

TRACKROD

MOTOR CLUB LIMITED



Andrew Apperley in semi flight using Quaife
diffs on left

I managed the build (just) for Rally Yorkshire
on right. (Ed)

October 2002

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

Editorial

Full on bustin' again. Thanx everyone.
Graham Steggles Ed.

CHAIRMAN'S CHAT – OCTOBER 2002

Been very busy as you might imagine with the Rally Yorkshire. So let me firstly send a big "thank you" to everyone involved. Great team effort and I know a lot of hard work by so many people.

All the comments have been really positive and good, and emphasised the excellence of the team effort. Obviously forward planning is essential and having the right "key" people in place at the right time. The weather helped as well, nice to have some "summer" at last!!

The RalliTrak system worked very well and, whilst the analysis is still ongoing, appears to have prevented many stage stoppages, or potential stoppages. Over 180 competitors over 14 stages, some 110 miles and NO problems!!

Nice to see Jonny Milner clinch both the rally win and the PBRC title. I felt very sorry for Justin especially as his engine had been reliable all year – but that's rallying. As the late, great, Roger Albert Clark said "all the pots are at the finish!"

Life is slowly returning to normal, fewer phone calls, slightly earlier nights, much later mornings and time to feed the cat!!

Hope you all enjoyed the event – keep safe!

Rod Parkin

Secs Bit.

The Rally Yorkshire seemed to go well from my and others points of view any way. Certain reports have come through that a well known team tried but failed to put paid to the winners win, but this is hearsay. The event seemed to be relaxed and well run and the spectator stage was a good idea.

As far as I'm aware (entry list) there were 6 TMC crews out on the Clubmans event. M. Moore and A.Heaton retired due to gearbox problems, D. Hemmingway/J.Plevey won best TMC with a 10th O/A and 4th in class, Emma and I finished 26th, 8th, M.Midgley /C.Hudson 27th and 9th, C.Marston/G Wride a creditable 31st and 6th, with S. Sanderson/C.Downes coming in at 32nd and 11th due to a fresh car and losing the engine mount in the early stages. Not bad for TMC crews on their own event.

I would like to thank the Rally Team for all the obvious hard work put in to produce such a professional and well run event from a competitors point of view and also all the ancillary workers who were out there including course cars and of course the marshals who in my case were on the spot without hesitation trying to minimise any time loss. Thankyou from us all.

There is a marshals evening to be run later this month, 22/10/02, so those who need signatures are welcome to turn up.

G.Steggles (Secretary)

Lightening stages, Binbrook. 1st September

Car 4

Car 4! Sublime to the ridiculous. Car 65 last time out, car 4 this time. With a Nissan kit car in front and a GT4 behind. Got to get our foot down on this one!

The sun was shining and we were in the start que with a couple of minutes to go. The event was given a new start time of 20 minutes late. 9.15 came and went when we were informed there was no paramedic on site as he had gone to Cadwell instead! When he arrived we could start.

The first couple of cars went at minute intervals due to a start line cock up but then we were on 30 seconds. I noticed the dust as they set off but by the time 30 seconds had passed it seemed clear.

On the line and the countdown started. Off we went determined to keep ahead. Straight 90 right, straight 90 right, split left into long 90 left. "Cant see the split" "its there, over there 45 left into 90 right!" Bang! Sh*t! ?Bang!!! Game over.

Cost? New shell! No front end, roof up, no navigators side, boot floor in 4". Emma in a sling and me with whiplash! Don't ever think that straw is soft. We'd hit the first bale head on which spun us into the second sideways at a good 80 mph. Oil cooler and rad gone I switched off and we pushed it to the side.

Luckily the split was also the flying finish so we didn't have far to walk. At the finish line Emma was checked by the paramedic and carnage ensued on the line. Cars were spinning off, hitting each other and coming in with lots of damage. One crew member got out exclaiming, " stop this stage before someone is killed!". Everyone coming in had serious faces and even Andrew Apperley sustained damage!

I'm still not experienced enough to judge or pass comment but after 4 hours in hospital with Emma, going through it in my head and looking at the stage diagrams which show a straight at the split rather than a 45 left 90 right it looks rather like someone along with ourselves got it a little wrong there. (I leave that decision up to the reader) Thanks go to Jim for lending his car as tow vehicle and especially Malcolm and Jan Jagger who serviced and stayed with us through everything including hospital and unloading back at home, its very much appreciated.

