

TRACKROD

MOTOR CLUB LIMITED



XMAS Rod?!,
“Where the heck did I leave my 4x4 tiptronic sledge, nasher?
Where are all my helpers?”

December 2002

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

Editorial

Xmas! = more weight and less speed. Why not burn it off on the Boxing day autotest? Competing or marshalling.
Graham Steggles Ed.

CHAIRMANS CHAT – DECEMBER 2002

Big event recently has been the Network Q sadly now semi-permanently set in south Wales. As I understand it the event will remain there for another 4 years courtesy of the Welsh agencies and will be known as the Wales Rally of Great Britain – sticks in the throat a little, somehow. But we have to be realistic – it is no longer the sport or the event some of us older folk remember with fond memories. Fond memories that is of being able to see the worlds' finest driving through the night, moving to another stage, then another, then another.....oh yes, and staying awake for 36 hours, standing in the pouring rain for hours on end and sleeping in the car!

It was fun, and I am sure it still is, but life has changed, new FIA rules, changing requirements from manufacturers, central service, fewer "driving" hours plus the ever increasing requirement for safety have altered the sport for good. Add to this the commercial necessity for sponsorship, of finding a generous host city/town with enough resources plus sufficient forest mileage nearby etc etc, and you find there are precious few alternatives left. We all have theories of how it might be run but it is my view that we will never again see the likes of "From Harrogate it Started" and "Turn Left at the Fox and Rabbit".

Elsewhere you will see a response to the members comments on the Hill Climb – I do hope that those of you who want to compete next year will take the opportunity further to discuss your ideas with the organisers in good time.

Have fun and all the best for the festive season

Rod Parkin

Secs Bit.

There has been a very positive article in the MSA Marshalls magazine that has referenced TMC's magazine with relation to Peter Stanhopes' article and marshalling. Just goes to show that someone does read our mag from time to time and can say good things.

It seems to me that there is a modicum of apathy hitting us at the moment with social events not being supported. This is very disconcerting for those who are trying to organise events. In particular the karting event where there were no deposits received at all! Therefore it didn't happen. I do hope that this isn't the trend as the events seem to go well when they happen, and it maybe that it wasn't advertised enough. Any thoughts out there?

The Larkspeed League annual do went well with TMC finishing 10th and receiving £60. If the last event had been better advertised we may well have finished a little higher up having slipped from 8th to 10th. Supposedly all the information is at Larkspeeds web site, but having checked for details it referred to the Alwoodley event being held earlier in the year.

G.Steggles (Secretary)

Its that time of the year again and membership fees will be due at the end of the month. You should find a form in the mag to be sent back with your dues. If there are no changes just sign it. If there are changes complete the change of details and send it back with your dues. TMC annual fees are comparable to other clubs and offer good value with next year hopefully being well organised with more competing on offer.

Emma Bain (Membership Secretary)

Barbecue Hillclimb – The Organisers Reply

Are Trackrod members really wanted?

I don't understand this question. If 110 TMC members all sent in a properly completed entry form on the day the regs come out then the event would have 110 TMC members. However, this event is NOT put on exclusively for TMC members. Ask Rod or Derek if Rally Yorkshire or the Lookout are. We make quite exceptional provision for TMC members to enable them to have every opportunity to enter this event.

The entry fee for Club members is significantly lower than for everyone else. We reserve a minimum of 10 places only for Club members. That's a minimum, not a maximum, but as the event has been over subscribed by 50% less than four weeks after the regs have been published, for the last 3 years, it is entirely up to the individual club member to make the effort to apply, and not bleat if a week before the event he cannot get a run.

You would automatically think there would be a rally car class.

Why? It's a hillclimb, not a single venue or a Rallysprint. It runs to hillclimb regulations, as published in the Blue Book. The regs this year did not offer a rally car class, so why enter an event if the classes are not to your liking. Or, why not approach the Clerk of the Course as soon as you get the regs and ask ? Its no good entering and then complaining ONE DAY before the event that ' we thought there would be a rally car class', cos that's a tad too late.

Let's consider Trackrod members are rally drivers. Is this true? I don't think so, but am I being asked to offer a class for Trackrod members, or a rally car class open to anyone? The problem with offering a rally car class is that one class is not sufficient. Is it fair to ask someone with a Peugeot 205 to compete against a turbo Impreza? Barry Stoner used to compete in his Peugeot at regular BARC meetings and was in the modified production car class, just like everyone else. Level playing field.

