs and individuals to follow suit, through the Land Access & Recreation Association (LARA).
 - > In relation to the temporary use aspects of the consultation paper 2,400 responses were received. In addition 21 petitions were received with a total of 5,995 signatures.
 - > The MSA recorded almost 500 responses from the motor sport fraternity as a result of copied correspondence.
 - > On 21 August, the Office of the Deputy Prime Minister issued a press release announcing that the temporary uses provision will be retained.
- For information only - no regulatory value/ends/ 23 August 2002

Secs Bit

Extracts from Committee meeting minutes August 2002

Michelle Plevey has stood down as a Director of TMC but will remain Treasurer. The accounts still need finalising due to incomplete event accounts outstanding. This will mean an EGM.

TMC has 123 members.

Rally Yorkshire event to run scrutineering in conjunction with York College.

Andrew Apperley has stood down from committee passing Competition Secretary on to Jim Plevey.

Chief Marshal, Phill Andrews, is doing a great job and sending text messages to regular marshals with information.

A Xmas party may be organised at Gildersome on 3/12/02 with children invited and party games laid on.

G.Steggles (Secretary)

Sea King Stages; Leconfield
Car 65

65? 65???? Whats all that about then? We were seeded in the 40's last year and finished 23rd! Must be a good entry. Or we have upset someone? The day was overcast but warm. I treated the car to some 290mm x 26mm big brakes with racing 4 pot calipers and was determined to be a late braker. I watched the back straight from the service area and saw cars braking way too early for a 45 right into hairpin left into 90 right complex. I purchased some new front tyres and set off for stage 1. Into this complex I started braking at the marker board only to find us going backwards into the hairpin. OOps. 1st gear selected before we had stopped meant I didn't lose too much time. After stage 1 the tyres were knackered on the front! Only 7 more stages to go and I couldn't afford any more so they had to do. The 2nd stage saw a little light rain so we were slower but after that the day just got better. I was really enjoying this event now (something I haven't really done on the past few) I had a lighter attitude and even managed a couple of giggles on the way round. The brakes were amazing now that the master cylinder to caliper ratio is more even. I even had feel at the pedal instead of it feeling like I was pressing a concrete slab. I could feed the brakes in and out at will and the steering wheel wasn't nearly bent double from clinging on. The front tyres didn't make it, expiring on stage 6 (35 miles) with 2 short 3 milers to go my trusty colway remoulds were fitted having done a few events now. The grip was a little noticeably less but not by much.

So we finished, again, a creditable 30th O/A and 8th in class.

Since this event the tyre supplier has contacted me wishing to see the worn rubber. I took them over and whilst he agrees that the compound is soft he believes that I needed more negative camber wound on. Instead of the 1.75° I have I should increase it to 2.5°. This will be done for our next event at Binbrook 1st September. The problem being I can't afford a new set again so the trusty colways will be out again. More power, a proper gearbox or keep on my diet is next.

Graham Steggles/Emma Bain

Trackrod Motor Club Ltd

**2003 Dinner Dance & Awards Presentation
To be held in the Pavilion Suite, Leeds United
Football Club.**

**On
Saturday 25th January 2003**



**Tickets £20.00 Available from Simon Taylor at most
clubnights or by calling him on
0800 026 8493 after 6pm.**

**Evening will start at 7.30pm finishing with entertain-
ment through 'til 12.30am**

**A Full menu and booking form is now available from
Simon and will be included in next month's magazin
issue.**

2002 Rolling Calender

September 2002

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

October 2002

- 4th WRC Rally New Zealand
- 5th Sprint - Curborough. BARC
- 5th Seven Dales Road Rally (ANCC) Maps 99, 100/1/4/5
- 6th PCT – WDMC See A Apperley
- 11th – 13th Philips Tour Of Mull Rally – Isle Of Mull
- 12th Harold Palin Memorial Stages (ANCC)
- 13th FIA Japanese Grand Prix
- 26th Autotest Kirby Lonsdale MC. National A Status (ANCC)
- 31st 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

19th Pie & Peas Disco Night WDMC Championship Presentations
25th Trackrod Motor Club Annual Dinner Dance. Leeds United FC.