Rally Yorkshire,.... 3 weeks, er....I'll try!

Graham Steggle/Emma Bain

SOCIAL SECTION

Go-Karting 2002

Either York or Selby

Venue TBC

Sunday 24th November 2002

**See Simon for entry form. Deposit of £5 to
be paid by Tuesday 5th November. Cost
approx £25 for 3 hours.**

2003 Dinner Dance

Leeds United Football Club

Pavilion Suite.

Saturday 25th January 2003

Tickets available £20 from Simon.

Menu choice also now available.

Paintball & Quad Bike Day 2003

To be held in York.

**Half day Paintball, half day Off-Road Quad
biking**

Approx date Feb 2003. Cost TBC.

More details will follow in future magazines.

2002 Rolling Calender

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.

Rally Yorkshire 02

Car 425 29/9/02

After a touch and go situation as to whether the car would be ready we set off early Sunday for the start. On the way the O/S front wheel came loose! I wasn't filled with confidence at the thought of throwing my fresh car through the forests after this but it made the rest of the journey without fault.

We had a drive out to the first stage and both Emma and I were a little nervous but attacked the stage with caution. First problem was the fuel pump relay that was sat on the O/S front inner wing was making and breaking over every pot hole or bump. I couldn't do anything but carry on through the rest of the 11 miler trying to feather the throttle to stop the on off switch that was the rattly relay from kicking in. On one hairpin left it stopped completely. Thanks to Phill Andrews and crew for jumping on the track and pushing. As it was it started on the button and we were off again albeit jerkily. At the end of one we were straight into stage 2 so I couldn't do anything but try to rob a relay off another competitor, thanks Dave, but as it was his spare relays were rivited to his dash board! I was nearly stumped when I thought about the fuse box in my car. There must be a spare or redundant relay in there. The first one I picked worked and didn't seem to stop anything else from working so we used that. It did the trick and we were off smoothly again.

We made it through stage 2 and to service without drama apart from a clicking on the front N/S. At service we found a front wheel balance weight was making the clicking noise from the wheel as it was hitting the front caliper and the rear N/S caliper braided hose was leaking. The hose needed a new olive which we didn't have so we filled the reservoir and carried on for the super special spectator stage.

Straight, 90 right, 90 right 90 left over bump, hairpin left. Hairpin left? where was that then? Oh the finish! 57 seconds! It was over

all too quickly and on to stage 4!

Stage 4 was Staindale and I really enjoyed this as it was twisty. I really got with the flow of this until I saw someone in the crowd of spectators and foolishly let go of the wheel to wave. In my head I remembered the 90 right instruction just in time but had to reverse out of the rut to continue!

Stage 5 and 6 were repeated from the morning and we made them in nearly exactly the same times. I will readily admit to being slow through the forests but need more practice and better tyres as the whole car seems to tank slap at anything over 85 mph. Someone suggested thinner rear tyres on the back to help it grip but I don't know if it is a tyre problem or not yet. I suppose it's the easiest thing to try though. So we finished, in time, with a 26th and 8th in class. I'm happy with that in a fresh, ill handling car and said from the start that I would like to finish at our seeded number which we nearly did. The event ran well from what I saw and the stages were mint. This may have led to the demise of a few who had rolled or ended in a ditch as even I got my foot down on the smooth surfaces only to find a rutted bit on a corner thrown in without warning or some sections of 50 yards covered with slippery loose fresh grading gravel just before some gate posts. Scary, but a Peugeot can get through sideways. Somehow. It woke Emma up. Judgement or Luck?

G.Steggles/Emma Bain

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.



Wheels

TIMED TABLES

The great 'win' over the planning issue showed that we don't *have* to just roll over if something important to our sport is at stake. It also illustrated the importance of timing – if we don't get our views across early enough next time (of course there'll be a next time) we'll get ignored.

Actually, we ought to be good at timing because no other sport so closely follows the clock. The only time our sense of timing seems to slip is when clubs get to their annual dinner dance, prize giving or whatever they call it. And yet for a well run social event, whether a club dinner or a team laying on something for sponsors, a bit of clockwatching doesn't come amiss. The aim should be to run an event to a fairly firm timetable... without guests feeling regimented.

As the annual dinner season dawns, comments in magazines suggest that many clubs struggle to make their functions work as well as they'd like. For what it's worth, I've been to some that have switched from dinners to Sunday lunches, and successfully so; it cuts out hotel bills while venues seem glad to have such bookings.