I am quite satisfied that all Club members who entered the event were in the correct class for their capacity and condition, based on the same criteria that would be used if they entered a BARC event at Harewood.

Rally cars were used to build up poorly entered classes.

We accept entries on a first come first served basis, except for the 10 reserved Club entries. We have been hugely oversubscribed and lack of entries overall is absolutely not a problem. Once the entry list has been closed we then look at the classes, and not before. We do sometimes have to combine classes and this is quite common in Hillclimbing as there are so many different classes anyway.

Use of slick tyres.

The complaint has been that slicks were not permissible. This year this group were in classes where they were, so why the complaint? If there has been a lack of understanding of the regulations I have never received any request for clarification.

Level playing field?

But level for whom? As I have said above, all rally cars are not equal, and nor are all other cars that were competing. The class system tries to get similar cars into the same classes. It may not be perfect, but lots of people compete on that basis all year. Why do this group of Club members feel they are 'special'?

Fair for members?

What do I have to do? How much preference does this group want? This is not a Rally Sprint, it's a proper hillclimb run to the hillclimb regulations. The regulations are quite clear and those are the basis on which entries are made.

This event has evolved over the last 12 years and is not the same as it was then. It is very profitable for the Club and very popular in its present format with many championships and competitors. The Organising Team will be reviewing all aspects of this years event before the start of next years event and I would be only too happy to have a discussion with any Club member over a pint at Club night regarding any changes that could be considered.

Nigel Drayton
Clerk of the Course.

2002 Rolling Calender

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.

SOCIAL SECTION

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.

Marshalling

End of season round up

A short thankyou note this month. I wish to thank all those who have turned out, as marshals to represent Trackrod during the season. Without volunteers events could not run as efficiently as they do.

The last few months have been busy. The Trackrod ran successfully as an International round of the BRC and many of you had active roles on the organising committee. Thanks also to those who turned out to assist, at scrutineering and signing on and who turned out to marshal stages. A group of us assisted in Housedale on Saturday and Langdale on Sunday. There was non stop action on Saturday. No sooner had one pass of the Historics, Nationals or Main event finished then the next one started. Langdale also saw two runs and many TMC members running in the Clubmans event. Rod even remembered to book good weather this year. Thanks also to those who assisted overnight at York and Pickering, choosing to give up the comfort of their own beds for the discomfort of their cars in order to provide security at the Racecourse and Showground.

The event was a great result for Trackrod with a well received event as usual. An excellent result for Yorkshire too, with Jonny Milner finally winning a major championship. Some of you may still remember his rally debut at Melbourne in his ex rally cross Peugeot 205.

Other marshals braved the gales to attend the Premier in Clipstone. Another good event but, unlike Rod, the organisers failed to get their weather booking in on time and so suffered gales and driving rain which nearly caused the cancellation of some stages.

November has seen the running of Delacy MC's Forest rally all within the Dalby-Staindale-Langdale complex with central servicing (?) in 2 locations as required by the size of the entry. Once again the weather held and although some of the stages were still a little rough after the Trackrod, we were treated to an absolutely

stunning day with plenty of action. Our location at the top of the loop that includes Mikkolas bend meant we saw the cars 6 times during the 2 runs made of our stage (2 extra times as we could see the start of the next stage) An event not without incidents which the organisers dealt with speedily but with the event starting at 11.00 and finishing at 3.30 it meant that no one had a raw deal. A civilised departure time from home and early finish made the day more enjoyable.

Keep your eyes and ears open for opportunities over the closing period of the season to marshal. I may still be bending your ear.

See you next year and Best Wishes for the festive season.

Phil Andrews

26th November 2002

ANNOUNCEMENT FOR IMMEDIATE RELEASE

The Association of Northern Car Clubs (ANCC) has announced the calendar of events that will form their 2003 Stage Rally Championship.

The Association is delighted to welcome back Kent Cams as the Championship sponsor for a fourth year and the Championship will continue to be known as the KENT CAMS ANCC NORTHERN STAGE RALLY CHAMPIONSHIP.