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.

The Grand Prix experience

Over the last 4 years I have been lucky to 'experience' different GP circuits within Europe. Back in the mid '80s, for about 7 years I marshalled at Silverstone & Brands Hatch - with all the associated 'challenges'. Poor access to the circuit, poor viewing, poor facilities, oh and the weather!

So, when in '99 I was asked if I would like to visit Spa, I jumped at the opportunity. The places visited since have been:

'99 Spa - excellent venue with access to most of the circuit. Transport OK with lots of villages close by supplying good quality small hotels. Well recommend.

'00 Monza - excellent atmosphere, everything is Red! but limited access to the circuit. Long transport to hotels, but the scenery is excellent. If you would like to know about the bars at the circuit, then ask - cannot print it!

'01 Hockenheim - atmosphere again red and very good, but again poor access to the circuit. Transport OK once you have worked it out!!!!

'02 Hungary - what an excellent venue, and on high ground away from the floods. The whole venue has been well organised, transport in/out (lots of cheap taxis) and the scenery of the area is great - more later.

So just back from Hungary I thought I would spread the word about this excellent venue. Many airlines fly to the country, but in most cases you will have to change somewhere. From the airport to town it is approx. £25, but if there are 4 of you it is not too bad. Hotels are plentiful in the city, but book early. The place is full of history, everywhere there are beautiful old buildings and as long as you check out the local bars things are cheap. Talking of bars, there is lots to look at! Yep this is the capital of xxx in Europe, beats Amsterdam!

Back to motorsport, we took a taxi into the circuit on the Saturday morning - no hassle straight to the gates (ish £20). With the entry ticket you can then walk around the perimeter of most of the circuit, so off we went to find our seats. We had silver grandstand tickets, at the back end of the grid looking down the main straight = stunning. With the qualifying of F1, support races, weather and a few beers we enjoyed it very much.

Sunday started even warmer still, 30+C by the middle of the day & not a cloud in the sky. Our hotel was in down town Budapest, the taxi arrived for 08:50 & by 09:15 we were at the circuit gates. Yes, less than 1/2hr, plus no rain, just a bit different to Silverstone! Just prior to the free practice the place really filled up, red everywhere, with a little bit of blue, silver & yellow! All fans happy together, no problems at all unlike football.

The build-up to the race was good, a Porsche race & then drivers parade -

when the lorry went by the noise was amazing, all for the red team! With our seats being in such an excellent position we just sat back and watched the event unfold in front of us.

The start. What a lot of noise, it was amazing. With the layout of the venue we could see 25+% of the circuit, it was great. Plus with a large TV wall in front of us everything was to be seen. The race itself passed off with no real issues, and in fact at sometimes it was a little boring, but around you there was always something to see.

After the chequered flag the gates were opened, and the crowd allowed onto the circuit. All very well organised with Police and stewards all in the correct locations. So with a massive crowd in front of the podium the prize presentation was carried out. Then, within an hour of letting the crowd in they were all out, split down the middle by stewards/police and gently eased out. Very well done - other events could learn from this.

We then stayed around for an hour or so, had a couple of more beers and then walked back to get a taxi. Lots were waiting, so got one straight away & back to the hotel within 1/2hr again!

An excellent weekend that I would recommend to anyone interested in F1.

What would it cost you to visit Silverstone v Hungary/Spa????

Safe motoring.
Peter Stanhope

WHY ARE WE WAITING?

To try to find out something about the delegates at the marshals' Training Evenings, those at Chester, Donington and Hatfield were asked to complete brief questionnaires and over 500 were then analysed. Not a huge sample? Well, newspaper election forecasts are often based on less so I think the survey does give some inkling to the sort of people who marshal – on rallies at least because that's what the seminars were mainly about.

So, eyes down for a few figures. 86% of marshals are male which, according to my steam powered, internet compatible, intel inside abacus, means that 14% are female. From here on incidentally to keep things simple, figures for the ladies are in brackets.