Whenever you decide to hold a function, one person should be in overall control and he – or more likely she – should have a clear idea of the optimum timing. If you've agreed with the venue that soup should be

slurped from 8.30 then put '7.30 for 8' on the tickets so that it appears that you're relaxed about shepherding them in for the meal. You need a master of ceremonies to do this shepherding by the way, although skip the dogs unless they're a particularly boisterous bunch.

Listen to the venue when deciding a menu and pick courses that are failsafe and able to be produced on time. The food doesn't have to win rosettes – people go to club dinners for the camaraderie not the cooking.

Know who at the venue is in charge and liaise with them so that for instance staff have stopped wandering around with drinks before the speeches start. Watch incidentally that the staff don't disappear after serving the main course and then leave you waiting... and waiting... for the puds. Happens surprisingly often.

If you decide to have a comfort break, the MC should announce that 'formal proceedings will start at ten to ten' or whenever – better to give a specific time than say 'in 10 minutes' because people won't keep track.

Speeches? They're expected but hint that brevity will be welcome. If an audience gets rowdy then courtesy suggests that the MC should call for 'silence please for our guest'. With luck the background rumble will encourage them to curtail that hilarious but quite

long story about how their car fell off the jack in 1957.

Awards? Work hard to make presentations smooth yet with adequate recognition for winners. It can be done. But it isn't done often enough, so audiences get bored.

Raffles? Oh dear. Traditional I suppose but they can waste a heck of a lot of time. If 20 people each take 30 seconds to agonise between the bottle of cooking sherry and that box of chocolates close to its sell-by date... well, you can see how time slips away.

I guess all I'm advocating is that dinners deserve the same planning and organisation you'd give to a competitive event. But remember not to let the organisation show. At one dinner, the secretary actually cut up my meat to encourage me to eat faster. Not that her help wasn't appreciated mind you.

Stuart Turner



COD FILLET QUIZ

1. Who drove DBR1.3 Aston to win the 1959 TT?
2. The European Grand Prix in 1926 was a hot day for drivers!! Who won?
3. After the WW2 the European GP was held at Berne who won?
4. Which innovative sports car is named after the State Bird of New Mexico.

ANSWERS ON PAGE 14

Planning threat defeated

MSA chief executive Colin Hilton praised 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 decision to maintain the status quo: 'Following consultation, I am satisfied that the regulations as they stand remain consistent with our aims to provide a workable planning system.

'The temporary uses provisions allow for both economic activity and leisure pursuits to take place without undue constraint.'

Colin Hilton said: 'Such unnecessary bureaucracy would have severely impacted on club motor sport. This threat has illustrated how improved communications between the MSA and its clubs and regional associations can avert such misguided legislation.

'Although the MSA made direct efforts, including personal representations to three different government ministers, the response by the UK motor sport community, co-ordinated by the Land Access & Recreation Association, had a decisive influence in deterring changes.'

The temporary uses planning provision, part of the Town & Country Planning Order 1995, permits temporary use of land for not more than 28 days or 14 days (depending on the type of

activity) in any calendar year. Use of the land in excess of the specified days requires 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. Motor sport clubs and individuals accounted for almost 500 of those responses.

The MSA took action to lobby relevant government departments, including direct representation at a senior level to relevant ministers. It furthermore urged its member clubs and individuals to follow suit, through LARA.

Euro licences

At present, a competition licence issued by any European Union country (plus Andorra, Iceland, Monaco, Norway, San Marino and Switzerland) and bearing the EU flag is valid for any British event, providing the holder complies with the requirements of the event. Such a competitor is subject to MSA Regulations while competing in the event.

Similarly, any British licence holder of National A grade or higher can compete in events within the EU (and the other listed countries), providing he or she complies with the requirements of the event. They are then subject to the regulations of the relevant national governing body.

The effect is that many national events can attract both amateur and professional competitors from 18 countries, without those events being listed on the FIA International Calendar.

The FIA World Motor Sport Council has now amended its International Sporting Code. The main effect is that the privileges described above will, from 1 January 2003, be available at National level only to 'professional competitors'.

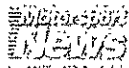
After 1 January 2003, any organiser wishing to invite amateurs from outside the country in which the event is held will need to upgrade the event to International status, to apply and pay for a listing on the FIA International Calendar, and to limit entries to competitors holding International licences. The event must also comply with relevant sections of the International Sporting Code.