The Calendar will be

18/01/03 Jack Frost Rally

16/02/03 Kall Kwik Rally

02/03/03 The Alternative Sign Centre Robin Hood Forest Stages Rally

29/03/03 Willingham Recovery North Humberside Forest Rally

27/04/03 Wheelmeister Rally

24/05/03 Proflex Stages

22/06/03 Autospares Dukeries Rally

29/06/03 Binbrook Stages

26/07/03 Opposite Lock Rally

17/08/03 Sea King Stages

SECOND SITTING

Surprisingly, there was quite a response to my piece a couple of issues ago about dinner dances, with several clubs submitting ideas. When I suggested to them that this was a topic that only affects committees, I was firmly told that in many clubs the committee is the club, and anyway the points apply equally to those putting on functions for sponsors or supporters.

So, random suggestions which I gladly pass on:

- Planning should start within a week of the last dinner while the highpoints and horrors are still fresh.
- Strong support for my suggestion that there must be an MC. One major club's 2002 dinner had the same venue, guest list and menu as 2001 yet people felt it was far better but didn't know why. The committee knew – they'd booked a toastmaster who added a touch of purpose to the occasion. Few clubs will be able to justify the fee, but a club member should be asked to do this vital job.
- If you start late you never pull back the time. Obvious? Of course, but events do still start late...
- Clubs seemed to have tried everything to make prize givings run smoothly...tying labels on trophies is recommended to save having to peer at engravings...if

people don't turn up, don't hand out their awards (clapping a substitute collector who just happens to live in the same street is a bit odd if you think about it). Some clubs present 80% of their awards before the dinner starts with just the major ones afterwards – this needs caution because the thrill of winning should not be diluted.

- However prizes are handed out, winners should be photographed in front of a club logo and **PHOTOGRAPHS SENT TO THE LOCAL PRESS**. Why the capitals? Because only one in ten clubs bother. The other 90% probably mean that they never get media coverage.
- Raffles? Part of the scene and probably unavoidable. One or two clubs have tried – with some success – putting a pint pot by each prize. You put the stub of your ticket in the pot by the thing you'd like to win then the drawer of the raffle simply pulls one stub out of each pot. It's a bit embarrassing though for an author to have to buy tickets to put in the pot by a book they've donated to avoid it being empty. Or so I'm told.
- Speakers? Again traditional, as is a brief review of where the club is going by the chairman, but it is considered vital to brief speakers

properly. If, say, only a small percentage there are diehard enthusiasts, the tale of the cliffhanger for that class win may not be too well received. In fairness to speakers, bars should be shuttered before they start.

Quite a list. Many thanks to the clubs who sent the ideas in. I guess the points just emphasise that to run well, a dinner needs proper organisation. And doing something 'because we've always done it that way' may not be the right approach in these changing times. On the other hand, perhaps we shouldn't turf all tradition out of the window. Just think, there was once a time when bustles and monocles were worn ...and the glimpse of a well-turned ankle at a dinner dance was the height of eroticism. Still is for some of us.

Have a good Christmas.

Stuart Turner

COD FILLET QUIZ

1. Who was co driver to Erik Carlsson in the 1959 RAC Rally?
2. For which team did Fangio drive in 1954 whilst the Mercedes were made ready?
3. Who was team No. 1 in the Alfa Romeo team in 1951?
4. In which Grand Prix and in which car did Tony Brooks make his first GP Start?

ANSWERS ON PAGE 14

MSA Board

The following have been elected by the Motor Sports Council to the MSA Board for the next three years: Ronnie Trouton; John Wood; Alan Gow.

There are 12 directors on the MSA Board: two executive (Colin Hilton and Terry Lankshear) and ten non-executive, including the present MSA Chairman, Michael Limb, and his replacement from January 2003, Vice-Chairman John Grant.

Ronnie Trouton is chairman of the Motor Sports Council's Autotest Committee, president of the Association of Northern Ireland Car Clubs and a member of the Sports Council of Northern Ireland.

John Wood is chairman of the Motor Sports Council's Technical Advisory Group and managing director of the Motor Industry Research Association (MIRA).

Alan Gow is chairman of the Motorsport Strategy Development Group and a member of the management committee of the Association of British Motor Racing Clubs and the MSA Race Championships Control Panel.

Winning marshals

The MSA has announced the winners of its competition to promote the National Rally Marshals Register.

Throughout summer, in a highly successful nationwide initiative to retain, recruit and register rally marshals, seminars at 14 venues attracted over 2,600 people. By the end of September, 2,030 had signed up to the register and were thus eligible for a prize draw to attend events run

by the UK-based World Rally Championship teams.