The average marshal is 41 (35) although delegates ranged from teenagers to 77 year olds. Typically, marshals have been doing it for 16 (9.7) years and – note this – they marshal on 12.3 (8.8) events a year. Think about that – that's more events than most organisers are involved with in a year, many competitors too I guess, which perhaps gives marshals a unique insight into our sport. Which in turn means it's worth paying attention to what they list as their likes and dislikes.

The likes? Over half the men and women list the camaraderie

and teamspirit as most important. A fifth cite 'the atmosphere' while 15.3% (18.3%) say 'helping the sport'.

The list of significant dislikes was a shade longer. Topping the bill? 'The weather' – listed by a quarter of men and a third of women with 'cold and rain' getting special mentions. Some of the top people in our sport wield considerable power but ...er... I think I'd still take a mac.

Sensible organisers can, and if they've any sense will, do something about the next most listed dislike: being in place far, far too early (now you see why the headline). To my surprise this even came above 'spectators' in the list of least favourite things, being mentioned by 16.4% (14%). To some extent this is bound up with two other dislikes – lack of information 8% (12.6%) and lack of appreciation, listed by around 6% of both sexes.

It's difficult to know how to entertain marshals on stages – the Ecurie Cod Fillet Nude Trampoline Display Team makes a fine sight with the Zimmer frames flashing in the sunlight (their motto incidentally is 'Never look up') but there's a limit to how many rallies they can get to at their age. So maybe the answer is for organisers to cut back on hanging around time if they can; if that's not possible then they

should at least communicate the reasons **WHY** the time schedule is as it is, and then of course they should write and **THANK** people afterwards.

Other dislikes? Loos or rather the lack of them were listed by 7% of the ladies (0% of the men), while there were a few comments about bad organisation and an occasional reference to rude competitors. To balance that, quite a number said they had no dislikes about marshalling.

The lesson from the study? Marshals are keen to help, they are highly knowledgeable about the sport, they value the friendships they make while marshalling...but they don't certainly don't like hanging around unnecessarily and they don't like being kept in the dark; except on night rallies of course.

Stuart Turner



COD FILLET QUIZ

1. Which well known racing 'Special' used the steering wheel from a WWI Handley-Page Bomber.
2. Where was the first racing appearance of the Aston Martin DBR1 2 Litre?
3. Which two drivers shared the winning Aston Martin DBR112 in the 1958 Tourist Trophy at Goodwood?
4. Name the opera singing driver who won the 1924 European Grand Prix at Lyons.

ANSWERS ON PAGE 14

Success for MSA rally marshal initiative

More than 2,500 people responded to the MSA initiative to train and register rally marshals. The campaign arose directly from a report by the Rally Safety Study Group and forms a major part of MSA plans to raise standards and to minimise risks to rally spectators.

'While we must accept that there will always be some danger in a sport such as rallying, there are significant ways in which we can limit the risk,' explained Colin Hilton, MSA Chief Executive.

'We reconvened the Rally Safety Study Group following several serious accidents during the 2001 season. The proposals put forward by the Group were comprehensive and, as this initiative shows, we are determined to instigate the recommendations as swiftly as possible.'

Training evenings were set up throughout the UK, aimed at giving marshals a broad grounding in the basics, including personal safety, spectator control and first aid.

Led by Stuart Turner (former head of European Motor Sport at Ford) and Allan Dean-Lewis (Head of Training & Development at the MSA), these events have been a huge success, with many heavily oversubscribed, forcing organisers to find larger venues or run two sittings.

With one presentation remaining - scheduled for the

Channel Islands in early September - the MSA is delighted with the overwhelming response.

'We hoped to attract a total of around 1,000, but we have achieved nearly two and a half times that number,' reported Dean-Lewis.

'Now we expect the vast majority to join the official MSA National Rally Register, which will not only encourage them to undertake further training and graduate to higher grades, but will also, for the first time, provide us with an invaluable database.'