Any British amateur competitor wishing to compete on events outside the jurisdiction of the MSA after 1 January 2003 will therefore need an FIA International licence.

The changes need not affect events organised by British motor clubs at overseas venues, as these will continue to run under MSA Regulations as MSA events. A British club organising such an event will face the same choice as all other organisers of National events: they must decide whether or not to upgrade to International status, perhaps to preserve the level of entries.

It must be stressed that, at the time of writing, the FIA proposals had not been finalised. The MSA (along with many other national governing bodies) continues to lobby the FIA, requesting that the proposals be reviewed.

The FIA is willing to consider 'cross-border arrangements' (which may permit continuation of existing agreements, such as that between the MSA and the Royal Irish AC), and/or reductions in the International Calendar fees.



Too many and not enough

The number of Off Road events has returned to its pre foot and mouth level, however there has been a sharp drop in entry numbers, at some events entries are very low, some might even say, down to pathetic levels. One club recently boasted they'd had a record turn out at a club trial, five entries, two up on the pervious event, sorry but five is not an entry to be proud of.

Low numbers is not just hitting club events; interclub and national events are also suffering with smaller entries than they need to run viably. It seems competitors are becoming more selective in the events they do; location, type and time of year becoming more important than in previous years.

Off Road event organisers need to look closely at the number of events they run to avoid date clashes with other off road events. Other major sporting events need to be avoided as well as. Clubs need to get together to run joint co-promoted events, so every one wins, competitors get better events, larger entries means better and more expensive land can be used, the clubs involved share costs and hopefully any profit.

Clubs need to start to talk to each other, its time a proper association of all off road clubs was created. A forum where clubs come together and talk, avoid date clashes and start co-operating on running joint events. I know its been tried before, but there are now too many events and not enough competitors to go round. If something is not done the whole of the off road sport is going to suffer.

MOTOR RACING AT GOODWOOD, Robert Barker, Breedon Books, £18.99. ISBN 1 85983 282 2.

Barker has previously produced the definitive Goodwood history but this more affordable new book brings his exhaustive research to a broader readership. Each chapter covers a year from 1948-'66 with the bonus of a reprint of Tony Brooks' story on the perfect lap. The text lacks anecdotes and quotes from drivers, officials and marshals, but Barker packs in the facts. Best of all is the wealth of photographs reproduced, many never before published and from Ted Walker's fascinating collection.

HOW TO GET AHEAD ON A ROAD RALLY – the Essential Glove Box Guide by Alan Smith.

A 24 page booklet with a question-and-answers format dealing with all the main problems facing anyone setting out on a road rally.

Available by post at £5 (cash or cheque) from Alan Smith at Hunters Hill, Peppard Common, Henley RG9 5JL.

BUGATTI, Laurence Meredith, Sutton Publishing, £12.99. ISBN 0 7509 1905 1.

This compact hardback offers a concise and entertaining introduction to the legendary machines of Ettore and son Jean Bugatti. Meredith makes no claim that this is a definitive history of the Molsheim marque to compete with the works of

Hugh Conway and Jonathan Wood. His chatty text is accessible and covers road and racing models with insightful observations from well-known exponents, Richard Halford, Hamish Moffatt and the late Wolfgang Zucner among them.

Meredith briefly recounts Moffatt's trans-America sagas with a Type 35. Once *en route* when a US cop bawled at the Englishman: 'This car does not move,' Moffatt unwisely replied 'Oh really. It goes rather well actually.' Not surprisingly the policeman has a sense of humour failure.

Most of the illustrations are amateur snaps taken at recent BOC Prescott meetings or in paddock at VSCC Silverstone. There is a frustrating duplication of types and details, and occasionally the lengthy captions ramble to fill space.

THE ITALIAN JOB game by SCI Ltd on PC CD-ROM.

This excellent game combines the classic driving game – which lags some way behind the market leaders for realism – with the film's famous storyline and some fine animation.

Catering for up to eight players, the game allows you to participate in the legendary gold heist, taking you through representations of London and Turin in a variety of vehicles used in the film, each with its own handling characteristics.

Available from computer games retailers, it's priced at £19.99.

MARSHALS POST

by the BMMC

If you are marshalling at the start – or sometimes the mid-point – of a Rally stage, at a circuit, or at a hillclimb or sprint, you are bound to come across a Rescue Unit.

You've probably never seen what's inside one, but most crews will be happy enough to show you around.

Rescue units are there in case the worst happens – a driver or navigator is injured or trapped.