The four winners will each be given a behind-the-scenes insight into the work of a top WRC team: Valerie Williams from Swansea will join the Subaru World Rally Team; Alex Hill from Blackpool won a day with Ford Rallye Sport; Peter Le Breton from Telford will visit Marlboro Mitsubishi Ralliart; and Adrian Coad from St Austell will link up with the Hyundai Castrol World Rally Team.

Said MSA chief executive Colin Hilton: "We are confident that this new register will help to raise safety standards on all UK events, from club level through to the Network Q Rally of Great Britain. We would also like to thank all four teams for providing those already registered with the opportunity to win such an exclusive prize."

Overseas success

Two senior MSA executives have returned from successful overseas missions.

In winning the 2002 Orwell Supersports Cup at the Nurburgring, MSA chairman-elect John Grant continued to broaden his understanding of the sport from the perspective of an enthusiastic amateur competitor, while Colin Hilton, MSA chief executive, undertook "an extremely informative fact-finding mission" to the Finnish motor sport national governing body, AKK.

Grant, who takes over as MSA chairman later this month, has had a lifelong interest in motor sport, having competed in autotests, autocross and club and international rallying during the 1960s and 1970s. As a senior executive in the Ford Motor Company, Grant was also involved in overseeing Jaguar's victorious Group C and IMSA racing

programmes in the early 1990s. He recently took to the tracks himself and now races a Chevron B19 and Jaguar XJR-17 in international historic sportscar series.

Meanwhile, Colin Hilton's trip to Helsinki also proved valuable and enlightening. "AKK has an excellent reputation and has been responsible for establishing Finland as a major international motor sport nation."

"The country hosts one of the best organised rounds of the World Rally Championship and in recent years has produced more than its fair share of WRC and F1 champions."

"By thinking outside the box like this, we can learn from others – more so, perhaps, as like the MSA, AKK is currently going through major reorganisation. It was a very worthwhile trip and one that I'm sure will produce significant benefits in the future."

Strategic thinkers

The Motorsport Strategy Development Group (MSDG), the recently-announced sport and industry 'think-tank', has confirmed its core panel.

The panel's 11 experienced professionals from a broad spectrum of UK motor sport and industry. It will steer the work of the body, while drawing on specific contributions from an advisory and consultative panel as necessary.

The members are: Alan Gow (Chairman); Chris Aylett (Motorsport Industry Association); Richard Barnes (Automotive Manufacturers' Racing Association); Mark Blundell (BRDC); Mike Broad (MSA Rally Championships Steering Group); Dennis Carter (BARC and AMRCO); Peter Foubister (Haymarket); Colin Hilton (MSA); Tim Jackson (Renault UK); Callum Lockie (Association of Trackday Organisers); Murray Smith (Octagon).



REVIEWS FROM



Off-Road is still regarded by some as the Cinderella side of motorsport, despite it being the second largest motorsport discipline. However within offroad we have a couple of events that could be regarded as Cinderella ones. Comp safaris continue to gain recognition through the British Championship and offroad trials are still the main stay of the sport, despite falling entries. Many competitors are turning away from MSA sanctioned events because clubs are not running events they want to compete in. However events do exist (within the Blue Book) that offer something different for those now looking for something beyond the trial and comp. Few clubs run Time Trials or Team Recovery events, as for Point to Points I can't remember the last one I heard being run, or Orienteering events. Gynkana's and Autotests can both be done in a 4x4 and offroad. They all offer something different, the events exist, club organisers need to look further than the norm, or face loosing competitors to commercial event operators and non-MSA affiliated clubs.

Congratulations go to Richard Kershaw, on winning the 2002 Goodyear British Off-Road Championship. Richard driving a 4.6 litre V8 powered Mattscraft Amateru took the championship at the last round of this years 5 events that made up the Goodyear supported championship. He finished in the top 3 on every round to beat reigning title holder Paul Coat into second and past champion Bruce Tigwell into third.