To maintain the impetus, all those registering by 30 September will be eligible for a range of exclusive prizes, including invitations to test sessions from the four UK-based works World Rally Championship teams: Ford, Hyundai, Mitsubishi and Subaru.

New MSA Chairman

The Motor Sports Association has appointed John Grant as its new Chairman. Grant takes up the position of MSA Vice-Chairman with immediate effect, and will take over from the present Chairman, Michael Limb, on his retirement in December.

'I am delighted to have this opportunity to become involved with the MSA as it starts to develop a new strategy for motor sport in the UK,' said Grant. 'It will be my role to ensure that the MSA listens to and works with all the many interested parties and takes the lead in formulating and implementing a strategy that will secure a strong future for UK motor sport in all its forms.'

Colin Hilton, MSA Chief Executive, said: 'John Grant has

a wealth of experience at the most senior levels within the automotive industry, particularly in the maelstrom of corporate strategy. His appointment will bring significant support to myself and the MSA board towards the strategic development of British motor sport together with our industry partners.'

John Grant has spent most of his career in the automotive industry. During 25 years with Ford, he held a number of senior executive positions in Europe and North America. He played a major role in Ford's purchase of Jaguar in 1989 and in developing Jaguar's new product plans in the early 1990s.

He then moved to Lucas where, as Group Finance Director from 1992 to 1996, he was one of the key players in organising its merger with Varsity.

He was subsequently appointed Chief Executive of Ascot Plc, a chemicals and specialist engineering group. In 2000, he led a successful buy-out of Ascot's engineering businesses and is now Executive Chairman of Hasco Group Limited and Peter Stubs Ltd. He is a non-executive director of National Grid Group Plc, Torotrak plc and Corac Group Plc.

John Grant has had a lifelong interest in motor sport, having competed in autotests, autocross and club and international rallying in the 1960s and 1970s. At Jaguar, he was directly involved in overseeing its successful Group C and IMSA racing programmes.

He recently took up racing himself and now competes with some success in the Orwell Supersports Cup and Group C historic series in his Chevron B19 and Jaguar XJR-17.

Karting has made a major step forward in the UK with the establishment of the Kart Control Board.

This new board, backed by the MSA and with Chief Exec Colin Hilton as Chairman, has managed to bring together the full breadth of the sport and industry from the indoor karting arenas through to MSA recognised venues.

In doing so it has achieved its first aim of creating one central body which can start to streamline and fine-tune the operation of the various sectors for the mutual benefit of all.

Safety is a key issue for all concerned with factors such as circuit design, kart design, race-wear, training and insurance high on the list of items to be agreed for the future.

Already the KCB has brought together the ARKS training operation with the commercial circuit operators to create a new scheme training inexperienced drivers. It has also created a new high profile KCB Pro-Racer card which will enable drivers to record their events and eventually trade the card in for an MSA licence, subject to medical and written tests. Operational guidelines have also been prepared.

Says Grahame Butterworth of the British Kart Industry Association: 'The KCB is providing an important meeting place for many differing views and pooling a wealth of expertise. We should all benefit from this meeting of minds.'

Further info:
info@kartcontrolboard.org or
01753 681736



REVIEWS FROM



PORSCHE RACING, Laurence Meredith, Sutton Publishing, £12.99. ISBN 0 7509 2599 X.

This slim hardback is picture-led, and puts a knowing, affectionate slant on Zuffenhausen's racing efforts, from the Glockler-Porsche of 1953, to the GT1, via the all-conquering 917's and 926's, and the glory days of CanAm with terrifying 1100bhp power outputs. After a brief canter through history at the beginning of each chapter, we meet every type of racing Porsche, in black and white, including the unsuccessful single-seaters. Meredith, an enthusiast, has a real feel for Porsche methodology, which draws us rather closer to the subject than other, more ambitious books. Although his first words are: 'In 1727, the composer Handel...', he soon wades forward pulling no punches with opinionated text and captions ('Good old Dr Sodit filled his largest bucket, and poured its unpleasant contents over the entire project'). Good stuff, and no company PR whitewash: a happy little number.