A lot of the time there is not much to do except check the kit, watch the event, catch up on a bit of reading. But, when the call comes, it's all hands to the pumps and you could find yourself commandeered to help out.

Who will you find with a unit? Certainly a doctor or a paramedic. They will set the medical priorities for the removal of a casualty and carry out any medical procedures.

Rescue crew members will usually have a First Aid certificate and, if they are at a circuit, they will have at least been an Incident Marshal at one stage during their marshalling career, but they aren't generally qualified to stick anything into a casualty, although they will assist the doctor.

There will always be a crew chief, whose main job is to develop a strategy for removing casualties, in accordance with the medical priorities, together with back-up plans, just in case 'Plan A' doesn't work.

The crew will all have gone through a Motor Sports Association assessment, except in the case of trainees, who are learning the ropes before taking the assessment themselves.

How do you become a rescue crew member? Having a First Aid certificate is a good start, together with significant experience of rally marshalling or an Incident Marshal's grade for circuits.

Then you need to find a Rescue Unit operator or chief who is willing to have you as a trainee.

The chief has to sign your application for a trainee's licence and will play an important role in ensuring that you get the right training before you go for assessment.

During the assessment, trainees have to demonstrate their knowledge of the equipment on a unit and safe working procedures as well as taking part in a staged incident, which invariably involves being part of a team extricating a live casualty with multiple mock injuries from a scrap car which has been 'modified' to resemble a vehicle that has been involved in a major impact.

QUIZ ANSWERS

1. Fairman/Shelby/Moss
2. Jules Goux 8 cyl Bugatti
3. Count Trossi Alfa Romeo 1_sc
4. Chaparral

SHOP EARLY FOR CHRISTMAS



This year's 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

Be careful who you speak to on the Internet, as you never know what the consequences might be...

On the weekend of the 24th of August I had agreed to compete on the Mewla National with someone I had only "spoken" to on the world wide web and briefly on the phone and certainly had not had the pleasure to meet and so on the morning of the 24th I meet David Carruthers for the first time at the Drovers Arms on Epynt to commence our recce of the ranges.

Now blind dates are usually difficult as you are not quite sure who the person you are meeting is, but it was made easier as Dave had his website address writ large across his rear screen www.madfavorit.co.uk and I followed his car up to Drovers which he overshoot expecting a real pub not the MOD's version.

After signing on and a brief wait for our pace notes to arrive our recce commenced and we traveled in convoy across the military venue and recce'd every stage at least twice and those parts that were repeated it felt like 100's but it was a useful exercise and proved what excellent notes I had got hold of.

Once the recce was complete we had a run down to Builth to our high class hotel the Lion Hotel and I can't recommend this establishment highly enough as you receive a friendly welcome as you enter, the rooms are excellent and the food would shame a top restaurant in London, not.

When we arrived at the hotel Mein Host advised us that Dave had cancelled the booking and he had no rooms available (result) Dave pointed out to him as politely as he could that this was incorrect so could he try and accommodate us, the Landlord said he would see what he could do.

So to scrutineering we went and proceeded to wait 3 hours to have our car looked at for 5 minutes but we had no glitches and re made old acquaintances and made new with fellow competitors and the assorted rally groupies.

Back to the digs and Rigsby or Basil Fawltly had managed to find a couple of rooms for us, Dave and Chris (Dave's future Father in Law and car builder (which is more important?)) had a small twin and I was lead to my single room or should that be dormitory as it contained 3 sets of bunk beds.

Dinner was taken at the Little Thief in Builth and then a few beers in a

pub with 2 many vowels and consonants and an early'ish night. The event started from The Royal Welsh Showground in Builth with a road section out to the first stage on the ranges as they no longer use the Mickey Mouse showground stages on this event. Arrival at the start of SS1 was meet with a delay as we had an hours road section to do a 30 minute drive (at 30mph) and then there was an amendment as diesel had been spilt on a junction of SS2, something we had spotted on the recce.

SS1 passed with out incident except for the telling off I gave Dave for taking Devils Leap flat the first time he had ever seen it and the fact that we never backed off through the flying finish, mainly because I had not noted it and our brakes were very soft. SS2 went completely without incident and we returned to service for the first time for a nut and bolt check in the available 20 minutes.

SS3 & 4 were a repeat of SS1 & 2 and we knocked 30 seconds of each run and so were happy with that but on the return to service we discovered we were running out of fuel fast as the fuel consumption seemed to be double on Tarmac to what it was in the forests, so Chris was dispatched to the nearest civilization to refill the Jerry cans.