KEN TYRRELL - Portrait of a motor racing giant.
Christopher Hilton. Haynes. £19.99

ISBN 1 85960 885 X
Hilton knows how tell a good yarn and the story of the late, great Ken Tyrrell's rise from man in a shed to F1 dominator is fertile territory. Even better, the vibrant text is convincingly backed up with a mass of quotes from those close to Tyrrell including triple world champion Jackie Stewart. The result is far more in-depth than many of the hagiographies that pass themselves off as biography in this field, so it is all the more impressive that the character which emerges from it, though very human in his frailties and occasionally mercurial in temper, is likeable and totally admirable for is fortitude and single-mindedness. If anyone deserves a book about them, it is Ken Tyrrell, and this is a worthy tribute that will be equally happy on the coffee table or on the shelf alongside the cherished motoring titles.

NEW MINI. Graham Robson. Haynes. £16.99
ISBN 1 85960 8744

Behind its innocuous covers lies the real story behind the development and protracted birth of the Mini. Robson to his credit, cuts through the PR guff and, one suspects, there are bits in here that BMW would prefer you not to read. This is a

fascinating tiptoe through the politics of how today's cars make it (or not) to production - and there are lots of quotes from insiders. For example, the earliest running cars, spoilers for Mercedes' new A-class, were built on Fiat Punto platforms. Concisely written, and good, clear layout - but no pictures of the 1956 XC9000, which the new car resembles.

AUTOMATIVE A-Z. Lane's complete dictionary of automotive terms.
Keith Lane. Veloce Publishing. £14.99

ISBN 1 903706 40 8
It's all here: a dictionary, with no respite from the 13,500 entries within 321 pages of closely spaced type apart from the useful appendices in the back, which include license endorsement codes and rally pacenotes explained, and American-English translations. OK, let's test it out: desmodromic? It's here. Chapman strut? Yup. Bootlegger turn? Naturally. White van man? Sign o' the times. Dial gauge? Nope - but that's a machine-shop term anyway. Mostly everything you ever wanted to know but didn't know what to ask, but most useful for deciphering the bewildering array of modern acronyms. Also, Lane knows the difference between curb and kerb, and a wing mirror and a door mirror. Excellent.

MARSHALS POST

by the BMMC

Recent years have seen the introduction of two new types of emergency vehicles on rallies and in circuit racing – FIV's and KED vehicles.

Both generally only make their appearance at FIA events. They owe their origins to the fact that while Britain operates Rescue Units which will provide immediate medical support and remove the casualty from their vehicle, in Europe and some other parts of the world, the two jobs are separated. There, the local fire service may be used to cut the casualty free, while another team will take the casualty out. The initials FIV stand for "First Intervention Vehicle" and you will find them on international rallies.

KED, meanwhile, stands for

Kendrick Extrication Device – a sort of rigid waistcoat, used to immobilise a casualty's spine – you see KED crews on circuits.

An FIV is intended to be the first vehicle on the scene and will provide early casualty care until a Rescue Unit arrives. The Rescue Unit uses whatever cutting and other equipment is necessary to allow the casualty to be removed safely from the vehicle by its own and the FIV's crew.

KED units, on the other hand, are there to immobilise a casualty with a suspected spine injury and then remove them from the vehicle, again calling on Rescue Crew support, if necessary, to create enough space for a trapped casualty to be removed.

An FIV will have one or more medical crew on board and at least a driver who is rescue trained. A KED unit, on the other hand, will have one medical trained crew member and four or five other crew, all of

whom have been trained in a range of extrication procedures.

Both FIVs and KED units carry similar equipment.

There's a KED or similar device and a set of cervical collars and a long board (A PTFE-coated plastic board which a casualty can be slid along to extricate them from the vehicle without bending their spine).

Vehicles also carry a vacuum mattress – a body-sized bean bag which is wrapped around the casualty and goes rigid once the air is sucked out – and a vibrating saw which can be used to remove a helmet chin-piece, making it easier to remove the helmet. There will also be a blanket, radio, beacons and additional medical equipment.

QUIZ ANSWERS

1. John Spitznagel
2. Maserati
3. Dr G. Farina
4. British GP Silverstone BRM P25

A Merry Christmas and a Happy New Year to all Motor Club Members



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

14/09/03 Hamsterley Stages
27/09/03 Trackrod Chubman's Trophy Rally
11/10/03 Harold Palin Memorial Rally
06/12/03 Grizedale Stages

The format of the championship will be that best 8 scores from the 14 round series will count to overall and class positions. Separate Single Venue and Multi Venue Challenges will be incorporated whereby contenders will count best 5 scores from 7 events.

The Championship is open to all members of clubs elected to the ANCC.

Further details and championship regulations are available from the Championship Coordinator.