HOW TO RESTORE TRIUMPH TR4 & TR4A. Roger Williams, Veloce Publishing, £19.99. ISBN 1 903706 04 1.

You will be 40 pages into this step-by-step guide before you even lift a hammer and chisel (Chapter 4, Body restoration). By then it will have guided you through the TR range and given you an excellent guide on what to look for when buying one. If you've still bought a dog the next 150-odd pages will put that right

too with detailed chapters on every job you will have to do from interior trim to a 1hd to rhd conversion. There are even welding tips and appendices on specialists and suppliers, but you can never have too many photographs in this type of book. The 450 black and whites here are adequate but not comprehensive. It ain't pretty, and it ain't cheap, but it does the job very nicely.

MINTEX MAN, Guy Loveridge, Bob Richardson, from Douglas Loveridge Publications, £27.50. ISBN 1 900113 015

Colour from the 1950s is rare, so when Loveridge and Richardson discovered a goldmine of behind-the-scenes photographs taken by the popular Mintex employee Lionel Clegg, they immediately saw a book. One scan through the candid snaps of pit work, testing, transporters, paddocks and heroes in this landscape title and you can appreciate their excitement. If you wondered what colour Duncan Hamilton's helmet was, what racing gear Shelby wore before he adopted his bib and braces, or proof that OSCA's wonderful Vignale bodied coupé from Le Mans '53 was painted, it's all here in muted Kodak colour.

Don't expect photographic masterpieces in the Klemantaski or Goddard mould but these images are a refreshing window into an era when race drivers drove bare-handed and advertising was limited to hoardings and service trucks. Only minor proof-reading glitches spoil this inspiring privately published effort.

MARSHALS POST

by the BMMC

KART meetings are among the most exciting, action packed – and occasionally controversial – meetings that you can marshal at.

Marshalling duties are similar to those at a circuit, but there are some additional things you need to be aware of.

First of all, whatever the category, the track surface will start to become slippery the moment it starts to rain – even if it is the lightest drizzle. You need to display the red and yellow slippery surface flag as soon as you notice rain because, unlike circuit racing, by the time the competitors can see spots of water on their visors it's already too late.

Don't expect the Clerk of the Course to stop the race. Clerks will want to keep the race going

and you can help them by making sure the right flag is being displayed – then it is up to the competitors to drive accordingly. It's unfair on competitors who have the ability to drive in the wet to stop the race because others don't have that skill and Clerks will prefer to have the option to call in a competitor who can't cope with the wet by showing them a black flag.

Generally speaking Clerks stop a wet race for the same reason they stop a dry race – because there has been an incident that is compromising safety.

If there is an incident – in the wet or the dry – and you are the only marshal on the post, then don't drop everything and go haring off to deal with it.

Generally, the first thing you should do is to ensure other competitors are warned, by showing them a stationary or waved yellow flag – depending on how serious the incident is.

Then make sure the Clerk or whoever is in control is informed. Keep displaying the flag to warn the other competitors while racing is continuing and update control on what is happening.

You shouldn't put the red flag out to stop the race except on the explicit instruction of the Clerk or Race Control.

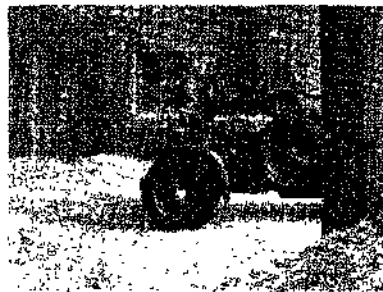
Let marshals from other posts come to help anyone who is involved, even if they have to come from further away. They should be able to see the incident and know that you can't go yourself.

It may feel as though you are doing nothing, but you aren't. You are doing all you can to make sure the situation does not get any worse.

QUIZ ANSWERS

1. The GN SPIDER (Basil Davenport)
2. Le Mans 1956 Brooks/Parnell
3. Moss/Brooks
4. Campari, Alfa Romeo

SHOP 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

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 | <u>£4.99</u> |
| One Size Fits All | |
| 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 September 1972.