SS5 was a 17 mile and we were now suitably warmed up to have a good crack at the stages but to no avail as we got to the German Village an almighty noise came from underneath the car as the sump guard started to become loose. It eventually fell off somewhere but our rally was to end at Dixie's Triangle when the gear selectors, rear engine mount and exhaust all tried to leave the car and we retired instantly in front of hundreds of spectators at this popular spectator point.

I'd like to thank Dave and Chris for asking me to fill the vacant hot seat and I enjoyed the day even though it finished prematurely and we may be able to team up again in the future if my diary allows.

Bryan Hull

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 One Size Fits All	<u>£6.99</u>
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)

Trackrod National Rally

Well, I was hoping this would be a really pulsating read - crammed full of incident, lots of controversy, egos popping faster than acne spots - you know, the kind of thing Muttering Nudes serves up every week!

Let me tell you about it, then you can decide if we had an interesting rally. Filled in entry form in good time (so I could arrange 2nd mortgage to cover entry fee) then sat back and waited as all paperwork plopped onto mat in good time (1st brownie point to organisers - tell people what's happening). Friday - trolled up to York, LOADSA parking and unloading space at Knavesmire (2nd brownie point), sailed through scrutineering and signing-on without even a hint of waiting, then hung around drinking tea and nattering and gossiping to friends (full marks for the tea - made in a proper pot!). Started worrying - don't these Trackrod people know what us competitors expect? Hassle finding a parking space, surly dogsbodys on gates who haven't a clue what's going on and care even less, scrutineers and signing on teams who taught Nasty Nigel all he knows? Not even a HINT of a popped ego!

Saturday - arrived early (!) in Pickering (having taken notice of traffic lights warning - ANOTHER brownie point) to find a VAST and FLAT service area. Surely some mistake!

Once we got to the start line, I just KNEW things would start to go downhill - rotten stages, poor arrowing, iffy timekeeping - you know the sort of thing.

We successfully negotiated the Showground stage then set off to play with the big boys in Dalby. Boy, was I glad to be on Brian's notes! They are faultless - trust me, I'm a coward!

And what about the actual event? Sorry, nearly forgot! - Passed Andy Elliott stuffed in a ditch in Dalby 1, commiserated with David Brown on his delaminated tyre in Dalby 2, supervised Matt Yeadon and Co push starting his Ford (me - push?), loved Cropton and Gale Rigg, only gulped a little at Mikkola's downhill again, then drove to the finish. End of rally! (We will pass lightly over the nice man who plugged in a spare battery on a road section when our alternator failed - cos we didn't get caught. Organisers - Minus 1 brownie point!)

Just another rally really - to sum up from our point of view - faultless organisers, definitively good road book, fantastic stages, friendly faces all day everywhere we went, and helpful with it to boot.

So I haven't really done too well on the 'exciting', 'action-packed' report, have I?

(Yes Anne, you have, and I couldn't have put it better myself. Ed.)(wanna job?)

Anne Watson

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

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Event Status

Clubman CM []

National "A" []

National "B" []

International []

ANCC Round

LARKSPEED Round

Other

[]

[]

[]

For Official Use Only

RESULTS

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

ALL claims to be made within 1 month from the date of the event and must include a copy of entry list and final results sheet.

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

October

- 1 Conservative Club, Gildersome
- 8 Admiral Hawke, Boston Spa
- 15 Royal Oak, Wetherby
- 22 Royal Oak, Wetherby. Marshal training (MSA Approved)
- 29 Admiral Hawke, Boston Spa

November

- 5th No Meeting, Gildersome undergoing refit works. More detail in next 2 weeks
- 12th – Admiral Hawke – Boston
- 19th – Gildersome Con Club. Joint with MG Car ClubTBC
- 26th – Admiral Hawke - Boston

NOTE

There will be an MSA approved
Marshal Training Evening on Tues-
day 22/10 at 9:00pm at the Royal Oak
in Wetherby in the upstairs room.
(through the bar)

TMC Welcomes new members

Mike Axford	Dave Thomason	Tony Thompson
Richard Myers	Ken Forster	John Stanger-Leathes
Andrew Bush	Simon Bush	John Ausobsky
David Lawton	Alex Lawton	Carl Williamson
Harry Dodd	Roy Campbell	

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 Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevey@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 Plevey Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevey@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