Mike Yates

4 Royd Wells Mirfield, West Yorkshire, WF14 9TP

Tel : 01924 489491

E-mail : mike.yates@virgin.net

The calendar remains subject to the formal MSA approval and to acceptance by the individual events of the Championship Rules .

FOR SALE

Peugeot 205 Gti shell complete with Rollcentre cage, doorbars and diagonal .m.o.t and RAC logbook
£600

OR

As above but rolling with standard Gti running gear etc.

£900

2 x sabelt 3 point harnesses £60

2 x magnum comp seats £130

Tel: DARREN MOON 01132 676751 Mobile 07759 078377
MAKE ME AN OFFER ON ANY OF THE ABOVE, SPACE
NEEDED

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

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.**

Scottish Correspondent
December 2002

Tour of Mull 2002

Well another great event, great weather up to the event and then after. But, Friday night and Saturday it poured down!!! Oh well, that's Mull. At least the rally made up for it, plus the social side.

No real report this year, apart from to say that we finished fine (no clutch failing) 15mins behind the last car – as 'Road Opener' in a TDi Range Rover not too bad.

So, accommodation is booked again for next year with all beds taken. However, there is a spare cottage if anyone is interested in booking. Let me know ASAP.

Kingdom stages, Crail, Fyfe

I had been invited only a couple of weeks prior to the event to be the Safety Officer on Saturday 2nd November, a single venue event. I must say I did enjoy myself. The weather could have been better, but I had feared it was going to be a lot worse!! That's why I didn't take the kids along for such a long stint (07:00 to 18:00), pity because they would have enjoyed it and learnt even more about rallying.

Venue, what an excellent place it is, with a very good surface. It is right on the coast, just south of St Andrews, so just an hour from the house. Having been the SC for 13+ years on a similar event, Lookout Stages, I was looking forward to seeing how another club made their event work.

Scrutinering was carried out in a hanger, and only on the Saturday morning. Nominated times were given, starting at 07:00. This all went to plan and cars were ready for SS1 starting at 08:30, however, the stage wasn't quite ready so a short delay was had. The course was the usual double loop round the old runways, but as I mentioned before the condition is FAR better than Melbourne, and its cheaper to rent the place!

There were a total of 8 stages, four in the morning run counter clockwise, then four in the afternoon going clockwise – all sounds very similar! Timing was run similar to the Lookout, but only two MTC's – start & end of the day.

I would recommend for those of you interested in 'travelling North' to consider this event – well worth it, V good value for money. Plus, accommodation in the area can easily be found.

One interesting thing, control boards on a 'wooden frames' are a great idea. 1" ply gives a lot of mass, hinges at the top, chains to stop them opening too far then a single tyre can be jammed into it to give even more mass.

The date for next year is to be confirmed, but it could be summer ish time. Watch this space for more details to follow, put the date in your diary.

Scottish dates for 2003

Full details will appear next year, but so that you have the dates in your diary!!!

Argyle stages – 17th May. General marshalling with excellent scenery as long as it does not rain! Anyone fancy running a stage?

Scottish Rally – 13th to 15th June. Aiming for a 'double run' stage on the Saturday with set-up on the Friday. Campsite already booked. ALL will be VERY welcome. Book now to reserve your bed – last year we had ish 40 for the BBQ on the Saturday night!!!

UK Rally Challenge 4 – 17th August

Based at Knockhill just North of Edinburgh, helped on no's 1 & 2 which were two full days. More details will follow next year, could make a good social event too and only 25mins from the house!!! Plus, since in middle of August then you could have a few days in Scotland on holiday as well.

Kingdom Stages, Crail – 1st November, possibly move to July

As per the details above. More details to follow next year, well recommend – either to compete or marshal, could make a good social event too!!! Plenty of space for caravans.

Tour of Mull Rally – 10th to 12th October

The best rally of the year, sorry Rod! You have heard the details of it before I am sure! Our accommodation is booked, and there is a spare cottage that can be reserved if anyone is interested.

This is all I can think of at the present to write, so have a good holiday period and hope to see a lot more of you 'North of the border' next year.

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 <i>S/M or L/XL</i>	<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)

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

December

- 3 Conservative Club, Gildersome
- 10 Admiral Hawke, Boston Spa
- 17 Admiral Hawke, Boston Spa
- 24 No Meeting
- 31 No Meeting

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