19 competitors took part in the sportonoggin which was won by Steve Lloyd, looking down the list we see the names of Martin Kemp, Steve Holden, Ron White, Marsh Newman, Richard Ovenden to name but 5. Had EGM to authorise new AGM date and to reduce the size of Committee to 3 officers and 6 elected members (seems to be about what we are now) There was also a report of the treasure hunt won by Richard Jackson "and a cast of thousands" which just happened to include Woofenden and his fiancé Sue. Tony made headlines only last week chasing off some car thieves who were trying to nick his car but he, or rather his car came in for some pretty horrendous treatment from the thieves with crowbars -however we digress. Martyn and Liz Cantrill were also taking part together with Ian Wilson and "Kath".

Oh, incidentally, the E.G.M approved the election of a Club President this was duly done, Ray Dickinson being unanimously supported by the Committee, though there was an element that saw this as a promotion "upstairs"!

David Taylor reported on the antics of our Sprint and Hillclimb fraternity. Howard White managed to roll his Cooper 'S' into a ball at the Longridge Sprint, he escaped unscathed however and was 3rd in class by virtue of his earlier timed run! The car was repaired during the following week for an event at, would you believe, Baitings Dam only to be beaten by .02 secs for 1st in class!

Our Shell League team were sprinting at Topcliffe though results were not available at time of writing, our team of 5 were Ken Goodall, Richard Jackson, Dennis Dickinson, Keith Marr, David Taylor and John Mitchell. More next month??? We were lying 4th in the League, somewhat better than our current performance! This was after the Huddersfield MC Autotest at Wellersly Park Barracks when B.A.R.C "imported" a lot of "national" talent in George Holland, Dick Squire, Trevor Smith, etc, an act frowned upon somewhat by us lesser clubs. Somebody called Ineson finished 3rd in class, Johnny Solk 7th, David Taylor 8th and best novice, Dennis Dickinson and Richard Jackson, both sharing the former's Mexico had the clutch burnout so collected a fair number of washout times to be classified as finishers.....Ends.

Richard Ineson.

Rally dates for marshals:

RALLYS IN AUGUST 2002

- 1 1st, Lightening stages, Binbrook. S/O time 7.30-8.00
- 2 1st, Thurlby Motors Wolds Rally. Not sure if it will run. If you want to go; Tel: 01162 123 567
- 3 28th-29th, Trackrod Rally Yorkshire; If you can help me with Security FRI & SAT night please ring me A.S.A.P.

Thanks to all marshals last month on Sea King Stages and Specsaver Xmas Stages

SEE YA.

PHILL

For info:

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

FOR SALE

Peugeot 205 GTI 1.9

Ravic 1.9 GRP A engine. ZF LSD 5.1 CWP. GRP A Alcon 4 pot brakes. Rose jointed bottom arms. Rose jointed gear linkage. Power steering. Bias pedal box. Roll centre cage. Sump & tank guards. Hydraulic hand brake. Comp seats. OMP steering wheel. Log booked. Spares to include, 12 wheels and tyres, rear beam, doors, rear bumper.
£4200

Tel: Darren Moon 01132 676 751

Trackrod Welcomes new members this month:

David Fowles

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!

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 evi-
dence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

[]

Autotest []

Economy Run []

Hillclimb []

PCT []

Road Rally []

Stage Rally M/V []

Stage Rally S/V []

Treasure Hunt []

12-Car []

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

[]

[]

[]

[]

[]

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.**

September

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa
- 17 Royal Oak, Wetherby
- 24 Admiral Hawke, Boston Spa

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 | Jim Plevy Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevy@virgin.net | Emma Bain 1 St John's Court Thorner LS14 3AX 0113 2893641 07711515521 (m) e.bain@lmu.ac.uk |
| <u>Equipment Officer</u> | <u>Chief Marshal</u> | <u>Trophy Points</u> |
| Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 07766750126 (m) KTL90@hotmail.com | Phill Andrews 01937 588696 (h) 07940 250022 (m) pg.andrews@talk21.com | Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 07766750126 (m) KTL90@hotmail.com |
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